

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 074



Number 074 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 16-03-2008

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

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



SEMCO's SALVIGILANT seen outward bound from Antwerp enroute China with the Daewoo Frontier

Photo : Paul en Marcel van Luik ©

www.shipsofterneuzen.nl

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

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS

Rotterdamse containerkraan op transport

Een ponton met daarop een nieuwe containerkraan is donderdagavond laat, vanuit de Rotterdamse Maashaven vertrokken. De enorme kraan is gebouwd door Kalmar Industries aan de Doklaan en is bestemd voor de containerterminal in de haven van het Zweedse Helsingborg.



Foto : Roger van der Kraan – www.rogervanderkraan.nl ©

De kraan is 90 meter lang en 29 meter breed. Met de klap 'opgetopt' heeft de kraan een hoogte van 84 meter. De kraan weegt 840 ton. De kraan is een zogeheten containerkadekraan, bedoeld voor het laden en lossen van containerschepen. De Rotterdamse kranenbouwer Kalmar levert de kraan op basis van eigen modulair ontwerp, dat

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 074

voor elke terminal kan worden aangepast aan wensen van de terminaloperator. De kraan voor Helsingborg is bestemd voor het plaatselijke havenbedrijf in deze Zweedse stad. De nu geleverde kraan is de tweede die Kalmar heeft gebouwd voor de haven van Helsingborg. In september vorig jaar is een soortgelijk exemplaar afgeleverd. Vorige maand heeft Kalmar een containerkadekraan afgeleverd bij de terminal van Interforest in Rotterdam.

De kraan is voor het transport geplaatst op het ponton **Viking Barge 2**. De sleepboot **Fairplay 23** sleept het ponton naar Zweden. De verwachte aankomst is op dinsdag 18 maart.

Damaged Vessel Repaired



The **ARTEMIS** – Photo : Piet Sinke ©

A P&O cruise liner damaged in stormy weather on its way from Southampton to the Caribbean has left port after being fully repaired, BBC reported. **Artemis**, carrying 1,188 passengers, made an unscheduled call at Falmouth, Cornwall, for the work. The ship headed off after the damage to the anchor stowage area was fixed, P&O said. **Source: BBC**

Officer found dead in Poole harbour may have fallen off ferry to France

A senior police officer has died after apparently falling from a cross-Channel ferry on his way to France.

The body of Inspector Neil Munro, 43, a married man with a young son, was found beneath the jetty of a £10 million home in Sandbanks, overlooking Poole Harbour in Dorset. There were unconfirmed reports that he had suffered serious head injuries. Mr Munro was on the Brittany Ferries 11.45pm sailing. Nobody saw him fall and the boat continued to Cherbourg without stopping.

His body was found by a gardener beside the home of David Russell, chairman of the £100 million Property Alliance Group, and his wife Valerie. Police colleagues were trying to establish whether he jumped or fell. If he killed himself he would be the third senior police officer to do so in four days. Martin Baker, Chief Constable of Dorset, led tributes to Mr Munro, who received several commendations during his 20-year career. He said: "He had a huge impact on policing here in Bournemouth and across the force. "In November, 2006, I personally commended Neil for his professionalism in the field of hostage negotiation. He had previously received a divisional commander's commendation for his prompt and positive action in dealing with and defusing a potentially dangerous situation at Poole when he was confronted

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 074

with a man armed with a firearm, a knife and a stick." Mr Munro had been the section inspector in command of the north Bournemouth area for two and a half years.

A post-mortem examination is due to take place today to establish the cause of death. An inquest is also due to be opened and adjourned. Mr Munro's death follows the apparent suicides of Police Sergeant Richard Fuller, 55, in Calne, Wiltshire, and Michael Todd, 50, the Chief Constable of Greater Manchester. **Source : TimesOnline**

DAEWOO FRONTIER FINALLY DEPARTED



Photo : Alain Doods – www.tugspotters.com ©



After more than 1 year in Antwerp, and the last few weeks after being ready for departure waiting for a good departure weather forecast, the SEMCO tug **SALVIGILANT** departed with the **DAEWOO FRONTIER** (ex **REPUBLICCA DI GENOVA**) with destination Dalian in China where the Ro-Ro vessel will be repaired,

Photo Left : Willem Kruit ©

I have received a lot of pictures of this departure and herewith a small compilation can be found, I like to thank everybody who send me pictures of the transport, but as you can understand I am not able to use them all in the newsclippings and had to make a choice out of them.



Photo top : Wim Kosten - www.maritimephoto.com



Photo : Richard Wisse ©



Off Flushing the **GRANDE ATLANTICO** of GRIMALDI enroute Antwerp passed the former **REPUBLICCA DI GENOVA**

Photo : Henk de Winde ©

Cruise ship passengers safe

Greek rescue crews transferred about 280 foreign tourists to safety after their cruise ship ran aground in the Aegean on Thursday, Greek officials said. The small cruise ship carrying mostly US, Russian and Japanese tourists, ran aground north of the Saronic Gulf island of Poros about 50km south of Athens, but there were no injuries. "The evacuation is finished and we are making the final checks to make sure everyone is safe," said a Merchant Marine ministry official who requested anonymity.

The coast guard said two ships, a C 130 transport plane and numerous fishing boats assisted the evacuation, while four coastguard vessels and a helicopter were standing by. Passengers were taken to Poros. The ship, operated by the Hydraiki Naval company, was running day-long cruises in the Saronic Gulf. The coast guard said it was not yet known why it had run aground. Last April, a cruise ship sank in the port of the Cycladic island of Santorini after running

aground. More than 1 500 passengers and crew were rescued, but a French tourist and his daughter are officially missing and feared drowned.

Source : News24

Divers inspect tourist ship aground off Greek island

Authorities have detained the captain of a tourist vessel that ran aground off the Greek island of Poros with more than 300 people on board. The head of the port authority on the island says the captain is currently aboard the vessel helping with salvage efforts, but is considered detained and will face questioning.



A rescue operation using rescue boats, helicopters and a military plane successfully evacuated all 278 passengers Thursday night. Most of the tourists were from Japan, Russia and the United States, but also included at least one Canadian.

No injuries were reported, and the passengers arrived in Greece's main port of Piraeus late Thursday.

The ship, named the **Giorgis**, was also carrying 35 crew members. It is one of several tourist boats that run popular one-day cruises between the islands of Aegina, Poros and Hydra, all of which are within easy reach of Athens.

It is unclear why the boat ran aground on a marked reef near a visible islet just north of Poros. Although seas at the time were choppy, the weather was not stormy. The incident is under investigation, said the Merchant Marine Ministry, which co-ordinates rescue efforts at sea.

Last year, a cruise ship with more than 1,500 people on board sank after hitting rocks near the Aegean island of Santorini. Two French tourists died. But government and industry officials argued this latest incident was unlikely to impact the country's tourism.

"Accidents are always going to happen," Yiannis Evangelou, head of the Association of Greek Travel and Tourist Agencies, told The Associated Press. "The important thing is that the rescue was well-organized and the incident was not related to any kind of gap in safety measures. The captain made a mistake, so I really don't think it will create a negative impression."

Ten of the crew members, including the captain, were on board the Giorgis on Friday to help with salvage efforts, as were two people from the company that owns the vessel, the ministry said. Although on board to help in the salvage operation, "the captain of the ship is considered detained," Evangelos Pollalis, the head of the Poros port authority, told The Associated Press.

The captain, whose name was not released, has not been charged, he said. Divers were inspecting the hull of the ship and crews were trying to repair a rupture that was still letting water on board. An anti-pollution crew was on standby, but the ministry said that the danger of any fuel or oil leaks was very low because the tear in the hull was in the front part of the boat.

"There's not a drop of oil leaking," Pollalis told The AP. "That's confirmed after an aerial inspection this morning."

Once the hull has been repaired, the Giorgis will be towed to a shipyard near Greece's main port of Piraeus, he said.

Source : Canoe.ca



The **FOCS TENERIFE** seen departing from Rotterdam
Photo : Lenie Kleingeld ©

Cruising newbuild costs skyrocket

CRUISE newbuild contracts face heightened pressure from the slumping dollar, but Asian yards could eventually promise relief. Speaking at the Seatrade 'State of the Industry' debate, Carnival president Gerry Cahill asserted: "I think all of the cruise companies would certainly be open to Asian yards, especially given skyrocketing prices for cruise ships built in Europe." Holland America president Stein Kruse conceded that "contracting a North American-brand ship in a European shipyard at current euro-dollar rate is very, very challenging".

Royal Caribbean president Adam Goldstein said one counterbalancing strategy is to shift tonnage to euro-generating itineraries. "By moving ships to markets that are not dollar-based, we can take advantage of revenue in strong currencies to offset [newbuild] costs in strong currencies." NCL president Colin Veitch believes Asian yards will turn to cruise orders when their cargo-ship backlog ends. "Asian yard capacity has expanded to build cargo ships, so the question is how long it will take before Asian yards don't have enough cargo orders to fill that capacity. Then they'll look around for value-added projects like gas carriers and cruise ships. I think we'll see Asian yards opening up to cruise orders out of necessity," said Veitch. Executives agreed that Asian yards don't have the cruise subcontractor network in place yet, but they believe this hurdle will be overcome and Asian competition will ultimately lower cruise newbuild prices. **Lloyd's Register - Fairplay Daily News**

Vessel seized after onboard dispute

The Malta-flagged cargo ship **Ocean Victory** remains detained in the Chesapeake Bay near Baltimore, Maryland today following a distress call from pilots aboard the vessel on Monday, reporting a dispute between officers and crew. The vessel was concluding a brief port call in 'Charm City' after a trip from Egypt and was departing for Lake Charles, Louisiana when the dispute erupted. USCG Petty Officer John Edwards tells Fairplay that the vessel remains under a Captain of the Port detention order pending a 'flag administration review'. Given that the matter is under investigation, Edwards would not discuss the nature of the onboard dispute but said the USCG had "the safety of the crew in mind" when detaining the ship. He added that there were no injuries or arrests made as a result of the USCG boarding that followed the pilots' call. The **Ocean Victory** has undergone numerous changes over the past year with two flag changes, two name changes, one class change and an ownership change. At present, the ship is owned, operated and managed by Nicolakis Shipping, a Greek-owned company registered in Panama. **Lloyd's Register - Fairplay Daily News**

Extra Pounds 10,000 to Restore 105-Year-Old Steamboat

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 074

A PROJECT to restore a 105-year-old Merseyside steam tugboat saved from the scrap yard has been given another funding boost. The Daniel Adamson is being brought back to its former glory by a team of dedicated volunteers who have clocked up more than 30,000 hours work on the vessel.

Now the project has landed a pounds 10,000 grant from Halton borough council. This brings to almost pounds 25,000 the total funding awarded by the council since the project to restore the vessel began in 2004.

Built in Birkenhead, the **Daniel Adamson** is the only surviving steam powered tug tender in the UK.

The tug was based on the Manchester Ship Canal at Runcorn's Old Quay Yard and is still remembered with much affection by the people of Halton.

Halton's Mayor and Mayoress, Cllr Mike Hodgkinson and his wife Kathy, presented the cheque during a visit to the tug at her berth in Liverpool's Sandon Dock. **Source: Liverpool Echo**

SPOTTED IN BANGKOK



Newsclippings reader **Huib de Geus** spotted in Bangkok the capsized **SIRITARA OCEAN QUEEN**, the Passengerliner / ferry was launched in 1964 at the VEB Mathias-Thesen werft in Germany as the **BASHKIRA** for the Black Sea Shipping Co, the vessel was sold in 1992 to Odessa Cruise and renamed **ODESSA SONG**, in 1997 the vessel was arrested in Eilat (Israel) in August 1997 she was sold again and renamed **ROYAL STAR**, in 1998 sold again and renamed **SILVER STAR**, in 2003 sold again and renamed **OLVIRA** and in use as floating casino vanuit Bangkok later the same year the vessel was renamed in **NANDINI**, 2004 renamed in **OLVIARA**, 2005 in **OCEAN PRINCESS** and finally during September 2006 sold to Siritara Enterprises in Bangkok (Thailand) and renamed **SIRITARA OCEAN QUEEN**, only 1 month later the vessel capsized at the Xhao Praya River in Thailand, where she is still laying today

Photo : Huib de Geus ©

SHIP BREAKERS AVOID NEW VESSELS IMPORT ON PRICE FACTOR

The country's ship-breaking industry is passing through a very critical situation as a fresh increase of \$150 or 27.27 percent in prices of per late displacement tonnage (LDT) scrap ship has compelled Pak importers to avoid new buying.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 074

"Due to growing demand for steel in international market the prices of breakable ships have skyrocketed during the last 15 days to over \$700 per LDT from the previous \$550," Azam Malik, chairman, Pakistan Ship Breakers Association (PSBA) told Business Recorder on Thursday. Malik, who was apprehensive about the future of an already ailing ship-breaking industry, said fresh price-hike in the prices of demolishable ships had compelled the importers to refrain from new buying.

"At present, due to a substantial price-hike in international market only four ships have arrived at Gadani ship-breaking yards," the PSBA chief said. He expressed fear that the ship-breaking industry, which provides quality raw material to the country's steel sector, was likely to collapse if the government failed to heed problems of the importers. "Our ship breakers are avoiding purchasing/importing more ships due to unfeasible local market conditions," he added.

The PSBA chief said around 20,000 workers would become jobless if the most-neglected industry could not get a helping hand from the federal government to face the present crisis. "To provide a breathing line to our ailing industry the government should listen to our problems," he urged.

Inviting the government's attention towards the prevailing market situation, the PSBA chief said for an importer it was hard to find a proper ship for breaking at less than \$600 per LDT. Another factor contributing to ship breakers' problems, he said, was the weak currency of the country in international market.

"The prices of scrap ship imports are also becoming difficult due to our currency, which is losing its value against the US dollar," said Malik. Malik also held India and Bangladesh, the arch competitors of Pakistan in the world's ship-breaking industry, responsible for introducing an upward trend in prices.

"India and Bangladesh are offering huge prices to the scrap ship sellers... \$700 and \$725 per LDT, respectively," he said. On criteria for price-hike, Malik said rates were fixed after evaluation of various factors like made-in of the vessel, government levies, local and international rates, wastage, etc. **Source : Imran Farooq**



VLIERODAM WIRE ROPES Ltd.

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

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

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

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



Search for missing fisherman underway off Inishowen

A major operation is underway off the North Donegal coast for a missing fisherman. The alarm was raised after a 29 foot fishing boat with two men on board failed to return to its base at Bonagee in Inishowen this afternoon. A major rescue operation coordinated by the Malin Head Coastguard Station was launched just before 6 o'clock this evening, involving the Coastguard helicopter based in Sligo, the Lough Swilly and Portrush lifeboats and the Coastguard boat in Greencastle. One of the two men was subsequently taken from the water by the Portrush lifeboat.

Joe Joyce of the Lough Swilly Lifeboat in Buncrana says there has been debris found on the water, and the search for the second missing man is continuing. **Source : Highland Radio**

Fears for sinking Riverdance ferry

RIVERDANCE is sinking – and so today were hopes of saving her. The stricken ferry has taken a terrible beating from massive waves whipped up by this week's 85mph hurricane-force winds.



She is now listing at 100 degrees and sinking into the soft sand on the beach at Anchorsholme. Maritime experts have now abandoned their attempts to right the vessel and are frantically drawing-up alternative plans to get her off the beach. A spokesman for the Maritime and Coastguard Agency said: "The Riverdance was hit by 78-knot winds, and as a consequence sustained heavy damage resulting in a 100 degree list.

"She is partly sinking into the soft and shifting sand. "Plans to reduce the list using

internal buoyancy and tidal effects have now been abandoned. "Salvors are assessing the situation and are in discussion with the owners and insurers."

Fears are that as **Riverdance** continues to be hit by the savage waves her structure could become more unstable. Salvage crews have managed to take cargo and fuel off the ship. But the continued damage caused by storms is a major concern. New salvage plans will have to be submitted to Hugh Shaw, the Secretary of State's Representative for Maritime Salvage and Intervention (SOSREP) early next week.

Mr Shaw said: "The owners of the ship have given their reassurance their objective of removing the vessel in an environmentally friendly and timely manner remains paramount. "Contractors will continue to clear cargo or debris washed ashore from the vessel.

"As access to the main deck has now been breached by the heavy seas it is likely that this work will increase over the next week." Welding on board the **Riverdance** was completed at the beginning of the week and huge tanks had been attached to the port side in expectation of an attempt to refloat the ship.

Seatrucks, the company which owns ferry which ran aground in stormy seas on January 31, had hoped Dutch salvage firm Smit could right the ship at high tide last night. However the weather put paid to the plans.

Tony Redding, from the shipping company, said: "She was hit very hard by the winds. "We will now have to wait for the salvage experts to go on board and assess the situation. "We don't know what the consequences of that will be."

Riverdance has attracted thousands of people to the coastline at Anchorsholme since she ran aground. The ship was en route from Warrenpoint in Northern Ireland to Heysham when she was "broad-sided" by a freak wave. Twenty three passengers and crew were airlifted to safety.

CASUALTY REPORTING
MULTRASHIP
TOWAGE & SALVAGE
Tel: +31 115 645000 - www.multraship.com

Explosion aboard DSV in Gulf of Mexico

An explosion aboard a Dive Support Vessel (DSV) has injured six members of a divers' support team working on a pipeline project in the Gulf of Mexico. A seventh member of the crew was reported to be missing, said the US Coast Guard.

Coast Guard helicopters took the injured crew members to hospitals in Lafayette and Houma after Tuesday night's explosion on the vessel, which took place about 15 miles south of Marsh Island in Iberia Parish. According to Chet Morrison, CEO of Chet Morrison Contractors, the explosion apparently occurred in the engine room of the 150ft DSV Jillian Morrison.

The vessel was anchored at the time of the blast, Morrison said, and no divers were in the water. "They were in the field as part of routine connection work associated with some part of the pipeline," Morrison said.



Chet Morrison Contractors acquired **Jillian Morrison** only recently. The 175ft four-point vessel with built-in diving equipment compliments CMC's 185ft vessel, Stephanie Morrison, which is currently believed to be operational in the Gulf.

DSV Jillian Morrison has a telescoping 40 ton hydraulic crane with an 86ft vertical reach and 75ft horizontal reach. The crane, located near the starboard stern, is used to assist in setting risers, riser clamps, boat landings and flange-in spool pieces. Its deck configuration allows for support

equipment below deck such as diving chambers, air compressors and bells, leaving the main deck open for storage and fabrication pipeline materials and components.

The vessel can accommodate a 35 person crew allowing for 24-hour diving.

Chet Morrison Contractors, with its headquarters in Houma, Louisiana, is a provider of construction services including pipeline, diving, fabrication and construction both inland and offshore. It operates two platform fabrication yards in Houma and New Orleans, Louisiana with international facilities in Mexico, Trinidad and the West Indies.



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

Tanker, fishing vessel collide

An oil spill of about 200 kilolitres has been reported about 18 km away from Sorido, Yosu following a collision between a tanker and a fishing vessel. Authorities said the leaked refined oil does not pose a pollution hazard. No injuries have been reported, but the Yosu Coast Guard, which suspects negligence because apparently visibility was not impaired, has launched an investigation. The No.2 tank of the 4,050 gt **Heung Yang** was ruptured following the collision with the fishing vessel **801 Chang Nyeong**, causing the leak. The tanker, which was registered in Jeju, was heading for Busan from Daesan while the fishing vessel was approaching Yosu port when the accident occurred. **Lloyd's Register - Fairplay Daily News**

NAVY NEWS



The British Type 22 frigate **F 99 CORNWALL** seen enroute Amsterdam
Photo : Cor van Niekerken ©

Carrier Lincoln leaves on 7-month tour

Families are saying goodbye to 3,600 crew members of the aircraft carrier **Abraham Lincoln** as it prepares to leave Everett.



The departure Thursday is the start of a seven-month deployment to support the war effort in Iraq and Afghanistan.

Two other Everett-based ships, the guided-missile destroyers **Momsen** and **Shoup**, are part of the Lincoln's strike group. The first stop is San Diego where the Lincoln will pick up warplanes and another 1,500 crew members. Then it heads for the Persian Gulf.

In August 2006, the **Abraham Lincoln** returned home from a six-month deployment to the western Pacific and then spent nine months at Puget Sound Naval Shipyard in Bremerton.

SHIPYARD NEWS

Worldwide liquid cargo services 24 hours per day, 365 days per year!

				
MariFlex	Pump Services B.V.	Professionals in liquid cargo handling		
Kon. Wilhelminahaven zz 22 www.mariflex.net	3134 KG Vlaardingen (Port No 650) tel (24 hrs) : +31 (0) 10 434 44 45	The Netherlands info@mariflex.net		

Halifax Shipyard loses cruise ship order

The late delivery of a new 214 passenger cruise ship under construction for Pearl Seas Cruises of Guildford, Conn., at the Irving-owned Halifax Shipyard in Halifax, Nova Scotia, has caused the cancellation of a summer sailing schedule and led to a decision not to have a second ship built in Halifax, reports the Nova Scotia Chronicle Herald.

The newspaper quotes Pearl Seas president Charles Robertson as saying that the ship--Pearl Seas Cruises' first under a two ship contract with Irving--was originally scheduled to be delivered in late May but that construction is behind schedule, and it will not likely be delivered until October. "I think the shipyard has had unexpected delays and things have taken longer than expected," Mr. Robertson said. "I think probably manpower seems to be an issue. Alberta is competing for manpower with Halifax, so that may be part of it."

The newspaper says that delay in construction of the vessel and the Canadian dollar's strength have caused Pearl Seas to rethink where a second ship will be built. "The second ship, as of now, will not be built in Halifax, and we will announce the yard that will build the second ship in April," Mr. Robertson is quoted as saying. **Source : MarineLog**

Hyundai Heavy Industries raises order target

South Korea's Yonhap News Agency reports that Hyundai Heavy Industries Co., the world's largest shipbuilder, has raised its order target for the year by 9.7 percent and now expects to book US\$29.4 billion in orders this year, compared with an earlier estimate of \$26.8 billion. **Source : MarineLog**

Three killed in Subic yard mishap

THREE shipyard workers were killed in the Philippines after being pinned down by a crane. All three were employed by a subcontractor engaged by Hanjin Heavy Industries, which operates the new yard in Subic Bay Freeport. The accident is said to have occurred when shackles from the crane snapped according to the Subic Bay Metropolitan Authority. The mishap is the second in three months. An explosion in January had killed two welders and injured three others.

Lloyd's Register - Fairplay Daily News

"Astra" Passed Repair

The Baku shipyard completed the repair of "Astra", the floating drilling unit owned by LUKoil, Day.Az reports. The vessel was delivered to Baku in February. It is scheduled to send the rig to Astrakhan on March, 16. The rig was built in Finland in 1984-85 due to the USSR order. **Source : SeaNews**

ROUTE, PORTS & SERVICES



Seamanship
Whatever the ship. Wherever delivered.

GLOBAL SHIP DELIVERY & CREWING



REDWISE MARITIME SERVICES B.V.

Amersfoortseweg 12-E

3751 LK Bunschoten-Spakenburg
The Netherlands

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

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

www.redwise.com

First of world's biggest LNG tankers set for delivery

14 more Q-Max ships being built, say their makers

The first of the world's largest tankers for liquefied natural gas (LNG) is due to be delivered on time by the end of the Northern summer, an executive at Gaztransport & Technigaz SA said.

Fourteen more of the so-called Q-Max ships, which hold almost twice the amount of LNG as conventional tankers and will carry shipments from Qatar, are in construction, Frederic Deybach, engineering director at the Saint-Remy-les-Chevreuse, France-based designer of LNG containment systems, said at a conference in Bangkok.

Qatar, the world's biggest LNG producer, has ordered 45 LNG tankers from three South Korean shipyards capable of carrying more than 200,000 cubic metres each. The tankers include 31 so-called Q-Flex ships, with a capacity about 1.5 times that of conventional tankers, and 14 Q-Max vessels. Eight Q-Flex vessels have come into service so far and the other 23 are in construction, Mr Deybach said in an address at the Gastech conference.

The Q-Flex ships have a capacity of as much as 216,000 cubic metres, while the Q-Max vessels have a capacity of as much as 266,000 cubic metres, said Andrew Richardson, shipping project manager at Qatargas Operating Co. The remaining 37 Q-Flex and Q-Max tankers are due to be delivered by mid- 2010, he said.

Each Q-Flex cargo is enough to power South Korean households for two days. Conventional LNG tankers typically carry about 138,000 cubic metres, Mr Deybach said.

The start of deliveries of the Q-Max and Q-Flex tankers will contribute to a record jump in LNG shipping capacity this year, said Deborah Turner, director of LNG at BS Energy Services, a unit of London- based Braemar Shipping Services plc.

About 257 LNG tankers are in operation, excluding the Q-Flex ones that have just started up, while another 129 are on order and due to come into service by 2011, she said.

The rate of tanker start-ups is outpacing the growth in LNG supply, Ms Turner said. Sixty new tankers are due to come into operation this year, followed by another 40 next year, Ms Turner said in an interview at the conference.

That falls to about 16 in 2010 because orders have tailed off due to delays in the start-up of LNG supply projects, she said. **Source : Bloomberg**

Star Bulk Expands Fleet

Star Bulk Carriers Corp. announced that it has entered into a definitive agreement to acquire the **M/V Nord Wave**, to be renamed the **M/V Star Omicron**, a Supramax bulk carrier of 53,489 dwt, built in 2005 in Japan, for \$72m. The vessel will be financed through a combination of company cash and bank debt.

The **M/V Star Omicron**, is scheduled to be delivered to Star Bulk within April 2008. It has been acquired charter-free and Star Bulk intends to secure the vessel under time-charter employment prior to its delivery to Star Bulk in April 2008.

Following this acquisition, Star Bulk's fleet will increase to eleven vessels of approximately 981,648 dwt and an average age of approximately 10 years. With the addition of the "**Star Omicron**" which at present is charter-free, the fleet operating days in 2008 under time charter are 93.5%. **Source : MarineLink**

Silversea Cruises to name New All-Suite Ship 'Silver Spirit'

Silversea Cruises has confirmed that its newest all-suite ship is to be named **Silver Spirit**. Currently under construction at Fincantieri's Ancona shipyard, the 540-guest vessel is scheduled to join the fleet in late 2009. Renowned Italian architect Giacomo Mortola is overseeing the design of the 36,000-ton, ultra-luxury vessel.

"**Silver Spirit's** design will mirror the distinctive silhouette of our existing ships and will offer the same standards of luxury that our guests have come to expect," said Manfredi Lefebvre, Silversea's chairman. "But there will also be several significant enhancements, including a new supper club, an Asian-themed restaurant and an expanded spa facility that will rival the best spas on land."

With a total of 270 all ocean-view suites, the new ship will maintain the line's reputation for intimate yet spacious ships and will increase the number of accommodations in the most popular suite categories. Silver Spirit will feature more of the quick-to-sell-out Silver Suites, with a total of 26, and more Veranda Suites, 222. There will also be six Grand Suites and two Owner's Suites. All but 12 suites will have verandas.

When the newest addition to Silversea's fleet sets sail, the ship's privileged complement of guests will not only experience the line's hallmark easy-going luxury, warm Italian hospitality, highly personalized service and all-inclusive amenities, but also a few innovations that will raise the bar in luxury travel. Plans call for an exciting new supper club, offering sumptuous gourmet cuisine served in an intimate, club-like ambiance, and a new Asian restaurant.

The new ship will also feature those dining venues that have become favorites of Silversea guests, such as The Restaurant, the elegant main dining room; The Wine Restaurant, where the menu celebrates the most rarefied vintages; and the Pool Grille, offering casual poolside dining. The new Spa at Silversea, which premiered aboard Silver Shadow's World Cruise last year, will be rolled out aboard the new vessel in grand style with dramatically more space available to incorporate new design elements.

Guests will be able to enjoy an aesthetically pleasing sanctuary where they can relax, de-stress and detox with an expanded menu of treatment options.

And **Silver Spirit** will feature many of the same public lounges found on the line's existing ships, including an Observation Lounge, Vista Lounge (similar to Panorama Lounge on current fleet), Show Lounge, Humidor and Pool Bar, plus a new Lobby Bar styled along the lines of a European hotel, featuring Italian coffees complemented by champagne, wine and spirits -- all served at no charge. **Source : ASIATravelTips.com**

Anzon spuds Basker-6 Filed from Singapore

Anzon Australia on Mar. 6 started drilling the **Basker-6** well using Diamond Offshore semisubmersible Ocean Patriot. Basker-6, which is designated as a development and appraisal well, could be completed as a future oil producer depending on the drilling results. Anzon expects to mobilise an installation vessel to tie-in the **Basker-6** well to the existing facilities and begin producing through the floating production, storage and offloading (FPSO) vessel Crystal Ocean. Production is expected to begin in July.

As of Mar. 14, **Ocean Patriot** is drilling ahead from 1,025 metres (3,363 ft) to the planned total depth of 3,363 metres (11,033 ft). After drilling and completing **Basker-6**, **Ocean Patriot** will have fulfilled its commitment to the Bask Manta Gummy Joint Venture, having drilled six wells in the Basker-Manta development over the past two and a half years. The rig will then be released to Santos Ltd.

Anzon Australia will drill three more wells, **Basker-7**, **Basker-8** and **Manta-3**, using Maersk-managed semisubmersible Kan Tan IV in the third quarter of 2008. The participants in the Basker Manta Gummy Joint Venture are Anzon Australia Ltd. and Beach Petroleum Ltd. with 40 percent interest each and CIECO Exploration and Production (Australia) Pty Ltd. with 20 percent interest. **Source : Energy Current**

New Vessel for OOCL



On March, 11 a new 4,578 TEU vessel built by Samsung Heavy Industries for OOCL was christened "OOCL Texas" by Mrs Barbara Bush. The christening ceremony took place at Yangshan Deepwater Port, Shanghai.

President George H W Bush and Mr. Tung Chee Hwa, Vice-Chairman of the Chinese People's Political Consultative Conference, were among the VIP guests at the ceremony. **Source : SeaNews**

The OOCL Texas departed from Yangshan Deepwater Port at about 21:00 after the ceremony, phasing

into the KTX1 service, which has a port rotation of Tokyo / Yokohama / Nagoya / Kobe / Osaka / Kaohsiung / Hong Kong / Singapore / Shekou / Hong Kong / Xiamen.



Exceptional Transport Management

Heavy Marine Transport, Offshore Transport and Installation, Onshore Projects

For more information, please visit our website:

www.dockwise.com



NOL Willing To Pay \$6B-\$7B For Hapag-Lloyd

Singapore's Neptune Orient Lines Ltd. is still keen to buy Hapag-Lloyd despite a breakdown in talks and is willing to pay between US\$6 billion and US\$7 billion for the German container shipper, two people familiar with the situation said.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 074

A tie-up makes sense for both companies. Increased competition in the container-shipping industry from players like China's Cosco Corp. and Evergreen Marine of Taiwan have put Neptune's Asian business under strain. A recession in the U.S. could crimp demand on its trans-Pacific routes and further squeeze its profit margins.

Hapag-Lloyd has struggled to integrate its business with that of CP Ships Ltd., a Canadian shipping firm that TUI bought in 2005. That \$2 billion acquisition vaulted Hapag-Lloyd into the ranks of the top five global container lines, and some TUI shareholders say Hapag-Lloyd would be more valuable if TUI spun it off as a separate company - demands TUI's senior management has so far resisted. "It's about NOL increasing its market share, but if it's going to pay so much money they will have to get management control. This is the biggest obstacle in the talks as the Germans don't want to play second fiddle in a merged entity," one of those people told Dow Jones Newswires. A merger between NOL and Hapag-Lloyd would create the world's third largest container shipping company. Another person said the "door is still open" for a deal and that talks could resume between NOL's parent, Temasek Holdings - Singapore's state investment company - and TUI AG (TUI1.XE) the parent of Hapag-Lloyd. Temasek owns 69% of NOL and exploratory talks with the Germans began early this year.

"Something that could facilitate the deal is a split in TUI between the tourism and shipping arms. Temasek and NOL are not interested in a German tourism company. What they want is access to Hapag-Lloyd's ships," the second person said. He added that it was TUI that first approached NOL for a potential deal and that's "because NOL's CEO Thomas Held is a German and understands German sensitivities." NOL and TUI have appointed J.P. Morgan Chase & Co. and Deutsche Bank AG, respectively, to advise them on the potential tie-up.

When asked about a potential deal with NOL, TUI spokesman Robin Zimmerman said Thursday: "These are the usual market rumors, about which we don't comment." He also said there's "nothing new" to say about similar demands to spin off the Hapag-Lloyd unit made by Norwegian billionaire John Fredriksen, reiterating only that TUI's supervisory board will meet on Monday to discuss strategic options for the company. He declined to be more specific. Fredriksen, who according to the latest regulatory filings, holds around 5.1% in TUI, claims to have support from enough allies to muster the necessary 75% majority needed to push through his demands at the company's annual shareholder meeting in mid-May.

"If the split happens, the Singaporeans will push hard to buy Hapag-Lloyd," the first person said. NOL's Held told reporters last month that he expects consolidation in the container shipping industry. "We are prepared to take an active role in consolidation," he said. **Source : Wall Street Journal**



European shipping company to bring more cargo through port

A European shipping company has agreed to bring more containerized cargo to the Port of New Orleans, a move observers said proves that New Orleans can compete with other Gulf Coast ports. Mediterranean Shipping Co. said Wednesday that it will immediately open a direct shipping line between New Orleans and docks on the west coast of South America, adding one vessel call per week to the port's container terminal at the foot of Napoleon Avenue.

MSC already brings two ships per week to Napoleon Avenue from wharves on the east coast of South America and in Europe. The new service is "a coup" that will bring New Orleans more business from a major shipper, said Conrad Appel, a former chairman of the Dock Board of the Port of New Orleans who advises GNO Inc. on maritime issues. "What this means is that New Orleans can be considered a blooming but potentially major player in the container ship trade," Appel said. "It demonstrates their confidence in the Port of New Orleans as a gateway."

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 074

MSC's decision follows news that the company forged a partnership with Ceres Gulf Inc., one of two stevedores that operate the Napoleon Avenue terminal. Joined under the banner New Orleans Terminals, MSC and Ceres Gulf soon will begin operating half of the terminal. Upon announcing the partnership last year, port officials promised the arrangement would result in more containerized cargo from MSC.



Above seen the 2003 built 260 metre container ship **MSC VIENNA** leaving Valletta from Malta Shipyards bound to Barcellona, Spain Thursday 13th March piloted by Chief Pilot Capt. Jesmond Mifsud & Capt. Anthony Chetcuti and assisted by local tugs **LIENI** with Capt. Victor Grima at the helm & **WENZINA** with Capt. Mark Muscat @ the helm.

Photo : Lawrence Dalli - Malta Ship Photos ©

Allen Clifford, MSC's executive vice president, said New Orleans will play an important role in his company's future. He declined to comment about other locations the company considered for the South American shipping service. "I think that New Orleans has positioned itself as a very, very significant port in the Gulf," Clifford said. "New Orleans has a good intermodal system. It is situated in an area that can capture other cargoes from other areas in other states."

Appel said MSC's decision also could bolster the case to develop the Napoleon Avenue terminal to prepare for a predicted rise in waterborne commerce. An expansion of the Panama Canal will open a new trade route between Asia and the Gulf of Mexico by 2014 that will allow ships that once patronized only West Coast ports to reach New Orleans. Port officials have been lobbying for state funds to enlarge the Napoleon Avenue terminal, a two-phase, roughly \$500 million undertaking. Gov. Bobby Jindal has said that he would like to dedicate about \$25 million to the first phase of the project.

The Napoleon Avenue facility can handle 366,000 TEUs -- a shipping term used to describe the equivalent of a 20-foot-long container box -- in a year. The first phase of the terminal expansion would allow Napoleon Avenue to process an additional 195,000 TEUs annually. The final step, which port officials want to complete by 2020, would boost the terminal's capacity to about 1.34 million TEUs each year. Cargo volumes at the terminal have grown in recent years. Data shows that the port handled 250,649 TEUs last year, up more than 42 percent from 2006. However, port spokesman Chris Bonura said the port actually handled closer to 313,000 TEUs because the data does not count the 62,662 empty containers that traveled through the port last year. "We are nearing capacity," Bonura said. **Source:**

NOLA

Wärtsilä subsidiary to design revolutionary research icebreaker

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 074

Wärtsilä's ship design and marine consultancy subsidiary, SCHIFFKO GmbH, based in Hamburg, has been awarded a contract from the Alfred Wegener Institute for Polar and Marine Research of Bremerhaven, Germany, to design the revolutionary new European research icebreaker AURORA BOREALIS, which will have a deep-sea drilling capability.

The "**AURORA BOREALIS**" project is a major strategic European science infrastructure development for the next generations of polar researchers.

The contract, which was won in a public tender covers the initial design concept, general arrangement planning, and full tender documentation. The ship will facilitate research in ice and open water conditions in the fields of geology, geophysics, oceanography, biology, glaciology, bathymetry, meteorology, and atmosphere physics.

AURORA BOREALIS will set new standards in the fields of polar research and naval architecture.

Currently, no polar research vessel has the capability to navigate autonomously in pack ice outside the summer season. **AURORA BOREALIS**, however, is planned as a multi-purpose icebreaking research vessel for Arctic and Antarctic operations with the capability to autonomously navigate in ice with a thickness of up to 4.5 m. This will for the first time make possible all-year-round research, on for instance the effects of global climate change.



The ship will have a unique capability to perform scientific deep-sea drilling operations at water depths of up to 5,000 m with a penetration of up to 1,000 metres, even when amid drifting pack-ice fields. An innovative, high-performance dynamic positioning system will enable the ship to keep position in such a demanding environment.

The vessel will have a length between perpendiculars of 165 metres, the highest icebreaker classification, and more than 55 MW of propulsive power--considerably outperforming all currently operating research icebreakers. Even so, the ship's machinery is

to be highly energy efficient, environmentally friendly, fully redundant, and allow for reliable and safe operations in the most remote and hostile polar regions.

SCHIFFKO's main challenge under this contract is to provide an innovative, technically sound and convincing ship design concept that optimally combines the wide range of tasks specified for "**AURORA BOREALIS**" by the international scientific community. This tough challenge is one that SCHIFFKO can meet, as it did some twenty-five years ago when it designed the then revolutionary icebreaking research vessel "Polarstern" for the Alfred Wegener Institute.

Acergy S.A. announces Frame Agreement with DONG Energy in the North Sea

Acergy S.A. announced the award of an offshore engineering and construction Frame Agreement with DONG Energy. This award positions Acergy as a preferred contractor to support the development and execution of DONG Energy's subsea installation work in the North Sea for a period of four years, with options existing to extend a further four years. Under the Frame Agreement Acergy has currently secured work with a value of approximately \$60 million.

Øyvind Mikaelson, Vice President, Acergy Northern Europe and Canada, said: "Acergy is especially excited by this award, as the opportunity exists to support DONG Energy through the complete lifecycle of subsea projects; from early concept engineering to offshore execution, with the potential to extend these services to provide field inspection, maintenance, repair and survey services. In addition, the duration and nature of the frame agreement should facilitate

the ability to create added value which both parties will benefit from. On this basis, Acergy is looking forward to a fulfilling and successful long-term business relationship with DONG Energy."

Perisai bags tug

Malaysian offshore player Perisai Petroleum Teknologi has snapped up an anchor handling tug from Singapore's Britoil Offshore Services. Perisai will pay \$11m for the 5,400 hp **Britoil 62**, which will join the company in October 2008.

The 2005-built tug will be deployed in Asian waters but no concrete charter details have yet emerged. It will be switched from the Singaporean to the Malaysian flag upon delivery, Perisai says. **Source : Tradewinds**

More trouble for Robben ferry

The new ferry serving Robben Island off Cape Town in South Africa has been experiencing technical problems and has been out of service since Saturday. The ZAR 26m (\$3.5m), 300-passenger ship, launched on 29 February, also suffered a small leak when it was first put into the water at Far Ocean Marine shipyard in Cape Town.

It replaced two ferries belonging to Autshumato Ferries, whose contract was not renewed after nine years.

Sikhululekile (meaning "we are free") was originally due to be launched in February last year. Robben Island held the infamous prison in which Nelson Mandela was locked up during the apartheid era. **Source : Tradewinds**

Largest Ferry System Hits Rough Waters

Starved of money for nearly a decade, the nation's largest ferry system has hit rough water. The ferries that cruise Puget Sound and surrounding waters have become symbols of the Pacific Northwest, recalling its rich maritime history and figuring prominently in movies and television shows such as "Grey's Anatomy." But beneath their cheery green-and-white paint scheme, the aging ferries are rusty, old and unreliable.

Some boats have been yanked from service for repairs. Routes have been cancelled and schedules thrown off. Washington state commuters are frustrated. "We have a love-fear relationship with the ferries. It's our highway and there's always massive uncertainty," said Pete Gillis, 38, as he caught a ride to Bainbridge Island in Puget Sound, en route to Port Townsend, north of Seattle.

The system's problems date back to 1999, when voters repealed a vehicle-registration tax that provided much of the money to build, maintain and operate ferries. That caused fare increases, cuts in service and delays in maintaining and replacing boats. "We had this aging, deteriorating fleet that was ignored and put on the back burner," said Democratic state Rep. Sherry Appleton, whose district west of the Seattle mainland includes three ferry runs.

State Transportation Secretary Paula Hammond says relief is on the way in the form of 13 new boats to be built over the next 20 years. "We've allowed the system to limp along, ignoring the long-term consequences," she said. "We were delaying the inevitable, and now we see the problem square in the face."

The Washington ferry system hauls 24 million passengers each year, about a quarter of all U.S. ferry passengers. Its 24 vessels range from a tiny boat that links Tacoma to Vashon Island, to a tourist-friendly international run that winds through the scenic San Juan Islands to Vancouver Island in British Columbia.

On upscale Bainbridge Island, thousands of commuters take the ferry to work in downtown Seattle, filling boats that can carry 2,500 passengers on each 30-minute crossing. For many riders, it's a pleasant time for drinking coffee and reading the morning paper. Some catch up on work using wireless Internet access. Others just catch a few extra winks. It's not cheap, even though the state subsidizes the system. A walk-on passenger pays \$6.70 a day - \$134 a month, minus commuter discounts. Driving a car onto the ferry costs \$11.55 each direction, or \$460 a month for 20 workdays.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 074

But many commuters cheerfully swallow those prices, making up the difference on cheaper real estate across the water from pricey Seattle. Riders interviewed on a recent rainy day appreciate the convenience of the ferries, but they have grown impatient with the service disruptions and with fares that have soared 70 percent over the past seven years.

"We love our ferries - and would love them more if our lives didn't depend on them so much," said Phil Herbert, 66, a retired farmer from Port Townsend. "It's taking longer and longer to get places." Canceled runs and uncertain schedules also play havoc with truckers, especially those hauling perishable products, forcing them to use longer land routes or shift to more distant ferries.

The problems can hurt tourism and business, too. When auto ferry service was canceled to Port Townsend, business plummeted in the Victorian village, which serves as gateway to the vast Olympic Peninsula. Some islanders grouse about being unable to attend concerts or other events in Seattle because of poor nighttime ferry service.

Commuter ferries are often newer boats with comfy lounges and serving wine, sushi, microbrews and designer coffee. But riders on the less-frequent routes endure decades-old boats that are creaky, dingy and prone to breakdowns.

After the 1999 tax vote, lawmakers eventually came up with \$350 million to build four new "superferries" that could carry 144 vehicles and 2,500 passengers. But five years later, those vessels are still on the drawing board because of legal battles with shipbuilders and political squabbles over the size of the boats.

Meanwhile, the fleet gets older. Some boats date to the 1920s, and others are more than 40 years old.

Just before Thanksgiving, state officials pulled the four oldest vessels out of service, fearing they were no longer safe after inspectors found corrosion and cracks in the hulls. The Legislature approved spending \$100 million to build three replacements that can carry 50 to 80 cars. Design work is also under way on three more superferries.

The ferry agency also is being reorganized to repair the system's battered reputation. The new ferry chief is David Moseley, 60, who spent most of his career as an administrator for Seattle and other cities. With no maritime background, Moseley was purposely chosen to reform the agency.

"The ferries are not just a Washington state icon. They're a lifeline for people," Moseley said. But Pete Gillis, the commuter riding from Bainbridge to Port Townsend, is among those who remain skeptical. "People's faith has really taken a big blow in the last couple of years," he said. "I don't have a lot of faith that it will improve." **Source : AP**

Rolls-Royce wins breakthrough contract in Chinese OSV market

Rolls-Royce has won a £58 million contract to deliver design and equipment systems for two of the world's most advanced offshore support vessels – a first for the Chinese market.

The vessels have been ordered by China Oilfield Services Ltd (COSL) and will operate in support of oil and gas exploration and production. Anders Almestad, President – Offshore, from the Rolls-Royce marine business, said: "This contract is a major breakthrough for Rolls-Royce integrated systems for the Chinese offshore market."

"The integrated solution designed by Rolls-Royce for COSL is the first of its kind in the growing Chinese offshore market. We believe that our products and services will help COSL improve their deepwater capabilities."

The Rolls-Royce designed UT 788 CD ships have many capabilities including the ability to operate in very deep water, towing, and supplying and supporting oil and gas rigs. They can even assist in underwater construction projects.

Rolls-Royce has a growing presence in China's marine market, which is the biggest in the world for commercial merchant ships. Rolls-Royce has been increasing its marine business in China annually over recent years and opened a

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 074

new factory in Shanghai in 2005. Together with an existing facility in South Korea, the new factory forms a production hub for North-East Asia.

In 2007, Rolls-Royce achieved a record for marine orders in China, with contracts for more than 700 ship sets of steering gear and 300 ship sets of deck machinery, including a us\$42 million contract with Sinopacific. **Source :** **Offshore Shipping Online**

MOVEMENTS



The **SMIT MERSEY** seen operating in Rotterdam-Europoort
Photo: Frans Sanderse ©

.... PHOTO OF THE DAY



Allseas **AUDACIA** seen in the pipelaying mode during the Dhirubhai Gas Field development project in India.

Photo : Sinclair Pirie ©

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