

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 068



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**The Dutch Coast Guard (customs) cutter VISAREND seen during an exercise with the SAR helicopter near the Northern Dutch islands.**

**Photo : Gerrit J. de Boer ©**

## IN MEMORIAM

Much sooner then expected Ton started his last trip



## TON TEN HOOPE

8 October 1940 – 7 March 2008

**Ton** worked 40 years for the Dutch pilot services, and was one of the volunteers who spend a lot of time onboard the tug **ELBE** which is at present under renovation in the port of Maassluis, besides this he was a member of the Shanty chorus "**De Maeze Sanghers**"

On behalf of all readers of the Shippingnews clippings and volunteers of the **ELBE**, I wish his wife Nel, kids, other relatives and friends all the strength they need to cope with this loss

**Ton** will be cremated Thursday March 13<sup>th</sup> at 11:45 hrs at the Ockenburgh crematorium, Ockenburghstraat 21 in The Hague

*Een schip dat naar de horizon vaart verdwijnt niet .....  
We zien het alleen niet meer*

\*\*\*\* **TON REST IN PEACE** \*\*\*\*

## EVENTS, INCIDENTS & OPERATIONS

### Svitzer turns 175

**SSG-RINGKØBING.** Em. Z. Svitzer A/S can celebrate its 175th birthday, thus making the company one of the oldest shipping companies in the world. The company, founded in 1833 by merchant and shipowner Emil Zeuthen Svitzer, is also bigger than ever with a fleet of more than 500 tugs spread all over the world in 35 countries. This has been achieved through purchases of several other companies. The latest is the purchase of Adsteam in 2007. The company became a listed company in the 1870s, and since 1982 it has been a subsidiary of A. P. Møller-Mærsk.



Sinds de terugkeer een kleine twee jaar geleden uit IJsland is de ex KNRM reddingboot **GEBROEDRES LUDEN** in Lauwersoog voor het eerst het dok in gegeaan. Het schip, ondergebracht in de "Stichting Reddingboot Gebroeders Luden", ondergaat een uitgebreide knip en scheerbeurt.

Voor nadere informatie zie de website [www.gebroedersluden.nl](http://www.gebroedersluden.nl)

Photo : Pim Korver - PHOTO + VIDEO ©



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## New date for Riverdance ferry refloat

NEW timetable for the refloating of the **Riverdance** has been revealed. Owners of the beached ferry say the salvage teams hope to right the 6,000 ton vessel next week on March 13 or 14.



They estimate it will take another week to make her ready for being refloated. That would bring the stricken ship's visit to Blackpool to seven weeks.

Tony Reddings, from Seatruck Ferrys Ltd, said one powerful tug boat would be used to haul the Riverdance off the sands. He said: "The salvors are making good progress. They hope to right her next

week and, once upright, get on with the job of making the ferry ready for refloating. **Photo : Arjan van Aalst ©**

"Several hundred tons of water will have to be pumped out for the operation to commence and it will need one tide cycle, and a tide of eight metres for the plan to work." It is thought 1.5m of sand will also need to be dredged from the inside of the ship and further external panels patched up once the ship is upright, before it is ready to float. Only 10 cubic metres of oil remain on board in the engine room.



## US Coast Guard boss acts on massive critique from seafarers

**SSG-GÖTEBORG.** The US Coast Guard Commandant Thad Allen has now acted on the massive critique from seafarers and maritime organizations over the way US Coast Guard treats seafarers in American ports. In a letter distributed to all coast guard officers Allen urges all to treat seafarers on commercial vessels "with utmost professionalism and respect." He writes that he has received reports "from highly respected professionals recounting Coast Guard boardings, inspections and investigations not displaying professionalism. Additionally, some have said they lost the complete trust they once had in the Coast Guard and are fearful of retribution if they challenge the Coast Guard." According to Allen this must change and he stresses that competent and licenced seafarers are professionals and that they share the US Coast Guard's view on a safe, secure and environmentally adapted shipping industry.

## BigLift SHIPPING SPONSORT DRIE J22-STUDENTENTEAMS

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Rederij BigLift Shipping uit Amsterdam sponsort vanaf 2008 drie J22-studententeams van DSWZ Broach, de wedstrijdzeilvereniging van de TU Delft. Water en techniek zijn de verbindende elementen tussen BigLift Shipping en de zeilsport. Dankzij de sponsoring kunnen de Delftse studenten hun sportieve ambities in het competitieve J22-veld najagen.



De drie boten van Team BigLift/TU Delft zijn in het veld goed herkenbaar aan de gele voorzeilen en het zwart geblokte grootzeil, de BigLift-kleuren. Twee van de drie J22's varen komende seizoenen onder de namen "Happy Sky" en "Happy Star". Die zijn vernoemd naar twee zwaar transportschepen die momenteel voor Biglift in aanbouw zijn. Om met een sterke bemanning aan de start van de J22-competitie te verschijnen, is Broach bezig met een interne selectie van de beste zeilers.

BigLift Shipping draagt graag bij aan de ontwikkeling van de zeiltalenten. Johan Boer van BigLift Shipping: "Het steunen van gedreven, ondernemende jonge mensen vinden wij heel belangrijk. Ook binnen ons bedrijf levert de ontplooiing van talent een aanzienlijke bijdrage aan ons succes." Bovendien is wedstrijdzeilen een sport waarmee BigLift Shipping zich volledig kan identificeren. "Water en techniek, daar draait het om binnen de zeilsport, maar zeker ook bij onze transportactiviteiten", legt Johan Boer uit. "Daarnaast zijn ambitie en teamspirit zowel bij ons als bij de zeilers van Broach cruciaal."

Voor de wedstrijdzeilvereniging betekent deze sponsoring een grote stap voorwaarts. Folkert Brand, de penningmeester van Broach: "Binnen de J22-klasse is de competitie zo sterk, dat je het beste materiaal nodig hebt om te kunnen winnen. Dankzij BigLift kunnen onze teams nog beter presteren." Ook is het voor Broach-leden interessant in aanraking te komen met BigLift Shipping voor hun studie. Folkert: "Veel leden studeren maritieme techniek en vinden het zwaar transport erg mooi en boeiend. BigLift past daarom goed bij onze zeilvereniging." **Bron : BIGLIFT**



The Vietnamese TSHD **TRAN HUNG DAO** seen in Halong Bay – **Photo : Amsterdam Bridge Team ©**

## Rainbow Warrior sails into port

Auckland was able to get up close and personal with one of the country's iconic ships over the last few days.

The **Rainbow Warrior** will be open at the Ports of Auckland for public tours until today (Monday).



The ship will then continue on a six-week tour around the country's ports, promoting Greenpeace's new climate change campaign. The campaign and tour were launched on Tuesday with the release of a new Greenpeace report into the government's emissions trading scheme.

The Target Climate Change tour will campaign for an overall emissions reduction for New Zealand, says Greenpeace campaign director Carmen Gravatt. "We need to put a target in place."

Greenpeace's Derek Nicholls has captained the **Rainbow Warrior** for 14 years.

She says while the government's scheme is good in theory, at the moment it is a "money go round", not being applied practically. She says Greenpeace is calling for a 30 percent emissions reduction by 2020.

During the **Rainbow Warrior's** tour, the public will be able to go on board, learn about the ship's history and find out how they can be involved in helping with climate change. After its Auckland stop, the ship will visit Gisborne, Lyttleton, Dunedin and then travel back to Wellington.

Derek Nicholls, who has captained the ship for 14 years, is a Greenpeace member and says it has been around the world many times since its launch in 1989, sailing without a motor when it can to save energy.

The **Rainbow Warrior** has been moored in Whangarei until now and recently travelled to Bali for the climate change negotiations.



## Een ongewenste olielevring.

Door : Sjon Huisman - Adviseur, Incidenten Organisatie - RWS Noordzee

Van alle olie die over de wereldzeeën vervoerd wordt, komt 99,98% veilig op de plaats van bestemming. Ongevallen met tankers zoals het ms. **PRESTIGE** voor de kust van Spanje in 2002 krijgen (terecht) volop aandacht in de media.

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De chronische lozingen van olie, ook wel de illegale lozingen genoemd, worden zelden vermeld. Juist op dat terrein vindt veel opsporing plaats.

Ieder schip produceert tijdens het varen afvalstoffen, onder andere in de machinekamer. Restanten brandstofolie, smeeroilie en hydraulische olie vormen een mengsel dat samen met lekwater in een bilge-tank wordt opgeslagen. Een tanker reinigt soms na het lossen van de lading de tanks en slaat de olie op in een sloptank.

Wat doe je als bemanning of eigenaar met dat afval?

De Internationale Maritieme Organisatie (IMO), gevestigd in Londen en deel van de Verenigde Naties heeft regelgeving opgesteld rond het onderwerp lozingen. Dit MARPOL (van Maritime Pollution) verdrag beschrijft in Bijlage 1 wat er mag en niet mag met afvalolie. De Nederlandse overheid heeft het MARPOL verdrag in Nederlandse wetgeving vertaald. De Wet Voorkoming Verontreiniging door Scheepvaart bepaalt wat in het Nederlandse zeegebied niet is toegestaan. Ondanks alle inspanningen zijn er bemanningen die van tijd tot tijd deze afvalolie in het zeewater lozen in plaats van het af te geven in de haven.

In het Nederlands zeegebied ligt een aantal scheepvaartroutes. Deze routes zijn niet alleen de aanlopen naar Antwerpen, Rotterdam en Amsterdam, maar zijn ook de verbindingswegen van Straat Dover naar Scandinavië en de Oostzee. Onderzoek leert dat er jaarlijks ongeveer 255.000 scheepsbewegingen zijn in die routes.

Als al die schepen hun afvalolie in zee zouden lozen voor onze kust, zou het een flinke smerboel zijn. Dat is gelukkig niet het geval, maar toch worden er jaarlijks ongeveer 450 olievlekken gevonden. Hoe wordt die opsporing uitgevoerd?

Het doel van de opsporing is tweeledig:

- a. het in een vroegtijdig stadium ontdekken van een olievlek die opgeruimd moet worden en
- b. het betrappen van het lozende schip.

Sinds het eind van de zestiger jaren voert Rijkswaterstaat verkenningsvluchten uit boven de Noordzee. In eerste instantie gebeurde dat met een beperkt aantal uren met als voornaamste doel inzicht te krijgen in het gedrag en vaartroutes van de scheepvaart. Instrumenten waren er nog niet, slechts met het oog werd alles gezien. Voorjaar 1982 ging een nieuwe fase in, het vliegtuig kreeg zogenaamde Remote Sensing instrumenten. Dat betekende dat met de speciale radar een veel groter gebied ook 's nachts gedekt werd. Als er op de radar een verstoring van het golfoppervlak werd gezien dan kon visuele inspectie uitgevoerd worden.

**Remote Sensing** betekent het op afstand waarnemen van een oppervlak door middel van sensoren. Het belangrijkste instrument is de radar, Side Looking Airborne Radar (SLAR). Een zeegebied van ca 30 kilometer naar beide kanten van het vliegtuig wordt gescand. Verstoring van het golfpatroon omdat er een schip vaart, een olievlek ligt of een zandbank boven water steekt, wordt gezien door de radar. De waarnemer kan dan besluiten nader onderzoek in te stellen.

Andere sensoren zijn:

**Infrarood**, waarmee de verschillen in laagdikte van een olievlek kunnen worden onderzocht.

**Ultraviolet**, dat de totale omvang van een olievlek ziet omdat de weerkaatsing van daglicht op het zeeoppervlak anders is dan op een olievlek.

**Microgolf radiometer**, die onder goede omstandigheden de laagdikte kan meten en Laser waarmee de soort verontreiniging met een zekere betrouwbaarheid kan worden bepaald.

**Fototoestel** om dat wat ontdekt wordt digitaal vast te leggen.

Bij alle radar systemen moet bedacht worden dat er geen olie wordt gezien of een andere verontreiniging. Een eventuele verontreiniging, zoals (plantaardige) olie maar ook een algenvlek of een windstil gebied beïnvloedt de oppervlaktestructuur van het zeewater. Dat wordt door de radar gedetecteerd. Wat het precies ligt, of wat het verschijnsel veroorzaakt moet nader worden onderzocht. Vergelijk het met het detectiepoortje op Schiphol. Als het piept, weet de bewaking niet wat er in uw zakken zit, maar het is in ieder geval iets dat nader bekeken wordt. Soms is het de riem in uw pantalon of toch de losse munten, maar als het een wapen zou zijn, kan dat pas ontdekt worden bij nader onderzoek.

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### **Satellieten.**

Al decennia lang worden satellieten voor allerlei toepassingen gebruikt, zoals bijvoorbeeld de weersatellieten waarvan in de weerberichten beelden worden getoond van de bewolking. Als er geen bewolking is, kunnen we het aardoppervlak goed zien, bijvoorbeeld de besneeuwde Alpen.

Vanaf het begin van de negentiger jaren kwam de satelliet ook in gebruik bij het ontdekken van olieverontreiniging op zee, althans zo wordt het gemakshalve genoemd.

De praktijk is echter dat de satelliet geen olie "ziet". Evenals bij de hiervoor beschreven radar in het vliegtuig wordt de verstoring van het wateroppervlak weergegeven en deze informatie, eventueel aangevuld met andere gegevens kan aanleiding zijn om het verkenningsvliegtuig of een schip naar de aangegeven positie te sturen voor nadere inspectie. Natuurlijk is de satelliet een goed aanvullend hulpmiddel in de keten van middelen om lozingen op te sporen, maar het beeld van de satelliet moet gezien worden als een eerste waarschuwing: "let op, hier kan iets zijn". Dus ook hier zoals het poortje op Schiphol.

Toepassing zoals nu plaatsvindt betekent dat met de Automatische Identificatie Systemen aan boord van schepen, geprojecteerd op het beeld van de satelliet een ontdekte lozingsbron geïdentificeerd kan worden. Wanneer het vliegtuig de melding verifieert en een verontreiniging vaststelt, zijn de gegevens van de vermoedelijke overtreder ook bekend en kan inspectie aan boord van dat schip uitgevoerd worden bij binnenkomst in een haven.

### **De zichtbaarheid van olielozingen.**

Volgens de eerder genoemde MARPOL regelgeving is een lozing toegelaten als er niet meer dan 15 ppm (dat betekent 15 delen olie op 1 miljoen delen water) in het mengsel zit. Komt het gehalte daarboven dan slaat de pomp automatisch af. In Nederland is in het begin van de negentiger jaren onderzoek gedaan naar bij welk gehalte je olie kan zien in het kielzog van een schip. Het resultaat was dat als er tenminste 50 ppm olie in het mengsel zat, de eerste verschijnselen zichtbaar werden. Dus de conclusie was, dat als je olie ziet in het kielzog het schip in overtreding is.

### **De uitvoering.**

Ieder etmaal wordt een gepland zeegedeelte afgevlogen, waarbij de radar eventuele lozingen detecteert die dan vervolgens met behulp van visuele verkenning wordt onderzocht. De operator ziet of het spoor minerale olie is of een andere soort lozing. Misschien is er helemaal geen sprake van een verboden handeling.

Als een schip op heterdaad betrapt wordt bij een verboden lozing, dan worden alle gegevens genoteerd, foto's gemaakt en ook contact opgenomen met het schip en wordt een verklaring genoteerd. In de eerstvolgende haven van aankomst, die elders in de wereld kan zijn, wordt het schip onderzocht door de Scheepvaartinspectie. Ook de uitkomsten van dit onderzoek worden naar de Nederlandse justitie gestuurd. Al het bewijs bij elkaar zal dan door de Officier van Justitie op zijn waarde beoordeeld worden. Van groot belang daarbij is wat de waarnemer heeft gezien. Uiteindelijk kunnen alle bewijzen bij elkaar leiden tot een boete, die opgelegd wordt aan de scheepseigenaar. Wanneer de olielozing opruiming noodzaakt, zullen de gemaakte kosten op de veroorzaker verhaald worden.

### **Preventie.**

Deze hele toelichting gaat over het betrappen van olielozende schepen en welke techniek en procedures daar voor ingezet moeten worden.

De aanpak wordt repressie genoemd, de overtreding wordt opgespoord en daarna kan de veroorzaker een boete krijgen.

Voorkomen kan een spoor zijn dat effectievere aanpak tot resultaat heeft. Een schip komt altijd in een haven en daar kan de afvalolie afgegeven worden bij daarvoor ingerichte bedrijven. Controle op de aanwezigheid van afvalolie (en andere soorten) en het verplicht afgeven daarvan, tegen betaling of gratis leidt tot het verder terugdringen van olielozingen op zee.

### **Verbetering.**

De landen rond de Noordzee werken samen in onder andere het houden van toezicht op de scheepvaart door middel van het uitvoeren van verkenningsvluchten.

Jaarlijks wordt een overzicht opgesteld van het aantal gemaakte vliegrepen, het aantal ontdekte olievlekken en het aantal betrapte schepen.

Over een periode van 20 jaar is vastgesteld dat het aantal lozingen gestaag afgenomen is en dat de hoeveelheid olie per vlek ook afneemt. Van alle waargenomen lozingen van minerale olie is ruim 80% kleiner dan 1000 liter.



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### Milieuschade.

Olie kan schade toebrengen aan het zeemilieu en bovendien is het een smerig gezicht als de kust besmeurd wordt. Beelden van met olie besmeurde vogels zijn bekend en leiden tot vragen waarom de olie geloosd is. Met name de opzettelijke lozingen, de dagelijkse morsingen van afvalolie zijn een verontreiniging van het milieu en kunnen het zeeleven aantasten. Jaarlijks raken vele duizenden vogels besmeurd met olie en de meeste gaan eraan dood omdat hun verenkleed de isolerende werking verliest.

Bij grotere hoeveelheden olie, die bijvoorbeeld bij calamiteiten vrijkomen kunnen ook andere diersoorten slachtoffer worden. Bekend is bij omvangrijke calamiteuze lozingen, zoals in de **PRESTIGE** of **EXXON VALDEZ**, dat mosselcultures of zee-otters slachtoffer werden.

### Bestrijding van olievlekken.

De bemanning van het verkenningsvliegtuig zal na vaststelling van de soort en omvang van de verontreiniging adviseren over de noodzaak en mogelijkheid van bestrijding (opruiming) van de olie.

In Nederland zijn er schepen die beschikken over middelen om de olie van het wateroppervlak op de zuigen, de zogenoemde mechanische oliebestrijding. Er zijn andere vormen van bestrijding maar de in Nederland toegepaste techniek heeft ook internationaal zijn voordelen bewezen. Rijkswaterstaat heeft voldoende middelen in eigen beheer en op afroep beschikbaar om een olieverontreiniging van 15.000 ton (zeg 15 miljoen liter) op te ruimen.

Als de olie aanspoelt op de kust, zal Rijkswaterstaat ook die olie opruimen. Voor die werkzaamheden zijn contracten met bedrijven gesloten. Met behulp van mankracht (harken) wordt de olie, die meestal vermengd is met zand tot korrels en plakjes, bijeengebracht en met een strandreiniger wordt het olie-zandmengsel verzameld en in containers afgevoerd. De aangespoelde olie kan ook nog vloeibaar zijn en dan worden er "goten" gemaakt in het zand, waar de olie naartoe gebracht wordt (sneeuwschuivers) en afgezogen met zuigwagens.

### Samenvatting.

Ondanks alle maatregelen die genomen zijn in internationaal werkende scheepvaartorganisaties en hoewel het grootste deel van alle olie veilig op de plaats van bestemming komt, gebeuren er nog steeds tankerongevallen.

Incidentele oliemorsingen zijn het gevolg en de media geven ruime aandacht aan dergelijke ongelukken.

Opzettelijke lozingen van afvalolie door schepen vormen dagelijks een bedreiging voor het zeemilieu.

Nederland, in samenwerking met de buurlanden rond de Noordzee, werkt dan ook dagelijks aan het terugdringen van die illegale morsingen en is voorbereid om olieverontreiniging op te ruimen.

## Russia eyes exports of floating NPPs

More than 20 countries now say they want to buy the floating nuclear power stations, currently under development in Severodvinsk, Arkhangelsk Oblast. All of the countries are either African, Latin American or Asian.

The first of the floating power plants, the "**Akademik Lomonosov**", was started constructed by the Sevmash plant in Severodvinsk, Arkhangelsk Oblast, last year. When finished, the power plant will be stationed in Severodvinsk itself to serve the local industry.

According to RIA Novosti, the "**Akademik Lomonosov**" will be finished by 2010. By year 2020, another four plants will be completed. While the first generator will have a 10 billion RUB price tag, the subsequent plants will cost about 5-6 billion RUB.

The plants will have two KLT 40S reactors with a joint capacity of 70 MW will. More than twenty countries have now signalled its interest in the plants. Among the latest is Indonesia.

See Info-graphics about the floating plants at <http://en.rian.ru/infographics/20080305/100707901.html>

## QUEEN MARY 2 IN HONG KONG



The **QUEEN MARY 2** seen escorted by the tug **CHEUNG CHAU** in the port of Hong Kong and was safely delivered to her berth as can be seen below

Photo's : Hong Kong Salvage & Towage ©



## Former energy officials defend deal on Spratly

Former energy officials on Friday defended the Joint Marine Seismic Undertaking (JMSU) agreement entered into by the Philippine government with China on the Spratly Islands because it will to transform the contested regional powder keg into an area of cooperation and development.

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In a joint statement, former Energy Secretary Vince Perez and former Philippine National Oil Company (PNOC) President Eduardo Mañalac, under whose terms the agreement was signed, even clarified that "no exploration, drilling, and production activities were covered by the agreement."

The JMSU was signed in 2005 as a commercial agreement between state-run firms PNOC with China National Offshore Oil Corp. and PetroVietnam to jointly acquire seismic data in the area. It will lapse this year.

Government critics have been up in arms lately against the JMSU saying that the agreement compromised national sovereignty. "The JMSU is simply a data gathering effort among the three oil companies. The JMSU is not a treaty," they said.

They added President Gloria Arroyo did not sign the JMSU. But the approval of the respective governments of the three oil companies was required to make the commercial agreement binding.

"The JMSU explicitly stated that the signing of the commercial agreement shall not undermine the position held by the Philippine government over the South China Sea," the officials added.

However, an exploration firm's petroleum project in offshore Palawan was said to have been put on the back burner after the Chinese claimed it as part of a "conflict area" in the Spratly Islands that is under a tripartite deal.

UK-listed Forum Energy PLC is still awaiting government action on the upgrading of its oil exploration contract in offshore Palawan into a full service contract. At Malacañang, Cabinet Secretary Ricardo Saludo criticized former Senate President Franklin Drilon for disclosing that Ombudsman Merceditas Gutierrez, then President Gloria Arroyo's chief legal counsel, approached him (Drilon) to seek advice on the possible harm of the Spratly islands deal to the chief executive.

"Topnotch lawyers like former Justice Secretary Drilon know how to rest the validity of any agreement. Not by citing hearsay, but by raising the matter in the Supreme Court. Why does the opposition keep resorting to press statements and partisan hearings?" Saludo said.

Drilon disclosed on Thursday that Gutierrez, then President Arroyo's chief legal counsel, had said the deal might be in violation of the Constitution and could be grounds for President Arroyo's impeachment.

Drilon said he is supporting the planned congressional inquiries into the Spratlys deal, and is even willing to testify on the conversations he had with Gutierrez. Senate President Manny Villar and Senator Panfilo Lacson are calling for an inquiry on the Spratly islands agreement. **Source : The Manila Times**

## Samsung donates 107 million dollars to oil spill victims

Samsung Heavy Industries, whose vessel was involved in South Korea's worst oil spill, said it was donating some 107 million dollars to help victims -- which they rejected as inadequate.

Samsung Heavy said it would give 100 billion won (107 million dollars) to provide quick aid for thousands of people hit by the December 7 oil spill off the west coast. "This is the best we can do at this moment in light of the company's financial capacity," said CEO Kim Jing-Wan of Samsung Heavy, the shipbuilding, construction and engineering unit of the nation's biggest group. The money was separate from any legally ordered compensation, he said. Lee Wan-Koo, governor of South Chungcheong province, criticised the offer.

"Samsung is detached from reality. This is far different from what is being demanded by residents," Lee was quoted as saying by Yonhap news agency. "The residents are demanding unlimited accountability and unlimited compensation from Samsung." The group has come under mounting pressure to act swiftly to compensate victims.

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Three people in the worst-hit district of Taean, about 110 kilometres (69 miles) southwest of Seoul, killed themselves following delays by local officials in distributing emergency government aid. One drank poison and set himself on fire at a protest rally. Thousands staged an angry protest in Seoul in January, displaying oil-coated oysters, fish, anchovies and seaweed, while a few protesters pelted the headquarters of Samsung with oily fish.

Others used hammers to smash Samsung-made washing machines, TV sets and refrigerators they had brought to the rally. The accident happened when a Samsung Heavy Industries barge carrying a construction crane snapped its cables to two tugs in rough seas and rammed the anchored 147,000-ton supertanker **Hebei Spirit**. The Hong Kong-registered tanker was holed in three places, spilling 10,900 tons of crude. Scores of marine farms and miles of beaches were devastated. Five people -- the skippers of the barge and of the two tugs, and the tanker's captain and chief officer -- are on trial on charges of negligence and violating anti-pollution laws. Samsung Heavy Industries and Hebei Shipping, a Hong Kong corporation which owns the tanker, have also been charged with violating anti-pollution laws.

### NAVY NEWS

## US Navy sink list includes Forrestal, destroyers

The Navy plans to sink 15 decommissioned ships and scrap an additional 24 in the next five years, according to the latest shipbuilding plan.

In fiscal 2009, the Navy will sink the Yellowstone-class destroyer **Acadia**, the Spruance-class destroyer **Conolly** and the acoustic research ship **Hayes**. The Hayes is still active and will be decommissioned sometime this year, according to the Navy. The service requested \$5.4 million to sink the three ships in the fiscal 2009 budget presented to Congress in early February.

Two ships in the current plan are slated to sink and become artificial reefs, the plan notes: the Spruance-class destroyer **Arthur W. Radford**, which rests in Philadelphia, and the auxiliary aircraft landing training ship and former carrier **Forrestal**, currently berthed in Newport, R.I. Specific sink dates have not been set for these two ships because plans must be coordinated with Congress and other government agencies, the plan states.

The **Radford** was named after the first Navy admiral to hold the position of chairman of the Joint Chiefs of Staff and was decommissioned in March 2003 after about 26 years in service. The **Forrestal** spent 38 years in service. The ship was the first of its class of aircraft carriers, and was known unofficially as the "Forrest fire" due to the number of fires onboard. Innovations on the Forrestal-class carriers included an angled flight deck and a steam catapult. The ship was named after former Navy secretary James Forrestal, who was also the first defense secretary.

The majority of the ships the Navy plans to sink — 11 vessels of the 15 — are auxiliary ships. These ships will be replaced by T-AKE dry cargo and ammunition ships. The Lewis and Clark-class T-AKE ships replace three auxiliary ships: the Kilauea-class ammunition ships, the Mars-class combat stores ships and — when operating with a Henry J. Kaiser-class oiler — the Supply-class fast combat support ships.

The Navy plans to buy 12 T-AKE ships by fiscal 2012. Right now, there are three T-AKEs in service with a fourth, the **Richard E. Byrd** set to enter service this year. The Navy plans to scrap 24 ships in the next five years, but specific dates are not provided in the fiscal 2009 30-year ship plan. Nearly half of the ships — 10 hulls — are submarines, nine of which are nuclear powered; the Navy does not sink nuclear ships due to environmental concerns.

"For nuclear ships, dismantling through a special recycling process is the only viable option," the plan states. "Disposal of conventionally powered ships by sinking will usually be conducted as part of an approved training exercise or to support weapons testing requirements." according to the Navy plan.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 068

The Navy's fleet of inactive ships has been reduced by more than two-thirds in the last decade, the plan notes. An inventory of 195 ships in 1997 is now down to 62 ships, the document says.

"Over the past seven years, the Navy's average cost to dismantle conventionally powered Navy inactive ships in the U.S. is \$300 per ton," said Kathleen Roberts, a Naval Systems Command spokeswoman.

Further, it costs the Navy \$14 million per year to maintain its current inactive ship inventory, Roberts said. The Navy is asking Congress for \$110 million total in fiscal 2009 to pay for ship deactivations and disposal, according to the budget request.

Plans for how and when the Navy moves forward with its inactive fleet are made at the service's annual ship disposition review conference. The next conference is slated for November or December this year, said Lt. Clay Doss, a Navy spokesman.

These ships will be disposed of by sinking in the listed fiscal years.

\* 2009: destroyer tender **Acadia**, destroyer **Conolly**, both no longer in service, and research ship Hayes.

\* 2010: combat store ships **Concord**, **San Jose**, **Spica** and **Niagara Falls**.

\* 2011: combat store ship **Saturn** and ammunition ship **Kilauea**.

\* 2012: ammunition ships **Flint**, **Shasta**, **Mount Baker** and **Kiska**.

The decommissioned auxiliary aircraft landing training ship — and former carrier — **Forrestal** and destroyer **Arthur W. Radford** also are expected to be sunk, but no time frame has been determined.

### Scrapping

These decommissioned ships are scheduled to be dismantled in the next five years: destroyer tender **Puget Sound**; command ship **Coronado**; submarine tenders **Simon Lake**, **L.Y. Spear** and **McKee**; cruisers **Yorktown**, **Vincennes** and **Thomas S. Gates**; aircraft carriers **Independence** and **Constellation**; amphibious transport dock **Austin**; helicopter amphibious assault ship **New Orleans**; dock landing ships **Anchorage** and **Fort Fisher**; submarine **Trout**; and nuclear submarines **Drum**, **Omaha**, **Cincinnati**, **New York City**, **Groton**, **Birmingham**, **Phoenix** and **Baltimore**. The fast-attack submarine **Los Angeles**, still in commission, also is on the list to be dismantled.

## New corvette for Northern Fleet



The Russian Navy flag has been raised on the new Russian corvette, the **Steregushchii**, built in the Northern Yard in Sankt Petersburg. The vessel is expected to soon head north to a Northern Fleet base. The 105 meter long "**Steregushchii**", a vessel of the 20380 Project, has a crew of 100 men and a top speed of 30 knots, Izvestia reports.

The vessel has a helicopter deck and is equipped with the powerful "**Yakhont**" and "**Klinok**" missile systems. The vessel will be able to hunt down both underwater and land targets. In its speech at the ceremony Valentina Matvienko noted that such a unique ship as the **Steregushchii** is a symbol of Russia's revival. "Russian shipwrights have overcome difficulties and managed to preserve their scientific and industrial capacity. One of their best creations – the Steregushchy corvette – will patrol Russia's borders. Development of defense industry is a guarantee

of national security," the Governor said.

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According to Vladimir Vysotski, the series of new multi-purpose corvettes will form the core of Russia's fleet within the near-shore zone by 2030, RIA Novosti reports. "The series of several tens of such ships will be in all fleets including that of the Far East," the Commander-in-Chief said. He told the head corvette will be based at the Baltic Fleet in Kronshtadt. **Source : BarentsObserver**

Length overall 93.9 m - Length at WL 84.6 m  
Beam at deck 13.0 m  
Depth at the fore 9.4 m - Depth amidships 7.8 m - Depth at transom 7.8 m  
Full displacement ab.1900 t  
Maximum speed 26-27 kn  
Range at 14 kn cruise speed with full fuel stores 4000 nm  
Endurance with maximum fresh water and provision stores 15 days  
Crew, including helo team 90

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A190 gun mount 100mm caliber  
2xKASHTAN-M close-in AA missile-artillery system  
2xMTPU pedstal mashine gun 14.5 mm caliber

**F 530 Steregushchy (Watchful)** - Lead ship, scheduled to be delivered in the winter of 2007.

**F 531 Soobrazitelniy(Smart (intelligent))** - second ship, under construction.

**F 532 Boikiy (Quick)** - third ship in the series, almost completed.

**F 533 Stoikiy (Firm)** - forth ship, laid down 10.11.2006

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## German U-boat prepares to move to new Wirral home

A GERMAN wartime submarine moored in Wirral has been cut into three in preparation for its move to a new home.

The insides of **U-534** can now be seen as never before as it awaits transportation to her new home at the Woodside Ferry Terminal. The vessel will be the centrepiece of a new tourist attraction depicting the history of undersea warfare. Splitting the submarine into three has been condemned by some heritage campaigners but defended by Merseytravel, which rescued U-534 after the demise of the Historic Warships Museum at Birkenhead. The passenger transport authority said the cost of transporting the submarine in one piece would have simply been too much and led to its demise.

Experts spent two weeks using a diamond wire to dissect the vessel which is more than 250 feet long and weighs over 1,000 tons. On Monday, the floating crane Mammoth will start the next stage of the operation carrying each section to its new berth at Woodside. High-quality glazed panels will be installed over the end of each section to allow visitors to

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 068

see inside the submarine from specially built viewing platforms. The new attraction is expected to open in the summer.  
Source : Liverpool Daily Post

### Russia's Pacific fleet trains in Sea of Japan

The Russian Pacific fleet launched the final stage of winter training schedule on Friday sending two anti-submarine ships and two patrol aircraft to the Sea of Japan, Itar-Tass. The press service of the fleet said the IL-38 aircraft have to detect a submerged submarine, while the warships have to eliminate it. Marines of the Pacific fleet are training landing and combat fighting on the Clark Peninsula, it said.

## SHIPYARD NEWS



The **AUTO EXPRESS 2** seen arriving at the ship yard in Puerto Cabello (Venezuela)

Photo : Piet Hageman ©

### Shipping Corp plans tie-up with ABG for mega shipyard

Shipping Corporation of India (SCI) may soon forge a mega shipyard JV with leading shipbuilding company ABG Shipyard. Sources close to the development said that South Korean shipping major STX, which was also initially interested in the project, had lately not been showing much interest, thus paving the way for SCI-ABG venture.

When contacted, both ABG and SCI officials declined to comment. "We are not talking to anyone at this point of time for the proposed venture," SCI director UC Grover (technical and offshore services) said.

State-owned SCI has shown interest in building one of the two mega shipyards — one on the east and the other on the west coast — proposed by the government as part of the national maritime development programme (NMDP). The proposed shipyard is expected to cost around Rs 3,000 crore each. In a recent meeting between shipping ministry and STX senior officials in South Korea, the latter didn't show any encouraging sign to join hands with SCI, a government source said. Larsen and Toubro (L&T), Essar, Shapoorji Pallonji and Bharti Shipyard are some of the shipping majors that have submitted their expression of interest (EoI) for building mega shipyards of global standard.

The domestic shipbuilding industry is currently pegged at \$4 billion and is expected to touch \$20 billion by 2020. The combined order book of Indian shipbuilders is in excess of \$3,700 million. According to estimates, the industry order book has grown at a CAGR of 60% in the past five years. The order book is set to grow in the range of 25% to 30% over the next decade. Source : The Times of India

### French shipyard DCNS posts 2007 net profit

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 068

French naval shipyard DCNS, which is 25 percent owned by defence electronics group Thales, reported 2007 net profit of 174 million euros on Thursday. Earnings before interest, tax and amortisation stood at 203 million euros on sales of 8.328 billion for a margin of 7.2 percent, it said in a statement.

The state-controlled shipyard did not provide comparable figures for 2006, saying a reorganisation of its capital and structure had made comparisons impossible. It reported cashflow of 981 million euros and said it had 8.328 billion euros of orders on its books. Thales took a 25 percent stake in DCN last year and the shipyard was subsequently renamed DCNS. DCNS builds frigates and submarines for the French armed forces and for export and is working with Britain on a proposal to combine the two nations' aircraft carrier replacement plans. Thales is due to report 2007 earnings on Friday. **Source: Portnews**

## ROUTE, PORTS & SERVICES



The 2007 built Italian tug **SPICA** seen in the Adriatic Sea, the 35 mtr tug is built at Astilleros Armon S.A. in Navia under yard number 641 and is owned by Rimorchiatori Riuniti Panfido & Co. S.r.l. - **Photo : Chris Bos ©**

## Delay in Port operations by PSAI questioned

Port and shipping experts have questioned the delay in operations of the Gwadar Port by the Port of Singapore Authority International (PSAI). The port was officially inaugurated on March 23, 2007 and a PNSC vessel was given berth on the occasion. According to the concession signed between the PSAI and the Gwadar Port Authority (GPA), the former was to look after cargo handling, provide marine services and develop an export processing zone in partnership with AKD investments. But even after the lapse of one year no vessel was given berth and the deep-sea port of the country, located at a strategic shipping route, from where around 60 per cent of world oil moves, had been kept idle for no reason. However, sources told Dawn that during this entire period no worth mentioning investment had been made by the PSAI except that two 22-year old re-built gantry cranes have been installed whereas the other port equipments are yet to be inducted into port's operation fleet.

When the Gwadar Port was planned in 2000, two under-powered pilot boats and two tugs were purchased from China, but for a deep-sea port, where huge vessels have to call, these tugs and pilot boats are not suitable, the sources added.



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It is also being questioned by the experts that as to why the policy-makers entered into long lease agreement for 40 years with the PSAI because normally period for such concessions does not exceed 20 to 25 years anywhere in the world. But even after getting a lengthy period for running the port, the PSAI has not delivered and not a penny had been invested so far, they added.

The two berths with 600-metre long quay wall with a draft of 14 metre were ready to accommodate ships. Also there is an approach channel with a deep draft to facilitate larger vessels then why the delay in making the port functional is, the experts asked.

Many questions are also being raised about the competency of the ministry of ports and shipping, which reportedly has no experts and skills required to bring this mega project into operations. It has even not asked the operators reasons for delay in the port becoming functional.

Even today, the port needs high power tugs and pilot boats and other port equipments, which could make the port operational. The cost of 22-year old gantry cranes is not more than Rs20 million, the experts assessed. The experts also criticised the 'artificial opening' of the port by the then prime minister a year ago and said, thereafter, hardly any progress or investment was made in this prestigious project, which seems to have been put on the back burner.

Source : Imran Farooq



The **MAERSK FORTALEZA** seen in Puerto Limon, Costa Rica - Photo : Willem Kappert ©

## Golar Freeze to be converted into FSRU

**SSG-TØNSBERG.** Golar LNG is expected to convert 126,000 cbm LNG carrier **Golar Freeze**, built in 1977, into a floating storage and regasification unit (FSRU), the fourth vessel to be converted by the John Fredrksen-controlled company. According to TradeWinds, citing LNG Unlimited, the vessel is about to be chartered by a LNG import company in Dubai. The 129,000 cbm Golar Spirit, built in 1981, is currently being converted at Keppel Shipyard for delivery to Petrobras next month. Petrobras will also take delivery of the **Golar Winter** after conversion in 2009, and finally there is the 137,000 cbm **Golar Frost**, which was sold to the Livorno project in Italy. Conversion of the vessel is in hand and it will be ready for delivery this year.

## FERRY REVIVAL

More people have travelled to and or from the UK by ferry for the second year in a row according to figures released today by the Passenger Shipping Association's [www.sailanddrive.com](http://www.sailanddrive.com) campaign. The Association says this confirms industry predictions of a revival in travel by sea. A total of nearly 43 million passenger ferry journeys were taken between British ports and the continent, Ireland and British islands in 2007 - an increase of 419,000 journeys from 2006. The PSA says: "This is a significant achievement for the ferry industry after facing several consecutive years of falling numbers travelling by sea." UK to Ireland routes performed particularly strongly with numbers up from 4.3% to

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5.5 million. Traffic to the continent also increased by 1% to nearly 20.2m passenger ferry journeys. UK domestic figures were stable at 16.9 million.

Bill Gibbons, director of the Passenger Shipping Association, the industry body for cruise and ferry companies said he was delighted to see ferry travel continue to revive. **Source : Maritime Global Net**



Above seen the 4900 hp 2002 built Croatian tug **DAVID PRVI**, the tug is having a length of 32.5 mtr and is powered by 2 x 1830 kW Wartsila 6L26 engines which are driving each a Schottel SRP 1515 CP, additional the tug is equipped with a 200 kW bowthruster, this propulsion is giving the tug a max bollard pull of 60 tons, the tug is owned by Jadranski Pomorski Servis in Rijeka (Croatia)

**Photo : Chris Bos ©**

## Tankers sold to China for conversion into bulk carriers

**SSG-TØNSBERG.** John Fredriksen has sold two 95,000 DWT aframax tankers, both built in 1990, to China for USD 40.0 million for conversion into bulk carriers. The vessels are the **Sea Leopard** (ex **Genmar Gabriel**) and the **Sea Panther** (ex **Genmar Nestor**), according to brokers reports. John Fredriksen bought six old aframax tankers from US owners Genmar for USD 130 million, Two vessel were converted into oil production units for the Fredriksen/Frontline company Sea Production. Brokers say that Fredriksen needed the vessels – or at least some of them – when he bought the oil trading company Arcadia. Two vessels now remain under Arcadia commercial management.

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## Out-of-court settlement in Rosella case

Viking Line, the International Transport Workers' Federation and the Finnish Seafarer's Union (Finlands Sjömans-Union) have reached an out-of-court settlement regarding the flagging-out of the ro-ro/passenger ferry **Rosella** from the Finnish to the Estonian flag. The agreement means that all legal proceedings in the case have been withdrawn. The dispute concerned whether ITF and FSU had the right to take labour action and ask for sympathy actions from other unions to stop the flagging-out to Estonia or any other EU member state. In addition to this, Viking Line's right to negotiate pay and working conditions with any other organisation than FSU was also put into question. After verdicts in Finnish courts, the case was taken to a court in London and to the European Court of Justice, where Viking Line demanded that the earlier verdict should be upheld and also claimed damages from ITF and FSU. Viking Line says in a statement that transactions in the confidential settlement will not affect the company's result negatively.



The **MARCO POLO** seen moored in Rio de Janeiro - Photo : Max Igera ©

## Royal Arctic Line with lower profit

**SSG-RINGKØBING.** Royal Arctic Line made a profit of DKK 23.3 million in 2007, less than half of the profit in 2006 when the company made a profit after tax of DKK 58 million. The profit slump is explained by a number of extra repairs of ships in Royal Arctic Bygdeservice, which services the smaller communities along the coasts of Greenland. Net turnover went up from DKK 752 million to DKK 793 million in 2007. Equity was DKK 393 million at the end of year and the company had 775 employees.

Royal Arctic Line has ordered two new container carriers for the transatlantic trade from Aalborg to Greenland. They will be built by the Aker Group in Germany for delivery in 2011, when the Naja Arctica and the Nuka Arctica, currently servicing the route, are 16 years old.



Allseas **CALAMITY JANE** and Helix **HELIX EXPRESS** seen during the Reliance Dhirubhai project in India  
Photo : Bastiaan Klasens – Audacia ©

## BUNKER PRICES

Last updated: 06-Mar-08

PORT NAME - COUNTRY	IFO 380	IFO 180	MDO
Rotterdam - <i>Netherlands</i>	462 - 465	482 - 485	850 - 935
Seattle - <i>United States</i>	505 - 507	533 - 535	870 - 890
Singapore - <i>Singapore</i>	478 - 480	488 - 491	880 - 895
Suez El Suweis - <i>Egypt</i>	484 - 487	534 - 537	895 - 900
Tokyo, Tokyo - <i>Japan</i>	575 - 580	582 - 587	850 - 860
New Orleans - <i>United States</i>	480 - 485	504 - 510	890 - 900
New York - <i>United States</i>	493 - 500	525 - 547	900 - 935
Panama Canal - <i>Panama</i>	493 - 498	530 - 535	900 - 920
Philadelphia - <i>United States</i>	495 - 498	527 - 535	870 - 885
Piraeus - <i>Greece</i>	477 - 480	524 - 527	945 - 955
Pusan - <i>Korea (South)</i>	525 - 530	545 - 550	870 - 890
Rio De Janeiro - <i>Brazil</i>	480 - 483	520 - 523	968 - 975
Freeport - <i>Bahamas</i>	509 - 511	551 - 553	941 - 945
Fujairah - <i>United Arab Emirates</i>	497 - 499	511 - 514	885 - 895
Gibraltar - <i>Gibraltar</i>	490 - 493	520 - 523	955 - 975
Houston - <i>United States</i>	472 - 480	515 - 517	820 - 850
Jeddah - <i>Saudi Arabia</i>	499 - 501	528 - 530	894 - 896
Lagos - <i>Nigeria</i>	S.I.	S.I.	S.I.
Los Angeles - <i>United States</i>	537 - 539	560 - 563	920 - 935
Montreal - <i>Canada</i>	478 - 482	515 - 520	955 - 985
Cape Town - <i>South Africa</i>	N/A	504 - 507	953 - 958
Damman - <i>Saudi Arabia</i>	N/A	513 - 515	882 - 884
Durban - <i>South Africa</i>	N/A	494 - 496	920 - 935
Antwerpen - <i>Belgium</i>	463 - 465	482 - 484	850 - 935
Buenos Aires - <i>Argentina</i>	496 - 500	523 - 527	870 - 880

## Crowley receives new tug for Nikiski

Crowley Maritime Corp. in Anchorage has taken delivery of the **Vigilant**, a new Z-Drive tugboat that is being chartered from BayDelta Maritime Inc., for use in Crowley's ship assist and escort business in Cook Inlet.

The powerful, ice-strengthened tug will be stationed at the Tesoro Alaska Co.'s Nikiski refinery in Cook Inlet year round to provide enhanced safety and environmental protection for tankers docking there. The tug was built by Nichols Brothers Boat Builders in Langley, Wash., and is the second tug acquired by Crowley in the last year for use in its Pacific Northwest and Alaska operations.

While the 100-foot-long **Vigilant** looks very similar to its sister tug **Valor**, which Crowley acquired last year, the boat has been modified for use in the harsh Alaskan waters. The tug's hull has been strengthened for use in ice, boasting a 3/8-inch belt of steel along the hull, which adds 80 additional tons of steel to the boat.

The vessel's decks are also heated, along with some of the tanks, for added protection and improved operation.

The **Vigilant** also features 6,770 horsepower engines, a bollard pull in excess of 90 tons, and a speed of 14 knots. The horsepower ratings are among the highest among Z-drive tugs, with 92 metric tons forward and 90.5 metric tons

astern. Crowley has provided various marine, petroleum distribution and energy-support services in Alaska since 1953 and has offices and operations throughout the state. **Source : The Tundra Drums**



## New Handysize Tug Completes Seatrials



Great Lakes Shipyard has successfully completed seatrials of the "HANDY-ONE", the first tug of the new HANDYSIZE Class to be delivered to TUGZ International, LLC, the well-known and successful owner and charterer of a fleet of Z-Class tractor tugs. Both the new HANDYSIZE Class and the Z-Class tugs were designed for Tugz by Jensen Maritime Consultants, Seattle. The sea trials, including speed and endurance trials were performed in the icy waters of Lake Eire under freezing winter conditions. The trials exceeded design and maneuvering expectations and the tug at full speed was able to stop in its own length.

Designed to fill the niche between the 2,400 - 3,200 hp tug market for harbor work, fireboats, and construction operations as well as for coastal towing, the tug is described as being just the right size, just the right power, environmentally sound, fuel efficient and versatile enough to accomplish


most tug jobs at the lowest operating cost, "when bigger is just too big, and smaller is more than enough." Great Lakes Shipyard builds the "HANDYSIZE" Class tugs for sale to the market, however the tugs are also available for charter through its affiliate TUGZ. The first tug will be delivered on April 11, 2008 with the next tug scheduled for delivery in August 2008. Available as nozzled Twin-Screw Conventional models for those operators whose work application makes the Z-drive unnecessary and too expensive, the tugs also are available as ASD's. Some operators believe that the conventional tugs will work better in ice and in debris-filled, low, and muddy waters.

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## Fugro blijft groeien

De honger naar olie en gas levert bodemonderzoek Fugro een goed belegde boterham op. Het bedrijf uit Leidschendam rapporteerde vrijdag resultaten over het afgelopen jaar die de records van 2006 overtroffen.

De nettowinst steeg met 53 procent naar 216 miljoen euro, de omzet met 26 procent naar 1,8 miljard euro. Daarmee voldeed het bedrijf aan zijn eigen verwachtingen en die van analisten. Fugro profiteert van de niet aflatende speurtocht naar de grondstoffen waarop de wereldeconomie draait. Olie- en gaswinning is complexer en duurder

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 068

geworden. Velden laten zich moeilijker in kaart brengen, bijvoorbeeld omdat ze diep in de zeebodem liggen verscholen. Fugro is betrokken bij diepwaterprojecten in de Golf van Mexico, in West-Afrika en Brazilië.

De investeringen van de olie- en gasindustrie stegen vorig jaar met 15 tot 19 procent en zullen dit jaar naar verwachting wereldwijd opnieuw stijgen, met zo'n 10 procent. De omzet van Fugro is voor 74 procent olie- en gasgerelateerd. Fugro groeit mee met de ontwikkelingen door zijn capaciteit uit te breiden. Vorig jaar investeerde het bedrijf 341 miljoen euro, waarvan het merendeel werd besteed aan schepen die worden ingezet voor onderzoek op zee.

Het bedrijf voegde in 2007 drie seismische vaartuigen toe aan zijn vloot, die inmiddels bestaat uit vijftig schepen, waarvan 28 in eigendom. Voor de periode 2008 tot 2010 trekt Fugro nog circa 450 miljoen euro uit voor vlootuitbreiding. De bodemonderzoeker verwacht dat de investeringen in de vloot zich pas in 2009 volledig uitbetalen.

Bodemonderzoek is het startpunt voor de Nederlandse onderneming, maar Fugro heeft zich de afgelopen jaren doelbewust ontwikkeld tot een dienstverlener die in staat is de totale levenscyclus van olie- en gasvelden te begeleiden. Van onderzoek voor het ontwerp van installaties voor het productie nemen van nieuwe velden tot productieverbetering van bestaande velden en het buiten gebruik stellen van installaties. Zo'n cyclus kan meerdere decennia duren en levert een gestage stroom van inkomsten op.

Fugro, met 12.000 werknemers actief in vijftig landen, rekent erop dat de nettowinst en de omzet ook dit jaar verder zullen groeien. Dat moet goeddeels gebeuren op eigen kracht, zoals ook vorig jaar het geval was. Maar ook dit jaar blijft Fugro alert op overnames, vooral met het oog op het binnenhalen van 'state of the art'-technologie.

## TOP Ships Announces Delivery of the Fifth Drybulk Vessel

TOP Ships Inc. announced that it has taken delivery of the M/V **PEPITO**, a 75,928 dwt Panamax drybulk vessel, built in 2001 in Japan. The vessel has been financed with secured bank debt.

The M/V **PEPITO** is the fifth of six drybulk vessel deliveries for the fourth quarter 2007 and first quarter 2008. The **PEPITO** has entered into a time-charter employment for a period of 60-70 days at a daily net rate of \$55,000.

Source : Yahoo Finance



The **EVINCO** seen enroute Rotterdam  
Photo : Jaap van de Meeberg ©

## SPOTMARKET PRICES BETTER INCREASING

Offshore Shipbrokers reports that the Spot Market during February was undoubtedly an improvement over January for both AHTS and PSV owners though still extremely volatile and seeing some periods of poor utilisation and low vessel rates. AHTS owners certainly can't complain about poor rates however as they reached £140,000 during the middle of the month with PSV's not faring quite so well reaching only £24,000 per day. The month had got off to a reasonably good start with AHTS in the £40,000 - £50,000 region but with the market on the rise rates had increased to £75,000 - £95,000 by around the end of the first week. By the middle of the month things were even more buoyant with availability extremely limited and rates in the £125,000 - £140,000 region. This was fairly short lived and as the weather offshore abated, numerous vessels completed operations and returned to port with the rates dropping off quickly as availability improved.

Within the space of 7 days rates had in fact dropped from £140,000 per day to only £20,000 per day as owners were forced to compete for utilisation. Rates for AHTS then remained around the £10,000 - £25,000 region right up until the very last day of the month when availability began to tighten once again and dayrates rising to around the £60,000 level.

February was a reasonably steady month for PSV owners with rates in general remaining between the £10,000 - £20,000 levels. Towards the latter part of the month however the market saw a definite dip with cargo run rates dropping as low as £6000 with at one point in excess of 20 vessel laying idle and bidding for work.

March has so far got off to a promising start and as we write the market is currently extremely buoyant with AHTS rates back into 6 figures and availability very limited indeed. Even PSV owners are seeing an improvement over February with rates already reaching £27,000 and likely to rise over the coming week. Poor winter weather has undoubtedly been the main contributing factor to these wild rate fluctuations with large numbers of rig moves tending to be bunched up waiting for the same weather window, leaving AHTS owners to compete with PSV's for cargo runs in the meantime. As the summer approaches this should become less of a factor and with numerous newbuilds also due to arrive over the coming year we would expect to see some stability returning to the market with less of the wild rate fluctuations seen of late.

With regards to newbuild deliveries it would seem that crewing these vessels is becoming a real problem and with hundreds more due to deliver things can only get worse. It would seem that in many cases experienced crews are now being moved onto the newer, more modern vessels, leaving the older tonnage often in the hands of less experienced crews. This situation has not gone unnoticed to the industry watchdogs however and IMCA are currently in dialog with vessel owners to see if a solution to the problem can be found. With the Bourbon Dolphin report due out at the beginning of April there is no doubt that safety offshore will be receiving close scrutiny over the coming months. **Source : Offshore shipbrokers**

## Star Bulk Takes Delivery of Panamax Vessel

Star Bulk Carriers Corp. announced that it has taken delivery of the "**Star Iota**" (ex **Mommy Duckling**), a Panamax vessel of 78,585 dwt built in 1983. Star Iota will start a one-year time charter employment to TMT at a net daily rate of USD 18,000.

## New oil discovery in Barents Sea

StatoilHydro has found oil and gas reserves in the "**Obesum**" well in the Barents Sea outside the coast of northern Norway. The well is situated 175 km northwest of Hammerfest.

At the moment the analysis is not thorough enough to say if the discovery is large enough for production. Press spokesman in StatoilHydro, Edd-Magne Torbergsen, says to NRK that they need more information about the well before they can draw any conclusions about the size or volume of the discovery. It may take months, maybe years, before these estimates are ready. StatoilHydro is planning to drill a new well later this year to map the discovery better.

In spite of the recent discovery, StatoilHydro is level-headed about their expectations for the field. Since 1980 there have been a lot of discoveries in the Barents Sea, but only two of them have been large enough to start production, "Snøhvit" and "Goliat". Source : BarentsObserver

## Dolphin Offshore Sells Anchor Handling Tugs for US\$ 7.5 Million

Dolphin Offshore Enterprises India Ltd has announced that the Company has sold its anchor handling tugs, **Godavari Dolphin** and **Krishna Dolphin** for a sum of USD 7,525,000. The **Godavari Dolphin** was sold to KEI-RSOS Maritime Ltd, India for a consideration of USD 3,250,000.00. The **Krishna Dolphin** was sold to Consolidated Discounts Ltd, Nigeria for a Consideration of USD 4,275,000.00. Source: Equity Bulls

## THE S&P MARKET WEEK 9

By the Scandinavian Shipping Gazette

### Bulkers

**Medi Roma**: 74,255 DWT blt 01 Sasebo, 7 HoHa. Sold region USD 75,000,000 to Greek buyer.

**Power**: 27,023 DWT blt 77 Shin Kurushima, Crs 4x15t. Sold region USD 5,800,000 to undisclosed buyer.

**Millennium Bright**: 25,369 DWT blt 00 Imabari, 4 HoHa, Crs 4x39t. Sold region USD 43,000,000 to Marine Capital.

**Leyla Deval**: 5,703 DWT blt 84 Celiktekné Tuzla, 3 HoHa, Gless. Sold region USD 5,400,000 to Turkish buyer.

### Containers

**Amanda C**: 41,373 DWT blt 83 Nipponkai HI, Crs 5x25t. Sold region USD 28,000,000 to Samsun Logix.

**CMA CGM Corpnic**: 37,800 DWT blt 07 Aker Ostsee, 2,741 teu. Sold region USD 67,000,000 to undisclosed buyer.

**Cala Palmira**: 14,717 DWT blt 95 Volkswerft, 1,131 teu. Sold at undisclosed price to undisclosed interest.

**Universal Island**: 14,451 DWT blt 98 Murakami Hide, 580 teu. Sold region USD 14,850,000 to Dong Do Marine.

### Multipurpose

**Avlis**: 16,917 DWT blt 79 IHI, 5 HoHa, 312 Teu, Crs 2x25t, 2x22t, 1x10t, Freedom Mark II. Sold region USD 7,700,000 to undisclosed buyer.

**Kasteelborg**: 9,150 DWT blt 98 Ferus Smit, 503 teu. Sold at undisclosed price to German buyer.

**Simone J**: 4,635 DWT blt 97 ENVC, 387 teu. Sold region USD 12,000,000 to undisclosed buyer.

### Ro-ro/Ropax/Ferries/Cruise

**La Superba**: 2,800 lm, 28 kn, 3,000 pax / 2,148 beds, blt 2002 Apuania,

**La Suprema**: 2,800 lm, 28 kn, 3,000 pax / 2,148 beds, blt 2003 Apuania. Sold region EUR 270,000,000 enbloc to Vinashin.

**Clelia II**: 4,077 gt, 16 kn, 111 pax / 50 cabins, blt 1990 Ferrari. Sold at undisclosed price to undisclosed buyer.

### Tankers

**C. Prosperity**: 318,000 DWT blt 09 Hyundai. Sold region USD 163,000,000 to Minerva.

**Seletar Spirit**: 98,288 DWT blt 88 Koyo Mihara. Sold region USD 17,500,000 to Chinese conversion buyer.

**Sentosa Spirit**: 97,161 DWT blt 89 Imabari. Sold region USD 19,500,000 to Chinese conversion buyer.

**Sea Panther**: 97,112 DWT blt 90 Imabari,

**Sea Leopard**: 94,993 DWT blt 90 Koyo Mihara. Sold region USD 40,000,000 enbloc to Chinese conversion buyer.

**Seraya Spirit**: 97,019 DWT blt 92 Imabari. Sold region USD 23,500,000 to Chinese conversion buyer.

**Sea Runner**: 47,059 DWT blt 92 Halla Inchon. Sold region USD 28,000,000 to Trustoil.

**Jag Payal/Jag Panna**: 37,159 DWT blt 07, Hyundai Mipo, Sold region USD 51,000,000 each to Italian buyer.

**Katabami Maru**: 5,698 DWT blt 88 Iwagi Zosen. Sold region USD 4,200,000 to UAE buyer.

### LPG

**Gas Prunus**: 3,785 DWT blt 92 Murakami, 3,313 cbm. Sold region USD 6,500,000 to Far East buyer.



## Mons Bolin sells aframax product tanker

**SSG-TØNSBERG.** Mons Bolin has, through Athens-based Aries Maritime Transport, sold the 84,000 DWT aframax product tanker **Arius**, built in 1986, for USD 21.8 million net. The **Arius** is the oldest vessel in the fleet and the profit of USD 10.7 million from the sale is being used to repay debt. The double-hulled **Arius** had some major problems in 2006 after a crack in her deck was discovered. The repair bill came to close to USD 9.0 million. Mons Bolin is chief executive of Aries Maritime Transport.

## STENA HARWICH DRY-DOCKS

After discharging on Thursday afternoon (6 March) the **STENA BRITANNICA** departed for dry-dock at Damen Shipyards in Schiedam and her place was taken by **STENA TRANSPORTER**. The Britannica is back in service with the 22:00 service from Hoek van Holland next Thursday (13 March). The Britannica had to go to sea for a few hours to allow the **STENA TRANSPORTER** onto her berth and she could only enter the dry-dock during slack water between 00:45 and 01:15.

The **STENA TRANSPORTER** is departing Hoek van Holland at 21:30, arriving at Harwich at 05:00 and departing Harwich at 09:00, arriving 17:30.

The **STENA HOLLANDICA** is only out of service for one roundtrip for dry-dock going after her arrival at Hoek van Holland on the morning of 15 March and back in service with her afternoon sailing the following afternoon (16 March). Her place will also be taken by the **STENA TRANSPORTER** with sailings at 14:30 ex Hoek and 00:30 ex Harwich.

The **STENA TRAVELLER** from the Killingholme - Hoek van Holland route will dry-dock from 10 - 12 May.  
Source : Gary Andrews

## MOVEMENTS

**SVITZER**  
OCEAN TOWAGE



**PARTNERS IN POWER**

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## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 068



The tugs **SUHALI** with the **GIANT 3** and the **Kapitan Martyshkin** with the **Ocean Orc** arrived at the anchorage of Pointe-a-Pierre, where the tugs took bunkers before continuation their voyage to Argentina with the cargo of Mississippi barges



Photo : Andre Boelaars ©

### **E.T.A. aan de Maascenter**

10-03 08:00 uur **Mainport Oak** ex **Smit Lloyd 32** voor Damen Schiedam

10-03 12:00 uur **Vitus** voor de Waalhaven Noordzijde

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

**DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 068**



The **FEDERAL FUDGI** preparing departure from Port Alfred while the Canadian Ice Breaker **CCG Louis S. Saint-Laurent** is breaking the ice close to the ship  
**Photo : Louis Rhéaume - Lower St. Lawrence Pilot ©**

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