

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 066



Number 066 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 08-03-2008**

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The BALCKYARD showing the KOSQ (Kampers Oil Spill Equipment) VICTORY oil sweeper.

Photo : Piet Sinke ©

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EVENTS, INCIDENTS & OPERATIONS



Ice operation at the Saguenay River (Canada) seen from the bulk Carrier **Santa Anna** looking at Alcan port installations in Port Alfred - **Photo : Louis Rhéaume - Lower St. Lawrence Pilot ©**

Diesel Successfully Recovered From Stricken Ship

Relieved authorities have successfully removed 1500 litres of diesel fuel from the large fishing boat grounded on a Far North reef.

Ideal weather conditions allowed Northland Regional Council staff to board and recover all the remaining fuel on board the stricken roughly 20-metre long commercial fishing vessel '**Seawyf**' grounded on Fair Way Reef.

Ian Niblock, the Northland Regional Council's Regional Harbourmaster, says recovering all the ship's fuel meant there was now no major threat to the environment.

Mr Niblock says today's (subs: Thursday 6 March) tricky recovery operation had gone smoothly. Final inspections showed there was no more fuel on board. He says the '**Seawyf**' is not in any immediate danger of falling off the reef as the steel-hulled ship remains stuck fast, listing to its port side, where it came to grief in bad weather about three nautical miles north of the Mangonui Harbour entrance on Tuesday 4 March.

Salvors will now work to recover the vessel itself which could take some time. Mr Niblock says to refloat the vessel could prove difficult for a number of reasons. This included the exposed nature of the grounding site and the damage

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to the vessel's hull. "The salvage team is currently calculating how to introduce buoyancy into the hull to help float the boat. It will also be making inquiries to ascertain what tugs are available to help pull the vessel off the reef."

Maritime New Zealand is currently undertaking a preliminary assessment of the circumstances relating to the incident before making a decision whether or not a formal investigation will be held. **Source : scoop.co.nz**



Scots coastguard staff on strike

Staff at Scotland's coastguard centres have joined their colleagues in the rest of the UK in a walk-out over pay. The Public and Commercial Services Union said 700 staff, including those in Stornoway, Aberdeen and Clyde, were part of the 24-hour action. Union officials said their members were furious pay levels were behind those in other emergency services. Bosses at the Maritime and Coastguard Agency said the strike action would not involve staff sent to emergencies.

Peter Cardy, chief executive at the agency, said: "Lives will not be put at risk, we have been working on contingency plans and communications have been re-routed."

"Mayday calls, automatic distress calls and 999 calls will still get through."

STRIKES AT MCA CENTRES

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"The tugs will still be operating so they will be patrolling the shores of the UK, the helicopters will still be flying exactly as normal, our counter-pollution teams will be ready as always."

The union wants coastguards to get another £3,000 on top of their current base pay of £14,000 a year. Speaking on BBC Radio Scotland, the PCS union's representative for Scotland, Steve Quinn, said members had been left with no options other than to strike.

He said pay rates for watch assistance were "a disgrace". The PCS' pay co-ordinator Geoff Lewtas said the union had a copy of a letter from one of its members in Scotland saying that management would be increasing his salary to the minimum wage rate.

"They had to do this in October last year because his salary was below the national minimum rate," said Mr Lewtas.

Source : BBC NEWS



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RI navy nabs Hong Kong-flagged vessel in west Papua waters

An Indonesian naval patrol boat intercepted and detained a Hong Kong-flagged vessel, the **MV Jin Feng**, which was believed to be trying to take a quantity of newly-mined nickel out of West Papua waters on Wednesday. The chief of the Eastern Maritime Security Task Force Command (Koarmatim), Commodore Sugeng Supriyanto, confirmed the detention of the foreign vessel, saying it was trying to leave West Papua waters with tons of nickel in its hold. "But I have yet to receive more detailed information on the action," he added.

He said Koarmatim had been stepping up its patrols in West Papua waters for the past few weeks and one of its patrol boats on Wednesday encountered the **MV Jin Fweng** which also proved to lack the required documents to enter Indonesian waters. A few hours later on the same day, another Koarmatim patrol boat apprehended a foreign tugboat and barge that had entered West Papua waters illegally, he said. **Source : antara**



Just a nice old looking oldie seen at Singapore anchorage the general cargo vessel **PRIMA SAMUDRA**

Photo : Reinier Meuleman ©

Filipino skipper found dead in Japan: coast guard

The Filipino skipper of a sunken cargo ship was found dead on Thursday, bringing the death toll to two from a collision in western Japan, the coast guard said. The body of the ship's captain, identified as Tomasniri D. Demandaco Jr., was recovered after it was pulled in by a fishing boat in its trawl net, the coast guard said.

Three vessels collided Wednesday in the Akashi Strait, part of Japan's Inland Sea. A 1,466-tonne Belizean cargo ship named **GOLD LEADER** with nine Filipino crew on board sank. Two other sailors remain missing. Another Filipino crew member was rescued Wednesday but later died in a nearby hospital. No one was hurt on the other two ships, an oil tanker and a small boat.

Collisions are common in the Akashi Strait, one of Japan's busiest bodies of water that links major cities in western Japan with the Pacific Ocean.

Smit laat terminaldivisie niet los



De maritieme dienstverlener Smit Internationale blijft erbij dat verkoop van de terminaldivisie geen optie is. „Het uit elkaar trekken van de onderneming maakt heel veel kapot", zei Smit-topman Ben Vree donderdag tijdens een toelichting op de jaarcijfers.

Links : **SMIT BARRACUDA**
Foto : **Peter Andriessen** ©

Hij reageerde daarmee op het bod van branchegeenoot Lamnalco op de terminaldivisie. Vorige maand bracht deze gezamenlijke onderneming van Boskalis en het Saudische Rezayat een bod uit op het Smit-

onderdeel van 300 miljoen dollar. Vree heeft dit bod toen afgewezen en heeft sindsdien niets meer gehoord. Bij Boskalis was donderdagmiddag niemand direct bereikbaar voor commentaar.

„Garanties dat het niet gaat gebeuren kan ik niet geven, maar aandeelhouders moeten zich goed realiseren dat het hoge kosten met zich meebrengt en ten koste gaat van de groei. Je amputeert niet alleen een been of een arm, maar je haalt het hart uit het bedrijf", aldus de bestuursvoorzitter van het concern, actief als berger en sleper.

In ieder geval heeft Vree met „een aantal" grootaandeelhouders gesproken, waaronder Delta Deelnemingen, die hem steunen om het onderdeel binnenboord te houden.

Op een overname van Smit Internationale in zijn geheel zit de top van Smit ook niet te wachten. Het bedrijf is volgens Vree prima in staat om op zelfstandige basis verder te groeien. „Wij staan niet in de etalage, maar als beursgenoteerde onderneming zullen wij er natuurlijk wel serieus naar kijken als het een goede deal is."

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Smit Internationale maakte donderdag voorbeurs bekend opnieuw een recordjaar achter de rug te hebben. Het concern behaalde in 2007 een ruim 40 procent hogere nettowinst van 105,6 miljoen euro tegen 75 miljoen euro in het voorgaande jaar.

Het bedrijfsresultaat klom van 77,3 miljoen euro naar 94,7 miljoen euro. De omzet kwam uit op 551,5 miljoen euro tegen 475 miljoen euro in 2006. De nettowinst was boven de verwachtingen van analisten, de omzet volgens verwachting. Vree is positief over de vooruitzichten voor 2008 en verwacht dat de resultaten „op een historisch hoog niveau” zullen blijven.

Alle belangrijke divisies droegen bij aan de winstgroei. Het bedrijf heeft het afgelopen jaar bergingswerk uitgevoerd bij een groot aantal scheepsongelukken en profiteerde van een grote vraag naar offshore dienstverlening.

Smit heeft voorgesteld om 3 euro per aandeel dividend uit te keren aan zijn aandeelhouders, vergeleken met 2,25 euro in 2006. Op het Damrak werd het jaarrapport donderdagochtend positief ontvangen. Smit werd beloond met een 1,8 procent hogere aandelenkoers.

Record year for Smit Internationale

Rotterdam-headquartered Smit Internationale N.V. reports record results for 2007 with net profit increasing more than 40 percent from EUR 75 million to EUR 105.6 million and net earnings per share increasing 37 percent from EUR 4.86 to EUR 6.68.

Ben Vree, Smit CEO, comments: "The strategy pursued so far continues to prove its worth across all four Divisions. The activities' mutual synergy made a substantial contribution to this. The Salvage and Transport & Heavy Lift Divisions have seen an exceptionally high volume of work. The Terminals Division reaped commercial success with the renewal and increase of its long-term contracts. In order to continue SMIT's growth in a stable manner, significant investments as part of a new construction program are being made. This will lead to a reduction of the average age of the vessels and expansion of the fleet. Our associated companies and a number of acquisitions completed during 2007 made worthy contributions to the result as well. The future is looking bright!" **Source : MarineLog**

CHANNEL "NO STRIKE" CALL DISMISSED

BRITISH seafarers' union Nautilus UK has dismissed as 'ludicrous' a call from the the country's Freight Transport Association for cross-Channel ferry crews to be employed on 'no-strike' contracts.

The FTA said ferry operators should be obliged to employ staff on a 'no-strike' basis to prevent disruption to the transport industry. Its call was prompted by a strike by officers on the French-flag ferries operated by SeaFrance which had halted sailings since last Thursday.

Nautilus UK general secretary Brian Orrell said the FTA's demands should not be treated seriously. "Removal of the right to strike would be the removal of a fundamental right, and would be a totally disproportionate response to the present situation. Seafarers working in the European ferry sector face many challenges, not least the constant threat of being replaced by cheaper foreign crews, and it is essential that their basic workplace rights are protected. The FTA should also note that the UK ferry industry has an excellent industrial relations record, with no major disputes for many years," he stressed. **Source : Maritime Global Net**

Staking bij SeaFrance kost wegvervoer miljoenen

De nu al een week durende staking bij de Calais-Dover veerdienst SeaFrance kost het wegtransport van en naar Engeland vele miljoenen. Het vrachtverkeer loopt aan beide kanten regelmatig uren vertraging op. Op de

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toevoerwegen rond Dover moet herhaaldelijk Operation Stack worden afgekondigd, waarbij wachtend vrachtverkeer op de autosnelweg wordt geparkeerd.

De Britse Freight Transport Association vraagt daarom om wettelijke maatregelen om stakingen bij dergelijke vitale diensten onmogelijk te maken. 'De situatie laat zien hoe gevoelig de situatie ligt. De Kanaaldiensten zijn zo belangrijk voor de internationale handel dat het personeel op een niet-staking basis moet worden aangesteld,' zegt directeur externe betrekkingen Geoff Dossetter.

Door het stil liggen van de diensten van SeaFrance is 30 procent van de totale capaciteit op de Kanaaldiensten weggevallen. De staking betreft alleen enkele tientallen officieren die protesteren tegen hun arbeidsvoorwaarden.

Woordvoerder Keith Southey van de Port of Dover: 'De andere operators, P&O en Norfolkline, vullen hun schepen zoveel mogelijk op, maar hebben maar een beperkte overcapaciteit. Bovendien leidt het volladen van die schepen ook weer tot vertragingen. Eurotunnel zit normaal al aan zijn top en heeft dus ook weinig extra ruimte. En we kunnen er absoluut niets aan doen. Afwachten is de boodschap, er komen ook vandaag geen positieve berichten uit Frankrijk over een mogelijk einde van de staking. Dit kost iedereen ontzettend veel goed, niet alleen ons zelf als haven maar vooral ook de wegvervoerders.' **Bron : Nieuwsblad transport**



Vessel disappearance investigated

The IMB's Piracy Reporting Centre is trying to discover the fate of the missing Panamanian ship **Rezzak**, which disappeared in the Black Sea on 18 February. No distress signals were received from the 5,100dwt cargo vessel, which was bound for Turkey from Russia and had a crew of 25 Indians. Head of the Centre, Noel Choong confirmed to Fairplay that the office of India's Director-General of Shipping in Mumbai had requested the assistance of the IMB in locating the ship. Choong stressed that the area is "not piracy prone" and added that the IMB is willing to assist and would use its vast network of contacts to help trace the vessel, once more information was obtained. Earlier the Press Trust of India had quoted a DG official as saying that piracy cannot be ruled out. Some sources have also not ruled out fraud given the value of the cargo, which is said to be worth more than \$1M. Panama and Turkey are said to be conducting their own investigations. **Source : Lloyd's Register - Fairplay Daily News**

Crowds flock to see Riverdance ferry

IT'S still here – and it's still drawing the crowds. As work continues in the hope of refloating the stricken ferry **Riverdance**, local firms continue to reap the benefits of a huge out-of-season influx of visitors.

Salvage crews say there is a "window of opportunity" to right the 6,000-ton vessel between tomorrow and March 13 – although latest reports suggest any operation is likely to be towards the end of that period. The ferry has been stuck on the beach since she was hit by a freak wave on February 1 during a journey from Warrenpoint in Northern Ireland to Heysham.

At the start of February, traders in Cleveleys and Anchorsholme reported big increases in sales.

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Stephen Schofield, manager of Anchorsholme Service Station, said: "I would have mixed feelings about it going.

"It does seem to have become a new tourist attraction and has made us a lot busier. "The weekends in particular have seen more people coming, but because there are no public toilet facilities in Anchorsholme Park we have had a lot of people coming in to use ours."

Steve Hardy, managing director of Cleveleys Kitchen, on Victoria Road West, said he would be sorry to see **Riverdance** go, as it had been of interest to many people and boosted business by more than 100 per cent.

He said: "In the first two weeks it did increase trade, so much so that we had to taken on extra staff because the end of January is normally our quiet time. "It made a big difference, but as time went on it has got quieter.

"We are still getting more people at the weekend and when the weather is good though." Sunday's fine weather saw a steady stream of visitors again taking time out to see the stricken ferry during low tide, but poor weather conditions earlier in the weekend hampered the on-going salvage operation.

Tony Redding, spokesman for Seatruck Ferries, said: "The bad weather on Friday and Saturday prevented any progress being made. "The intention is still to right it and refloat it, but it's more likely to be at the end of the time period given."

And Ian Jackson, duty operations manager for the Maritime and Coastguard Agency, said: "We are still very confident of getting the ship upright and see the next week as crucial to our operation."

Riverdance ferry will not be cut up - salvors

REFLOATING the stricken Blackpool ferry will be later rather than sooner. The **Riverdance** does not look set to move until towards the end of the two weeks salvors described as "a window of opportunity".

Weather has played a part in hampering efforts to right the 6,000-ton vessel, which has been stuck on the beach near Anchorsholme Park since the start of February.

Salvage crews said there was a chance to move the ship sometime between now and March 13, but they say this is most likely to happen towards the end of this period.

Coastguard bosses insist the plan is still to right and then refloat the **Riverdance** - denying rumours that the move would be impossible and salvors would have to cut it up. **Source : blackpoolgazette**



The **BW HAVSOL** seen outward bound at the Westerscheldt River
Photo : Henk de Winde ©

Ficus floats

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A Shell-chartered tanker loaded with cargo which grounded off the Bahamas last week has been re-floated.

The 44,800-dwt product tanker **Ficus** (built 2001) is now being shifted to Clifton Pier where an underwater inspection will be carried out to assess what damage, if any, has occurred.

NEW LIFEBOAT MAKES ITS FIRST RESCUE

Salcombe's new £2.6million lifeboat went into action for the first time yesterday and it is not even officially on station yet. The Tamar Class **Baltic Exchange III** is officially undergoing trials as the crew are trained to operate the high-tech lifeboat. It was out on exercise in Start Bay when a yacht ran into trouble.

So instead of launching the town's lifeboat, which is still on station in Salcombe Harbour, the new lifeboat was tasked to go to the rescue.

The yacht **Ocean V** with two people on board had suffered engine failure three miles off Slapton Sands. The new lifeboat took the yacht in tow and brought her safely into the River Dart where a harbour launch took over the tow.

Source : South Devon



Above seen the sheerlegs **ASIAN HELPING HAND III** installing a compressor onboard the **Lewek FPSO 1** in Singapore

Photo : Flip Geerling ©

Whaling protester says Japanese shot him

The captain of a protest ship harassing Japanese whalers in the Southern Ocean said he was shot in a clash Friday and his crew members pelted with flash grenades, injuring one.

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The captain of the Sea Shepherd Conservation Society ship, Paul Watson, said he was shot in his bullet-proof vest, although Australian Foreign Minister Stephen Smith said Japan had informed him only warning devices were fired. "What hit me was a bullet, it wasn't a flash grenade, we pulled it out of the vest," Watson told ABC radio. He said the crew of the Steve Irwin was throwing stink bombs at the whaling ship the Nisshin Maru when coast guards posted on the Japanese vessel responded with flash grenades. He said he felt a thud during the confrontation and later found a bullet lodged in his kevlar vest, which he said hit with enough force to bend a badge he was wearing under the protective device and bruise his chest.

"If I wasn't wearing the vest, it would have been pretty serious," he said. Watson did not detail the injuries of the crew member he said was hurt by a flash grenade. Smith said Japan initially advised Australian officials that shots had been fired but later clarified details of the incident. "Japanese officials have now advised the Australian embassy in Tokyo that during the incident in the Southern Ocean this afternoon, three warning balls -- also known as flashbangs -- had been fired," Smith said in a statement. "Japanese officials have advised that these devices are designed to make a loud noise but not to injure, and that no gunshots had been fired."

The latest high-seas clash comes after Sea Shepherd activists on Monday hurled stink bombs on the Japanese whaling ship, slightly injuring three crew and coast guard members onboard, according to Japan. The Sea Shepherd said it threw rotten butter that does not hurt anyone. Japanese officials described the substance as butyric acid, which is stinging to the eyes. Japan kills up to 1,000 whales a year using a loophole in a 1986 global moratorium on whaling that allows "lethal research" on the giant mammals.

CASUALTY REPORTING

Nine die in Nigerian boat collision: navy

Nine people were killed when a naval gunboat rammed into a passenger boat in southern Nigeria's oil state of Bayelsa, a naval officer said Wednesday.

The navy boat was escorting a house boat belonging to an oil firm on the Nun River when it rammed a Yamaha 40 horsepower boat with 14 passengers on board on Tuesday, the navy officer who asked not to be named, told AFP.

"The navy has recovered four bodies, including that of a child," he said, adding that an intensive search was under way to recover the other corpses. [Source : africasia.com](#)

Doden na ongeluk veerboot Albanië

In de nacht van woensdag op donderdag zijn bij een ongeluk met een veerboot op een meer in de buurt van de Albanese hoofdstad Tirana zeker vijftien mensen omgekomen. Op de kleine pont, bedoeld voor zeven personen, bevonden zich negentien mensen. Door overbelasting kapseisde de boot toen die van een verjaardagsfeestje aan de overkant van het meer kwam. Onder de doden zijn de jarigen, een tweeling die net vijf jaar oud was geworden.

14 feared dead as oil tanker sinks off southern Vietnam

A Vietnamese oil tanker has sunk and rescue crews were Thursday searching for 14 crew missing and feared dead while trying to contain an oil slick in the South China Sea, authorities said. The MT **Duc Tri** carrying 1,700 tons of crude oil was battered by bad weather and capsized near the southern seaside resort of Mui Ne in the night to Wednesday, said authorities in the communist country.

One sailor, identified as Luong Van Luu, 50, was rescued by a fishing boat and recovering in nearby Ba Ria hospital, but the other 14 men, including the captain, remained missing on Thursday, officials said. "We fear that all the

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missing are dead, and we are now trying to recover the bodies," Le Van Tien, a senior official at the Binh Thuan province environment and natural resources department, told AFP.

"We plan to send down divers in the next few hours." Tien said the seas were now calm, and rescue crews had observed an oil slick measuring about 1.5 by four nautical miles (2.7 by 7.4 kilometres) spreading near the shipwreck, 10 nautical miles off the coastal town of La Gi. The ship had left Saigon port in Ho Chi Minh City on Sunday, en route to the central city of Danang, but sailed closer to the coast to seek shelter from bad weather and high seas late on Tuesday night.

"The reason for the accident was the bad weather," Tien said. "We will investigate further." Rescue boats arrived at the location about 8am Wednesday, he said. "It is our biggest ship and it was on the first voyage of the year," said Huynh Lam Son, deputy director of the Ho Chi Minh City-based Duc Tri Limited Company, which owns the ship.

Repairs for drifting Greek tanker

New Shipping-managed suezmax to undergo repairs after suffering engine failure off Saudi Arabia.

A fully-loaded Greek-managed suezmax which had to be towed back to a Saudi Arabian port after suffering engine failure will have to undergo repairs. The 153,700-dwt **Polar** (built 1987) was adrift in the Red Sea for less than 24 hours in an area of coral reefs outside Yanbu Port on Sunday.

NAVY NEWS

Norwegian Navy discover British World War II destroyer



A team from the Norwegian navy have located a British destroyer that sank during World War II off the northern port of Narvik, the navy said Thursday. **HMS Hunter** was one of several vessels that went down during the April 10, 1940 battle of Narvik, a strategic port used to ship iron ore from Sweden to Germany.

The wreck was discovered at a depth of 305 metres below the sea surface on the bottom of the Ofotfjord, the navy said.

In all 95 of the 145-strong crew died when the **HMS Hunter** went down after sustaining severe

damage from German gunfire and colliding with its sister vessel **HMS Hotspur**. German forces picked up the 50 survivors.

HMS Hunter was discovered by the Norwegian vessel **KNM Tyr** that for some weeks has conducted winter manoeuvres in the fjord, including testing a new echo sounder. "We searched the area where **HMS Hunter** most likely was located and found it after 14 hours," navy lieutenant Tom Thorgrimsen, commander of the **KNM Tyr**, said.

After detecting the wreck, the crew used a remotely operated underwater vehicle (ROV) to establish the identity of the **HMS Hunter** by taking photos of the vessel's crest. The location would be considered a war grave and a memorial ceremony was due later this week with the British navy. Source : earthtimes.org

Shortage of aircrafts in Navy

The Indian Navy has been facing a shortage of sea Harriers, the carrier-based vertical take off jet fighter aircraft. Introduced in the Navy over two decades ago, it was decided to upgrade the aircraft in 2005. A Contract for the limited upgrade of Sea Harrier aircraft was concluded with M/s Hindustan Aeronautics Limited in March 2005 at a cost of Rs. 4766.9 million. The upgradation programme is expected to be completed by 2009.

This has temporarily affected the availability of the aircraft. Defence Minister A K Antony gave this information in a written reply in the Parliament today.

The Defence Minister also stated that the Government does not propose to introduce compulsory military service in the country. According to the latest statistics the Army is grappling with a shortage of 11,238 officers in an "authorized" strength of 46,615. Around 3,000 officers have applied for premature retirement since 2004. **Source : thaindian**

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The German frigate **FGS Köln** preparing to come alongside the V&A waterfront in Cape Town during the recent weekend when ships of the South African and German Navies were open to the public. **Photo : Trevor Jones ©**

Pakistan Navy Ships in Dammam

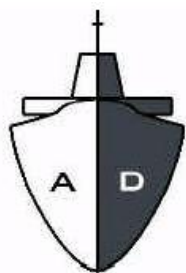
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Four Pakistan Navy (PN) ships, docked at the port of Dammam, are open for visitors from 2 p.m. to 4 p.m. They will end their four-day goodwill visit to Saudi Arabia. The PNS **Gwadar**, the first indigenous coastal tanker of PN fleet built by Karachi Shipyard and Engineering Works, was commissioned on Nov. 5, 1984, primarily as a tanker and also acts as a torpedo recovery vessel. The PNS **Jurrat** was originally the Type 24 Hegu Class missile boat, which is now fitted with modern weapons and sensors. The PNS **Hurmat**, an Agosta Class submarine commissioned on Feb. 18, 1980, is usually deployed in anti-surface and anti-submarine warfare reconnaissance and intelligence gathering. The PNS **Muhafiz**, an Eridan Class Tripartite mine hunter commissioned on April 15, 1996, has played a vital role in surveying areas of interests and actively participated in exercises at home and with foreign navies.

The navies of Saudi Arabia and Pakistan conducted "Naseem Al-Bahr" exercises from Jan. 22 to Feb. 9 in Pakistan this year. The visit of the ships to Dammam will increase Pakistan Navy's interaction with the Royal Saudi Naval Forces and enable it to learn from the latter's experience. **Source : Arab News**

SHIPYARD NEWS

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ALASKA TITAN LAUNCHED



The new tug **ALASKA TITAN** seen being rolled onto Foss Maritime Drydock for launching at Seattle (Washington), the tug is built by Western Towboat and will be sailing under Western's flag towing Alaska Marine's line barges to Alaska -

Photo's : Ray Schaefer ©

Pipavav Shipyard plans to build submarines for Indian Navy

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India's newest private sector shipbuilder, Pipavav Shipyard Ltd, plans to build vessels for the country's navy at its facility in Gujarat in western India, making it the second private firm in the country, after Larsen and Toubro Ltd (L&T), to venture into this business.

India will invest more than Rs50,000 crore over the next 15-20 years to build 24 submarines by 2025-30, spending \$14-16 billion (Rs56,420- 64,480 crore). Defence venture: L&T's shipbuilding yard in Hajira. Currently, L&T is the only licence holder for building warships in the private sector. The country has already signed a \$3.5 billion deal with French firm DCNS, or Direction des Constructions Navales Services, in October 2005 to acquire six Scorpene-class submarines.

Pipavav Shipyard, which disclosed its plan in a filing with stock market regulator Securities and Exchange Board of India in the run-up to a share sale to raise about Rs800 crore, will bid for the navy's project when it invites requests for proposals to build the remaining 18 submarines locally.

However, without experience in building and repairing naval ships, Pipavav, promoted by SKIL Infrastructure Ltd, will have to team up with an experienced shipyard or a technology partner to become eligible to bid for the order. "We need many different things to move forward on this," said a company executive, who did not wish to be identified ahead of an approval from the stock market regulator for its public issue.

"We need to investigate which yard is approved by the government to build warships and whether we can have a joint venture with that yard," he said. "If this requires a licence from the government, we will apply for it."

The navy's project included a licensed production of submarines in India under a technology transfer agreement, which was awarded to state-owned Mazagon Dock Ltd. Mumbai-based Mazagon Dock was contracted to deliver one submarine a year beginning 2012. It takes a minimum of six years to build a submarine. Currently, only Mazagon Dock, Goa Shipyard Ltd and Garden Reach Shipbuilders and Engineers Ltd are authorized to build warships. All the three yards are state-owned entities controlled by the defence ministry. In the private sector, only L&T holds a licence to build warships.

Cochin Shipyard Ltd, another state-run yard controlled by the shipping ministry, has a licence to build air-defence ships. It is building India's first aircraft carrier—a 37,500 tonne vessel that can accommodate 12 MiG-29 Ks, eight Tejas Light Combat aircraft, 10 helicopters, 160 officers and 1,400 sailors. The Indian Navy is also looking to take over another state-run shipyard, Hindustan Shipyard Ltd, which is now controlled by the shipping ministry.

A group of ministers, headed by external affairs minister Pranab Mukherjee, is discussing a proposal to transfer the shipyard, located close to the headquarters of the eastern naval command at the port city of Visakhapatnam, to the navy. This will boost India's warship-building capabilities and cater to the navy's requirements.

Source : livemint.com

Aker Blames Wärtsilä for shipbuilding delays

Wärtsilä says problems resolved a year ago

Juha Heikinheimo, director of cruise ship and ferry construction at the Norwegian-owned shipbuilding company Aker Yards, blames the company's subcontractors, especially machine manufacturer Wärtsilä, for delays in the completion of Aker's orders. "Take Wärtsilä. They fail in nearly every delivery to us in some way or another. That is of course a difficult situation for us to cope with. There needs to be more information sharing and co-operation to mitigate the difficulties of long lead times", Heikinheimo writes in an article in Lloyds List, a respected news service of the maritime sector.

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In his article, Heikinheimo refers specifically to the delay in the completion of a ferry by the Color Line shipping company. On Tuesday he did not want to give Helsingin Sanomat any further comments on the matter. The result of Aker Yards plummeted late last year over scheduling difficulties of the Finnish shipyards of Aker Yards. Production at the shipyards has fallen behind, under pressure from overstretched production capacity resulting bulging order books. The three Aker Yards shipyards in Finland have suffered from shortages of both labour and components. On Monday the problems led to the removal of the company's CEO Yrjö Julin, just eight months after he had been appointed to the post.

Wärtsilä, which manufactures ships' engines, says that its production schedule problems were resolved a long time ago. A year ago in the spring, and a few months earlier, the number of orders grew so rapidly that delivery times were stretched by several weeks. "There continue to be minor delays in scheduling, but in our view, they have not had an effect on the schedule of entire ship construction projects", says Juha Kytölä, Executive Vice President of Wärtsilä Finland.

Kytölä says that the situation has improved with the increase in production capacity. He feels that the matter should be discussed between Wärtsilä and Aker. Kytölä is familiar with the issue of the delay of the ferry ordered by Color Line, but he feels that it is not up to Wärtsilä to analyse the technical challenges that led to it. Wärtsilä says that a year ago it suffered from a lack of key components, but that the situation is now under control. **Source :** helsinginsanomat.fi

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South African port statistics for February

Cargo figures for February 2008 are to hand, courtesy of Transnet National Ports Authority. As is customary we have adjusted the overall tonnage to include containers by weight (Transnet NPA measures containers by quantity only, recording TEUs, for which PORTS & SHIPS makes an estimated weight adjustment of 13,5 tonnes per TEU).

During January the respective ports handled the following:

Cargo handled by tonnes :

Richards Bay	6.131 million tonnes (Jan 7.699Mt)
Durban	6.150 Mt (Jan 6.696)
Saldanha Bay	2.963 Mt (Jan 3.373)
Cape Town	1.236 Mt (Jan 1.135)
Port Elizabeth	0.817 Mt (Jan 0.870)
Mossel Bay	0.169 Mt (Jan 0.158)

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East London 0.253 Mt (Jan 0.253)

Total monthly cargo by tonnes 17.719 million tonnes (Jan 20.184 Mt)

Containers measured by TEUs

Durban	222,429 TEU (Jan 222,794)
Cape Town	63,445 (Jan 60,524)
Port Elizabeth	27,561 (Jan 27,430)
East London	5,676 (Jan 2,064)
Richards Bay	254 (Jan 237)

Total handled 317,365 TEU (Jan 313,049)

Ship Calls

Durban:	362 vessels 8.932m gt (Jan 362 vessels 8.769m gt)
Cape Town:	266 vessels 4.748m gt (Jan 254 vessels 4.465m gt)
Port Elizabeth:	106 vessels 2.197m gt (Jan 80 vessels 2.265m gt)
Richards Bay:	125 vessels 4.579m gt (Jan 134 vessels 4.122m gt)
Saldanha:	35 vessels 2,130m gt (Jan 35 vessels 1,784m gt)
East London:	28 vessels 0.741m gt (Jan 29 vessels 0.738m gt)
Mossel Bay:	69 vessels 0.260m gt (Jan 72 vessels 0.312m gt)

Source : ports.co.za

China Cosco expects up to 60b yuan asset injection

China Cosco Holdings, the world's largest bulk-ship operator, expects to get as much as 60 billion yuan (\$11.7 billion) of assets from its state-controlled parent, said vice-chairman Zhang Fusheng.

The company has already received about 70 per cent of China Ocean Shipping Group's ships, terminals and other holdings, Mr Zhang said yesterday at China's annual legislative session in Beijing. Mr Zhang, also an executive vice-president of the parent, declined to say when the remaining assets would be transferred.

China Cosco, the country's largest container line, last year agreed to buy the world's biggest fleet of ships for carrying iron ore and grain from its parent. China is encouraging state-owned companies to sell assets to listed units to improve competitiveness and financial transparency.

Cosco Group, the parent, posted a profit of 32 billion yuan last year on sales of more than 155 billion yuan, Mr Zhang said.

At the close of trade yesterday, China Cosco was down 40 cents at HK\$21.60 in Hong Kong, and down 2.48 per cent at 36.57 yuan in Shanghai. Its Cosco Pacific unit, Asia's third biggest container-terminal operator, lost 10 cents at HK\$16.14 in Hong Kong. **Source : Bloomberg**

Guido Perla inks auto ferry design contract

Seattle-based naval architecture firm Guido Perla & Associates, Inc. (GPA) has signed a contract with Todd Pacific Shipyards Corporation to provide the design of a new 144-Auto ferry, satisfying the design portion of a design-build contract that Todd Pacific Shipyard, in conjunction with its major subcontractor J.M. Martinac Shipbuilding Corporation recently signed with Washington State Ferries.

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Washington State has budgeted \$342 million for the construction of up to four vessels, which are to be constructed under this design-build contract.

Each of the new ferries, measuring approximately 362 ft in overall length and 83 ft in breadth, is intended to

carry 1,500 passengers and 144 standard autos, and will incorporate all of the latest USCG requirements for Safety and Security. Detailed construction engineering for the first ferry is expected to begin in early 2009.

GPA's relevant design experience includes the SOLAS certified passenger vessels M/V **Empress of the North** and M/V **Coastal Queen**, as well as the M/V **Susitna**, also known as the E-Craft, a high speed ferry capable of carrying 20 vehicles currently under construction at Alaska Ship & Drydock for the Office of Naval Research. GPA also provided regulatory approval drawings and detailed construction engineering for the Pierce County vehicle ferry M/V **Steilacoom II**, built by Nichols Brothers Boat Builders and Todd Pacific Shipyard and was the owner's naval architect for the design and construction of the **M/V Stikine** vehicle ferry.

Imtech expands maritime service network in South Africa, Panama and Norway

Imtech NV said it has expanded its maritime service network in South Africa, Panama and Norway. The company has acquired Pertec of South Africa, signed an asset deal with a local maritime firm in Panama, and opened a new branch office in Norway, it said. Imtech said it wants to expand for strategic reasons, as an increasing number of ships are fitted with Imtech technology. **Source : forbes.com**

Ulstein Sea of Solution established

The final agreement confirming that the Ulstein Group is buying the Netherlands based Sea of Solutions was signed. "I am very pleased that we have come to this agreement and I am convinced that this will strengthen the group in the future, says CEO in the Ulstein Group Gunvor Ulstein.



The final agreement confirming that the Ulstein Group is buying the Netherlands based Sea of Solutions was signed.

Left **Bob Rietveldt** from Ulstein Sea of Solution and **Tore Ulstein** from Ulstein International.

"The Ulstein Group wants to become an attractive point of contact for major oil companies and offshore contractors in their quest for new and alternative solutions. With Sea of Solutions in the group we get a larger portfolio of products and services and greater expertise in project development. Sea of

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Solutions has already demonstrated its ability to develop exacting solutions,” explains Tore Ulstein managing director of Ulstein International.

Both the Ulstein Group and Sea of Solutions enjoy a solid and leading standing in the international offshore industries and are renowned for their innovative ship design concepts..

“We see many similarities between Sea of Solutions and the Ulstein Group. As innovators, both companies have spent time learning to think outside the box with regard to design and development. It will thus be exciting to see the outcome of two such innovative companies linking up,” says Tore Ulstein.

Rob Rietveldt, commercial director of Sea of Solutions, is absolutely certain that joining the Ulstein Group allows Sea of Solutions to grow, “As we will be able to provide our customers with a broader scope of services.” he says. The Ulstein Group and Sea of Solutions are both part of strong national maritime clusters: Ulstein at Sunnmøre, Norway, and Sea of Solutions in the Dutch Maritime cluster.

“Both companies experience the benefits of being part of a cluster. It boosts our competitive edge, and collaboration between companies from two different clusters will yield even greater benefits. We both operate in the offshore segment and have acquired major know-how in our respective fields of offshore expertise. Consequently, we can learn much from each other,” continues Bob Rietveldt.

Sea of Solutions is a young, dynamic company developing projects for operators, contractors and ship owners in the exploration, construction and production market, as well as the maritime transport market. It provides products and services on an independent and confidential basis. Beside innovative designs for newbuild vessels, the company is actively involved in upgrade and conversion projects for existing offshore vessels.

Sea of Solutions was established in 2001 and now has 12 employees. The name of the new company will be Ulstein Sea of Solutions. The Ulstein Group celebrated its 90th anniversary in 2007. Over the years the company has grown into a pioneering enterprise developing state-of-the-art offshore vessels. Today the company stands as a trendsetter within ship design, shipbuilding and electrical and control systems. A good example is the ULSTEIN X-BOW® - a revolution in ship design. The company currently has approximately 700 employees in eight countries. **Source :** [marineNorway](#)

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Although the KOSEQ sweeping arm system is already a leader in its field, KOSEQ never stopped developing.



Continuous research and design improvements based on many practical applications resulted in a new concept with all the advantages of the proven KOSEQ sweeping arm system and more: the **KOSEQ Victory Oil Sweeper®**.

The **Victory Oil Sweeper®** is on one hand a weir type skimmer with a very high capacity, just like the KOSEQ sweeping arm system. On the other hand the Victory Oil Sweeper is an adhesive skimmer (belt or brush) with a high oil ratio in which case it collects almost pure oil.

Advantages of the new development are:

- Less space on deck per meter sweeping path than the sweeping arm system due to the fact that the ridged system is foldable
- Much higher capacity and less sensitive to malfunction due to a double pump

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- Exchangeable collection box with different skimmer types (weir, brush, belt, etc.)
- Completely remote controlled

The **Victory Oil Sweeper®** can be used in various ways such as:

- In front of a tug boat (pushing the **Victory Oil Sweeper®**) (as shown above and below)
- Alongside an oil recovery vessel (towing it like the KOSEQ sweeping arm)
- In combination with a containment boom (open U configuration or part of a U configuration)
- In combination with a seagoing pontoon (towed or pushed under an angle)

The quantity of oil which the **Victory Oil Sweeper®** has to deal with is depending, among other things, on the relative velocity, the sweeping width and the quantity of oil (layer thickness) it encounters in its sweeping path. Good air reconnaissance or radar detection plays a key role in the localization of thicker concentrations (hence higher capacity).

Tests have shown that, although somewhat dependent on the circumstances, a sweeping angle of 120 degrees and a basis sweeping speed of 3.5 knots provide an optimum flow pattern and a good sweeping width.



Koseq has developed the **Victory Oil Sweeper®** in different sizes, for different conditions. The VOS 11000S is a steel construction with a storage length of 11 metres, a storage width of 3.7 metres and height of 1.5 metres. The smallest version, the VOS-4000A, is an aluminium construction with length of 4 metres, while in between various sizes are possible. Due to the foldable arms the **Victory Oil Sweeper®** is easy to transport and handle.

see for more information : <http://www.koseq.com/>

Fishery research vessel completes study as UN warns of climate change

The Spanish fisheries research vessel **VIZCONDE DE ELZA** has returned to Walvis Bay after completing a one-month survey of Namibia's deep sea fish species. With 11 scientists including four Namibians on board, the ship the survey focused on looking for sensitive areas that requires protection from over-exploitation.

The full report by the scientists will be sent to Namibia's Ministry of Fisheries and copied to SEAFO – South East Atlantic Fisheries Organisation which has given the research its backing.

Meanwhile a UN report says climate change may pose a great danger to the world's key fishing grounds, including those of countries which rely heavily on fishing for a large percentage of their gross domestic product (GDP).

The report, headed 'In Dead Water: merging of climate change with pollution over harvest and infestations in the world's fishing grounds' warns that countries that are heavily dependent on fishing, such as Namibia, Ghana, Senegal and Uganda (inland lake fishing) are at risk. It states that three quarters of the world's key fishing grounds could be impacted.

The report highlighted areas with semi-arid climates that are most susceptible to future temperature increases with resultant changes in rainfall patterns and coastal current systems.

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It mapped for the first time the multiple and combined impacts of pollution, alien infestations, over-exploitation and climate change of the world's seas and oceans.

"The worst concentration of cumulative impacts of climate change with existing pressures of over-harvest, bottom trawling, invasive species, coastal development and pollution appear to be concentrated in 10-15 per cent of the oceans concurrent with today's most important fishing grounds" it says.

Namibia lies alongside one of the most productive fishing grounds in the world, reliant on the cold Benguela Current, one of four similar currents worldwide. But the report warns that high catches that characterise some countries may become a thing of the past and a high dependence on fish for protein may have an adverse effect on the health of many as catches shrink. **Source : ports.co.za**

TUI-NOL merger talks near collapse

Talks over a tie-up between Germany's TUI AG , owner of container shipper Hapag-Lloyd, and Singapore's Neptune Orient Lines (NOL) have nearly collapsed, the Asian Wall Street Journal reported yesterday, citing two sources familiar with the deal.

'The talks have all but broke down. The parties may return to the discussions at some point, but now they are going nowhere,' one of the sources told the paper.

Another person said disagreements on who would run the merged company, which would be one of the world's largest container- shipping enterprises, and opposition from TUI's shareholders were among the reasons for the impasse, it said. TUI declined to comment on the report yesterday.

There has been continuing speculation that TUI and Singapore state investor Temasek Holdings could merge their shipping operations. Temasek holds 68 per cent in Neptune Orient Lines. **Source : businesstimes.com.sg**

Heerema sleept grootste order ooit binnen

Offshorebedrijf Heerema heeft een contract in de wacht gesleept voor de ontmanteling en recycling van boorplatforms in de Noordzee. Het is naar eigen zeggen de grootste opdracht ooit voor het in 1948 opgerichte bedrijf uit Den Haag, dat donderdag echter niet wilde prijsgeven hoeveel geld ermee is gemoeid.

De divisie Marine Contractors van de Heerema-groep is door het Amerikaanse olieconcern ConocoPhillips aangewezen als hoofdaannemer van het project. Het gaat om de ontmanteling en recycling van negen boorplatforms in de Brits-Noorse wateren van de Noordzee, het zogeheten Ekofisk-gebied. Heerema voert het project samen uit met het Noorse bedrijf AF Decom Offshore.

De hele operatie duurt ruim vijf jaar. Heerema verwacht dat in 2014 praktisch al het verwijderde materiaal, van de stalen constructies tot installaties aan de bovenzijde van de platforms, geschikt is voor hergebruik.

Heerema telt drie divisies, waarvan Marine Contractors de grootste is. De multinational telt ongeveer 2100 werknemers en realiseerde in 2006 een jaaromzet van 1,2 miljard dollar. In grote lijnen houdt Heerema zich bezig met ontwerp, productie, transport, installatie en verwijdering van grote offshore-constructies.

Van Oord had wind in de zeilen

Baggeraar en maritiem dienstverlener Van Oord heeft vorig jaar geprofiteerd van gunstige marktomstandigheden. Voor dit jaar rekent het bedrijf op een „goede" winstgevendheid, maar de omzet zal „beperkt" stijgen. Dat heeft Van Oord donderdag bekendgemaakt.

Van Oord, dat voor 21,5 procent in handen is van bouwbedrijf BAM, haalde een nettowinst van 164 miljoen euro. Dat is een stijging van 85 procent op jaarbasis. De omzet steeg van 1,52 miljard euro naar 1,65 miljard euro.

De omzetstijging zal dit jaar beperkt zijn omdat vrijwel al het materieel volledig bezet is. Aan het eind van 2007 had Van Oord voor ruim 3,7 miljard euro aan opdrachten in de boeken, waarvan 1,15 miljard euro dit jaar wordt uitgevoerd.

Eerder dit jaar kreeg Van Oord samen met branchegenoot Boskalis de opdracht voor de aanleg van de Tweede Maasvlakte. Van Oord is echter vooral bekend van een aantal projecten voor de kust van het emiraat Dubai, zoals de eilandenprojecten 'Palm Jumeirah' en 'The World'. **Bron : ANP**

Winst havenbedrijf groeit naar 13,5 miljoen Sleepbusiness CPA/KTK verdrievoudigd



De zeesleper waarmee de Raad van Commissarissen van CPA vorige week akkoord is gegaan en die naar verwachting in 2010 in gebruik kan worden genomen, is in alle opzichten een maatje groter. De 'high performance ocean going tug' is ook een stuk duurder. De zeesleper kost 31 miljoen. Mogelijk gaan de invoerrechten en omzetbelasting, tussen de 4 en 5 miljoen, daar nog van af.

De haven en de aan het havenbedrijf Curaçao Ports Authority (CPA) gerelateerde activiteiten zitten in de lift met groeiende winstcijfers; van een nettoresultaat van 6,2 miljoen gulden in 2005, bijna 11 miljoen in 2006, naar ruim 13,5 miljoen vorig jaar. Terwijl CPA een lichte groei laat zien, is het vooral dochteronderneming sleepbotenbedrijf KTK dat zorgt een bijzonder sterk toegenomen omzetgroei.

Hoewel de cijfers nog gecontroleerd moeten worden door de accountant, sloot het havenbedrijf 2007 af met een recordomzet van ruim 55 miljoen gulden. Daarmee stijgen ook de door CPA gegenereerde deviezen. De inkomsten tonen een indrukwekkende ontwikkeling: van 23,3 miljoen in 2000; 25,7 het jaar erop; en 30,7 miljoen in 2002; een tijdelijke terugval in 2003 met 27,8 miljoen; waarna het alleen maar bergopwaarts ging met 36,6 miljoen in 2004; 44,2 miljoen in 2005; 49,2 miljoen in 2006; en dus 55 miljoen vorig jaar.

Uit een door de directie verstrekte grafiek blijkt dat CPA zich stabiel ontwikkelt. Ook dat een andere dochteronderneming, loodsenbedrijf CPO (Curaçao Pilots Organization), gematigd groeit. Maar dat het sleepbotenbedrijf een ware cashcow is. KTK genereerde in 2000 nog maar 10,3 miljoen, maar verdrievoudigde in zeven jaar tijd de afzet naar 30,6 miljoen.

KTK breidde de vloot uit van twee sleepboten in 2004, naar zes dit jaar. Ondertussen heeft de Raad van Commissarissen vorige week ingestemd met de bestelling bij CPA's huisleverancier Damen Shipyards in het Nederlandse Gorinchem van een zogeheten 'zeesleper' met een aankoopwaarde van 31 miljoen gulden (inclusief bijna 5 miljoen aan invoerrechten en ob). Ter vergelijking: de recent aangeschafte 'Mero' kostte circa 20 miljoen. De zeesleper is veel groter van omvang (1250 ton tegen 545 ton de Mero), kan beduidend meer brandstof innemen en daarmee de oceanen in één ruk oversteken. De internationale vraag naar sleepdiensten is zo groot, dat CPA nu nog vaak 'nee' moet verkopen.

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Ook lokaal wordt wat afgesleept. Isla en de oilterminal op Bullenbaai zijn verreweg de grootste klanten, waarbij opvalt dat KTK nu al meer sleepuren inzet op Bullenbaai dan voor Isla in het Schottegat, gaf directeur Richard Lopez Ramirez gisteravond aan tijdens een perspresentatie in het Penthouse van het Plaza Hotel.

Rechts : de **STENA CONCORD** verlaat de haven van Willemstad
Foto : Kees Bustraan ©



Sleepdiensten maken voor ruim de helft de inkomsten uit van het havenbedrijf. Cruiseschepen die op Curaçao afmeren, bijvoorbeeld, leveren CPA slechts een fractie op. Cruisetoerisme is wel goed voor de macro-economie, erkent de directie. Maar rechtvaardigt dit, vroeg Lopez Ramirez zich hardop af, dat CPA 40 miljoen dollar (72 miljoen gulden) steekt in een nieuwe Megapier in Punda of Otrobanda? En dit terwijl Curaçao nog twee megapieren heeft in Caracasbaai?

CPA is voor 95 procent in handen van het eilandgebied en kent gedeputeerde Eugene Rhuggenaath (PAR) als president-commissaris. De overige 5 procent van de aandelen zijn in het bezit van de Nederlandse Participatie Maatschappij Nederlandse Antillen (NPMNA), waarvan het overigens de bedoeling is deze te ontmantelen.

2003 Was een jaar van de omwenteling voor CPA. Dit blijkt ook uit de cijfers. In dat jaar viel de omzet terug als gevolg van de langdurige staking bij staatsoliemaatschappij PdVSA in buurland Venezuela, waardoor de toevoer naar de Isla-raffinaderij op Curaçao ernstig in het gedrang kwam. De directeuren Lopez Ramirez en Agustin Diaz besloten toen dat het roer om moest en dat de afhankelijkheid van Isla/PdVSA minder moest. Er werd geïnvesteerd in het sleepbotenbedrijf KTK. Onder andere werd het werk van Smit International in Bullenbaai overgenomen, maar ook in de wijde regio en zelfs daarbuiten bleek er veel werk. Het heeft ertoe geleid dat CPA/KTK veel buitenlandse opdrachten kreeg en op dit moment vaak moet bedanken voor goedbetaalde klussen.

In eigen land vertoonde het aantal binnengelooste schepen een stabiele ontwikkeling van rond de 3000 per jaar, waarbij opgemerkt moet worden dat het niveau van 3538 in het jaar 2002 nog altijd niet is gehaald. Na de dip met 2704 schepen in 2003, krabbelde het aantal maar moeizaam omhoog en bereikte vorig jaar de hoeveelheid van 3038. Daar staat tegenover dat de gemiddelde bruto tonnage per schip wel aanzienlijk toeneemt. Van 12.928 in 2002 (het jaar met de meeste schepen) naar 18.286 in 2007. "Na Rotterdam behoort Curaçao hiermee tot de tweede grootste zeehaven van het Koninkrijk", zei directeur Lopez Ramirez met enige trots. "Groter dan Amsterdam."

Ook qua afgehandelde schepen blijken Isla en Bullenbaai (beide onder weliswaar verschillende namen gehuurd van Refineria de Kòrsou door PdVSA) de grootste lokale klanten; met samen 856 schepen vorig jaar. Bullenbaai wordt momenteel vooral aangedaan door supergrote tankers – very large crude carriers (vlcc's) – uit Venezuela dat het hiervandaan verder distribueert. Er worden op de oilterminal volgens CPA geen olie of andere brandstofproducten afkomstig van de Isla-raffinaderij, waarmee wel een pijpverbinding bestaat, opgeslagen.

De Containerkade, geëxploiteerd door Curaçao Ports Services (CPS), is met 849 schepen in 2007 de tweede grootste lokale cliënt van CPA. Curoil en agenten volgen met 505 schepen. De mijnmaatschappij op Fuik was goed voor 93. De droogdokmaatschappij CDM in het Schottegat voor 82. Miami Divers, dat onderwater schepen repareert, bracht CPA 39 schepen.

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Al met al registreerde CPA de afgelopen drie jaar een structurele toename van de inkomsten en deviezen van 11,5 procent; een groei van het verkeer van grootste schepen met 13,1 procent; 25,4 procent met cruiseschepen in 2007; een structurele stijging van de sleepdiensten in eigen land met 15,3 procent; en structurele deelname van KTK aan de internationale sleepbusiness.

CPA heeft daarnaast uit eigen middelen privéterreinen aangekocht; herstelwerkzaamheden verricht aan de Kleine Werf en Grote Werf en in dit kader vergevorderde plannen voor de ontwikkeling samen met de Nederlandse Lindengroep van de Kop van Scharloo. Mede om de Annabaai begaanbaar te houden verhuist KTK naar Parera, waar voorheen het hoofgebouw van Curoil was gevestigd, tussen Curaçao Marine Services en Nederex. **Bron : Amigoe**



The **Touch** and **Blue Moon** seen enroute the Simpson Bridge at St Maarten.

Photo : Els Kroon ©

Van Oord net profit increases 85 per cent

Van Oord in The Netherlands recorded a turnover of Euros 1,652 million in 2007 (2006: Euros 1,516 million). At Euros 164 million, net profits rose by 85 per cent compared with the previous year (Euros 89 million).

In a statement, Van Oord said the company succeeded in capitalising on favourable market conditions, and both employees and equipment were virtually fully deployed. Project profitability increased.

Shipping firm to be set up

Bahrain is to get a new commercial shipping line. Venture Capital Bank has signed a \$166 million joint venture deal with Cypriot company Lemissoler Shipping Group, that will establish the Lemissoler Maritime Company. The new company will acquire and operate a commercial shipping fleet.

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Lemissoler Maritime Company has started its operations by initially acquiring five specialised vessels that transport paper products, from the paper mills in Canada to the US and South America, together with its long term charter agreement.

The company has also identified among others eight container ships that will be acquired in two phases this year. These vessels will be on long-term charter contracts with firms that are in the league of the 10 largest worldwide.

All of the initial fleet vessels are registered with the Lloyd's Register, the leading maritime classification society.

"We have been considering investing in the shipping industry for a while," said Venture Capital bank board member and chief executive officer Abdullatif Mohammed Janahi.

"The shipping industry is considered the life blood of the global economy since it is directly linked to the world's escalating trade activity, and it is responsible for the carriage of 90 per cent of world trade. "We are proud to offer this unique investment opportunity that is Sharia-compliant to our investors who are expected to get an annual dividend yield of 9pc payable every six months and an internal rate of return of 24pc at exit," he added.

"Our agreement with Venture Capital Bank to establish Lemissoler Maritime Company is the latest, most important agreement our group has entered," said Lemissoler Shipping Group board member and chief executive officer Philippos Philis. "The group selects its partners carefully, and with Venture Capital Bank's reputation and its extensive investments in the region, the bank was the first choice for the group to achieve our expansion strategy."

"Through this partnership, the group will be able to expand its fleet of vessels under management by 13 vessels starting with the five vessels that have been already acquired," he said.

"It will also help us expand geographically by entering the Gulf region in order to respond to exceptional growth in the regional shipping industry driven by the large scale import/export traffic in a highly populated region." **Source : Gulf Daily News**

Aruba Celebrates 50 Years of Cruising

On December 11, 1957, Aruba welcomed the **Tradewind**, the first cruise ship to call port on the island. Now, 50 years later, the island marked its golden anniversary in 2007 with 316 cruise calls and 404,721 passengers.

Aruba played host to a variety of ships from Royal Caribbean International's impressive 3,114-guest, **Adventure of the Seas**, to the intimacy of Majestic Cruise Lines', 351-passenger, **Freewinds**. Aruba's annual cruise high season runs from October to April. The 2006/2007 cruise season (from October 2006 thru April 2007) saw 277 port calls ?up 49 from the previous season- and a strong 449,298 visitors making landfall on the sun-drenched oasis.

January 2007 saw a notable increase over 2006, with 13 additional calls, for a total of 45, and over 5,800 additional passengers than the previous year. In January 2008 alone, the island is expecting to welcome a 53 cruise ships at its Port of Oranjestad, in the capital city. And, in the first four months of 2008, Aruba expects to see close to 200 calls to the island. **Source : TravelVideo**

Eurodam Website Lets Curious Cruisers Take a Sneak Peek

Before the champagne bottle shatters against the bow in July, curious cruisers can tour the Eurodam at a dedicated site accessed from Holland America Line's redesigned website, <http://www.hollandamerica.com> Videos, photographs, animation and renderings breathe life into a virtual tour of a ship yet to sail the seas.

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"We created the **Eurodam** site to showcase the new design and concept of the Signature class ships," said Richard D. Meadows, CTC, executive vice president, marketing, sales, and guest programs. "We are proud of the evolution of our ships, and we are pleased to share as many details as possible with our loyal guests who are very curious to see what awaits."

An invitation to explore the **Eurodam** greets visitors to the site. A rendering comes alive with animation and a fly-over shot gives a 360-degree view of the ship. Stateroom renderings show the contemporary, mono-chromatic design accented with bursts of color, a departure from the line's usual floral schemes.



Content on the site is arranged around Holland America Line's five brand pillars essential to the guest experience -- elegant ships and accommodations, sophisticated dining, gracious service, extensive activities, compelling itineraries.

Eurodam ship renderings and animation are used in combination with photos and narrated videos from other Holland America Line ships to give visitors an idea of what it will be like to set sail aboard the 2,104-guest **Eurodam**.

Photo : Andre van Schoonhoven ©







Links at the bottom of the site connect visitors to the Find Cruises tool on Holland America Line's website, links to the **Eurodam** blog, or enable visitors to share the site with a friend via email.

"This powerful content provides another avenue for experiencing the ship's new design concepts," said Meadows. "We hope it piques interest to book a cruise on the Eurodam's upcoming European, Canada/New England or Caribbean itineraries."

The **Eurodam** sets sail on a three-day prelude cruise July 2, 2008, prior to the maiden voyage from Copenhagen on July 5.

<http://www.hollandamerica.com>

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	Marine emergency response assistance Wreck removal / salvage assistance Diving services Maintenance below sealevel	Underwater concreting and preparations Welding / cutting services Underwater inspections Maintenance and renovations	ROV operations PLC programming High powered networking solutions Customized hard - and software applications								
Providing innovative and reliable underwater solutions			<table border="1"><tr><td>Ketelaarstraat 5c</td><td>B-2340 Beerse</td></tr><tr><td>T +32(0) 14 62 04 11</td><td>F +32(0) 14 61 16 88</td></tr><tr><td colspan="2"></td></tr><tr><td colspan="2">www.disamaritime.com info@disamaritime.com</td></tr></table>	Ketelaarstraat 5c	B-2340 Beerse	T +32(0) 14 62 04 11	F +32(0) 14 61 16 88			www.disamaritime.com info@disamaritime.com	
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			Knowledge and flexibility marks our experience								

MOVEMENTS

**E.T.A. aan de Maascenter:
08-03 08:00 uur Ensco 92 met de Sea Lynx, Ems en Elbe**



The 2003 built Bulker **Floral Lake** seen anchored off Vancouver BC (Canada)
Photo : Koen Jansen ©

.... PHOTO OF THE DAY



The **DSND PELICAN** is renamed in **SEVEN PELICAN** at the Damen Shiprepair yard in Schiedam (The Netherlands)
Photo : Geert Cleophas ©

BOEKBESPREKING

Door : Frank NEYTS

"Ik ga toervaren!"

Bij De Alk & Heijnen Watersport verscheen een prachtig boekje onder de titel "**Ik ga toervaren! Een handleiding voor jonge bemanningsleden op zeil- en motorjachten**". Het werd geschreven door Claudia Myatt. Toervaren is ergens met je boot naartoe gaan vanwege het plezier van het varen. Je kunt daarbij op een meer varen in de buurt, of een oceaan oversteken. Als je voor de eerste keer met een zeiljacht of motorboot meegaat komt dit boek van pas. Lees het door en je wordt vast een goed bemanningslid, ongeacht je leeftijd of je ervaring.

"**Ik ga toervaren!**" (ISBN 978-90-5961-055-2) werd als softback uitgegeven en telt 111 pagina's. Het boek kost 15.90 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com.

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