

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 061



Number 061 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 03-03-2008

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

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

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



The ACERGY OSPREY departed in the new red ACERGY colours from Amsterdam
Photo : Joop Marechal ©

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

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS



VLIERODAM WIRE ROPES Ltd.

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

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

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

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



BLIND FAITH ENROUTE LOCATION

The hull for Chevron's **Blind Faith** project arrived in Ingleside, Texas, at Kiewit Offshore Services, aboard the Dockwise **TERN** on July 20, 2007. Aker Kvaerner constructed the hull, while the topsides were provided by Gulf Island. Kiewit performed the integration utilizing their 13,000ton heavy-lift device.



Photo : via Bob Gwinn – Harvey Gulf ©

The **Blind Faith** Platform departed last weekend and is towed to the well site, with first production still expected during the second quarter. Chevron spokesman Mickey Driver said the **Blind Faith** platform was towed out of Inglesides, Texas, last weekend.

Blind Faith will have production capacity of about 45,000 barrels per day (b/d) of oil and 45 million cubic feet per day (mmcf/d) of natural gas. Initial production is expected to be about 30,000 b/d of oil and 30 mmcf/d of gas.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 061

Chevron is the operator of the project and holds a 75 percent interest. Partner Anadarko Petroleum Corp has a 25 percent interest.

Blind Faith is located in approximately 7,000 feet of water, about 160 miles southeast of New Orleans, on Mississippi Canyon blocks 695 and 696. The discovery well was drilled in June 2001 and encountered more than 200 feet of net pay in Miocene sands at depths of 20,900 feet to 24,300 feet. A successful appraisal well was drilled in 2004. The field has an estimated gross resource potential exceeding 100 million barrels of oil-equivalent.

"The project demonstrates our strong commitment to continue to invest in the Gulf of Mexico to develop new energy supplies, as well as our ability to advance significant capital projects in areas where we are well positioned for future growth," said George Kirkland, Chevron Corporation's executive vice president, Upstream and Gas.

Added Ray Wilcox, Chevron's North America Exploration and Production Company president, "**Blind Faith** is part of our upstream strategy to grow profitability in our core areas and build new legacy positions. This project is a key asset in our deepwater portfolio and is expected to provide significant new oil and gas resources in the Gulf of Mexico." Total capital costs for the project will be approximately \$900 million. Chevron's partner in the Blind Faith project is Kerr-McGee Corp., which holds a 37.5 percent interest.

Initial production is expected to be approximately 30,000 barrels of oil per day (b/d) and 30 million cubic feet of gas per day (mmcf/d). The semisubmersible facility will have a production capacity of approximately 45,000 b/d and 45 mmcf/d. The topsides can be upgraded to a capacity of 60,000 b/d and 150 mmcf/d to accommodate production from satellite discoveries or third-party tiebacks.



<p>The Offshore Partners B.V</p> <p><i>Your partner in the Offshore and Marine Industry</i></p> <p>TOP-Equipment TOP-Operations TOP-Personnel</p>	<p>TOP</p> <p>Sluisjesdijk 115 3087 AG Rotterdam The Netherlands +31(0)10-4914131</p>	<p>Big Foot 1 Barge</p> <p><i>For charter /including or excluding towing tugs</i></p> <p>Salvage 22.000 DWT Heavy Transport 135m x 42m General Purpose Fully Ballastable</p>
--	--	---

På røvertokt i flere måneder

The Russian trawler NEMANSKY was arrested April 2007 and the trawler is still laying in the Varanger Fjord (Finnmarken) in Norway where the trawler was spotted by Newsclippings reader Martin Koppe , who made some pictures to share with the other readers.

Below can be found the original article (sorry only in Norwegian language) about the arrest of the trawler as published April 17th 2007

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 061



Den russiske tråleren «**Nemansky**», som ligger ved kai i Kirkenes, hevder å ha oppholdt seg i Barentshavet uten å fiske. Men norske myndigheter er av en annen oppfatning, og nå starter politiet omfattende etterforskning.

Det som ser ut som en russisk opplevelsesferie nord i havet, kan vise seg å være en serie med lovbrudd som myndighetene knapt har sett maken til. For her kan det dreie seg om det rene røvertoktet.

Photo : Martin Koppe ©

Tråleren «**Nemansky**» har nemlig oppholdt seg i månedsvis i russisk fiskerisone, der de sjøl hevder å ha vært på en slags sightseeing. I alle fall har de ikke tatt ombord en eneste fisk – sier de.

For da båten kom til Kirkenes for egen maskin den 8. mars i år, hadde den verken fisk eller fiskeredskaper om bord.

Og hvordan fiske uten trål? Saken er bare den at norsk kystvakt har bilder av båten uten i havet – med fisk ombord. Og hvis det ikke var kokfisk til eget bruk, ja, så må det ha vært noe annet.

Og ikke nok med det: Kystvakta har observert båten i fiske gjentatte ganger, selv om den også har blitt døpt om et par ganger i rom sjø. En dag registrerte kystvakta en tråler ved navn «**Rybak Karelia II**» under fiske i Barentshavet.

Photo : Martin Koppe ©

Det rare var at en tråler ved samme navn lå ved kai i Kirkenes. Ved nærmere ettersyn, var det originalen som lå ved kai, mens den som drev fiske i russisk sone til forveksling ligna på nettopp «**Nemansky**».

Og da tråleren kom inn til Kirkenes hadde den et nymalt skilt med navnet «**Nemansky**». Riktignok uten noen papirer - verken journaler eller dagbøker. Og altså ingen trål.

Så nå er det opp til politiet å bevise at «**Nemansky**» ikke bare har vært på noen måneders opplevelsesferie ute i havet, sier etterforskningsleder Rune Skjold. – Vi har så vidt begynt etterforskningen i saken, og vil forsøke å prioritere den, sier Skjold. Politiet vil vurdere å ta båten i arrest dersom det er tegn på at den vil reise fra Kirkenes.

– Men foreløpig har vi ikke fått noen signaler om det, og derfor har vi ikke tatt båten i arrest ennå, sier Rune Skjold.



Port Phillip may turn into 'toxic dump'

MELBOURNE'S Port Phillip Bay will be turned into a "toxic dump" by a controversial channel deepening project, according to opposition climate change spokesperson Greg Hunt.

Dredging moved to the north of Port Phillip Bay this morning - off the Brighton and St Kilda areas - in the latest step of the \$1 billion channel deepening. Port of Melbourne Corporation chief executive Stephen Bradford said that dredging ship Queen of the Netherlands had begun digging up clay to build a containment wall - called a 'bund' - in which to dispose of the toxic sediment from the channel deepening process.

He said this part of the project could take "some weeks and months". "We will be dredging the clay from the Port Melbourne channel, and taking it to a designated material ground about 16 km off Mordialloc," Mr Bradford told reporters in Melbourne .

"The project is the result of world-class scientific research, and the bay is still quite suitable for swimming." However, Mr Hunt said: "Today is the beginning of the process which will see Port Phillip turn into a toxic dump. "Toxic sludge from the mouth of the Yarra should not be put into Port Phillip Bay. Speaking to reporters in Melbourne today, Mr Hunt said it was not too late to examine other options. "The Government should right now examine land based options, taking the sludge and transferring it by barge and putting it at the Werribee Treatment Plant.

"But it hasn't been investigated." Mr Hunt's Werribee suggestion came as news to Mr Bradford. "No one has ever suggested Werribee," he said. "But land based disposal was considered. But environmentally, it was found to be inferior to what we are doing." Jenny Warfe, the president of anti-dredging group Blue Wedges Coalition, said the organisation had received advice that toxic sediment could leak from the containment area. "We've had independent scientific advice which says there is going to be some release of toxic material whilst sediment is being removed from the Yarra ... and transported to the dumping area," she told AAP.

"There is ample opportunity for the sediment to be released into the water column and into the food chain, and whilst sitting in the dumping area as well." Mr Hunt said there was a "real risk to the bay" should toxic material such as zinc, cadmium, lead and mercury find its way into Port Phillip Bay. Mr Bradford said the bay already had contaminated material placed in it over decades, with research showing no effect on human health. "We're not creating anything. The material in the Yarra is contaminated. It's contaminated due to inappropriate industrial and farming activities over a century. The current generation did not create it.

"Our job is to move it, and place it safely, and that's what we're doing," Mr Bradford said. **Source : The Australian**

	Crewing Solutions	<ul style="list-style-type: none">• Ship Delivery• (Inland) Shipping• Offshore• Dredging• Onshore jobs
		
www.tos.nl	TOS Rotterdam (+31)10 – 436 62 93	E-Mail info@tos.nl

MSC NAPOLI INQUIRY TO START

An inquiry into the beaching of the **MSC Napoli** along a protected stretch of the Westcountry coastline will be launched next week. Representatives from organisations and authorities affected by the incident will attend the launch ceremony at 1.30pm at The Sea Shanty, Branscombe. It will herald the start of a period of gathering evidence. The investigation, led by Devon County Council, will see if lessons can be learned in case anything like the incident happens again. Anyone who wants to input into the process can request an Inquiry Response Pack by calling **01392 380101**.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 061

The **Napoli** was beached off Branscombe, East Devon, in January 2007 after it was damaged in a storm. Part of the vessel is still there. **Source : thisiscornwall**

Wave-powered ship ready to take maiden voyage

Here's an idea that at once so screamingly obvious and yet so astounding brilliant, Greenbang is surprised no one's come up with this before. Wait for it, wait for it... it's a wave powered ship! I know - you're thinking that invention is even better than the George Foreman Lean Mean Fat Reducing Machine.

The wave powered ship, called the **Suntory Mermaid II**, has been built by the Tsuneishi Shipbuilding Company for the solo sailor Kenichi Horie. Horie will skipper the boat from Honolulu's Hawaii Yacht Club across about 6,000 kilometers of ocean to the the Kii Channel. He's off some time in mid May this year, apparently. Tsuneishi Shipbuilding Company has handily provided an explanation of how it all works for the technologically curious:



Wave powered boats feature fins at the front of the craft, which generate thrust force by moving up and down like the tails of dolphins and whales and absorbing the energy of the waves. The only researcher of this type of craft, professor Hiroshi Terao of Tokai University's oceanography department, cooperated with this project. Because the fins absorb energy from the pitching motion of the boat, the pitching decreases and the boat's stability is improved.

Under normal use the sole power source is wave energy, but the boat can also use sails or an outboard motor when entering or leaving harbor, or in case of emergencies. While cruising, the outboard motor and sails will not be used. And that's not all - the hull is made of recycled aluminium and on-board energy comes from solar cells. Wow. **Source : greenbang**

Four rescued as boat runs aground

Four people had to be rescued from a 30ft yacht which broke its mooring in high winds and ran aground off Kent. Whitstable lifeboat battled through storm force winds gusting to 48 knots to reach the vessel, 30m from the shore off the Isle of Sheppey.

The four people on board the yacht in the Swale, east of the Harty Ferry slipway, were transferred to the lifeboat and landed ashore. They were handed over to the care of Sheppey Coastguard early on Saturday.

"After we had got them off the yacht it was very difficult in the conditions to land them, and lifeboat crewmembers Henry Thomson and Kellie Litchfield did very well to get the four people safely ashore," said helmsman Dave Parry.

It was the eighth call of the year for Whitstable Lifeboat. **Source : BBC**



The KNRM Hoek van Holland Lifeboat **JEANINE PARQUI** seen operating Saturday morning off Hoek van Holland
Photo : Fred Vloo ©

Four rescued as boat runs aground

Four people had to be rescued from a 30ft yacht which broke its mooring in high winds and ran aground off Kent. Whitstable lifeboat battled through storm force winds gusting to 48 knots to reach the vessel, 30m from the shore off the Isle of Sheppey.

The four people on board the yacht in the Swale, east of the Harty Ferry slipway, were transferred to the lifeboat and landed ashore. They were handed over to the care of Sheppey Coastguard early on Saturday.

"After we had got them off the yacht it was very difficult in the conditions to land them, and lifeboat crewmembers Henry Thomson and Kellie Litchfield did very well to get the four people safely ashore," said helmsman Dave Parry.

It was the eighth call of the year for Whitstable Lifeboat. Source : BBC

City Court Judge Sacked For Releasing Ship Crew

President Ellen Johnson-Sirleaf has sacked the presiding magistrate of the Monrovia City Court, J. Milton Taylor, the Ministry of Information has announced.

According to the ministry, the President's action was in consistence with the Liberian Code of Laws Revised Volume 4 page 96, which state among other things, that a Stipendiary Magistrate is to serve for a four-year period and be reappointed by the President but at the same time can be dismissed for a proper cause.

Deputy Information Minister for Administration Cletus Sieh, who made the disclosure that the President has sacked magistrate Taylor, when he addressed journalists at the ministry, justified the President's action; stressing that the magistrate has been sacked in keeping with the relevant code, as the action taken against him is the prerogative of the President.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 061

"As to the reason, this is not definite but I can safely tell you that if you have been following developments, remember the cocaine situation where some nationals were apprehended and where you all were shocked when you listened to the radio and heard that a bond of LD200, 000, was filed and these people were released, all of these hamper justice," he said.

Minister Sieh added, "The fight against crimes and the fight against these illicit activities in our country is on. The government and the people drive to fight crimes; such a person can not serve in the government."

He said people entrusted to serve in such position or capacity, with the aimed to serve the people, but contrary to this, when there are indications that 'criminals' are being protected instead, then there is a problem.

According to him, legal minds will simply tell anyone that in such a given situation, a presiding judge just can not give a bond in such a scenario, especially in the case where the cocaine, reported to have been brought in the country by the crew members of the IMO 6806559 Blue Atlantic Vessel, cost millions of dollars, a bond far less as L\$200,000 can not be served or honor to release the accused.

He said, such a judge grant a bond far below, as it is being alleged legal minds will tell you that indeed something is wrong.

On the 2nd, of this month, the Liberian government and UNMIL arrested and subsequently destroyed 90 barrels of narcotic on board the ship, when it was in the process to dock in the country. Nine Ghanaian crew members who were arrested on board the ship, were forwarded to court after the government alleged that they violated Article 3 section 1 (a) of the United Nations Convention against illicit traffic in narcotic drugs and psychotropic substance. They were later arraigned before the Monrovia City Court for prosecution. **Source : AllAfrica.com**

Possible Wreckage Find

The Turkish authorities carrying out the search and rescue operation of the missing ship with 25 Indians on board have found a few items belonging to the ship.

The rescue team has found a life raft, life jackets, tarpaulins, gas cylinders, sea survival kit, buoys and lifeboats, according to a press release from Directorate General of Shipping. However, the release added, nothing denoting the fate of those on board was found. MV **Rezzak** carrying 25 Indian crew left Russia's Novorossisk port on February 17 on a 24-hour journey to Turkey's Bartın port. It was carrying steel billets.

On February 28 the ship went missing. Quoting the Governor of Bartın, the statement said the weather on February 16 and 17 was "very bad". MV **Rezzak** is a 100 metres long ship with a large engine capacity to enable it to carry a large quantity of fuel on board, DG noted.

Bartın police and civilian authorities have carried out patrolling of the area and found nothing so far, DG said.

Neither the ports nor the owner have received any distress call from the ship, **MV Rezzak**. The vessel was equipped with an automatic identification system, but this was not in use or switched off even when it left Russia, it said.

The owner was tracking the ship utilising a GPS-based system, it added. **Source : SeaNews**

Caledonian MacBrayne Ferry Passengers Threaten Mutiny

PASSENGERS staged a mutiny on a ferry to Colonsay after being told to get off to make room for higher-priority travellers. Oban-bound passengers from Colonsay were ordered to spend the night on Mull to free up space on the vessel.

They refused to leave the Caledonian MacBrayne ferry but the dispute was resolved when it was discovered there was still space on the boat after the waiting passengers and vehicles had boarded. **Source : dailyrecord.co.uk**

CASUALTY REPORTING

Boot ramt nieuwe brug Stroobos

Een vrachtschip met vier Polen aan boord heeft afgelopen nacht de nieuwe Stroobosbrug in de Miedweg bij Stroobos geramd. Twee opvarenden raakten licht gewond. Zowel de boot als de brug liepen forse schade op. De op afstand bediende brug was geopend om enkele andere boten doorgang te verlenen. De Polen dachten er met hun boot De Regulus achteraan te kunnen, maar het sein stond al weer op rood en de draaibrug weer dicht. De boot kwam klem onder de brug te zitten.

De twee gewonden zaten in de stuurhut die vrijwel geheel van de boot werd geslagen. Ambulancepersoneel heeft de gewonden aan boord van het schip behandeld. De waterpolitie onderzoekt de omstandigheden van het ongeval.

NAVY NEWS

Canada pledges three more ships to 'war on terror'

The Canadian navy is deploying three warships to the Persian Gulf, one of its largest naval contributions to the war against terrorism since the attacks of Sept. 11, 2001.

About 850 sailors, soldiers and air force personnel will sail from June to September with an international coalition of ships from the U.S., U.K., France, Germany, Pakistan and the Netherlands, the navy announced Friday. The group mainly conducts security patrols and searches suspicious ships.

A large portion of the contingent, some 500 Canadian Forces personnel, will come from Canadian Forces Base Esquimalt, outside Victoria. **HMCS Calgary**, a patrol frigate, and **HMCS Protecteur**, a supply ship, depart from the West Coast in the next few months, sailing through the Panama Canal to meet **HMCS Iroquois** somewhere in the Caribbean, navy spokesman Lt. Mark MacIntyre said.

The three ships then join the international group, called **Task Force 150**, which will run missions in the Arabian Sea, the Red Sea and the Indian Ocean. The Canadians plan to take a Sea King helicopter detachment with them.

"What's unique about this deployment is it is going to be comprised of ships from Canada's east and west coasts," MacIntyre said.

Canada will also assume command of the task force, a responsibility that is handed out on a rotating basis. Commodore Bob Davidson, commander of Canadian Fleet Atlantic, will handle command duties from on board **HMCS Iroquois**.

"This command demonstrates the world-class level of our nation's maritime defence capabilities," Gen. Rick Hillier, chief of defence staff, said in a news release.

It is the fourth deployment of ships for Operation ALTAIR, Canada's naval contribution to what it calls the American-led coalition against terrorism. **HMCS Charlottetown**, a frigate based on the East Coast, has been deployed on the mission in the Persian Gulf since November. Previously, from 2001 to 2003, Canada deployed 15 ships in the same region as part of a related operation. **Source : [The Gazette](#)**

U.S. Navy closes base on Sardinia

The U.S. Navy on Friday officially closed its submarine maintenance base on Sardinia, shuttering the last of its offices at the base on La Maddalena, a Navy official said.



Emory S. Land — left its base on the island of Santo Stefano on Sept. 29. The Italian navy still maintains a base there, Campbell said.

The final base closing date had been slated for Thursday, but the Navy took advantage of the additional leap year day in February. “Yesterday was supposed to be the last day, but this is the final, final,” Scott Campbell, a spokesman with Navy Region Europe, said Friday.

The closing ends 35 years of U.S. naval presence in the archipelago of northern Sardinia. The last U.S. ship to be stationed there — the submarine tender **USS**

The naval support site on La Maddalena, a short ferry ride from Santo Stefano, also ended its presence Friday, the last day of work on the base for 33 personnel — six U.S. Navy and the remaining Italian civilian employees — who packed up, shut off computers and turned off phones for the last time, Campbell said.

Two civilian employees, one American and one Italian, will remain there for several months to operate a liaison office “to make sure our hosts have all their needs attended to,” Campbell said.

Italian officials have yet to decide what will become of the base, according to Italian news media, which have reported ideas ranging from turning it into a resort area, artists’ colony, or commercial shipyard for the yachts and ferries.

The aging naval base, which was set up 35 years ago during the Cold War, has been the home port for a submarine tender to repair and upkeep submarines that have transited the Mediterranean Sea. **Source : Stars and Stripes**

China's nuclear expansion at sea

Some high-resolution images of China's Type 094 SSBN have shed new light on this mysterious strategic missile nuclear-powered submarine of the People's Liberation Army Navy. Satellite photos released by Google Earth reveal two of these new submarines at the Huludao Shipyard in northeast China. The 094 SSBN's hull structure has been upgraded from the 092 SSBN, which means the later version is not a new submarine design. This indicates that despite almost 30 years of development, China's technological standard in the design of nuclear-powered submarines is still not very advanced.

Between the tall bulging SLBM (submarine launched ballistic missile) compartments and the submarine hull, there are quite large drainage holes. Nearly 100 drainage holes dot the SLBM compartment. This type of coarse structure is a sharp contrast to the clean and streamlined design of nuclear submarines in the United States, Britain and France.

The September 2007 issue of Kanwa Defense Review Monthly featured a comparative analysis of the subtle differences between the Type 092 and 094 SSBNs. The sail of the 094 is obviously higher than that of the 092. The section

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 061

connecting the rear of the sail and the SLBM compartment is at an angle of 90 degrees on the 094, while this angle is approximately 85 degrees on the 092.

This is the most obvious difference between the two submarines; because of this, the SLBM compartment on the 094 is higher. This indicates that the 094 SSBN is fitted for the new 8,000-kilometer-range JL2 SLBM.

Nonetheless, the two 094 SSBNs at the Huludao Shipyard have not been fitted with JL2 SLBMs, because the draught is quite high. From the satellite photos it appears that the two 094 SSBNs are supposed to have the same draught and the same length.

In that regard, it is apparent that the 094 SSBN has not directly fired JL2 SLBMs up to the present time. This also confirms the analysis of U.S. intelligence agencies that JL2 SLBMs are not yet operational in the Chinese Navy.

Sea tests of the 094 SSBN began in the summer of 2005. A general impression is that these submarines were constructed in a rush, which would explain the obvious traces of the earlier 092 model on the newer SSBN.

This also shows that the gap between China's technological standard in nuclear submarine design and the world's leading military powers is widening, and the mentality of the Chinese designers is somewhat ossified.

The hull design structure alone tells that the 094 SSBN's noise control technology is not comparable to that of European or U.S. submarines. This could be made up for by the 8,000-kilometer range of the JL2 SLBM, however.

The structural designs of the 094 SSBN and 093 SSN -- China's new nuclear attack submarine -- provide evidence that Russia was never involved in the design of these two Chinese strategic nuclear submarines. An authoritative designer at the Russian RUBIN Central Design Bureau has confirmed this on several occasions.

This author reported earlier that China had imported one Russian automatic welding machine for building nuclear submarines at the end of the 1990s, indicating that Russian technical assistance and guidance would have been expected in the construction of the 094 project. However, Russian experts in this field say they never knew what the automatic welding machines China imported were used for.

It is typical Chinese practice to import Russian equipment, but to seek technical guidance and maintenance work from Ukraine or Belarus. This not only helps China keep secret what it is working on, but also ensures that China does not have to rely solely on Russia.

China's internal military journals have disclosed that in the course of building the 094 China did invite experts from the Ukrainian Badon Research Institute, who provided technological guidance in the welding technologies for the submarine's reactors.

It seems that China built its latest SSBN using the fundamental design concept of the earlier 092 version as a shortcut to enable rapid deployment of strategic nuclear submarines as part of its effort to deter the United States from intervention in the event of a conflict in the Taiwan Strait.

The 094 SSBN still has only 12 SLBM compartments. Modern strategic nuclear submarines in Europe and the United States are normally fitted with 16-24 SLBM compartments. Too few strategic ballistic missiles might not pose an effective nuclear deterrence against opponents.

The number of nuclear missiles fitted on board alone indicates that the overall operational capability of the 094 SSBN is only equivalent to the standard of U.S. or Soviet SSBNs in the late 1960s. Nonetheless, China has unveiled images of a strategic nuclear submarine fitted with 24 SLBMs, the design structure of which is still quite close to that of the 092/094 SSBN. This indicates that the next upgrade, the 096 SSBN, will carry more nuclear warheads.

The upgrading of the 092 SSBN in the mid-1990s gave the PLA Navy the 092M, which was later used as the platform for the 094 SSBN development project. Since the first 094 SSBN has not yet officially entered service, the fact that the navy is building more 094 nuclear submarines implies it is satisfied with the results of a series of tests on the upgraded version 092M.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 061

The 092M and 094's command and control systems appear to be basically the same, judging from the same structure of the sonar rectifier hoods fitted on the two types of submarines. The 092M SSBN is fitted with a 262B sonar system.

China's official documents say that a H/SQ G-207 flank sonar array is fitted on the 093 SSN, but it is not known whether this same sonar system has also been fitted on the 094 SSBN. **Source : UPI Asia**

Norway funds dismantling of nuclear sub

The Norwegian government has allocated funding for the dismantling of another Russian nuclear submarine.



According to the government press service, the dismantling of the retired Northern Fleet vessel will be funded jointly by Norwegian and British authorities. The submarine will be the last of five Russian vessels dismantled with Norwegian funding. A total of 23 million NOK (2,9 million EUR) will be allocated to the project.

The vessel was launched in 1963 and is in "a very bad state", the government press release reads. The scrapping of the sub will take place at the Nerpa yard west of Murmansk.

Over the last years, a number of countries have been involved in the dismantling of retired Russian submarines. With joint efforts, Russia and its foreign partners will have solved the nuclear submarine problem by year 2010.

Source : barentsobserver

French Navy Ships Arrive In Luanda

Two French Navy ships moored this Friday in Luanda, where crew members are to have contacts for exchange of experiences with the Angolan Navy, in the ambit of the military co-operation between both countries.

The two French military vessels, which will stay in Luanda Port for four days, bring a crew of 880 people in total, among officers and sergeants. In Luanda Port, the commanders of the two ships were welcomed by captain Martins Jorge, head of the of the planning section of the Angolan Navy's Reconnaissance Department

Still this Friday, the commanders will have courtesy meetings with the Staff Chief of the Angolan Armed Forces (FAA), Francisco Furtado, the assistant chief of staff of the Angolan Navy (MGA), Augusto Sebastião Lopes, and the acting governor of Luanda Province, Francisca do Espírito Santos.

The two ships were already in Luanda four years ago, in similar mission. **Source : angolapress**

India Looking for Additional Submarines

Infodefensa relays a Negocios newspaper report that Navantia has submitted its S-80 Class currently under development for Spain, in response to an Indian Navy RFP for a follow-on submarine purchase. The purchase would follow India's 2005 contract for 6 Scorpene Class submarines, and is expected to allocate almost EUR 3 billion (about \$4.5 billion) to buy another 6 submarines.

Infodefensa adds that bids for the follow-on contract have also been submitted by France's DCNS (likely the Scorpene AIM-2000, or possibly the in-development Marlin Class), Russia's Rubin (Advanced Kilo Class, note the recently returned Kilo refit, though), and Germany's HDW (likely the Type 214).

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 061

Thanks to DID subscriber Pedro Lucio for his tip and translation assistance. Interestingly, the Negocios article also says that the Government of India had asked Navantia for a proposal to supply up to 7 modern frigates, but Navantia's leadership decided not to respond after carefully analyzing the requirements, and taking into account its order book for the next few years. See "India Issues RFI for "Stealth Frigates" for more background on that topic. Navantia is currently building frigates for Spain, Norway, and Australia. **Source : defenseindustrydaily**

Supplier believes in troubled navy ship

The New Zealand navy's new \$177 million ship **Canterbury** meets all the specifications required of it, says Australian shipbuilding company Tenix. It "absolutely" met all the multi-role ship requirements specified when the contract was awarded by the Defence Ministry, Tenix spokesman Matthew Abbott said. His comment precedes a review of its acquisition and commissioning ordered last year by Defence Minister Phil Goff.

The ship had a troubled first few months in service, including an accident in which a sailor drowned. That accident is still the subject of a court of inquiry. Another inquiry into the loss of one of its \$275,000 rigid-hulled inflatable boats (RHIBs) in a July storm revealed several potentially serious problems.

It raised questions as to whether the ship can patrol in rough conditions as required. Canterbury is supposed to be able to remain on patrol in worse seas than the storm encountered off Auckland in July, when the captain feared that if he turned the ship directly into the waves it could sustain other damage.

As it was, one RHIB was torn from its alcove and the second RHIB was damaged. The cost of replacing the RHIB and associated repairs totalled \$305,000. Other work needs to be done to make them less vulnerable to wave damage.

It is not clear whether Tenix will meet the costs under a warranty claim. Mr Abbott said Tenix was working with the ministry to ascertain the circumstances and requirements concerning the RHIB.

If Tenix was found to be liable, "then we will certainly pay for any loss or damage". Tenix was cooperating fully with the review. It always aimed to meet customers' standards and "if, in the unlikely event our products ever fall short of this standard for whatever reason, then Tenix does its utmost to remedy the situation".

Canterbury, a modified ferry design built in the Netherlands under subcontract to Tenix, was selected ahead of more expensive purpose-built military sealift ships offered by other shipbuilders.

Despite criticisms from one rival bidder, then-defence minister Mark Burton said the Tenix contract was signed on the basis of thorough technical and legal advice. **Source : The Dominion Post**

Drunken Denials

Japan Defense Minister Shigeru Ishiba said Friday (29 Feb) none of the crew of the **Atago**, a Maritime Self-Defense Force destroyer, were drinking alcohol when the vessel collided with a fishing boat.

At a press conference after Friday's Cabinet meeting, he denied news reports that some of the crew might have been under the influence of alcohol when the Atago collided with and destroyed the Seitoku Maru.

"I've not heard that any of the crew were drunk. Drinking aboard [MSDF] ships is prohibited except on very special occasions. Considering the working rules, it's impossible that crewmen were consuming alcoholic drinks in that situation," he said. **Source : SeaNews**

SHIPYARD NEWS

Smit Trinidad launched



On Monday 25th of February the ASD 2810 Damen design tug "Smit Trinidad" was launched at the Damen Shipyard at Galati – Rumania with yard number 511532. The tug was lifted out the new building sheet by yards gantry crane. After a small christening ceremony by Godmother Mrs Elena Canepa, the vessel was set in the water. The next months she will be fitted out on the same yard. The tug, second with this name for Smit, will be built under Lloyd's Class and Bahama flag. She is the sistership of the last week handed over Smit tug "Smit Grenada". Godmother Mrs. Elena Canepa received flowers and a the christening axe from ship coordinator Valerie. **Source / Photo : Hans van der Ster**

Aker values realized, strengthened for further growth

The fourth quarter of 2007 rounded off an outstanding year for Aker: major shareholder value was realized, significant capital was freed up, and a solid foundation was built for continued industrial development and greater predictability as to future returns.

The fourth quarter of 2007 rounded off an outstanding year for Aker: major shareholder value was realized, significant capital was freed up, and a solid foundation was built for continued industrial development and greater predictability as to future returns.

The parent company Aker ASA and its wholly owned holding companies had a pre-tax profit of NOK 5.1 billion in the fourth quarter of 2007, up from NOK 3.4 billion in the corresponding 2006 reporting period. For 2007 as a whole, pre-tax profit amounted to NOK 12.7 billion, up from NOK 4.2 billion in 2006. The company's revenues are largely attributable to sales gains.

Both in the fourth quarter and throughout 2007, Aker strengthened its balance sheet and reinforced its robustness and flexibility for achieving long-term value creation via continued industrial development. At year-end 2007, Aker ASA and wholly owned holding companies had NOK 12.3 billion in cash and cash equivalents - up from NOK 0.9 billion a year earlier and NOK 5.7 billion as of 30 September 2007.

Value-adjusted equity amounted to NOK 29.8 billion as of 28 February 2008. A year earlier, at the presentation of the fourth-quarter 2006 report, the corresponding figure was NOK 33.4 billion.

In accord with Aker's established dividend policy, and as a reflection of the company's solid 2007 profit, the Board of Directors will propose to the 3 April 2008 annual shareholders' meeting that an ordinary dividend of NOK 18.50 per-share will be paid.

Status and outlook

Aker's main companies are developing favorably and largely as projected. Aker Kværner, Aker's largest asset in terms of market value, delivered a record profit for 2007. Consistent with its policy of active ownership, Aker is directing a major proportion of its resources to the many companies it has established in recent years. This is how Aker helps each company to fully realize its potential.

2007 revenues of Aker companies totaled NOK 61.7 billion. As of 31 December 2007, Aker companies had an aggregate workforce of 35 630, of whom 27 100 were company employees.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 061

The bulk of Aker`s assets is in companies associated with the energy sector in general, and the oil and gas industry in particular. Worldwide consumption of hydrocarbon fuels is rising. This trend has generated significant demand for the technologies, products, and services offered by Aker companies. Greater popular awareness of the value of a healthy diet is driving demand for seafood and dietary products made from marine raw materials. This trend also is favorable for Aker and its Seafoods & Marine Biotech companies **Source : Marine Norway**



The mv **Torill** (ex Arklow March / Fehn Trader) at Dockside Ship Facilities / former Bolnes Shipyard's slipway for class renewal.

Photo : Paul van Buren / Technical Ship Support bv ©

BAE announces sub tech breakthrough

British company BAE Systems said last week it has produced a revolutionary new technology to design and build submarines. BAE Systems said in a statement that its scientists and engineers had "developed a technology, which could revolutionize the design and build of future submarines and lead to potential cost savings of millions of pounds."

"Developed by the company's Advanced Technology Center -- ATC, the 'Through Hull Data Link' system uses wireless technology to pass data through several inches of solid steel, removing the need to create holes in the hull of a submarine and ensuring data can be transmitted to external equipment in a safer and less costly way," BAE Systems said. "The technology offers a wide band transmission that could also be used for armored fighting vehicles and civil applications such as nuclear power and petrochemical plant," the company said.

"On submarines, the vessels currently require a series of holes or 'penetrations' in the boat's hull to allow for the passage of cables carrying data from inside the boat. These penetrations are expensive to fit and require additional strengthening of the hull to counteract structural weaknesses. They are also prone to stress fatigue associated with repeated dives, substantially increasing through life maintenance costs," BAE Systems said.

"The new technology, developed as part of BAE Systems' strategic research and technology program, will enable information to pass through the hull without the use of conventional penetrations and eliminates the need for additional strengthening, significantly reducing through-life maintenance costs," the company said.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 061

"Scientists at the ATC claim the technology can be adapted for a range of applications and is currently being considered for use on Armored Fighting Vehicles -- AFVs. The oil and civil nuclear and gas industries could also stand to benefit from the technology," BAE Systems said.

"We've developed a number of technology demonstrators and envisage the technology soon being used on submarines and armored vehicles," said John Bagshaw, the systems' principal inventor. "Most recently, we have demonstrated a video camera passing signals through an armored vehicle hull. This obviously offers significant advantages in increasing the crew's situational awareness without reducing their protection."

Source : [upi.com](http://www.upi.com)

ROUTE, PORTS & SERVICES



Seamanship
Whatever the ship. Wherever delivered.

GLOBAL SHIP DELIVERY & CREWING



REDWISE MARITIME SERVICES B.V.

Amersfoortseweg 12-E

3751 LK Bunschoten-Spakenburg

The Netherlands

Phone : +31 (0) 33 42 17 860 (24 hr)

Fax : +31 (0) 33 42 17 879 - info@redwise.nl

www.redwise.com

RAILZ MINIWORLD IN ROTTERDAM



Model of BIGLIFT's **HAPPY RIVER** seen at the Railz Miniworld exhibition – **Photo : Piet Sinke ©**

What is Railz Miniworld?

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 061

Railz Miniworld is a tourist attraction in the centre of Rotterdam. It's the largest indoor model railroad layout of The Netherlands. You certainly don't have to be a model railroad enthusiast to have a great day with the whole family.



The **NOORDBORG I** seen discharging cargo in RAILZ MINIWORLD – Photo : Piet Sinke ©

Directions : Railz Miniworld is located at walking distance of Rotterdam Central Station.

See : <http://www.railzminiworld.com/ENGindex.htm>

FINNLINES BUYING RORO VESSELS

According to Finnlines' new strategy the target is to own a bigger part of the fleet to reduce the dependency on time-chartered vessels.

Finnlines Group has made an initial agreement with the owners of **MS Finnmill** and **MS Finnulp**, to buy these vessels and two other vessels **MS Finnkarft** and **MS Finnhawk**, which all are under time charter to Finnlines traffic, at the total amount of EUR 121 million. The transaction will settle the litigation process relating to the options of **Finnulp** and **Finnmill** with the sellers, when realized according to the plan i.e. by the end of April 2008.

By this transaction together with the investment program launched in 2007 Finnlines will own about half of the roro fleet and all 15 ropax vessels in its services.

PROCUREMENT / TRACING OF OFFSHORE RELATED MATERIALS AND EQUIPMENT
(for marine related offshore projects and developers of resources)

>>> OUR SERVICES ARE OFFERED WORLDWIDE <<<

www.ircargo.nl
Rotterdam

cargo@ircargo.nl
The Netherlands

Rental of special equipment and machinery (with or without attachments)

Rental of cranes (1 up to 1000 tons)

IR CARGO HANDLING BV

Shipping and Forwarding
Airfreight

Warehousing
Project Cargo



The first vessel of a new trans-Tasman weekly liner service operated with chartered in tonnage by Gold Star Line (ZIM Israel) with the first arrival the brand new **AUSTRALIA STAR** which arrived at the Port of Timaru this past Wednesday 27th February. Vessel is a new build launched at **YANGTZE RIVER** IMO 9330682 owned by Universal Marine B.V., Krimpen a/d IJssel, The Netherlands flying the Cypriot flag.

Port rotation : Sydney AU - Melbourne AU - Auckland NZ - New Plymouth NZ - Timaru NZ - Melbourne AU
Photo : Simon Brown (c)

Spotlight is put on safety at sea

Irish sea shipping lanes are amongst the busiest in Europe and have been used to pilot a new navigation system which aims to reduce the risk of collision. The project relies on satellite and radio wave technology and has been coordinated by the Commissioners of Irish Lights. For hundreds of years seafarers have relied on lighthouses to help steer them clear of danger. But these days it's not just rocks and reefs which are a hazard. In the busy shipping lanes of the Irish sea, there is also a very real risk of collisions. Radar screens can certainly help. But now technology has taken another step forward - with a transmitter system onboard which tells other ships of its size, speed, and direction. Its called the automatic identification system and its main purpose is to reduce the risk of ships colliding.

The key is the precise timing provided by GPS satellites stationed high above the earth, the same ones which run the sat navs in our cars. Onboard also is a transmitter which sends out a steady stream of short messages to buoys, shore stations and other boats. The technique is known as SOTDMA (Self Organising Time Division Multiple Access) which supports the high volume of short messages. By talking to each other in this way, ships know if another boat is nearby, and crucially, if it is on a collision course. All the ferries and larger ships on the Irish Sea are now using this technology. In time it's hoped it can be adapted for fishing boats and leisure craft. Although nothing can ever replace the vigilance of seafarers, this system is clearly another pair of eyes **Source : BBC**



The **TOLEDO** seen moored in Cape Town
Photo : Aad Noorland ©

Ports get ship shape with hi-tech

It's high tide for companies engaged in port development with a customs duty cut on project imports, from 7.5% to 5%. Industry analysts say it would help bring in better foreign technology at relatively lower costs.

"Equipment accounts for nearly half the cost of a container terminal. The duty slash will reduce the cost of setting up ports and container terminals," said Rajeev Ranjan Sinha, director, Mundra Port & SEZ Ltd.

"More significantly, port-building will get more efficient with better design and technology," according to professor G Raghuram, IIM-A faculty and an expert on ports and transport.

However, shipping firms are disappointed that the Budget failed to address their demand for a simpler tax regime. They face a cost disadvantage of 4-5% in comparison with foreign players due to multiple taxes.

A R Ramakrishnan, CEO, Essar Shipping said, "We are disappointed that there has been no exemption on minimum alternate tax levied on profits from sale of ships or service tax on several inputs."

Anil Devli, executive director, Shreyas Shipping said, "It is sad that exemption from seafarers' tax and waiving of interest on tonnage tax reserve were not considered." **Source : Times of India**

Green Pin[®]				www.vanbeest.nl
Standard & Polar are DNV 2.7-1 Type approved!				



Above seen the **VOLVOX HOLLANDIA** flushing before entering the drydock in Porto Cabello
Photo : Crew Volvox Hollandia ©

Mineral Monaco Purchased

Bocimar and its joint venture partner Drylog have exercised their option to purchase the **Mineral Monaco** (2005 – 180,263 dwt) currently on long-term charter from Imabari (Japan). The change of ownership is scheduled to take place in the course of the month of May. The acquisition price amounts to \$37.5m. **Source : MarineLink**

Cruise lines add fuel costs

Q: Celebrity Cruises recently imposed a \$5-per-day fuel surcharge on all sailings after Feb. 1. I booked my cruise last May and sail in April. Can they do this?

A: Like the airline industry, cruise lines have been hit hard by fuel costs: Royal Caribbean Cruises, the parent company of Celebrity, says fuel prices have doubled in recent years.

So they're passing on those costs to consumers, as are most other lines, with fees ranging from \$5 to \$10 per day per passenger.

In an e-mail, Celebrity spokesman Michael Sheehan said that anyone who paid for their cruise in full before Nov. 16, 2007, would not be assessed the daily fuel surcharge if they sailed on or after Feb. 1.

If you didn't pay in full, you had the option of canceling your cruise without penalty. Sheehan said the line offered guests a three-week window to cancel. Celebrity is applying the daily fee only to the first and second guests in each stateroom and says the total charge won't exceed \$70 per person per sailing.

Oh, and they'll give you one free logo item per stateroom, although we doubt it will equal the amount you're paying in surcharges. **Source : Kansas.com**

Tallink Superfast Rostock - Helsinki route changes in spring 2008

During the period from 24.02. to 28.04.2008 the following departures of Tallink **Superfast vessel VII, VIII & IX** are cancelled:

Rostock-Helsinki and Rostock-Tallinn: all Monday departures

Helsinki-Rostock and Tallinn-Rostock: all Sunday departures

For bookings you have already made you can offer your customers on behalf of Tallink Silja the following options:

. Cancelling the trip and getting refund

. Changing the date of departure and compensation

Compensation only for paid trips: Possibility to upgrade from Seat > B-Class, B-Class > A-Class, A-Class > DeLuxe + 25 ? Ship Money to adult customers (customers after the age of 18).

In May 2008 Tallink Silja will continue with the normal schedule including Sunday and Monday departures.

MOVEMENTS



JOHAN HJORT is named after the first IMR director and one of the founders of ICES (International Committee for the Exploration of the Seas), **Johan Hjort** (1869 -1948). **Photo : Martin Koppe ©**

The **JOHAN HJORT** was built in 1990 at Flekkefjord Slipp & Maskinfabrikk A/S. She is equipped for fisheries and environmental research and will mainly operate in the Norwegian Exclusive Economic Zone. The equipment includes advanced acoustic instruments for fish detection and echo integration and gear for operating various types of bottom and mid water trawls, various types of plankton samplers, CTD and other lowering probes and water samplers for environmental observation.



The **STENA TRANSPORTER** seen riding high when leaving Rotterdam-Europoort
Photo : Fred Vloo ©



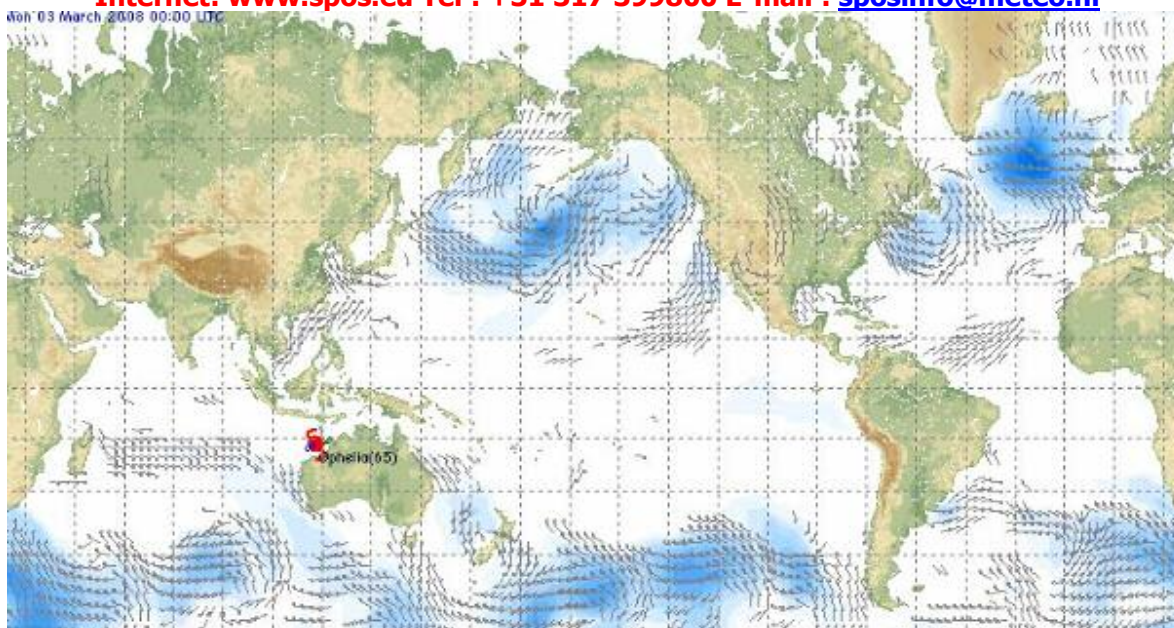
The **SEAHORSE** arrived in Soyo (Angola)
Photo : Allard Zwart - csd "Ursa", Boskalis ©

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



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



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

.... PHOTO OF THE DAY

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 061



The KNRM Lemmer lifeboat **Anna Dorothea** seen in action at the 'Rotterdamse Hoek' at the IJsselmeer
Photo : Arie van Dijk ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.