

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 051



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**THE SEVEN OCEANS with the SKANDI BERGEN seen operating close to the PRIDE
CARLOS WALTER in Brazilian waters**

Photo : Sjoerd Slinger o/b Pride Carlos Walter ©

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EVENTS, INCIDENTS & OPERATIONS



Royal Navy team raises £1,788 for Weymouth Lifeboat

MEMBERS of **HMS Portland** put themselves through the pain barrier to raise £1,788 in aid of Weymouth Lifeboat.



Paul Birch said they tackled everything from riding a bike to weight lifting and general physical exercise during their 24-hour marathon effort on board ship.

He added: "It went very well and we were happy to raise the money for a good cause such as Weymouth Lifeboat."

HMS Portland crew members are pictured handing a cheque to Andy Sargent, right, of Weymouth Lifeboat. Pictured, from left, are, Jo Boxall, Tiggs Ochiltree, Perry Mason and Paul Birch. **Source : Daily Dorset Echo**

Radar Lifesavers

Mitsui O.S.K. Lines, Ltd. (MOL), one of Japans largest shipping lines, announced that they have introduced a new type of life jackets fitted out with radar reflectors.

The shipping firm said that their latest life jackets were developed in cooperation with major life jacket manufacturer KOA KAKO Co., Ltd.

MOL stressed that the new life jacket integrates a compact, lightweight and portable radar reflector that ensures faster detection of seafarers overboard and adrift on the open sea.

An improved micro prism reflective material offers six times the reflective performance set by international standards. This U.S.- developed material also improves safety and visibility when seafarers are working on deck, and in case they go overboard.

The company said the life jacket has a detachable protective cover that is easy to replace in case of damage or deterioration. The reinforced life jacket protective cover is made out of nylon, instead of polyurethane, to improve its' resistance to abrasion.

MOL said this move is part of their program to improve on their operational safety for crewmen **Source : ShipTalk**



The TSHD **ROTTERDAM** seen riding high off Dubai (Persian Gulf)
Photo : Crew TSHD Rotterdam ©



War at Sea: Drug Smuggling using Submarines

The Pentagon Channel reported the capture of one of a kind drug smuggling submarine, including four tons of cocaine. Called "**Big Foot**" the submarine is powered by a six cylinder engine and can transport up to 15 tons of drugs for 2,000 nautical miles. While the drugs were deposit in the front of the sub, the rear included the engine and tight living quarters of the 2-3 crewmen.

Maritime Security in Asia: Indian Ocean Naval Symposium (IONS)

India's Prime Minister, Dr. Manmohan Singh, has inaugurate the Indian Ocean Naval Symposium (IONS) on February 14, 2007. IONS, one of the biggest conglomerations of Navy heads, is aimed at evolving joint strategy to face maritime threat in the strategically significant region.

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Twenty-nine nations are expected to participate in the symposium that will be conducted in two parts, with a two-day seminar here followed by a two-day conclave in Goa for the naval chiefs of the participating countries.

Delegations from Eritrea, Brazil, Seychelles, Kuwait, Qatar, Mauritius, Malagasy, Myanmar, Oman, Sri Lanka, the UAE, Kenya, Djibouti, Egypt, Mozambique, South Africa, Sudan, Tanzania, Malaysia, Maldives, Indonesia, Australia, Thailand and France will attend the seminar.

The seminar is being jointly conducted by the Indian Navy and the National Maritime Foundation and will enable Indian Ocean nations to address their problems without external assistance.

Recent years had seen rise in crimes such as terrorism, piracy and smuggling of narcotics and arms in the ocean region and navies of the littoral states must cooperate with one another to prevent trans-national crimes on the high seas. Prime Minister Dr.Singh stated:

The perpetrators of these crimes are well-organised and well-funded trans-national syndicates who take full advantage of the vastness of oceans. The need for cooperation among the navies of the region in preventing such trans-national crimes is, therefore, of paramount importance

The Indian Ocean spans 15 million nautical sq miles, hosts a third of the world population and accounted for 40 per cent of the energy sources:

Sea lanes of the region had emerged as one of the most important lines of communication in the world with container handling at the ports of Colombo, Mumbai, Chittagong, Bangkok and Port Klan (Malaysia) registering double digit growth.



Another look at the old [Thames](#) now m/y [Itasca](#)
Photo : [Fop Leder](#) ©

Unique Dutch maritime exhibition

PORTS & SHIPS has been asked to draw attention to an exhibition taking place in the Maritime Museum in Rotterdam until 22 June 2008, in which a variety of art and artefacts is on display.

These include ships models, paintings and drawings normally housed in various shipping and other offices around the city. For those unable to attend Rotterdam for the exhibition (and as a keepsake for those that can) a book with the title 'Maritime Heritage' has been produced which contains pictures and details of all the exhibits along with descriptions of the artists or model boat builders and the history of the various types of artwork on display.

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The exhibit has a website at www.maritime-heritage.com which is available in both English and Dutch or alternately go to www.maritiem-erfgoed.nl

The address of the exhibit and where the book can be ordered from, its price etc is available on the website.

Arbeiders vinden 69 kilo cocaïne in Le Havre

In de Franse haven Le Havre is 69 kilo cocaïne in beslag genomen. De drugs zaten verstopt in een container uit een schip dat uit Colombia was gekomen.

Arbeiders stotten per toeval op de cocaïne die verstopt zat in de dubbele wand van een container die zij in een loods aan het schoonmaken waren. De drugs zaten verstopt in zakjes van een kilo. De container was aangevoerd door een schip dat in Colombia was uitgevaren. Het is onduidelijk of Le Havre de eindbestemming was. Sinds november is in die haven al 17 kilo cocaïne in beslag genomen, verstopt in containers en op weg van Carthage naar Antwerpen. **Bron belga/vsv**

Chinese fireboats fight Taiwan ferry blaze

Chinese fireboats helped put out a fire on a ferry in Taiwan waters, believed to be a first since the two sides split in 1949, a report said Sunday. Four Chinese fireboats came to the rescue Saturday when fire broke out shortly after the "Tong An" ferry docked at the Taiwanese island of Kinmen after crossing from the Chinese city of Xiamen, the United Daily News said.

The Chinese vessels were called in from Xiamen as Kinmen does not have any firefighting boats, it said. All 37 passengers had already disembarked from the Chinese ferry when the blaze started and the 19 crew were rescued by Taiwanese patrol boats.

The ferry was destroyed in the fire, which lasted five hours, the paper said. It was believed to be the first time Chinese fireboats have helped fight a blaze in Taiwan waters since the two sides split after a civil war in 1949.

The rivals inaugurated limited shipping exchanges about seven years ago. China still considers Taiwan part of its territory and has threatened to invade if Taipei declares formal independence. **Source : brunei-online**

Hike in fuel prices hits ferry operations

Thousands of people travel by launches daily

Ferry operations across Godavari have become costlier with hike in prices of fuels. The ferry operators find it difficult to meet the extra cost on their own as the people are strongly opposing the move to hike the charges.

Thousands of people from the river side villages take to the launches daily for travelling from one point to the other, particularly to the places which still remained inaccessible by road. The launches are the only safe mode of transport across the river. Over 400 people cross the river daily from the Kunavaram ferry point. A majority of them are bound for places such as Velerpadu and Koida and other river side villages in Palvancha mandal. Only one launch has officially been operating from the ferry point. Many people bound for far off destinations in Palvancha division prefer the short cut route even if it involved trekking for a two km distance on the sand dunes in the river bed. Otherwise they have to travel by bus for nearly 130 kms.

"We have already been paying Rs 10 per head to ferry operators. Some of us travel by the launches three times a day and charges were already prohibitive," says DWCR member Seethamma from Velerpadu. The ferry operators had hiked the charges almost four times in the past two years, she complained. The ferry operators, however, had their quote of woes for keeping the launches sailing in Godavari River. Mallikarjuna Rao, in-charge of operations from the Kunavaram ferry point, said his master had taken the rights for operating the launches from the ferry point paying Rs 6.51 lakhs this year against Rs 3.5 lakhs last year.

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"The 31 horsepower power launch engine has been consuming at least 40 litres of diesel for making 10 rounds a day. It is highly difficult to meet the cost of operations without hiking the charges. Otherwise we should cut on the cost of operations by reducing the number of trips across the river," he said. **Source : The Hindu**

Islanders claim ferry fuel is 'time bomb'

Residents of the island of Santorini braved the cold weather and gathered to demand the immediate removal of fuel from the sunken ferry **Sea Diamond**.

The cruise ship, which sunk off Santorini last April, has tons of fuel in its tanks which has yet to be pumped out. About 1,000 of the island's approximately 7,000 permanent residents gathered to demand that the fuel be removed, arguing that it is an environmental time bomb that threatens the popular holiday destination, according to Skai television.

Louis Hellenic Cruises, the owner of the **Sea Diamond** ferry, said last week its insurance will not cover the cost of a salvage operation, as the ferry operator was not responsible for the accident. The operator has blamed inaccurate maps for the ship running aground on a reef. **Source : ekathimerini.com**

Hope for stranded ship crew

There is light at the end of the tunnel for 11 stranded crew of a ship which has been under arrest in Richards Bay Harbour since May last year. An order was granted in the Durban High Court on Wednesday that it be sold, possibly for scrap metal.

The application against the St Vincent and Grenadines-registered **MV Lady East**, and its owners, Premier Navigation, was brought by Island View Shipping, which had contracted the vessel to carry a 32 000 metric ton load of bulk chrome ore from Richards Bay to China.

The ship arrived in Richards Bay last May, but was arrested after being deemed unseaworthy and losing its American Bureau of Shipping status. According to papers before Judge Chris Nicholson on Wednesday, surveyors had found "substantial amounts of rusted steel" and that the ship had suffered substantial metal wasting, resulting in holes in the underside of the vessel.

The crew, all of whom are from the Ukraine, were left stranded, caught in the middle of the legal tussle and without the means to return home. So desperate were they that they put up an SOS sign, alerting locals to their plight.

Jaco Dreyer, of Mission to Seafarers, who along with Hannes Pretorius of Biblia and other organisations have been helping the sailors, said the court order was "wonderful, wonderful news". The court order authorises the sheriff to begin a repatriation process to be paid for from the proceeds of the ship sale.

But chief engineer Igor Novak told The Mercury on Wednesday that they might not be able to leave. "We are owed \$100 000 in salaries. "We have lodged a claim against the company, but our lawyer says he might have to wait until after the ship's sale to get our money. If we go home, we might lose out," he said.

The order provides for the ship's sale to the highest bidder at a public auction, but it is not clear who would buy it and for what purpose. Documents before the court list massive debt that has accrued, with known claims standing at \$1 694-million.

That excludes unpaid berthing and port dues for nine months. Experts have said it was not viable to repair the ship, but put its value in scrap metal at about \$3,7-million. Island View Shipping, which lost a contract for the chrome as a result of the condition of the ship, claims it is owed \$617 000 in damages.

The ship has also been taking up a "valuable repair bay" in the Richard's Bay harbour. This article was originally published on page 4 of The Mercury on February 21, 2008 **Source : iol.co.za**

Tugboat Svitzer Korsakov Still Kept by Pirates in Mogadishu

The tugboat **Svitzer Korsakov** with Russian-British team aboard is still kept by pirates in Mogadishu, Somalia, the chairman of the Vladivostok Branch of the Russian Seafarers' Union Yuri Kurnakov told Vostok Media.

He says "there is no any trustworthy information about the captured seamen." The situation is even more complicated as the age of the tugboat's captain is 70 years, chief engineer – 67 that may negatively affects their health in case of long captivity.

The ship owner **Svitzer Wijsmuller Sakhalin** doesn't comment on the situation. The information about whether the seamen have insurance or not or who signed them is also unavailable as the tugboat stays under the flag of a foreign state. Svitzer Wijsmuller Sakhalin doesn't reply to the official inquiries. Instead of that the company tries to find out who of the seamen working in the company are members of the Russian Seafarers' Union.

Lots of questions arise: why did the vessel, provided for work near shore, follow the route through the ocean without any escort, why it doesn't stick to the recommendation of the International Maritime Organization – going at 200 miles distance off the Somali shore, how will the vessel be freed? The Malacca Strait riving with pirates was on the way of the tugboat. "The Russian Federation should more actively stand upon protection of its citizens,"- Yuri Kurnakov says.
Source : vostokmedia.com

Stowaway swims away from arrest

A man who allegedly attempted to stow away in a cargo ship from Mombasa narrowly escaped death Wednesday when he jumped into the sea to avoid arrest.

The suspect, who had boarded a docked ship at Mbaraki harbour, jumped into the ocean after he was discovered by the crew of mv **Bolan**. The vessel was discharging clinker, a substance used in manufacturing cement.

According to eyewitnesses, the man started swimming towards the South Coast before he was rescued by a fishing boat. But when a Marine Police boat approached, the would-be stowaway dived back into the water, swam to the shore and fled.

Marine Police boss Albert Waweru said the man had been hawking fruits and vegetables aboard the ship and dived into the water to avoid being caught by security guards. "The man jumped into the ocean when he was confronted by the cabin crew, who suspected that he might steal from the ship," said Mr Waweru.

One eyewitness, Amadi Ali, said joblessness was the main reason youths attempted stowing away on foreign ships.

"The only barriers between them and their dream lives are the police officers. They are normally very good swimmers and do not even fear the sharks which trail most ships," said Mr Ali. Mr Waweru said that cases of stowaways were on the decrease following the formation of the Marine Police Unit. "We conduct regular patrols and arrest any offenders," he said.

With the closure of many tourist hotels at the coast because of the post-election violence, cases of youths attempting to stow away are likely to increase. **Source : nationmedia**

CASUALTY REPORTING

Trawler gezonken bij Le Havre - geen slachtoffers

Bij Le Havre is woensdagavond door nog onbekende oorzaak een trawler gezonken. De vier bemanningsleden konden worden gered, zo melden de autoriteiten. De trawler zonk rond 22 uur op 35 km van Antifer, bij Le Havre. Een voorbijvarende vissersboot kon de bemanning oppikken. **Bron : afp/mvl**

NAVY NEWS



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Newest patrol boat set for commissioning



HMAS Glenelg is the final of 14 Armidale class patrol boats to go into service. Its captain, Lieutenant Commander Nick Watson, says the **Glenelg** will be based in the Top End but patrol around all parts of the Australian coastline.

"Darwin's our home base and at the moment we're circumnavigating Australia, stopping at a number of ports and trying to get as much done as we can while we get around Australia," he said.

He says there is an array of high technology in the new ship.

"Very advanced ships, the most advanced ships in the Navy at the moment, a lot of new systems. Automation on the propulsion systems and a lot of new sensors, electronic charts which really helps the capability of these vessels."

HMAS Glenelg will be open for public inspection at Port Adelaide this weekend. **Source : ABC News**

U.S. nuclear submarine Ohio arrives in S Korea for joint military exercises

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U.S. nuclear-powered submarine **Ohio** arrived in South Korea's southeastern port city of Busan on Wednesday to join the upcoming joint military exercise between South Korea and the United States, the U.S. Force Korea (USFK) said in a news release.

"The **USS Ohio**, a U.S. guided missile submarine, is in port Busan. The Ohio is taking part in a routine port visit in conjunction with the **Key Resolve/Foal Eagle Exercise 2008**," said the news release.

It is the first visit of the U.S. nuclear-powered submarine to South Korea since late 2005. The U.S. nuclear-powered Navy aircraft carrier of **USS Nimitz** is also set to visit Busan with 5,000 crew members aboard later this month to join the joint U.S.-South Korean military exercises scheduled in early March. **Source : xinhuanet**

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Royal Navy's aircraft carriers face delay

The construction of the Royal Navy's two aircraft carriers could be delayed by up to 12 months as the Ministry of Defence faces an estimated budget shortfall of £2bn over the next three years.

One of the recommendations presented to senior defence officials and service chiefs yesterday was that the MoD agree a manufacturing contract with the industry alliance building the ships within weeks but delay construction.

If the government goes ahead with the plan, it would set alarm bells ringing in Britain's shipyards. The yards have been hiring in anticipation of the £4bn project and could have to lay off key workers.

Sources close to the talks believe that by agreeing the contract the MoD would be able to limit any political fallout from subsequent delays.

Signing the contract now would also allow the shipbuilding joint venture between BAE Systems and VT Group to go ahead. The two companies have been poised to agree the project for several weeks but have been waiting for the green light from government.

BAE said: "Negotiations regarding the proposed joint venture with VT are at an advanced stage . . . The signature of the joint venture agreements is also dependent upon the signature of contracts for the aircraft carriers and we are working closely with the MoD to ensure that these are placed as soon as possible." **Source : www.ft.com**

Sub crew can't wait to go to sea aboard Astute

SUBMARINE crew posted to Barrow have given the thumbs-up to their assignment aboard the first-of-class **Astute**.

The £1.2bn submarine is due to return to Devonshire Dock in May, and will leave Barrow later in the summer. It is the largest hunter killer-class boat built for the Royal Navy, although it is considerably smaller than a Trident missile sub.

Chief Petty Officer Steve Doughty, 43, from Westbury, Wiltshire, will be responsible for the weapons and fire control systems, on board the 97m-long vessel. CPO Doughty, who has served on several submarines in his 26 years in the Royal Navy, said: "She is a step-change for submarines. She's a fantastically capable boat, she has all the bells and whistles and I think she's going to be a very, very good submarine.

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"I'm very excited to be serving on her. I can't wait to go out to sea for the first time on what will be the most advanced submarine in the world." **Astute** was launched in June last year by the Duchess of Cornwall.

The vessel is classed as the most capable ever operated by the navy and has a sonar facility so sensitive it can detect and identify a ship setting sail from New York, while docked at Portsmouth.

Astute is designed to attack other ships and submarines, gather intelligence, support land forces and attack targets on land with the latest Tomahawk cruise missiles. It is powered by a nuclear plant, which will not need to be refuelled for the whole of its 25-year operational life.

Astute is able to circumnavigate the world without resurfacing and its ability to stay under water is limited only by the amount of food it can carry and the endurance of the crew. CPO Craig Middleton, 37, from Bolton, is an engineering technician and head of electrical maintenance on the sub.

He said: "I spent four-and-a-half years serving on **HMS Sovereign**, so I've gone from the oldest sub to the newest.

"It's an incredibly modern and technically advanced submarine. "You can tell how much time and effort has gone into building her and making sure everything works as it should. "She's very impressive and I'm looking forward to going to sea in her."

Technological innovations mean it only needs a crew of 98 to operate it – 17 less than **Trafalgar-class** submarines it will replace. When fully operational, the submarine's average tour of duty will last up to three months. Ben Sanders, 24, from the Midlands, is a communications and information systems specialist.

He said: "She is very impressive. I'll be able to look back and say I was part of the team that launched a sub which was the first of its class. "Everything about her is so advanced. It's really exciting to be serving on board such a sophisticated sub. I'm looking forward to her going to sea for the first time.

"I volunteered to serve on submarines in the first place, and on Astute in particular. I wanted to see what such a modern submarine could do." Three more **Astutes, Ambush, Artful** and **Audacious**, are being built at Barrow with hopes of three more. **Source : North West Evening Mail**

Korean Coast Guard Orders Two AgustaWestland AW139 Maritime Helicopters

AgustaWestland is pleased to announce that the Korean Government has signed a contract for two AW139 medium-twin helicopters in maritime patrol configuration for operation by the Korean Coast Guard. The order represents the first AW139 helicopters to be sold into Korea for government applications and both helicopters are scheduled to enter service at the end of 2009.

The Korean Coast Guard AW139s will perform Maritime Patrol, SAR and EMS missions and will be equipped with a Forward Looking Infra-Red (FLIR) camera, search/weather radar, rescue hoist, emergency flotation system and a four-axis autopilot with SAR modes. Speaking after the contract award, Giacomo Saponaro, Senior Vice President International Business Unit, AgustaWestland said "We are delighted the AW139 has been selected by the Korean Government for its maritime patrol helicopter requirement and proud to be able to add the Korean Coast Guard to our growing list of customers.

This deal marks the first sale of the AW139 to a government agency in the Republic of Korea and we look forward to building upon this success." **Source : skycontrol.net**

US missile hits spy satellite -Pentagon source

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A missile fired from a U.S. Navy warship hit a defunct spy satellite in space in an effort to prevent its toxic fuel tank from crashing to Earth, a Pentagon source said on Wednesday.

"The missile's been launched and (it was) a successful intercept," the source said. The source had no further details but U.S. officials had said they planned to fire the missile from a ship in the Pacific Ocean. There was no immediate word on whether the fuel tank had been shattered as officials had hoped.

The Pentagon said last week that President George W. Bush had decided the Navy should try to shoot down the satellite because its tank of hazardous hydrazine could leak if it enters the atmosphere and reaches Earth. Russia and China have expressed concern about the operation. The Russian Defense Ministry said it could be used as cover to test a new space weapon. Washington has insisted the operation is purely to prevent people being harmed by the satellite's fuel load.

SHIPYARD NEWS

MHI yard gets Japan's largest goliath crane

Mitsubishi Heavy Industries, Ltd. (MHI) today began the full-scale operation of Japan's largest goliath crane.



The 1,200-ton lifting capacity unit has been installed at the Koyagi Plant of the Nagasaki Shipyard & Machinery Works in Nagasaki Prefecture. It is 95.5 meters in height and 185 meters in width.

The introduction of the new crane and expansion of other shipbuilding-related facilities, will increase the shipbuilding capacity of the Koyagi Plant from the current five LNG carriers annually to seven.

The goliath crane is part of MHI's program to enhance the Koyagi Plant's competitive position in shipbuilding. Other steps include a 25 m expansion of the existing shop that is mainly used for bending and assembly of heavy steel plates for the fore and aft

blocks of ship hulls and construction of a new shop dedicated to specific hull segments. The capacity of the present painting shop has also been enhanced.

The program aims to increase the percentage of shipbuilding activities at the Koyagi Plant carried out on the ground or in the shops rather than in its dry docks, and to shorten construction time through improvements in efficiency. The new goliath crane will enable the plant to more widely adopt the construction method by which, in combination with existing cranes, a larger module can be built in one block of up to 1,500 tons. This will enable some tasks previously performed in the dry docks to be conducted on the ground, thus shortening work time in the docks and increasing the degree of outfitting work completed by vessel launching.

Installation of the crane, for which groundwork began in February 2007, entailed assembly of six large segments. The Koyagi Plant already had two gantry cranes, each with a 600-ton hoisting capacity. Together with the new installation, the three huge gantry cranes will now constitute a remarkable feature distinguishing the Koyagi Plant.

The 600-ton cranes were installed in 1972. At that time, about 7,000 tons of steel were required per crane. The new crane, though providing twice the hoisting capacity, requires only 5,000 tons, thanks to the industry's technological innovations and advanced strength analysis capability, developed over the past 35 years.

One outstanding feature of the new crane is its significant wind resistance despite its reduced weight. As the Koyagi Plant is located in an area prone to high winds, the crane has an aerodynamic design, based on extensive wind tunnel testing, to fend off strong winds. The crane is designed to withstand gusts of up to 80 meters/second, far stronger than the 55 m/s that goliath cranes are normally designed for.

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Ironically, while the new crane may be the largest in Japan, another shipyard that will soon boast a 1,200 ton capacity goliath crane is Daewoo Mangalia Heavy Industries in Romania. It is getting the unit that once was the pride of the Quincy, Mass., yard of General Dynamics. **Source : MarineLog**



The **Smit Grenada** (9396414) callsign C6WY4, a Damen ASD 2810 departed from the Damen Galati Yard - Rumania bound for Panama with a **Redwise** crew.

Photo : Hans van der Ster ©

Bollinger Algiers completes tug conversion

Bollinger Algiers, L.L.C. a Bollinger Shipyards, Inc. facility, has completed the conversion of the Crescent Towing tug

ADMIRAL JACKSON, from a single engine vessel to a 4,200 hp twin-engine docking/assist tug with 100,000 lb bollard pull.

It is the fifth of eight Crescent Towing 105-foot sister ships to undergo the same major conversion at Bollinger's Algiers facility.

The **ADMIRAL JACKSON**, ex **GLENN SMITH**, began its renovation and life extension with a total redesign of the vessel, including wheel house, stern section and propulsion system.

The existing engine was replaced with two 228 General Electric 8 cylinder engines, coupled to



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Reintjes 4 to 1 reduction gears, driving the 85-inch Bollinger stainless steel propellers in 86-inch type 37 kort nozzles with stainless steel inner rings. The rudders are at a 45 degree angle for better maneuverability.

Bollinger reconstructed the **ADMIRAL JACKSON'S** wheelhouse with improved window placement and low profile stacks for maximum visibility and installed a new electronics package that included radars, GPS, depth sounders, hailers, VHF radios, fax machines, sound powered telephones, as well as fuel emergency shut off systems, and remote control start and stops for the main engines.

New fendering was installed for maximum protection during docking maneuvers, and new galley and living area furnishings focused on crew comfort, with new air conditioning and heater systems.

With the installation of the new propulsion system, the ADMIRAL JACKSON received new channel coolers, Coast Guard approved oily-water separators, new sanitary systems and all regulatory documents were renewed.

Prior to the commencement of the **ADMIRAL JACKSON'S** conversion, Bollinger Algiers successfully converted the **FLORIDA, LOUISIANA, NED FERRY** and **G. SHELBY FRIEDRICHS**, Crescent single screw tugs, re-powering each to twin screw with similar renovation and life extension.

All are part of the Crescent fleet of docking/assist tugs servicing the shipping community on the lower Mississippi River. **Source : MarineLog**



The new build offshore supply vessel **"Pool Express"** from Vroon Offshore Services commenced trials under supervision of the Damen Shipyard Galatz – Rumania. It is expected that, after the completion of the trials, the vessel will be handed over next week and sail out to Den Helder.

Photo : Hans van der Ster (c)

ROUTE, PORTS & SERVICES



Testing of the PLET installation frame onboard pipe laying vessel **Audacia** off Kakinada.

Photo : **Audacia mechanics (c)**

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Major expansion completed at Freeport Harbour

The US\$30 million expansion, channel deepening and reclamation project at Freeport Harbour carried out by Great Lakes Dredge & Dock Company (GLDD) has recently been completed with the removal of the main dredging equipment.

The dredging company started work on the project in May 2007 and the work was completed on February 11th this year, with the GLDD dredge Texas departing Freeport on the heavy lift vessel Tai An Kou.

The dredger removed 1.5 million cubic yards of fill in total.

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Local press reports said the deepening of the harbour will facilitate berthing of the largest container vessels in the world. **Source : Dredging News Online**



Dockwise vessel **Transporter** loaded with the Rowan drilling rig "**Bob Keller**" leaving Ingleside, Texas bound for Saudi Arabia ,a 42 day drytow via Cape Town.

Photo : Willem van Woercom ©

BAM krijgt Schotse opdracht

Bouwbedrijf BAM heeft een opdracht gekregen om in het Schotse Dunfermline een droogdok aan te leggen. Met de opdracht is een bedrag van ongeveer 50 miljoen euro gemoeid, zo maakte het bedrijf donderdag bekend.

Opdrachtgever is de scheepsbouwer FBM Babcock Marine die in Dunfermline twee vliegdekschepen gaat bouwen. Nuttal, een Britse dochteronderneming van BAM, voert de opdracht uit en verwacht de droogdok eind 2010 aan Babcock Marine over te dragen. **Bron : ANP**

CONCLUSION OF SALE OF RoRo SHIELD

The Board of Directors of Attica Holdings S.A. wishes to announce that it has concluded the sale and delivery of its Ro-Ro vessel **Shield** to Shield Shipping Co. Ltd. controlled by Clipper Denmark A/S. The delivery of **Shield** to her new owners took place at the port of Heysham, UK.

The total sale proceeds of RoRo **Shield** of Euro 17.90mln generate for Attica Group additional cash of approximately Euro 5.75mln and capital gains of approximately Euro 1.98mln, which will appear in the Group's first quarter 2008 results.



The **ZENITH** seen departing from Santos
Photo : Bruno Pricoli ©

ST LAWRENCE FEES FREEZE

TOLLS for using the St Lawrence Seaway are to be frozen for three years as part of a plan to boost traffic on the waterway which saw a decline in use last year. The St Lawrence Seaway Management Corporation (SLSMC) has also announced a revised tariff structure, will provide a significant boost to new business growth.

A statement says: "With the goal of maximizing the volume of existing commodities, while at the same time attracting new cargoes to the Seaway / Great Lakes System, the new tolls structure underscores the commitment of the SLSMC and Transport Canada to increased use of the Seaway. "

"By maintaining stable rates through the 2008, 2009 and 2010 seasons and by introducing targeted incentives, we are setting the stage for our stakeholders to aggressively seek new business in an era of escalating costs, and to advance their business plans with a greater degree of certainty" said Dick Corfe, SLSMC President and CEO.

A New Business Incentive Program targeted at carriers and shippers will allow for a 20% discount on cargo tolls over the course of three years for commodity / origin / destination combinations approved by the Corporation as "new business". To be eligible, a carrier will have to submit to the SLSMC an application for the proposed cargo / origin / destination combination. Notably, all containerized cargo movements are eligible for the discount, from 2008 to 2012.

A Volume Rebate Incentive Program targeted at shippers has also been introduced. Offering a 10% reduction on cargo tolls applicable to incremental volumes meeting a set of criteria, this program is designed to stimulate movement of the Seaway's traditional staple cargoes. Applicable criteria can be found within the full 2008 Schedule of Tolls.

To encourage smaller cargo vessels and shipments to come into the system, the Welland Canal lockage fees have been restructured, with a net benefit applicable to all vessels. The fixed charges per lock transit have been replaced with charges proportional to a vessel's GRT. This change will benefit small and medium sized vessels. Larger vessels will benefit from a cap placed on the maximum charge per vessel.

In a bid to promote short sea shipping within the Seaway / Great Lakes System, the definition of domestic cargo now includes all movements between any combination of Canadian and American points within the Seaway / Great Lakes System. This will allow these intra-system movements to be subject to advantageous bulk rates. **Source : Maritime Global Net**

ANOTHER TRAWLER BOUND FOR THE BREAKERS



Due to the new fishing quotations / regulations a lot of Dutch trawlers were stripped down and send to the breakers, a lot of trawlers are getting scrapped at the Heijghen facilities in Gent (Belgium), above seen the **ARM 17 JACOMINA BLAZINA** seen departing from Flushing pushed by the **HENDRIK 6** also bound for Gent. – Photo : Willem Kruit ©

Ireland - Fishing fleet faces major cut

A THIRD of the country's fishing vessels will be scrapped under a State-sponsored scheme to make the industry viable.

Under the €42m programme, around 75 older and larger fishing vessels, specialising in mixed catches of fish such as cod, haddock, monkfish, mackerel and herring, will be decommissioned. Fishermen last night welcomed the promised funding to decommission the older fleet, as shortages of fishing quotas and an excess number of vessels have left many fishermen struggling to earn a living.

Under the scheme, payment will depend on the tonnage of the vessels, and other conditions, but on average, many trawler owners are expected to receive between €400,000 to €600,000. It follows the Government-commissioned Cawley Report which recommended the reduction of the whitefish fleet and other measures to rejuvenate the €750m seafood sector.

Yesterday, a budget of €21m was confirmed for the scheme in 2008, with €21m promised for 2009, and further funding would also be considered, the Agriculture and Fisheries Department said.

"The programme represents a very substantial commitment to bringing the Irish fishing fleet into balance with available resources and ensuring that those remaining in the industry can be assured of a profitable future," Fisheries Minister Mary Coughlan said.

Labour marine spokesman Michael McCarthy said the Cawley blueprint had recommended funding of some €66m for fleet decommissioning and the funding announced fell far short of that figure.

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Fisherman can apply to decommission vessels which are 10 years or older and 18 metres or more in length. They must be operating at the time of decommissioning with a recent fishing record.

Levels of payments will be worked out to take account of the age of the vessel and its catch history not exceeding €7,500 per gross tonne.

In the recent Finance Bill a number of measures were included to lessen the tax burden on fishermen taking up the scheme. John Browne, Minister of State at the Department, stressed the scheme was entirely voluntary. It was aimed at providing a financial payout to fishermen who wished to retire or take up other employment opportunities.

Source : independent.ie

Successful Costa looks at doubling-up on Indian Ocean cruising

Costa Cruises intends doubling its capacity for the 2008-2009 season of cruising out of Mauritius. On board the Italian cruise ship **COSTA MARINA**, the Mauritian Minister for Tourism, Xavier-Luc Duval, accompanied by the President of Costa Cruises, Pier Luigi Foschi and of a spokesman from the Italian Consulate in Mauritius, Stefano Zinno, revealed their assessment of the 2007-2008 season as well as objectives for 2008-2009.

"Mauritius is proud to have attracted the largest European cruising company with its 800 tourists and 400 crew members [per cruise]. The economy of the country benefits from these arrivals," said Xavier-Luc Duval.

"Demand for cruises from Mauritius is now on the high side, not only in Europe but also in North America and Asia," declared Mr Pier Luigi. As the first Costa adventure within the region has been a success story, the Italian-based company has opted to replace the Costa Marina with the much larger **COSTA EUROPA** for the next season.

The **Costa Marina** has a maximum capacity of 1,000 passengers, while her replacement for 2008-09, **Costa Europa**, has a capacity of up to 1,773 passengers. Costa is looking at transporting up to 21,000 passengers for the season 2008-2009, compared to 11,000 for the season 2007-2008. Operating from Port-Louis, **Costa Europa**, just like her predecessor, **Costa Marina**, will ensure a two days stopover in Mauritius over the 14 days planned for each cruise.

Mauritius intends further developments for the cruising business, a sector which is already in full expansion. "Mauritius will invest Rs 300 million in port infrastructures which could be operational from January 2009. With the new concept, we will target at attracting other potential cruise lines," said the Minister for Tourism.

Mauritius hopes to be able to take further advantage of the commitment to the island by Costa Cruises. "We could adapt hotel schoolings, in order to allow Mauritians to be employed by such cruise companies," added Xavier-Luc Duval. For 2008-2009 season MV **Costa Europa** will ensure eight departures from Mauritius, while looking forward to including other nearby islands such as Rodrigues and Agalega in her schedule.

BACKGROUND

Costa Cruises (Crociere), a European-based subsidiary company of American Carnival Corporation is best known for all-year cruising operations in the Mediterranean. The Mauritian cruise season was introduced this season using the 1969-built **Costa Marina** (23,558-gt) which carries up to 1,025 passengers. The season operates on the fly-cruise basis with passengers jetting in from Europe and the Americas and also, according to the account above, from Asia. These are not two or four-night 'booze cruises' but full 14-day cruises in the Indian Ocean to destinations like Madagascar, the Seychelles, Mayotte and Mombasa and as a 'new' cruise destination has obviously proved highly popular.

The ship that is replacing **Costa Marina**, **Costa Europa** (53,872-gt) was built in 1986 and caters for up to 1,773 passengers. She was built for Homes Lines as the **HOMERIC** and later sold to Holland America and lengthened, being renamed **WESTERDAM**. In 2002 she was transferred to sister company Costa Cruises and renamed. Source : ports.co.za



The **NEDLLOYD MARITA** seen in Rotterdam
Photo : Tjep van Roon ©

Holland America Line's New Website

New design and functions make finding the right cruise or cruise tour an easy, interactive experience. With clients embracing the Internet as a research tool, Holland America Line's redesigned website is a powerful selling tool offering a detailed virtual sampling of the line's premium cruise vacations.

"Our hope is that agents will use the website as a selling tool to engage potential clients," said Richard D. Meadows, CTC, executive vice president, marketing, sales, and guest programs. "We redesigned our site to offer a virtual experience that offers a true flavor of the cruise that awaits our guests, from what their stateroom looks like to activities in port."

With more rich media features aimed at an ever-evolving Internet-savvy audience around the world, hollandamerica.com combines updated graphics, re-organized information and search tools that underscore the details and diversity of the tours. An interactive map lets users click on a continent and zoom in on a particular destination with access to port details, shore excursions, and itineraries.

A video gallery filled with snapshots, video clips, virtual tours, ebrochures and podcasts engages visitors with a virtual experience of a Holland America Line vacation. Content covers destinations, ship details and activities. Video clips give an overview of dining options, show the range of shipboard activities and highlight global destinations. Podcasts narrate the collection of art and antiques displayed on each ship.

A new Cruise Finder tool helps visitors narrow down options on their desired itinerary. Visitors may select up to three itineraries to compare side-by-side. After choosing to view details on one, adjoining tabs display a map, destination information, available shore excursions and ship information. By creating an account, visitors may save favorites to review later.

Agents can use the new Alaska Tour Guide tool to help guide clients toward choosing the right cruise tour out of the myriad options available. Visitors are asked to rate an array of photos based on their personal preferences. Is it important to see tidewater glaciers or visit the Yukon? After rating photos, the Guide recommends three CruiseTours based on responses.

A new My Account feature allows visitors to set up an account with their personal profile where they can save favorite cruises and shore excursions for later review. Visitors can also book shore excursions, check-in online and buy

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onboard gifts. The website will return information to the visitor based on their identified interest. For example, current promotions available in Europe are displayed for a visitor looking at European destinations.

Travel agents will find selling tools and other resources online in the revamped Travel Agent Headquarters. Registered agents can make reservations with POLAR online, manage groups, access sales tools and promotions, order sales materials and register for training with HAL Academy. Agents can sign up online for access to Travel Agent Headquarters. **Source : HAL**



The Turkish built 32 mtr tugs **TMM TEPALCATES** and her sister **TMM CUYUTLAN** arrived in Willemstad (Curacao) for bunkers. **Photo : Kees Bustraan ©**

COASTAL INSPIRATION DEPARTS CANARY ISLANDS

Coastal Inspiration, the second of three new Super C-class vessels, stopped in Las Palmas, Canary Islands over the weekend for refuelling and is now en route across the Atlantic Ocean to Panama. The vessel is expected to arrive in Panama in approximately 10 days, depending on weather during the trans-Atlantic crossing.

The voyage is going extremely well according to the ship's crew. BC Ferries looks forward to welcoming **Coastal Inspiration** home to B.C. in late March. The ship's progress including course, position and speed can be viewed from a link on BC Ferries' homepage at www.bcferrries.com.

29.5m gross tons of merchant ships under Maltese flag

A record 29.5 million gross tons of merchant ships have been registered under the Maltese flag and the indications were that this substantial progress would be maintained and improved upon, Competitiveness and Communication Minister Censu Galea told a news conference.

For the third month running, Malta this month would be registering over one million gross tons under the Maltese flag, compared to under half a million each month between October 2006 and September 2007. Mr Galea said the authoritative periodical Fairplay Solutions reported this month that 201 ships in the construction phase and registering between them 12.5 million gross tons would likely be registered in Malta.

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A new development was the registration of cruise liners, complementing the role that Grand Harbour was playing as one of the leading ports in the Mediterranean for cruise ships. Sixteen such ships totalling almost 900,000 tons between them, have been registered in Malta since 2006. The Malta Maritime Authority has also taken steps to raise the Maltese flag to the white list criteria of the Paris memorandum of understanding. **Source : Independent**

Japanese nuke fleet heads to Barrow

A FLEET of some of the most sophisticated small merchant ships ever built will be based in Barrow, with the first vessel expected to arrive later this month. The nuclear flask carrying ships are the subject of a public talk in the town "Pacific Nuclear Transport Limited's New Fleet of Transport Vessels" tomorrow at 7.30pm in The Studio at Forum 28.

The first to arrive will be **Pacific Heron**, which was launched in Japan last year. It will be an armed flask carrier working trips carrying high-level radioactive waste back to Japan, as well as recycled Mox fuel. Two more will follow over the next three years. Three older nuclear ships **Pacific Swan**, **Pacific Crane** and, earlier this month, **Pacific Teal** have left town for scrapping. The talk is being given by Ian Porter of INS International Transport and the public is welcome, with admission is free.

Mr Porter, who is project manager for the new vessels. will outline to the audience the background to the new fleet of transport vessels currently under construction at the Japanese shipbuilders Mitsui Engineering and Shipbuilder, Co Ltd.

Since the construction of the original Barrow-based nuclear vessels, changes in rules covering such ships have been introduced. Mr Porter said these have been incorporated into the new vessels, making them some of the most sophisticated merchant ships ever constructed. Cliff Roberts, of James Fisher the ship managers, said: "This lecture will give the audience the opportunity to hear the how the teams have overcome the design and construction problems posed by changes in the rules governing such vessels".

The lecture is sponsored by Barrow and District Association of Engineers in their 07/08 season intended to promote interest in engineering in the local area. **Source : nwemail.co.uk**

Activists Fight To Stop 'Oceanic' Scrapping Historic Ship One Of 2 American-Built Cruise Liners

A bit of drama played out on the high seas near Hawaii, involving a famous ship that sailed island waters for 20 years.

The **SS Independence** -- now called the **Oceanic** -- is being towed to Asia to be scrapped. But some activists are trying to save the ship if it stops here on its final journey. The old **SS Independence** sailed inter-island cruises for 20 years. In recent years, however, it has been mothballed near San Francisco. Now the ship is being towed across the Pacific to be scraped at a ship-breaking beach in India or Bangladesh.

A group called Save the Classic Liners wants the Coast Guard and EPA to impound the ship when the tugboat towing it stops to refuel in Hawaii, claiming breaking it down in Asia would release toxic PCBs and asbestos. They also said it is one of only two historic America flagged cruise ships. The ship's owner said the tug will not stop in Hawaii and is headed to Guam. Those who want to save the ship said it could be turned into a floating museum, like Falls of Clyde, or hotel or convention center. Unless the EPA and Coast Guard stop it in Hawaiian waters, it will most likely be scrapped in Asia.

MOVEMENTS

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OCEAN TOWAGE



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The **MAERSK MONCTON** seen departing from Zeebrugge - **Photo : Henk Claeys ©**



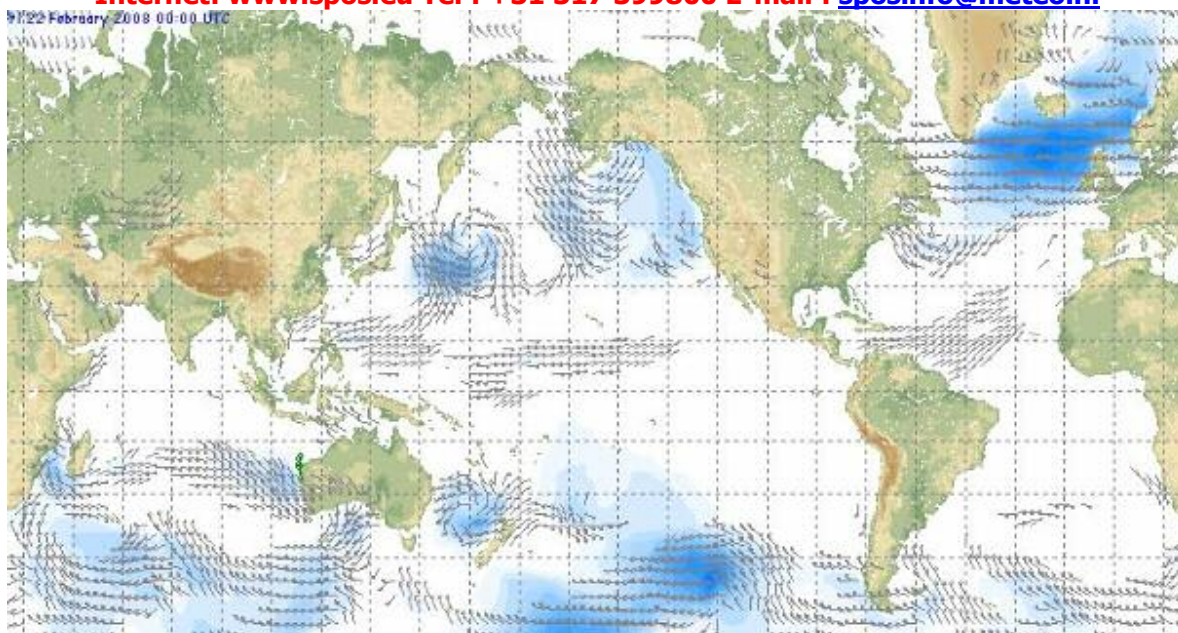
Vroon's **IVER EXPERT** seen in the Panama Canal - **Photo : Willem Kappert ©**

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

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The Singapore flagged tug **SALVIGILANT** seen ready to depart with the **DAEWOO FRONTIER** from Antwerp bound for Dalian (China).

Photo : Anglo Dutch Shipbrokers ©

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