

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 055



Number 055 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Tuesday 26-02-2008

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The **VOS SHELTER** seen leaving the Reimerswaal Shipyard in Hansweert in her new VROON colours

Photo : Wim Kosten © - [www.maritimephoto.com](http://www.maritimephoto.com)

## No charges over alleged cruise ship rape

Police investigating the alleged rape of a New Zealand woman during a Pacific cruise say there is not enough evidence to justify criminal proceedings. The 46-year-old Aucklander said she was raped by an Australian passenger on the ship **Pacific Star** on New Year's Eve. The allegations, initially made in New Caledonia, resulted in days of buck-passing between three national police forces.

Last month New Zealand police said they would take responsibility for the case. The **Pacific Star** is operating on cruises out of Auckland during the summer months.

Detective Senior Sergeant Scott Beard of Auckland police said today that they had informed the complainant yesterday that there was insufficient evidence to justify criminal proceedings.

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"Police have interviewed a large number of people who were on board the ship, including P&O staff," Mr Beard said.

"The end result of the forensic and associated investigations has shown there is insufficient evidence to justify proceeding further." Mr Beard said overseas authorities had also been told of the decision, including the P&O cruise company, which was cooperative throughout the inquiry.

The complainant alleged she was raped by a 37-year-old Sydney man in his cabin while the ship was docked, but said she was too drunk to recall all the details. The man said she consented to sex.

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## Steve Irwin On The Trail

Sea Shepherd activists have renewed their attack on Japanese whalers in the Antarctic after claiming to have tracked the fleet down by covertly tagging a whaling ship.

Ever since the international stand-off in which two activists boarded the **Yushin Maru No. 2**, a transmitter had been sending the ship's position, said Paul Watson, captain of the Steve Irwin protest ship.

When Benjamin Potts and Giles Lane, two crew members of the Steve Irwin, sprang over the **Yushin Maru's** rail mid-ocean on January 15, they said they had letters to the ship's master, demanding that he stop whaling. But Captain Watson said they had also planted a tracking device.

"Potts and Giles weren't just sitting on their behinds on the **Yushin Maru No. 2**," Captain Watson told The Sunday Age. "We have a transmitter aboard the ship, and they're not going to find it. They're going to have to rip the place apart to do that, which I would like to see."

The boarding incident sparked a three-day stand-off — eventually resolved by the Australian Government, which arranged for a transfer onto the patrol ship **Oceanic Viking** — after the two men were restrained by the whalers, tied up outside, then taken below deck.

Captain Watson said he had tracked the harpoon ship for more than five weeks across the Southern Ocean and, recently, had steered the Steve Irwin straight to them. He said he surprised the Japanese ships early yesterday deep inside an Australian whale sanctuary off the Australian Antarctic Territory near the Shackleton Ice Shelf, about 4000 kilometres south-west of Perth.

"They'd been there for about a week," Captain Watson said. "I think they may have been caught in the pack ice."

He was speaking as the conflict between the two sides intensified, with a further boarding attempt and threatening manoeuvres by the Japanese vessels. Despite a warning from the Australian Federal Police against another boarding, Captain Watson sent out small boats to try to deliver a "warrant" to stop the whalers from hunting in the sanctuary, but called the boats back when a snow shower threatened visibility.

Australian volunteers among the 33 crew on the Steve Irwin wanted to uphold a Federal Court decision restraining the Japanese from killing the whales and breaking international wildlife laws.

AFP Superintendent Jason Byrnes said in an email he was particularly concerned about the boarding plan, and called on Captain Watson to make safety at sea paramount instead.

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Close behind the Steve Irwin was steaming a fast trawler, the **Fukuyoshi Maru No.68**, which the Sea Shepherd conservation group believes is carrying a Japanese Coast Guard detachment.

The guard's spokesman in Tokyo, Takashi Matsumori, has confirmed that a detachment is travelling with the fleet "to protect human lives and assets". The Steve Irwin was yet to catch up with Sea Shepherd's main target, the Japanese factory ship, **Nisshin Maru**. After seeing it on radar, Captain Watson said they were having trouble finding **Nisshin Maru** in snow showers and large icebergs.

Foreign Minister Stephen Smith renewed his call for restraint on all sides, saying **Oceanic Viking** had been redeployed to other duties. "Neither protest, nor whaling vessels can in any way assume that the Australian Government will be in a position to respond immediately in the event of any serious incident," he said. **Source : ShipTalk**



Spliethof's **ELANDSGRACHT** seen arriving at the river Tyne  
Photo : Kevin Blair ©

## Deep-ocean research ship restarts search for 2 missing fishermen

The government's deep-ocean research ship **Kaiyo** on Sunday resumed searching for two fishermen who went missing Tuesday in waters off Chiba Prefecture after their tuna trawler's collision with the Maritime Self-Defense Force Aegis ship **Atago**, governmental officials said.

The **Kaiyo**, fitted with a deep-ocean floor survey system, is looking for Haruo Kichisei, 58, and his 23-year-old son Tetsuhiro, who were aboard the 7.3-ton **Seitoku Maru** when it was cut in half in the collision with the destroyer. Using its Deep Tow deep-sea probe, the 3,385-ton **Kaiyo** joined the search in the Pacific on Friday night. It is also looking for the fishing boat's rudder house, which sank, unlike the trawler's bow and stern sections recovered later.

The sonar-fitted probe attached to the end of a cable — measuring several thousand meters in length — is towed by the ship through the water.

## Appeal against judgement on ship gangway disaster

A French prosecutor appealed against a court's decision to clear eight employees of manslaughter in the collapse of a gangway in 2003 that killed 16 people and injured 29 others who were visiting the **Queen Mary** cruise liner.

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The accident happened when construction workers and their families crowded on to the gangway during a weekend visit to the luxury liner, which was nearing completion in dockyards in the French port of St Nazaire.

Last week a court fined shipbuilders Chantiers de l'Atlantique, and Endel, the firm that assembled the gangway, but cleared eight employees - four from each of the two firms.

The prosecution had sought suspended jail sentences of three years and a fine for each of the eight.

Source : [Themercury.co.za](http://Themercury.co.za)

## EU moves to tackle illegal fishing

Ahead of new proposals to tighten controls on illegal fishing in EU waters, Fisheries Commissioner Joe Borg told ministers yesterday (18 February) that the phenomenon remains a major cause for concern due to "serious shortcomings" in the enforcement of the Common Fisheries Policy.

Speaking at an informal Council meeting organised by the Slovenian presidency, Commissioner Borg said that despite spending €400 million a year on controls - €200m of which goes on controls at sea – catch registration remained unreliable, verification and cross-checking of data were inadequate and false catch declarations were being made.

The need for tighter controls is considered urgent as stocks of species such as cod, haddock and bluefin tuna have seen dramatic collapses in recent decades, triggering extinction fears.

Enforcement of EU rules is currently the responsibility of member states, but weaknesses in fisheries controls were "putting the entire Common Fisheries Policy into question," said Borg. He declared the current system to be "so inefficient that it jeopardises our efforts to achieve sustainable exploitation and long-term management of stocks".

A new, "simpler" policy is being prepared and yesterday's discussions would contribute to this, indicated Borg. The debate was "very productive" and EU ministers were "united" in calling for the regime to be "thoroughly reformed", added Slovene Fisheries Minister Iztok Jarc. The new policy would take an "integrated approach to control [...] based on harmonisation and cost effectiveness" by focusing on auctions, markets and imports as well as catches and landings, Borg said.

Last December, a report from the European Court of Auditors warned that overfishing linked to major shortcomings in the EU's fisheries management system was endangering European fish stocks . Unreliable catch data, inappropriate mechanisms for following up infringements and imposing sanctions and limited effectiveness of inspections were identified as the main problems.

Oceana Europe Director Xavier Pastor said "long-term policies to ensure the recovery of Europe's badly depleted fish stocks" were required, as well as "strong fisheries control to prevent overfishing and illegal activities" and "measures to reduce the huge overcapacity of the European fleet".

Meanwhile, on 31 January 2008 Parliament called for fishermen to stop "discarding" healthy fish in order to comply with EU quotas, giving its backing to two pilot schemes to that effect.

The Commission will present its proposals for a new common fisheries control regulation in October 2008. It will enter into force in 2010, presuming it is adopted on schedule in the Council by the end of 2009. Source : [euractiv.com](http://euractiv.com)

## Opening Ceremony of K Line Maritime Academy

K Line established K Line Maritime Academy (Philippines) at Pasay City in The Philippines, and Opening Ceremony was held on February 22, 2008 at the Academy with President Gloria Macapagal Arroyo and many delegations from The

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Philippine Government, Seafarers Educational Institution and other related interests in attendance. The Academy is the key facility of KLMA and each training course will be carried out in accordance K Line's fundamental philosophy that fosters the development of K Line Seafarers regardless of nationality by using KLMA Basic Training Matrix and Syllabus. As for navigation officers, the Academy will conduct training for prevention of ship collision and grounding in congested waters and narrow straits, using the new ship handling simulator. With an LNG training course in accordance with SIGTTO Standard and using cargo handling simulator of LNG carrier, the Academy will conduct training in order to secure thoroughly safe and efficient cargo works.

The Academy will conduct training for maintenance of piston, cylinder and so on using the actual main engine with two cylinders. By using a learning system incorporating full-mission engine room simulator, the Academy will conduct training in order to acquire basic knowledge of Engine Room Systems and Machineries as well as exercise on trouble shooting of various systems. In addition, the Academy will conduct training using vessel equipment and also stress management training. **Source : MarineLink**



The **SEABULK KANSAS** seen in the US Gulf  
**Photo : Johan Trommel ©**

## Pirates release Vietnamese captives

14 Vietnamese fishing boats were robbed last December. Seventy-seven fishermen were released after being captive for two months; the captains and chief machinists are still being held.

Border-guard station 518 in the southern province of Ba Ria – Vung Tau, on February 21, welcomed back 77 Vietnamese fishermen from Indonesia on four fishing boats. According to the fishers, they went to sea on 14 offshore fishing boats in the territory adjacent to Indonesia from November 13 to December 23, 2007.

When they were fishing, a foreign, armed ship suddenly appeared, seized the 14 Vietnamese boats and their crews and took them to a small island, where Vietnamese fishermen were robbed and detained. After nearly two months of detention, on February 19 they were released and found their way back to Ba Ria – Vung Tau themselves. The captains and chief machinists have yet to be released. Fishermen say the four boats that brought them to Vietnam were stolen in June 2007. The fishermen were starving and dehydrated, 26 are in serious condition. Recently, many Vietnamese fishing boats have been seized and robbed by unknown outlaws. **Source : vietnamnet**



The **EMPRESS OF THE SEAS** seen moored in Willemstad (Curacao)  
Photo : Joop Kooijman ©

## Holmglen victims are remembered

Timaru's link with the ill-fated **Holmglen** coastal trader is to be retained, with the Holmglen's lifeboat about to be renamed **Te Maru**. **Te Maru** was the original maori name for the Timaru area and meant a place of shelter. The **Holmglen** sank 35km south-east of Timaru on November 24, 1959. The empty lifeboat was found three days later. The bodies of only three crew members were ever recovered.

The **Holmglen** and her lifeboat were built in Holland and the lifeboat is now heading back there after spending the last 20 years as a hanging table in a Wellington restaurant. The lifeboat was purchased on the internet auction site Trademe by the Zuyderzee rowing club, a school rowing club in the city of Emmeloord. Saturday's wreath laying ceremony was arranged at the request of the new owners.

Theo Boekel of Echo Radio, a weekly dutch-speaking radio programme on the New Zealand community network, has been surprised by the interest in the lifeboat. He received numerous phonecalls after he interviewed Bart Beuken of the Zyderzee rowing club. Among those to contact him was a crew member on the Holmglen's maiden voyage to New Zealand in the early 1950s.

"A lot of people were quite moved by it. It's as if the boat is returning home again." As a result of the interview, Mr Beuken asked Mr Boekel to arrange the short wreath laying service at the Timaru cemetery, as Holmglen crewmen James McEwan of Timaru and Sydney McKenzie of Nairn, Scotland, were buried there.

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South Island honorary Dutch consul Don Quested, whose uncle who had sailed on earlier **Holmglen** voyages, took part in the service, as did members of Echo Radio and Timaru district councillor Ray Bennett. Once the lifeboat arrives in Holland, the new owners will completely restore it, for use for recreational and competitive rowing. The rowing club will also place a memorial plaque in the boat, acknowledging the men who lost their lives on the **Holmglen**. Source : **The Timaru Herald**

## Shareholders of Lamnalco Group announce bid for terminal services division of Smit

The shareholders of the Lamnalco Group, dredging group Royal Boskalis Westminster nv and the Saudi Rezayat Group, have today submitted a bid for the global oil and gas terminal services division of Smit Internationale. The bid is valued at US\$300 million in cash. This amount corresponds to more than 20 times the profit of Smit Terminals and approximately 10 times EBITDA. Lamnalco's shareholders believe that this bid offers 'full and fair value'.

The bid will be financed with a combination of existing cash resources and credit facilities. The bid is subject to the usual conditions for a transaction of this kind.

Smit Terminals and Lamnalco both have a leading position in the global market for specialised oil and gas terminal services. This is a rapidly expanding market driven by the rise in global demand for energy, and in particular liquified natural gas (LNG).

"The combination will result in a world-class player with an excellent platform for further growth. The merger of the two players is a natural step from the strategic, operational, commercial and financial perspectives. The combined companies will have an annual turnover of more than US\$280 million, and will operate in more than 25 countries on five continents. The share of the global market will be approximately 40 per cent. The result will be the global player with the best position in the business of oil and gas terminal services," said the shareholders in a statement.

Both Lamnalco and Smit Terminals have acquired stable market positions by means of the quality and professionalism of their workforces. The increase in scale will provide them with ample opportunities to develop further.

Lamnalco's shareholders have invited the Board of Smit Internationale to discuss the bid. Source : **Dredging News Online**



The **Oriana** in the Gulf of Capentaria on her 2008 World Cruise heading east...picture taken from deck of **Aurora**, the other P&O ship on her World Cruise heading west.

Photo : **Chris Caines** ©



## MARKET TALK: Smit zal Boskalis-bod positief ontvangen - SNS

Smit Internationale zal positief reageren op het bod dat Lamnalco Group, een 50/50 joint venture van Boskalis en Rezayat Group, uitbracht op de Terminals divisie van het bedrijf. Dat is de verwachting van analist Edwin de Jong van SNS Securities. Hij vindt het bod van Lamnalco 'op het eerste gezicht wat aan de hoge kant'. Smit Terminals zou wat hem betreft echter wel 'een mooie aanvulling' zijn op de activiteiten van Lamnalco. 'Lamnalco is een sleepdienst en doet eigenlijk hetzelfde als wat Smit Terminals doet', aldus de analist. SNS heeft een hold-advies op het aandeel Boskalis. Op Smit Internationale heeft de analist geen advies. Omstreeks 12.15 uur noteert het aandeel Smit 3,9% hoger op EUR57,51. Het aandeel Boskalis staat 0,1% lager op EUR38,81 terwijl de Midkap met 1,7% stijgt. **Bron : Beurs.nl**

## Schipbreukelingen veilig afgeleverd in Singapore

Het Nederlandse vrachtschip **JUMBO CHALLENGER** dat vrijdag 24 schipbreukelingen redde uit de Zuid-Chinese Zee, heeft hen zondag veilig afgeleverd in Singapore. Dat zegt een woordvoerder van Kahn Scheepvaart in Rotterdam, de eigenaar van de **Jumbo Challenger**.

Het Nederlandse schip reageerde vrijdagochtend Nederlandse tijd op een noodoproep van het dertig jaar oude schip de **Eastern Star**, dat water maakte. Toen het schip ter plaatse was, dobberden de opvarenden van de **Eastern Star** al op drie reddingsvloten.

De **Jumbo Challenger** was bezig met een transport van Zuid-Korea naar Singapore en hoefde voor het afleveren van de schipbreukelingen, een kapitein uit Bangladesh en zijn Filippijnse bemanning, dus niet om te varen. **Bron : NOVUM**

## CASUALTY REPORTING



During a storm, on the 21st of February in Dubai, the **Farsi** ran aground after a broken anchor chain. During assistance a coast guard tug also ran aground,

**Photo : Jan Hut - Chief officer Volvox Terranova ©**

## Ro-Ro ship **Victoria VI** lost cargo in North Sea



Sunday morning the Ro-Ro cargo ship **Victoria VI** encountered hurricane force winds and huge waves just north of Hanstholm, Denmark. En route Faroes - Denmark.

5 Trailers washed overboard and other were damaged. Cargo shifted and the ship created a list. At the moment the ship is at Frederikshavn, Denmark. **Victoria VI** is chartered by Smyril Blue Water.

**Photo: Øystein Ellingsen**

## NAVY NEWS



The Spanish Navy F100 Class Aegis Frigate **SPS MENDEZ NUNEZ F 104** seen entering Valletta on Friday 22nd February piloted by Capt. Anthony Chetcuti & assisted by local tugs **MARI** & **WENZINA** to berth @ Pinto 3 wharf. She's the first Spanish Navy F100 class to visit Valletta. Local handling agents are **KIRTON & CO LTD**.

**Photo ; Lawrence Dalli - Malta Ship Photos ©**

## KITTY HAWK TO INDIA ??

According to numerous sources inside India, when U.S. Defense Secretary Robert Gates visits New Delhi late in February he will be carrying a signed letter from U.S. President George W. Bush offering a better deal for India than the one they have been struggling to get out of Moscow for four years now. The Indian Navy will reportedly be offered the soon-to-be decommissioned **USS Kitty Hawk (CV 63)** aircraft carrier for free.

Provided the Indian Navy will agree to purchase 65 of the newest model Boeing F/A-18E/F Super Hornets to be operated off of it. If true--and if New Delhi accepts--this can do more than just sink the Russian carrier deal and the MiG-29K contract. The Indian Air Force (IAF) are deep in the throes of a tender to purchase almost 200 new fighter aircraft, with Boeing and RSK-MiG both in the field of six contenders. An order of 200 fighter airplanes is unheard of--larger than any such export sale in more than 20 years. In an era where sales of 12, 20, or 40 fighters are more common, this is the PowerBall Lotto of export competitions.

If the Indian Navy decide to take on the F/A-18E/Fs, it makes logistical sense for the IAF to do the same and the competition for this massive sale would probably be over for all of the other competitors before it gets started. This would be a huge blow to the fortunes of RSK-MiG, who are bidding an advanced, developed MiG-29 model they have now re-labeled the MiG-35. It could make it hard for the famous Russian planemaker to stay in the military aircraft market.

## Skills development keeps SA Navy afloat

The South African Navy has made its human resources (HR) retention strategy one of its main priorities, in an effort to manage the skills shortage that it says reflects the national skills shortage as a whole.

"The South African Navy is currently experiencing a skills deficit in the technical artisan and diving domains," says external communications staff officer Lieutenant Commander Prince Tshabalala. He comments that the skills shortage can be attributed to a number of factors including the "flourishing of some aspects of the economy, precipitated, among other things, by the preparations for the hosting of the 2010 FIFA World Cup and the extra continental demand for scarce skills."

South African Navy chief, vice-admiral Johannes Mudimu commented in his state of the navy address in December last year, "The booming economic growth and the resultant higher salaries being paid to employees in relation to that offered in the military also contribute to the outflow of personnel from the South African National Defence Force (SANDF). Because we cannot compete with private- sector salaries, it means we must show greater care for our people and ensure that they experience job satisfaction."

He added that the training and education of its personnel is a high priority for the navy in order to ensure that staff are competent to operate high-technology vessels and keep up with the ever-changing and complex art of warfare.

Tshabalala says that the South African Navy has implemented a number of internal programmes to tackle issues of skills deficit and retention. "These include the continued recruitment of young men and women under the auspices of the Military Skills Development (MSD) programme, targeted recruitment of young people with tertiary qualifications, and also of divers and submariners, and the implementation of an HR resource retention strategy, which addresses all factors influencing attrition in the South African Navy.

The SANDF in partnership with the Council for Scientific Research instituted the MSD programme as part of an initiative to develop skills programmes for the youth in South Africa.

The aim of MSD is to teach young people life skills required in a work environment, rather than military skills. "At the same time, the military environment is used as a platform to instill discipline, routine and the work ethic. The MSD programme provides a sound foundation of learning, together with practical application to several skills areas," says Tshabalala.

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The programme, also known as the Naval Gymnasium programme (NGP), is a six-month training programme conducted at the South African Navy's training establishment, the SAS Saldanha, on the West Coast.

Tshabalala explains that the programme differs slightly from the other services of the SANDF in terms of training philosophy and approach. "The spirit in which the SAS Saldanha conducts NGP training is to create a system that will expose young and fit men and women to skills that will make them more competitive in the private sector. Currently, the South African Navy recruits about 350 recruits in January and June each year."

During basic training, learners are introduced to subjects such as organisational customs and traditions, communication, rank structure and the like. Discipline, neatness and routine are constantly practised and reinforced.

Learners are also taught accredited first aid level 1, as well as fire-fighting and prevention courses. Further, the navy established a redeployment agency in 2006 with the purpose of creating and facilitating employment opportunities and learnerships for MSD and South African Naval Reserve Force members who exit the navy.

"Since its establishment, under the leadership of Commander Graham Marthei, the organisation has successfully managed to place 143 out of 383 MSD members who exited the navy," says Tshabalala. In addition, the navy has made strides in gender transformation and gender mainstreaming. "The South African Navy's female composition stands at 20%. In accordance with government prescripts, we aim to have a 33% female representation in the middle and top management echelons by 2010," says Tshabalala, while adding that the navy currently has 13 female captains (deputy-director level), of which two are serving in joint defence environments.

Also, there are two junior grade female rear admirals, one serving in the South African Navy and the other serving in a joint defence structure.

"Among the female captains, a number are currently serving on the highest decision-making bodies in the South African Navy, known as the Navy Command Council and Navy Staff Council. Women in the South African Navy are fully represented in all musterings, including fields that were previously dominated by men, such as in the combat and technical fields," notes Tshabalala.

The South African Navy has acquired a number of new vessels in the last few years, with the last ordered vessel expected to arrive in South Africa in May. The submarine, the **SAS Queen Modjadji** was handed over to the crew in Kiel, Germany, in February, by the ship builders. The boat is expected to leave Germany for South Africa on April 2 and is expected to arrive in Simon's Town on May 22.

Further, Tshabalala says that, in response to departmental initiatives to update the white paper on Defence and the Defence Review and Associated Force Design, the South African Navy has realised the need to augment the present fleet with additional capabilities in order to create a balanced force design, able to meet the needs of the force.

Source : [engineeringnews.co.za](http://engineeringnews.co.za)

## US Navy begins modernization of guided-missile cruiser

Ticonderoga-class cruiser **USS Bunker Hill (CG 52)** recently became the first guided-missile cruiser to begin combined hull, mechanical and electrical (HM&E), and combat systems upgrades as part of the CG/DDG Modernization Program.

Twenty-two Ticonderoga-class cruisers and 62 Arleigh Burke-class destroyers will undergo modernization to ensure these warships reach their projected 35-year service life. These ships will be fitted with state-of-the-art combat systems, HM&E, and quality of life upgrades that will improve all areas of the ships' functionality.

Bunker Hill is scheduled to be in the shipyard for approximately one year. Next year, **USS Mobile Bay (CG 53)** and **USS Philippine Sea (CG 58)** will begin their HM&E and combat systems modernization. The Navy plans to have modernized all Ticonderoga-class cruisers by 2017.

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Destroyer modernization will begin in 2010, marking the first time a ship class has begun a major modernization program while the remaining ships of the class are still being built. **Source : [mae.pennnet.com](http://mae.pennnet.com)**

### Sweeteners not enough to retain NZ navy crews

A \$45,000 retention bonus for marine technicians who promise to stay on for another three years has only partially stopped the number jumping ship. One third of those offered the retention scheme deal in December have turned it down. The navy sees that as a sign that even more are planning to leave within two years.

The scheme has cost the navy \$3.1 million and this could rise another \$2.2 million if another 45 other eligible sailors sign up to the scheme in the next 18 months. The navy is 50 short of the 180 marine technicians it needs and marine engineering director Tony Hayes is worried that many more are planning to go.

Commander Hayes said the 67 per cent who had signed up to the retention scheme allowed the navy to crew the ships that had priority for operations. But there was an obvious shortfall and some ships were now on greater notice to sail - 47 hours instead of the usual 12. The combat ship **Te Kaha** is on "reduced operational tempo". The commissioning of another three patrol craft being delivered later this year will also stretch the navy's numbers and could require "novel" crewing, he said.

NZ First defence spokesman Ron Mark said it was a concern that one-third of technicians had turned down the bonus. "We need to know whether or not the navy is capable of fulfilling its operational role now." NZ First had long been calling for an independent pay review board for armed forces because, unlike other civil servants, they did not have unions to campaign on their behalf.

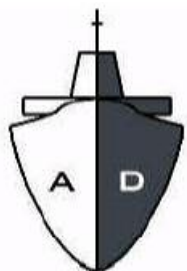
"The danger of one-off payments like that is they can be scorned and dismissed by people because they send a signal that the Government isn't prepared to address the issue sensibly and permanently." National Party defence spokesman Wayne Mapp said bonuses were "a nice thing to get when you get it". But "it doesn't give the individuals confidence that they've got a more sustainable approach to salary".

The Defence Force needed to complete its remuneration review to give personnel confidence their pay rates would continue to rise, he said. The navy is meanwhile trying to solve its recruitment and retention problem by streamlining training, using civilian technicians for work that can be done in port and attempting to change the minds of those who are thinking of leaving.

It is also hoping over the next few years to reduce the workload under which technicians are spending up to 70 per cent of their time at sea. The numbers required on each frigate are also set to come down after equipment is upgraded and automated.

Commander Hayes said the navy had shortened formal training requirements and this had allowed promotions and pay rises to occur earlier. Seventy-four per cent of marine technicians had signed on to a similar retention scheme in 1990 and the navy had hoped the uptake this time would be around 70 per cent. **Source : [stuff.co.nz](http://stuff.co.nz)**

## ANGLO DUTCH SHIPBROKERS bvba



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## Ministry to standardize autopilot use on ships

The Defense Ministry will likely set down standards on the use of autopilots on Maritime Self-Defense Force ships after the use of such systems was shown to be partly responsible for the recent collision of an MSDF Aegis destroyer with a fishing boat, ministry sources said Sunday.

Currently, there are no clear standards governing when MSDF ships should use autopilots, with the decision left to the discretion of captains or duty officers.

According to the ministry and others, the destroyer **Atago** was traveling on autopilot until it conducted an emergency stop one minute before the collision. The ship had continued on autopilot even after the crew on watch had visually confirmed the approach of the fishing boat. The accident occurred near the entrance of Tokyo Bay, a sea lane busy with tankers and fishing boats.

Defense Minister Shigeru Ishiba said during a TV program Sunday: "[The **Atago**] should have been switched from autopilot to manual steering. Steering standards shouldn't differ from one vessel to another." When ships are left on autopilot, their course and speed are controlled by computer and the vessels cannot change direction rapidly.

The ministry's new standards are likely to require manual steering in principle in sea areas where there are many fishing boats or when an MSDF ship approaches another vessel. But the ministry does not intend to make the standards overly rigid, taking into account the opinions of MSDF personnel, who have said that decisions on appropriate control of vessels must vary according to conditions. **Source : The Yomiuri Shimbun**

## SHIPYARD NEWS

### NATCHAN WORLD TAKES TO THE WATER

The latest vessel yet to be built by Incat has been launched at the Hobart shipyard. The second ferry for Higashi Nihon Ferry will join her sister **Natchan Rera**, completed by Incat last August, in service across Japan's Tsugaru Strait between the islands of Honshu and Hokkaido.

At nearly 11,000 gross tonnes the new 112 metres long **Natchan World** is one of the largest vessels built by Incat. Yet she will operate with a loaded draught of just 3.83 metres, enabling her to operate into the shallowest of ports. Despite this however, the launch operation did cause Incat Chairman Robert Clifford a few anxious moments.



"So much for global warming and sea level rises", Mr Clifford said.

"The ship was launched at the lowest high tide I have had to contend with in 50 years of boat and shipbuilding. The level reached at 0600hrs on Monday 18th February was 150mm less than predictions, owing to the continued good weather. We had no choice but to launch however, as the next predicted suitable tide is not until 5th May, some 2 months away.

"I have watched closely the high tides suitable to launch ships for 50 years, and have seen no signs at all, of the much talked about increases in sea levels," Mr Clifford exclaimed.

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Drivers crossing the River Derwent via the Bowen Bridge will now be treated to a glimpse of the **Natchan World's** eye catching livery, the design of which was publicly sought in Japan.

The theme was "Parade", with over 500 children under 12 years old responding to the call for the ferry's colourful look. Mr. Toshikazu Yamaoka, an artist living in Kyoto, chose "lovely creatures" and integrated them into the livery.

Higashi Nihon Ferry President Mr Shinji Koga explains "Throughout the hull, we can feel an unconstrained concept anchored in a child's unique perspective. Original designs were copied as much as possible to make the most of childlikeness seen in the touch of lines drawn. We can see various companies in the sea beyond the ages and species parading together on a rhythmical music note."

Before leaving Hobart for Japan the **Natchan World** will be officially named in a ceremony at the Incat shipyard on Tuesday 8th April. "The name was chosen because passengers and local residents have already become very familiar with the name "Natchan" and we wanted to keep the friendliness that "Natchan" has acquired," said Mr Koga.

With **Natchan World** Incat has reached the pinnacle in high speed craft luxury and comfort, with this its most valuable export to date. Operating at speeds of approximately 40 knots and with capacity for up to 800 persons and 355 cars, or 450 lane metres of trucks and 193 cars, the Natchan World is almost identical to her sister, **Natchan Rera**. Some changes have been implemented, including a new form of relaxation for Executive Class passengers which cannot be experienced in any flights, trains or cruise ships. Here, instead of individual seats, there are small booth style compartments for two to four passengers. In each compartment, passengers are free to take off their shoes and lie down. Massage chairs will be installed in the same cabin as well. Families and couples will enjoy not only their time in private with amazing comfort but also the vast scale of ocean view in front of each booth.

### **Natchan World** Principal Particulars

Length overall: 112.60m, Beam (moulded): 30.50m, Draft: approximately 3.93m, Speed: 40 knots  
Deadweight: Up to 1450 tonnes, Total persons: 800 persons, Vehicle Deck: 450 truck-lane metres plus 193 cars or 355 cars. Fuel consumption: 6.84 tonnes (8208 litres) per hour at **40 knots**.



Van Oord's TSHD **UTRECHT** seen arriving at the ST-Marine shipyard in Singapore

Photo : Frank Winter ©

## Conrad Signs Contracts Totaling \$50.3m

Conrad Industries, Inc. announced the signing of contracts for the construction of fourteen barges, two tugs, a ferry and a major ferry repair, with a total value of \$50.3m which brings the current backlog to approximately \$106m compared to \$93.4 million at September 30, 2007 and \$84.5 million at December 31, 2006. The barges include four 222'x54'x12'LPG tank barges which are a new addition to Conrad's portfolio of products. These will have approximately 16,000 gross barrel capacity and are designed for inland waterway operation. Additionally Conrad has executed contracts with various customers for deck barges, spud barges, shale barges and tank barges that range in size from 120'x30'x7' to 192'x42'x10'. Also signed were contracts for the construction of two additional 98', Z-Tech 7500 Class

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Terminal/Escort Tugs, similar to the four others which are currently under construction at our Orange Shipbuilding facility. Conrad also finalized the contract for the construction of a 160'x32'x13' aluminum passenger ferry that will transport up to 600 people. This ferry is a Conrad design that was selected over other designs submitted in the bidding process. In addition, a contract was executed for the dry dock inspection of and general repairs to a 500 passenger, 150'x28' aluminum hull ferry. **Source : MarineLink**

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VINASHIN's **HOA SEN** seen anchored of Saigon – **Photo : Capt. Jelle de Vries ©**

The ferry **HOA SEN** is built as the Italian **CARTOUR** during 2000 at the Francesco Visentini & C. Cantieri Navale Shipbuilding in Donada (Italy) under yard number 196, and the 186 mtr Ro-Ro ferry sailed under this name until October 2007 when the ferry was sold to Vietnam and renamed in **VINASHIN PRINCE**, the ferry sailed under this name for a short while and was renamed in **HOA SEN** during December 2007, at present the vessel is operated by Vinashin Ocean Shipping Co at the route Ho Chi Min City to Hanang Bay / Danang.

## Hellespont pays \$30m each for Unibros ships

Unibros of Greece is keeping silent on reports that it has doubled its money on the sale of three 13,000-dwt chemical/products tankers to Hellespont Shipping. The company, run by the Makrygeorgos brothers, is said to have sold the **Coromel** and **Breeze** (both built 2007) and **Auster** (built 2006) to Papachristidis-controlled Hellespont for \$30m each.



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The tankers were ordered at KY Heavy Industries (later Sekwang Shipbuilding) for \$15m each in 2004. Neither Hellepont nor Unibros officials were available for comment on the reports.

The sale apparently leaves Unibros with just three ships in the water the 4,500-dwt chemical tanker **Asprey** (built 1993), 5,200-dwt products tanker **Mistral** (built 1995) and 40,000-dwt products tanker **Norte** (built 1991).

Although London broker Clarkson's database credits the company with another five ships, four built in the 1970s and one in 1988, all these appear to have been sold out of the fleet between 2005 and last year in unreported deals.

Last month, TradeWinds revealed that Unibros had booked two firm 34,000-dwt bulkers and one option at a new yard to be developed by 21st Century Shipbuilding of South Korea. All three are for delivery in 2001 and are said to be costing between \$35m and \$36m each. **Source : Tradewinds**

## MPP duo sold

Unnamed buyers have picked up a pair of multipurpose ships (MPPs) for \$24m each, according to brokerage sources. The vessels are the 18,200-dwt **Safmarine Angola** and the 18,000-dwt **Safmarine Texas** (both built 1987).

Databases list the Kvaerner Warnow Werft-built MPPs as controlled by Swiss Marine of Greece. They were last reported sold in 2000 for \$6.5m each, according to Clarksons. **Source : Tradewinds**



The two Allseas vessels, **Audacia** and **Calamity Jane** pictured at a rare meeting at Kakinada on the East coast of India where they are both taking part in the DHIRUBHAI 1 & 3 GAS FIELDS DEVELOPMENT Project.

**Photo : Howard H Baker ©**

## PRIDE OF ROTTERDAM DRYDOCKING

The **Pride of Rotterdam** will dry dock for annual maintenance, between the 23rd of February and the 16th of March. During this period she will be replaced with the **Pride of York** sailing at 19.00hrs from Hull, and 20.00hrs ex Europoort.

The **Pride of York** which normally sails on the Zeebrugge route, will be replaced by the **Tor Futura** sailing at 19.00hrs local time. Please note this vessel is only able to carry **12 drivers**. **Source : Gary Andrews**



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## First cargo of Norwegian gas to the US

The first cargo of gas from the Norwegian continental shelf arrived in the USA this week. This shipment of Snøhvit LNG is the first delivery of LNG gas from Europe to the world's largest energy market.

The LNG carrier **Arctic Discoverer** docked at the Cove Point gas import terminal in the state of Maryland, south of Washington DC, last Thursday, after a voyage of 12 days across the Atlantic ocean. Its cargo comes from the world's most northerly export facility for LNG (Liquefied Natural Gas) at Melkøya outside Hammerfest in Finnmark. "This is an historic occasion," says Rune Bjoernson, StatoilHydro's executive vice president for the Natural Gas business area.

"For over 20 years StatoilHydro has supplied the American market with crude oil from the North Sea and the Norwegian Sea. Now we are also supplying gas from the Norwegian continental shelf. For the American market, this means improved security of supply. For our part, we will continue to develop to become an even more flexible supplier of energy for our customers," says Bjoernson.

StatoilHydro has a significant gas position and is Europe's second largest supplier of gas. The company has been a stable and reliable supplier of piped gas for many years. Through the development of the Snøhvit-field in the Barents Sea, StatoilHydro's marketing of gas is becoming ever more global.

"In order to meet future energy demand I believe that we will see shipments of gas between continents in the same way as we have seen with oil. Through the LNG production from the Snøhvit field, gas can be distributed over the whole world. Gas is becoming a global commodity," says Bjoernson.

Snøhvit is the first development in the Barents Sea. With no surface installations, natural gas is brought to land and cooled for liquification at the export facility for LNG.

StatoilHydro will market a total of 4 billion cubic metres of gas annually at the field's full capacity. **Source : The Norway Post**

## Zambia still keen to develop dry port at Walvis Bay

Zambia says it has taken up an offer by the Namibian government to develop a dry port near the port of Walvis Bay. Zambia's Foreign Affairs Deputy Minister Professor Fashion Phiri told parliament this week that a piece of land had been offered by the Namibian government on which to construct a dry port for the benefit of Zambian importers and exporters.

He was responding to a question raised by a MP as to whether Zambia had taken up Namibia's offer for a dry port. The deputy minister said that Zambia remained interested and had allocated some funds this year towards the project

Source : [ports.co.za](http://ports.co.za)

## Management stapt uit EWL

Het management van Europe West Indies Lines (EWL) heeft zijn aandelenpakket in de rederij verkocht aan de Matrans Groep van Hans Vervat. Vervat had sinds november 2007 al een meerderheidsbelang in EWL en heeft dat nu vergroot naar 85 procent. De overige 15 procent is in handen van fruitimporteur Fyffes.

De verkoop van de managementaandelen betekent ook het vertrek van directeur Roel Krouwel. Vervat hoopt per 1 april een nieuwe directie te benoemen. Bron : Nieuwsblad Transport



Heerema's **HUSKY** seen assisting the bunker tanker **AQUARIUS** alongside the **HERMOD** offshore Pointe Noire  
Photo : Jack Geluk ©

## Brise Schiffahrt and Conmar linked to China boxship orders

Hamburg-based Brise Schiffahrt and a spin-off of Peter Bartels's Shipping&Chartering (S&C), called Conmar GmbH, are involved in orders for four 1,036-teu containerships in China. Each company is linked to contracts at Jiangdong Shipyard for two newbuildings in a project initiated by KG (limited partnership) group Buss Capital.

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Buss is said to be seeking operating companies for the vessels. Brise confirms it is taking two of the ships, while Conmar will pick up the other pair. The vessels are listed for completion in 2010 and 2011.

What is interesting is the background to Conmar, a name that is so far little known in Germany. Behind it is broking house S&C and especially Jan Bartels, the son of S&C boss Peter Bartels. Jan Bartels is also chartering director of Hermann Ebel's Hansa Treuhand. A couple of months ago, it emerged that S&C and Hansa Treuhand were also launching a new boxship-owning and chartering joint venture, United Maritime Chartering (UMC).

The Jiangdong newbuildings are said to be Conmar's first project. The ships are said to be costing around \$27m each but a Brise source says that figure is on the high side.

One broker says the four-ship deal is a euro-US dollar split. Brise describes it as a euro contract. The vessels are of a Schichau Seebeckwerft Super-1000 design, first built in Germany by SSW Schichau Seebeck but now also being constructed at two Chinese yards under licence.

Wuhu-based Jiangdong, part of Shipbuilding Industry Corp of China Changjiang National Shipping Group, is already building eight vessels for Reederei Jungerhans. Brise is said to be taking vessels 10 and 11 in the overall series and Conmar the ninth and 12th units.

Newbuilding sources say the ships originally stem from a Dutch design used by German owner Bernd Sibum at SSW. It is a typical configuration for the Baltic gearless but with hydraulically folding hatch covers.

Buss Group, which owns almost one-half of German shipowner Aug Bolten, has enjoyed great success since setting up KG house Buss Capital five years ago. The company is not related to Leer-based owner Hermann Buss. Meanwhile, Brise has stepped up its involvement in the cement-carrier market, expanding its fleet from seven to nine ships.

Most recently, it bought Euroafrica Line of Poland's 5,200-dwt multipurpose (MPP) cargoship **Topaz** (built 2000), which has been trading between the continent and the eastern Mediterranean. Yards in Poland and Turkey are set to tender for its conversion into a cement carrier. **Source : Tradewinds**



The **COSMERRY LAKE** seen arriving in Rotterdam Europoort  
Photo ; Capt . Dirk van Wolveren Sr ©

## Mombasa Declared Congestion-Free

The Mombasa Port management has lifted a ban on trans-shipment of cargo meant for Tanzania after clearing excess cargo. Ships planning to offload cargo meant for Dar es Salaam port can now use the port of Mombasa, management says.

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This comes after the container terminal's cargo figures were reduced from a high of 19,000 twenty foot equivalent units (TEUs) recorded at the peak of the post-election violence to 13,000 (TEUs).

The port was declared congestion-free by Mr Haji Masemo, the public relations officer and personal assistant to KPA managing director Abdalla Mwaruwa. The port had for a while refused to accept Tanzanian cargo due to congestion.

Dar es Salaam port is itself facing severe congestion that has so far led to the imposition of the punitive vessel delay surcharge (VDS). Even with the surcharge in force, there has been no improvement in cargo offtake from the port with ships having to wait an average of 10 days before clearance.

This situation forces vessels to seek alternative ports to offload cargo that can be transferred to the intended port and with Mombasa not able to cope, the ships had to wait in Tanzania. The port's efforts to clear the congestion included the use of privately-operated container freight stations that accommodated excessive containers.

The resumption of services by the Rift Valley Railways has also helped. The declaration comes in the backdrop of reports that there are thousands of containers meant for Mombasa being held overseas until the port was clear.

Mr Masemo confirmed the reports but said they would not cause a crisis. International banks are said to be cautious about issuing clearance documents especially for vehicle consignments due to the volatile situation, thus there are several consignments meant for Mombasa being held, specifically in Japan. **Source : [allafrica.com](http://allafrica.com)**



The Fairplay chartered tug **FAIRPLAY 28** towing **HULL 150** to be renamed **STOLT SNELAND** leaving Valletta Sunday 24th February piloted by Capt. Paul Chetcuti & Charles Scicluna assisted with local tugs **MARI** with Capt. Joseph Schiavone at the helm & **WENZINA** with Capt. Paul Schembri @ the helm bound to Aker Yards Floro at Floro, Norway to cover 2,970 miles more. Towage is stopping at Gibraltar & might stop also at Rotterdam though it depends on the weather. Original of tow was from Nikolaev, Ukraine not from Romania as earlier stated & left from Nikolaev on 5th February 2008.

**Photo : Lawrence Dalli - Malta Ship Photos ©**



## 450 million LNG terminal at Port Qasim: SSGC, Shell finalise LNG import project deal

The Sui Southern Gas Corporation (SSGC) and Shell Gas & Power (SG&P) are close to sign an agreement on the establishment of 3.5 million tons per annum (mtpa) LNG import project as an additional source of gas supply to meet soaring demand of the country.

Under the agreement SG&P would also develop a liquefied natural gas (LNG) terminal at Port Qasim as a re-gasification facility at an estimated cost of \$450 million, well-placed sources told Business Recorder on Friday.

The Mashal LNG Terminal (MLT) would be constructed under the country's first LNG project "Pakistan Mashal LNG Project" to ensure uninterrupted supply of the ever-needed fuel to industries, power or fertiliser plants etc on sustainable basis.

The SG&P, which would be appointed as "LNG Developer", would also be responsible for purchasing LNG supplies, transporting them to the MLT besides designing, constructing, operating and owning the proposed terminal at Port Qasim.

"The SSGC and Shell Gas & Power have finalised talks on the Mashal LNG Project and Shell would soon formally be appointed as a LNG Developer under an integrated project structure," sources close to the project said.

They said the SSGC, which has been appointed by the government of Pakistan as a project facilitator, had earlier received at least eleven Expressions of Interest (EoIs) from various local and international companies and consortia.

"The SSGC had short-listed the Consortium of Fauji/Fotco/4Gas/Sojitz and Shell Gas & Power in its bidding and now has finally selected the Shell as LNG Developer," sources added.

Those pre-qualified in the Pakistan Mashal LNG Project bidding process included AES Pakistan Ltd, BP Gas Marketing Ltd, Consortium of Fauji/Fotco/4Gas/Sojitz, ENI Pakistan Ltd, Mitsui/Kogas, Persian LNG and Shell Gas & Power, they added.

They said the MLT would be used as an LNG import terminal and have facilities of receiving, storage and re-gasification of the LNG. "The proposed terminal will have a 3.5 mtpa LNG import capacity which is equivalent to 500 MMCFD of gas," said the sources. They said the government had estimated that supply of gas through the LNG import project would be possible by 2010-11.

Sources said that the SG&P would be allowed to import LNG in accordance with applicable rules and regulations of imports and would have to obtain a license from Oil and Gas Regulatory Authority (Ogra) to construct the MLT in line with Ogra Ordinance, 2002.

They said the LNG terminal would be constructed on the basis of a three-point criterion comprising strict technical, financial and health, safety and environmental standards.

On technical side, they said the terminal would be constructed on technical standards prescribed by the Ogra from time to time and internationally acceptable industry technical standards.

Sources said that the SG&P would also need to ensure that the project complies with World Bank's health, safety & environmental standards, Pakistan's Environmental Protection Act 1997 rules, regulations, National Environmental Quality Standards, Pakistan's health, environment and safety standards etc. **Source : Imran Farooq**

## Maersk mijdt Southampton

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De Deense rederij Maersk Line laat de 8.500 teu grote schepen uit de AE1-loop volgende maand Southampton voorbijvaren omdat die Britse haven met zware congestieproblemen kampt. Als alternatief wordt Thamesport voorlopig de eerste Europese loshaven. Ook de AE8 verhuist gedurende de maand maart naar Thamesport.

Deze week berichtten we in onze gedrukte editie dat Maersk Line ook de Zeebrugse haven als 'uitlaatklep' voor de congestieproblemen in Southampton en Felixstowe gebruikt. Er werd een 672 teu grote feeder gecharterd, de Rita Sibum', die de komende weken voortdurend tussen Felixstowe en Zeebrugge zal pendelen om lading tussen beide havens uit te wisselen.

De terminal van Maersk's zusterbedrijf APM Terminals in Zeebrugge heeft nog voldoende reservecapaciteit om als buffer te fungeren. De kade wordt door de Denen steeds meer gebruikt als verzamelpunt voor lege containers. Om plaats te maken op andere Noord-Europese terminals, worden lege boxen per feeder naar Zeebrugge gevoerd. Het nieuwe schip **Eugen Maersk** (15.200 teu) kwam vorig weekend in de Belgische kusthaven overigens nog 3.800 lege veertig voeters laden tijdens de maidentrip en positioneringsreis naar het Verre Oosten. **Bron : Nieuwsblad transport**



The AHTSV **MAERSK BEATER** doing anchor handling offshore Angola for the **TRANSOCEAN** rig **MG HULME JR.**  
**Photo : Capt. Christian Schmidt ©**

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The **TINAMOU ARROW** seen in Rio Grande  
Photo : Marcelo Vieira ©



**Maersk Rapier** seen after completion of discharge at the NATO Fuel Jetty at Loch Striven.  
Photo : Donald Macneil ©

## MARINE WEATHER

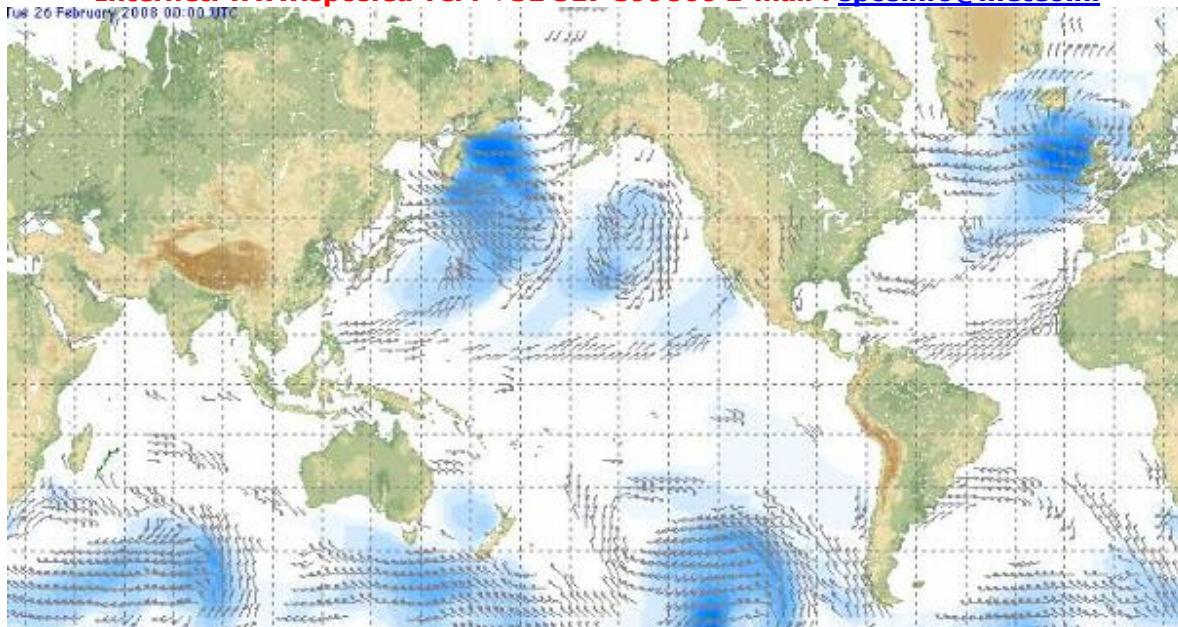


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## .... PHOTO OF THE DAY .....



A birds eye view of the **BUNGA KASTURI EMPAT** - Photo : Henk Wadman ©

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