

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 076



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

**HIGH
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HEAVY**



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The MSC FRIBOURG encountered propulsion problems due to dirty fuel 500 nm west of the Azores, the AHTS FAIRMOUNT ALPINE connected up to her and towed the ill fated container liner to Ponta Delgada, where the liner loaded "fresh" fuel and continued her voyage to Valencia.

Photo : Capt. Ton Fiset – Master FAIRMOUNT ALPINE ©

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EVENTS, INCIDENTS & OPERATIONS



Above seen the **Maersk Ronneby** seen in the Port of Cochin, India, awaiting loading
Photo : Chris Caines ©

NSW men saved after 34 hours lost at sea

Two men spent 34 hours clinging to their upturned catamaran after the vessel was capsized by a freak wave off the NSW south coast. The men set off on a fishing trip from Kiama about 4am (AEDT) Saturday.

Worried relatives raised the alarm when the pair failed to return as expected Sunday morning, sparking a massive air and sea search stretching from Kiama to Bawley Point. The men, aged 40 and 45, were spotted by a fishing trawler clinging to the upturned catamaran about 2.15pm (AEDT) on Sunday. Rescuer Rocky Pirello said the men were in shock when they were found, approximately five nautical miles east of Burrill Lake.

The trawler picked them up and towed the 4.5m catamaran to Ulladulla. "They were in shock praying to God, waving their hands in the air," he told the Seven Network. "But they weren't too bad."

Terry Champion, of the Royal Volunteer Coast Patrol, said the men appeared to be okay after their ordeal. "By all reports they are lucid, able to hold a ... conversation," he told the Seven Network. "They said that they were hit by a freak wave, but in the end they were totally capsized in the ocean."

PolAir, the Marine Area Command, aircraft from Australian Search and Rescue and Australian Aerial Patrol and five volunteer vessels were involved in the search, which covered an area of 1,430 square nautical miles.

The two men were been airlifted to Wollongong Hospital, where both were in a stable condition.

DNV'S "STRONG GROWTH"

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CLASSIFICATION society Det Norske Veritas's CEO Henrik Madsen says that the Norwegian-based organisation has brought in "good financial performance and a long-term order reserve" thanks to strong growth in the world economy, with a high level of activity in most industries. He says: "This has led to positive developments for DNV, and the company has achieved a growth of 11% in its core activities."

Last year DNV made an operating profit of Nkr873m (US\$148m) on revenue of Nkr8.1bn with after tax profit of Nkr536m.

DNV says the global focus on risk and zero tolerance for accidents has resulted in significant demand for its services for managing risk. Based on its competence of identifying, assessing and managing risk in multiple fields, the company has experienced a growth in its core activities.

"A sound financial foundation is required to secure the independence and integrity of DNV's operations," says Mr Madsen. "It is gratifying that our positive performance and growth comes during a period when DNV has been especially active in its work to make a positive impact on our customers' business globally, while safely and responsibly improving their business."

DNV has a 16% share of the world fleet in gross tonnage is approximately 16 per cent. Of the newbuildings contracted during 2007, DNV's share of the world market was 19 per cent when measured in gross tons. This represents 741 ships. A total of 5 400 trading vessels, representing 121 million gross tons, were classed by DNV at year-end, which is an all-time high for DNV. **Source : Maritime Global Net**



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The advertisement features a central world map with red dots indicating shipping routes. To the left is a large ship with yellow cranes, and to the right is a group of workers in orange safety gear. The Jumbo logo, featuring a red elephant, is prominently displayed in the center.



The **EIRA** seen enroute Rotterdam – **Photo : Jan Verhoog ©**



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The **FAIRPLAY XII** seen in the port of Rotterdam

Photo : Jan Plug ©

N.L. ferries lacking in data recorders

Minister vows review after report on Queen of the North sinking

Only one of Newfoundland and Labrador's provincially owned ferries is equipped with a device the Transportation Safety Board said should be mandatory, and Transportation Minister Dianne Whalen said Thursday that's something she's going to look into.

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The board released its report into the sinking of the [Queen of the North](#) in British Columbia this week, recommending that Transport Canada make voyage data recorders, devices that record speed, heading and crew radio transmissions, mandatory on all passenger ferries over 500 tonnes.

The board said the recorders can contain crucial information for investigators if something goes wrong. The Queen of the North, which ran aground and sank in March 2006 off the B.C. coast, did not have a recorder.

The MV Flanders has a voyage data recorder, and according to the recommendation from the Transportation Safety Board, so should seven of the other vessels in the provincial fleet. Whalen said the provincial government will review the situation.

"We just put in a new marine division and a new assistant deputy minister, and he's been tasked to enhance the safety regulations in regards to our ferries," Whalen told CBC News. "So we're open to enhance the safety regulations where possible."

Meanwhile, Marine Atlantic, the Crown corporation that operates the Gulf ferry service from Newfoundland to Cape Breton, N.S., does have data recorders on the passenger vessels the Smallwood and the Caribou.

Tara Laing, spokeswoman for the corporation, said even though the recorders are not mandatory, the ferry service installed them for several reasons. "One is to aid in an investigation should anything happen on one of our vessels," Laing told CBC News. "As well as an instructional tool."

The recorders have been installed on all new passenger ships in Canada since 2002. Rutter Technologies, of St. John's, is one of the world's leading makers of voyage data recorders. **Source : CBC News**

Bergingsbedrijf Smit adviseert over schip Artemis

Bergingsbedrijf Smit is om advies gevraagd bij de berging van het Nederlandse schip [Artemis](#) op het strand van het Franse Les Sables d'Olonne. Een scheepbouwkundige en een bergingsinspecteur zijn vrijdag naar de Franse badplaats afgereisd om de situatie daar te bekijken, vertelt een woordvoerder van het Nederlandse bergingsbedrijf.

De experts kijken naar de conditie van het gestrande schip en hoe het in elkaar zit, licht de woordvoerder toe. Ze benadrukt dat Smit alleen om advies is gevraagd en het bergen zelf niet doet. De afgelopen dagen is drie keer tevergeefs geprobeerd om het schip het strand af te krijgen. De sleepdraad knapte keer op keer.

Het bergingsbedrijf Les Abeilles is vrijdag begonnen met het leegpompen van de brandstoftanks van het Nederlandse vrachtschip. Dat meldt de krant Ouest France. Het schip heeft 33 ton dieselolie aan boord. Het afpompen van de olie moet het risico op vervuiling van het strand bij een nieuwe poging om het schip vlot te trekken verkleinen.

Het schip belandde verleden week maandag na een zware storm op het Franse strand. **Bron : NOVUM**

Lifeboat takes yacht into harbour

Hastings lifeboat crew scrambled after a call from Dover Coastguard, A 37ft (11m) yacht taking on water off the south coast has been rescued by a lifeboat crew from East Sussex. The alarm was raised by the four people on board the Jitterbug, just off Pett Level, when they radioed Dover Coastguard at 0600 GMT on Sunday.

RNLI crewmen Steve Warne and Mark Tewksbery were put on board the yacht with a salvage pump. The water level in the boat was reduced enough to allow it to make for Rye Harbour under its own steam. The lifeboat escorted the yacht to safety. "I'm glad we were able to reach this yacht quickly and get her back safely," said Hastings Lifeboat coxswain Martin Phillips. **Source : BBC News**

Doctors "concerned about Yarra dredging"

ABC reports that a group of doctors is urging the Victorian Government to stop dredging in the mouth of the Yarra River. The work is part of the A\$1 billion Port Phillip channel deepening project.

According to the report, members of the medical profession say the Yarra river bed is highly contaminated with dangerous chemicals and heavy metals. They claim dredging the area could result in long term health consequences.

ABC said the founding President of the Australasian Integrative Medical Association, Dr Vicky Kotsirilos, says the medical profession is "concerned it was not consulted about the plan."

"If these contaminants enter the food chain they will be harmful to human health," she said. The Port of Melbourne says the dredging poses no risk to human health. **Source : Dredging News Online**



The **FAIRPLAY IX** departed with the **SMIT BARGE 2** and **EIDE BARGE 37** from Rotterdam bound for West Africa.

Photo : Bert Bot ©

Open dag - Alpatron Marine in teken van onderwijs en arbeidsmarkt

Van 7 t/m 12 april 2008 vindt de **Week van de Scheepsbouw** in Nederland plaats. De hele week staat in het teken van leren en carrière maken in de maritieme industrie. Als sponsor van dit evenement wil **Alpatron Marine** de uitdagende toekomst mogelijkheden binnen de maritieme sector voor communicatie- en navigatie apparatuur laten zien. Als afsluiting van deze week vindt op **zaterdag 12 april van 10.00-16.00 uur** een open dag plaats aan de Schaardijk 23, te Rotterdam.

Scheepssimulator

Tijdens deze open dag kunnen maritiem geïnteresseerden kennismaken met de innovatieve maritieme industrie door een kijkje te nemen in het onlangs nieuw geopende trainingscentrum van **Alpatron Marine**. In het opleidingscentrum worden nationaal en internationale klanten, dealers en medewerkers opgeleid om de brug met de complexe softwaresystemen te kunnen bedienen. Ter demonstratie wordt de zeer professionele scheepssimulator tentoongesteld aan de bezoekers van de open dag. Een waar genoegen om met eigen ogen te aanschouwen.

Rondleiding

Daarnaast is er de mogelijkheid een kijkje te nemen in de werkplaats. Zo krijg je een goede indruk hoe de communicatie en navigatie apparatuur in de eigen **Alphabridge** geïnstalleerd wordt. Ook de engineers van de tekenkamer laten zien waar het allemaal begint. Kortom, een speciale gelegenheid om kennis te maken met Alpatron Marine. Voor meer informatie over het programma, kijk op www.alpatronmarine.com

Indien u meer informatie wenst over de open dag kunt u contact opnemen met mevr. Parvane Sariri.

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The **SAGA RUBY** visited Willemstad (Curacao)

Photo : Kees Bustraan ©

Concurrentie passagiersvaart Terschelling

Rederij Doeksen krijgt een concurrent die passagiersvervoer van en naar Terschelling gaat verzorgen. Rederij Eigen Veerdienst Terschelling (EVT) meldde maandag nog deze zomer een veerdienst in de vaart te brengen. De EVT heeft in Duitsland een schip gekocht voor 250 passagiers. Het krijgt de naam **Willem Barentsz**, aldus EVT-directeur Bernard Haantjes.

Op Terschelling is veel discussie over het passagiersvervoer. Doeksen verzorgt het vervoer al jaren. Een deel van de gemeenteraadsleden, bevolking en ondernemers is echter niet tevreden over Doeksen, onder meer wegens de prijs. Daarom richtte drie ondernemers de EVT op. Het is de bedoeling dat Terschellingers aandelen kunnen kopen van de EVT zodat de rederij eigendom wordt van de eilanders. Die constructie bestaat ook op Texel, waar de eilanders eigenaar zijn van rederij TESO.

EVT gaat drie keer per dag heen en weer varen, ook in de winter. Naast de **Willem Barentsz** wil de veerdienst nog een schip in de vaart brengen. De rederij is met Damen Shipyards in gesprek over de bouw. De Willem Barentsz is elf jaar oud en heeft een maximumsnelheid van 36 knopen. Volgens Haantjes gaat het schip echter ongeveer 25 knopen per uur varen om brandstof te sparen. Het schip maakt de oversteek met die snelheid in ongeveer een uur. Doeksen vaart onder meer met de veer **Friesland**, die in twee uur oversteekt. Snelboot **Koegelwieck** is in 45 minuten over. EVT stelt dat de boottickets goedkoper worden dan die van Doeksen.

Bullish Cruise Lines

The global cruise industry is putting on a brave face as it sails into seas darkened by a faltering US economy, a weak dollar and record oil prices, major cruise ship operators said at their annual convention. The triple threat represents serious risks for the industry which has been blessed with dramatic growth over the past decade.

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But cruise representatives are confident that the powers of globalization and the opening of new cruise destinations such as Asia and South America can help them weather the storm. "All the information we hear and read today is negative," Gerald Cahill, president and chief executive officer of Carnival Cruise Lines, told the "Seatrade Cruise Shipping" convention, the most prominent annual gathering of international cruise operators.

"If you ask, the middle-income consumers will tell you (they) are already feeling the effects" of an economic downturn, Cahill said. "But we feel we are very well positioned to withstand uncertain economic times," he added, reflecting the views of other cruise companies which also expressed optimism despite dour economic forecasts.

The industry has boomed in recent years, with the Cruise Lines International Association (CLIA) reporting 12.6 million passengers in 2007, up from 12 million in 2006. Despite a possible recession in the United States, CLIA is predicting 12.8 million passengers in 2008.

Richard Sasso, president of MSC Cruises, was among those confident that his industry would remain resilient. "Unless the oceans of the world dry up, you're going to see cruise growth," Sasso said.

The convention which wrapped up late Thursday was organized by CLIA and the Florida Caribbean Cruise Association, the latter overseeing more than 100 ships and 11 cruise lines -- including Carnival Corporation and Royal Caribbean, the two largest cruise ship operators in the world.

Thousands of firms from 111 countries participated, hearing experts tout the latest onboard innovations, promote plans for new international destinations, and debate the future of the industry as a whole.

The massive growth in the cruise market in South America and the need to improve infrastructure in the region's cities was among the themes analyzed. South America overall doubled and in some regions tripled its cruise ship arrivals in the last five years.

"They are locations with an abundance of nature and beautiful cities and culture, but they lack the necessary infrastructure," said Svein Sleipnes, a vice president for Norwegian Cruise Line. Several Latin American cities host more than five cruise ships per day, and the ports and commercial networks -- particularly hotels and businesses -- have not kept up with demand, the cruise companies say.

"Venezuela has money, but no experience in project development in the sector," said Miguel Henriquez of the Venezuelan firm Sealink. According to a Venezuelan directive, by 2010 the government of Hugo Chavez wants to build two 500-passenger cruise ships and secure deals with international lines by offering them gas at a discount.

In Europe the forecast for this year is also encouraging.

Spain, one of the destinations with strongest demands on the continent, predicts it will receive some 8,000 cruise ships in 2008, a notable increase over the 7,094 that docked at its ports in 2007, according to the country's tourism officials.

Source : Shiptalk

President makes short visit to Indonesian-Manned Cruise Ship

President Susilo Bambang Yudhoyono made a short visit to a cruise ship, **MSC Musica**, amid his participation in the 11th Summit of the Organization of Islamic Countries (OIC) here on Friday afternoon.

Some of the President's entourage to the Summit, including reporters are staying in the ship. The president made the visit to meet Indonesians working in the Italian-flagged ship which has a facility similar to that of five-star hotels.

Some 50 Indonesian crew members, who were on their day-off, sang the national anthem, the Indonesia Raya, when the President and First Lady Mrs. Ani Yudhoyono walked on the red carpet spread on the ship's stairs.

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The President then toured the ship which has 1,260 rooms. Among those accompanying the president were State Secretary Hatta Rajasa, Foreign Minister Hassan Wirajuda, presidential spokesman Andi Mallarangeng and the President's youngest son, Eddie Baskoro.

They also held a dialog with the Indonesian workers. "I am proud of you," the President said. He also asked them not to forget to send money to their families and maintain the good image of Indonesia.

In a press conference with Indonesian reporters, he called on the media to help publish job opportunities abroad so that people would have the chance to develop their potentials. This would later contribute to the country's income, he said. Some 400 out of the 987 crews of the ship are Indonesians. **Source : Antara, Indonesia**

Unpaid Hero

Millions of dollars worth of shipping and cargo ply the waters of the east African coast every day. Every vessel runs the risk of hijack after Somalia's notorious pirates resumed business last year, prompting a surge in worldwide piracy figures, according to the latest report by the International Maritime Bureau.

When one of their ships goes missing, the millionaire owners telephone Andrew Mwangura, a former seaman who lives in a two-room shack and relies on internet cafes to communicate with his global network of contacts.

"The ship owners are wealthy but there is nothing for Andrew," he says, sipping a hot chocolate on a Mombasa hotel veranda. He dare not meet journalists at his home for fear his work will attract the wrong kind of attention.

"It doesn't matter because I'm proud that the US or British embassy officials come to meet me. They ask me what I think. That's very good for a common man."

Mr Mwangura, 45, has run the Seafarer's Assistance Programme for the past 12 years, tracking down missing vessels, investigating deaths at sea and negotiating the release of hostages. He is not paid for his expertise, but survives by working as freelance writer on the side.

At one time he had 40 volunteers working for him, but the number is now nine after his organisation turned out to be riddled with informers. He has moved from his home in the port of Mombasa up the coast to protect his wife and child.

"The government doesn't like what we do and there are lots of people making money from piracy who would like us out of business," he says. Somalia's 2,000-mile coastline is one of the most dangerous in the world for shipping.

The country's tentative interim government has little control of its waters, leaving gangs of gunmen free to intercept freighters that come too close to shore. Piracy was largely stamped out by the Union of Islamic Courts when they seized control of Mogadishu and much of southern Somalia in 2006.

But their defeat by Ethiopian troops at the start of last year has opened the door to the pirates once again.

The International Maritime Bureau says the upsurge here was largely responsible for a worldwide increase in pirate attacks of 10 per cent last year, the first rise in three years. Mr Mwangura says there were 29 attacks in the last ten months of 2007, compared with two the previous year.

The gangs, he says, are masterminded by crimelords in Dubai and Nairobi who monitor shipping routes for lucrative targets. They pass directions on to as many as five pirate gangs who pay a "licence fee" to Somali politicians or clan elders. "The majority of the Somali leaders are warlords or mafia-like businessmen connected to pirates, arms smugglers, people-traffickers, illegal fishing, logging," he says. "A thief can't catch a thief."

The first Mr Mwangura hears of a hijack is a phone call from a Somali source or a shipping company desperate to trace a missing vessel. He uses a network of contacts in Somalia to find the ship and make contact with the hijackers.

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"If we can find a cell number for the gunmen and ask to speak to the crew to make sure they are safe, then often we can, as long as we don't give away the position of the ship," he says.

In most cases the crew is released unharmed and the ship is returned to its owners for a ransom of anything from \$20,000 to more than \$1m. Mr Mwangura is currently trying to secure the release of two vessels – a local fishing boat and a Danish tug with a British captain that was taken a month ago.

He says he is optimistic that the practice will eventually be brought under control. Naval detachments from the US, Germany, Britain, Italy and the Netherlands have been patrolling shipping routes and have at times fired on pirate vessels.

Later this month Mr Mwangura, who trained as a marine engineer, is due in Florida for a series of lectures on the subject, but he says he is still surprised by the high profile of the organisation he runs without the help of a secretary, offices or computers.

"We don't have any of that," he adds. "We send a little text message, something that costs five shillings (about 3p] and then suddenly it's big news, with CNN and the BBC calling." **Source : Shiptalk**

CASUALTY REPORTING

MSC Sabrina Aground Near Three Rivers PQ



Fully cellular containership **MSC Sabrina** grounded late Saturday night (Mar 8) while en route to Montreal. The Three Rivers tugs **Andre H** and **Avantage** tried unsuccessfully to refloat the vessel and two more tugs were called in to help with the freeing of the vessel.

Photo : Marq Doyon
©

The Sorel based Ocean Group tug **Duga** and

the Montreal stationed **Ocean Hercule** arrived on scene and planned to wait for the tide to rise and pull **MSC Sabrina** from the estimated two feet of clay. The tugs were unsuccessful and the crew may be forced to remove some containers to lighten the vessel.

The grounding was reportedly caused by engine cooling inlets being clogged with ice causing the engine to shut down. Once pulled off, it will likely be taken to Three Rivers for damage assessment before continuing to Montreal. A new plan has been submitted to remove containers from the vessel. According to reports fully cellular containership **MSC Yokohama** will unload in Montreal and proceed to Tree Rivers and lighter **MSC Sabrina**. This is expected to take place in the next few days. **MSC Yokohama** was due in Montreal Mar 14. New reports blame the grounding on wind, blinding snow and too much headway. **Source : Great Lakes and Seaway Shipping News.**

NAVY NEWS



Unique moment, the Australian submarine **SSG 78 RANKIN** seen going alongside her sistership the **SSG 73 COLLINS** in Melbourne, March 15th , both submarines are part of a series of 6 Collins class (Kockums Type 471) submarines built in Adelaide (Australia)

Photo : Jan de Jonge ©

The contract to build the **Collins class** submarines was announced 18-5-1987 for six, with option for two more (later dropped). Cost about \$550 million (U.S.) each. The Australian Submarine Corp. was originally a consortium of Kockums, Hardie, Ltd., and the government-owned Australian Industrial Development Co. The bow and stern sections of first two were built at Malmö, Sweden, by Kockums. Initial surface trials for **Collins** began 31-10-1994, and first dive was made 11-6-1995. All are based at Fleet Base West, HMAS Stirling, south of Fremantle.

Pennant / Name	laid down	Launched	in Service
SSG 73 COLLINS	14-2-90	28-8-93	27-7-96
SSG 74 FARNCOMB	1-3-91	15-12-95	31-1-98
SSG 75 WALLER	19-3-92	14-3-97	10-7-99
SSG 76 DECHANEUX	4-3-93	12-3-98	23-2-01
SSG 77 SHEEAN	17-2-94	1-5-99	23-2-01
SSG 78 RANKIN	12-5-95	26-11-01	29-3-03

In 7-1996, it was announced that plans for possible backfitting of units of the class with AIP had been dropped because of the excellent submerged endurance and low indiscretion rates experienced with the Collins.

None of the Collins class submarines was fully ready for operational deployments before 2000 because of software integration problems, though the first two were able to perform limited combat functions by 1998; the final software

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suite was not delivered until mid-1999 and required a one-year trial period in the **Collins**. The first two suffered a number of setbacks, including hydrodynamic flow problems that mask the passive sonar systems, cracked propellers, periscope vibration, engine and gearbox seal problems, and severe combat system software deficiencies. **SSG 75** and **SSG 76** began upgrading prior to delivery, with improvements to the sonar and the combat data and fire control systems, while noise signature was reduced and vibration problems with the periscopes and propellers were effectively eliminated. Cancellation of a proposed contract to upgrade the combat systems for the class in 5-2001 will delay full operational capability for the class until around 2009. On 16-10-2001, it was announced that all refits for the class will be performed by the Australian Submarine Corporation at Adelaide. In early 2003 **Dechaineux** is reported to have nearly sunk during a dive due to flooding from a broken hose. As a result, the entire fleet was called back to port and repaired.

Rolls Royce received a three-year contract (with two-year extension option) to provide assistance in the managing of the maintenance of the operational submarines of the class at the building yard and at Fleet Base West.



The German frigate **F 211 KOLN** seen moored at the South African naval base Simonstown during the Navy Days
Photo : Alex van Heerden ©

CBI's Scorpene deal probe heads nowhere; no evidence available

The CBI probe into the allegations of kickbacks involved in Rs 16,000 crore Scorpene Submarine deal has made no headway with almost all evidence seem to have vanished due to delay in handing over the investigation to the agency.

The CBI has to submit a report before the Delhi High Court by March 24 and the agency is still groping in dark with no evidence coming its way. The High Court on December 20 last year had asked CBI to conduct a fresh preliminary enquiry into the allegations of kickbacks in the deal levelled in a Public Interest Litigation.

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However, the CBI has been sending demi-official requests to various countries about certain bank details, telephone records and exchange of emails between a French company and its subsidiary in India.

Sources in the agency said none of the countries were giving any replies as the demi-official letters had no legal binding for them to do so. The CBI could not send a formal request as otherwise the agency would have to register a regular case for the same.

The agency, which has been receiving flak from the court over its shoddy investigations into the case, have now been calling some former Naval officers and others associated with the case trying to understand the link between the Naval war room leak case and the Scorpene deal. **Source : The Hindu**

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Wreck of long-lost WWII cruiser found: Australian PM



The wreck of a lost Australian cruiser sunk in a World War II naval battle more than 66 years ago has been found off the coast of Western Australia, Prime Minister Kevin Rudd announced Monday. The discovery of the apparently intact hull of the **HMAS Sydney**, sunk in a bloody battle with the German raider **Kormoran** in which all 645 men on the Sydney lost their lives, puts an end to an enduring seven-decade war mystery.

"I'm advised that the **HMAS Sydney** was found some 12 nautical miles from the **Kormoran**, some eight nautical miles from the scene of the principal battle site and at a depth of some 2,470 metres (8,150 feet)," Rudd said in Canberra.

"I am advised that the hull has been determined to be largely intact," he said, adding that he hoped that the discovery would bring closure to the families of the 645 sailors who died following the November 1941

clash.

The announcement came just one day after the team searching for the **HMAS Sydney** since 2001 revealed they had found the wreckage of the **Kormoran**, raising hopes that the mystery of the **Sydney** would soon be solved. But the speed of the discovery of the ship on Sunday took Australians by surprise, even as investigators stood poised to photograph the famous ship in a bid to ascertain what happened during the Indian Ocean clash.

The Royal Australian Navy ship was last seen badly damaged and steaming over the horizon after exchanging gunfire with the **Kormoran**, which also sank after the battle that took place about 800 kilometres (500 miles) north of Perth.

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The sinking of the pride of the Australian fleet shocked the country -- particularly as it disappeared without a trace and with the loss of all hands on board. "For 66 years, this nation has wondered where the **Sydney** was and what occurred to her, we've uncovered the first part of that mystery... the next part of the mystery, of course, is what happened," navy chief Vice Admiral Russ Shalders told reporters.

Graphic eye-witness accounts from the 317 survivors of the **Kormoran's** 397-strong crew, picked up in the days after the battle, were regarded with scepticism. But Shalders said the **Kormoran's** wreckage was found where German survivors said it would be. "The disposition of the wrecks is as it was recorded by the survivors of the **Kormoran** at the time, surprisingly," he said.

The **Sydney** was detected by a high resolution sonar imaging device that was dragged behind a ship and confirmed the presence of a wreck with the same dimensions as the **HMAS Sydney**. "(Search leader) David Mearns has indicated that there is no doubt that this contact is the **Sydney**," Admiral Shalders said. Rudd, who said the German government had been informed of the **Kormoran's** discovery, also revealed that his Environment Minister Peter Garrett was in the process of issuing an interim protection for both ships, which are regarded as tombs. "I'm advised it provides immediate and early protection of the sites against any unauthorised intrusion," he said. The prime minister said it would be a hard day for family members associated with the **Sydney**, as he extended the government's condolences to the relatives of those who lost their lives.

"This is over 65 years ago, but pain and family loss even at 65 years removed, is still pain, and very deep pain," he said. Surviving relatives greeted the discovery with relief and sadness that other family members had died without knowing the final resting place of their loved ones. Nick Walden, whose uncle Albert Hollington was an acting leading seaman on the **Sydney**, said he hoped the discovery would shed light on why there were no survivors from the Australian ship. "We can't still work out why nobody got off the **Sydney**, why none of the sailors were able to get into life boats," he said. "It's the mystery still, we need to find that out."



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Contract Management • Mediation

Left attacks govt. over purchase of US warship

Left parties made a scathing attack on the Government over the purchase of a "vintage" US warship in the wake of severe censure of the Indian Navy by the CAG for buying the 36-year-old **USS Trenton**. Raising the issue during the Zero Hour, Gurudas Dasgupta (CPI) said defence requirements of the country have been undermined by the purchase. Supporting him, CPI-M leader Basudeb Acharia demanded a probe into the purchase. He wanted a statement from Prime Minister Manmohan Singh.

Dasgupta said it was strange that the warship which was to be abandoned by the US Navy in 2006 was bought for over 50 million US dollars without any physical assessment. Noting that an amount of 36.94 million US dollars was spent on the ship's repairs, he said the entire deal raised very serious questions and the Comptroller and Auditor General had severely indicted the purchase.

Dasgupta said that six Indian sailors on the ship died of a gas leak and such an incident had also occurred earlier when it was part of the U S Navy. They wondered whether the Government was coming under pressure from the Bush Administration to make such purchases in view of the strategic defence partnership between the two countries.

Source : The Hindu

SHIPYARD NEWS



The **FAIRMOUNT SUMMIT** seen enroute Hansweert for drydocking
Photo : www.tugspotters.com ©

41 US students visit Asry

FORTY-ONE Master of Business Administration (MBA) students from Darden Graduate School of Business Administration - University of Virginia, visited Arab Shipbuilding and Repair Yard (Asry) Company.

The students were headed by professor Sherwood C Frey and the faculty members. The visit was organised in co-operation with the Bahrain Institute for Banking and Finance (BIBF) to acquaint the students with the activities of Asry.

The students were received at the Training Centre by Asry senior officials, who briefed them on the company's operations and activities. Later, they watched a documentary film about Asry followed by a tour of the shipyard.

The students also went on board the vessel **Astro Canopus**, a Greek oil tanker.

They were accompanied during the tour by Safety Department Head Frank Leicester and Public Relations Department representatives Ahmed Abdulla Al Rayes and Saleh Salman Dawood. **Source : Gulf Daily News**

Naming and launching of Flensburger Newbuilding No. 736

The naming and launching ceremony of a new 3,735-metre lane Ro-Ro freight ferry took place in Flensburg. She is the eleventh of fourteen Ro-Ro vessels, which our longstanding Turkish customer U.N. Ro-Ro has ordered with Flensburger.

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U.N. Ro-Ro is now in ownership of the private investor KKR (New York), who took over the shipping company U.N Ro-Ro in 2007 for approximately EUR910 million (US\$1.4 million).

The vessel will be christened '**Un Akdeniz**' and then launched. The first ship of the series had the same name. She and the second vessel '**Un Karadeniz**' have in the meantime been sold

to Norfolk Line, a subsidiary of the Maersk Group.

At present, Flensburger has 20 vessels in the order book, representing a value of EUR1.2 billion (US\$1.8 billion). This makes Flensburger the German yard with the longest capacity utilisation.

The last vessel is to be delivered in the first quarter of 2013. Since December 1998 Flensburger-Schiffbau-Gesellschaft, KG has succeeded in acquiring nearly all significant newbuilding-contracts for major Ro-Ro-ferries. This represents a total number of 47 ships and makes Flensburger one of the world market-leaders in this product segment. **Source :** Marinebiz

Daewoo Ferries

Dover based P&O Ferries has asked a South Korean shipyard for a quote to build atleast one of two new ferries for Channel operations. A spokesman for Daewoo Shipbuilding and Marine Engineering said the proposal is to build a ferry with a length of 210 metres and a beam of 30 metres. P&O say this is the biggest ferry that could operate out of Dover. Daewoo was first approached by P&O about constructing a passenger ship capable of carry 2,000 passengers & 250 crew but since the revised proposals have been revised for ships to be built by 2011 for 1,500 passengers and 100 crew.

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Slim turnover increase for Maersk/Safmarine

The AP Moller group has just issued its annual report for 2007, showing that revenue from its container shipping and related activities showed only a slim increase – to US\$27.67-million from US\$25.27-m in 2006.

Profit after tax for the year, however, went into the black – recorded as US\$217-m from a US\$568-m loss in the previous year.

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Cash flow from operating activities was also up – at US\$1.78-m from US\$273-m.

According to the report, Maersk Line reduced the capacity on the non-profitable Transpacific routes and suffered a volume decrease on the trades from Asia to North America of 17% compared to 2006. Overall, Maersk Line grew on the other trades – with the important market from Asia to Europe showing volume growth of 12%, and growth on the Africa trades of 15%.

In total, the group's two shipping lines, Maersk Line and Safmarine, achieved a volume increase of 2% to 6.8-m forty-foot equivalent units (FFE). **Source : cargoinfo.co.za**



The 1979 built 33 mtr long and 3200 hp tug **ZULIANO-IX** (40 ton BP) seen in Puerto Cabello.

Photo : Sjouke Bierma ©

TUI-baas wil rederij Hapag-Lloyd afstoten

De Duitse rederij Hapag-Lloyd wordt afgestoten door de moedermaatschappij, het reisconcern TUI. Dat bericht 'Die Welt'. TUI-topman Michael Frenzel heeft de opsplitsing van TUI op de agenda gezet van de bestuursvergadering van TUI, aanstaande maandag. Inmiddels heeft Neptune Orient Lines (NOL) uit Singapore al laten weten, nog steeds geïnteresseerd te zijn in overname van Hapag-Lloyd. De rederij zou dan kunnen worden samengevoegd met NOL-dochter APL.

NOL zou zes tot zeven miljard Amerikaanse dollar overhebben voor Hapag-Lloyd. TUI overweegt inderdaad, Hapag-Lloyd te verkopen. Een andere mogelijkheid is de rederij als zelfstandig bedrijf aan de beurs te brengen. Met NOL heeft TUI sinds begin dit jaar gesproken, maar de onderhandelingen zouden onlangs zijn afgebroken. Eind januari heeft Frenzel zijn commissarissen voorgesteld Hapag en TUI volledig te laten samengaan. Dat plan werd echter verworpen, ook al omdat de Noorse grootaandeelhouder John Frederiksen er zich tegen verzette.

Kuehne + Nagel, het Zwitserse expeditieconcern, heeft laten weten zeker een belang in een beursgenoteerd Hapag-Lloyd te willen nemen. Intussen breekt het stadsbestuur van Hamburg een lans voor samenvoeging van Hapag-Lloyd en die andere Hamburgse rederij, Hamburg Süd. **Bron : Nieuwsblad Transport**

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EIMSKIP'S LOSS

ICELANDIC shipping and logistics company Eimskip says revenue in the first quarter of its financial year increased by 44.0% to euros440.8m but it made a net loss of euros38.9m due primarily to "an unusually high impact from financial items in the quarter". These included: euros39.1m in financing costs and euros17.9m in currency exchange losses.

Revenue from its shipping services was up by nearly 14% for the quarter, due to strong performance in the North Atlantic and Baltic region, to 149.2m.

Revenue from Logistics Services was euros294.2m, a year on year decrease of about 9%.

The company's president & CEO, Stefan Agust Magnusson said: "We have seen a solid start to the year with both revenues and EBITDA margins in line with our expectations. The underlying business continues to perform well, but earnings have been adversely impacted by external financing costs in the quarter. Going forward, we expect to see significantly reduced financing costs from Q3 2008 onwards, following the completion of our asset sales in North America. Along with the solid growth in our underlying business, we will continue to integrate the acquired companies into the Group and work towards our previously identified synergy targets." **Source : Maritime Global Net**

Varun Shipping is likely to grow at a fast pace

ETIG had recommended Varun Shipping as a stock idea in July '07, considering its expansion plans and thrust on the offshore services segment. The company is now trading on the expansion path and has completed its capital expenditure (capex) programme of \$400 million.

Recently, it also announced that it plans to spend an additional \$400 million to buy new ships and offshore vessels to augment its operations. ETIG decided to take another look at the stock to see how attractive it is at current levels.

Varun Shipping is a mid-sized shipping company having a presence in LPG transportation, crude transportation and offshore services segment. It owns around 81% of LPG tonnage under Indian Flag. The LPG segment accounted for almost 80% of its revenue in FY07, but this contribution fell to 67.3% in the December '07 quarter.

This was because Varun Shipping added two vessels in the offshore services segment and the contribution of this segment to the company's revenue increased to 19.2% in the December '07 quarter, compared to 1.9% during the corresponding period in the previous year. This augurs well for the company's profitability as margins in the offshore business are better than that in LPG transportation.

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The pace of offshore exploration and production (E&P) activities for hydrocarbons has increased, both in India and abroad. This is due to rising oil prices, which make even marginal oil fields attractive avenues of investment. The contribution of the offshore segment in Varun Shipping's total revenues is estimated to cross 20% by the end of FY09.

The company's management expects revenue from the LPG segment to grow at 3-4 % in coming years. The freight rates in the LPG business are less volatile than that for crude carriers, as 67% of the world's tonnage is owned by three players, which results in cartelisation. **Source : India Times**



The **FAIRMOUNT SUMMIT** seen arriving with the **GIANT 4** in Rotterdam assisted by the **SD Jacoba** and **VS Hamburg** (Capt. Danny Blonk) – **Photo : Ferry van Rijsbergen ©**

R.S. Platou ASA Has Acquired The Stewart Group Limited

Expanding Its International Exposure In The Offshore And Towage & Salvage Ship Broking Markets

R.S. Platou ASA has acquired The Stewart Group Limited for an undisclosed sum. Established in 1922, The Stewart Group operates through two divisions: Stewart Offshore Services and Samuel Stewart & Co. Based in Aberdeen, Stewart Offshore Services is a leader in the provision of ship broking services to the international oil and gas industry specialising in procuring offshore support and specialist vessels. The Company's blue chip customer base includes major, international and independent operators as well as international oil service companies. Samuel Stewart & Co is based in London and is a leading provider of towage and salvage ship broking services.

Established in 1936, R.S. Platou is a leading international ship and offshore vessel broking company providing services within chartering, sale and purchase and contracting of offshore vessels and drilling rigs. The company is based in Oslo, with offices in Singapore, Houston, Moscow, Lagos, Copenhagen, Shanghai and Istanbul.

The acquisition of The Stewart Group further strengthens R.S. Platou's position as the leading provider of the ship broking services to the offshore industry and greatly increases the Company's exposure in the North Sea, West African and Australian markets. Commenting on the acquisition, Peter Anker, CEO of R.S. Platou said "We are delighted to have successfully concluded the acquisition of the Stewart Group. The company has a strong and experienced team that has built an unrivalled market position, one that complements our existing offshore broking business. The transaction positions R.S. Platou to offer a full scope of broking services to customers in all geographic areas. Stewart and R.S. Platou will have 60 dedicated offshore employees worldwide being able to support our clients 24/7 with unmatched market information and research".

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Bill Budge, Managing Director of The Stewart Group said "The combined entity of R.S. Platou and the Stewart Group will enjoy significant operational synergies and will enable the Stewart Group to fast track our ambitious international growth strategy. There is an obvious cultural fit between the two companies and we look forward to realising our next phase of growth with the R.S. Platou team".

Mr Budge will continue to act as Managing Director of the Stewart Group and all employees will be retained under R.S. Platou's ownership. The Stewart Group was represented by Simmons & Company International & Paull & Williamsons and R.S. Platou was represented by Arctic Securities, RO Sommernes & Stronachs.

MODERN CONTAINER SCANNER SYSTEM INSTALLED AT PICT

The Pakistan International Container Terminal (PICT) on Saturday installed a state-of-the-art container-scanner system to comply with the directives of the Federal Board of Revenue (FBR). Federal Board of Revenue (FBR) Chairman Abdullah Yousuf opened the system in the presence of a large number of people from the shipping sector, said a press release.

The container scanner has the latest x-ray acceleration technology with the cutting edge specifications of dual view scanning ie scanning from the side and the top of the container, to give a three-dimensional image, the release said.

The scanner has 6 MeV electron beam energy for penetration of up to 340 mm thick steel. The advance specifications of the PICT scanner and cutting edge technology has made PICT second facility in the world to have installed a scanner of such high technological capability.

The purpose of the scanner, which has been manufactured by Nuctech Company Limited (China), is to provide non-intrusive customs examination which would enable Pakistan Customs to view with unparalleled clarity the contents of the goods inside the container without opening the container, said the release.

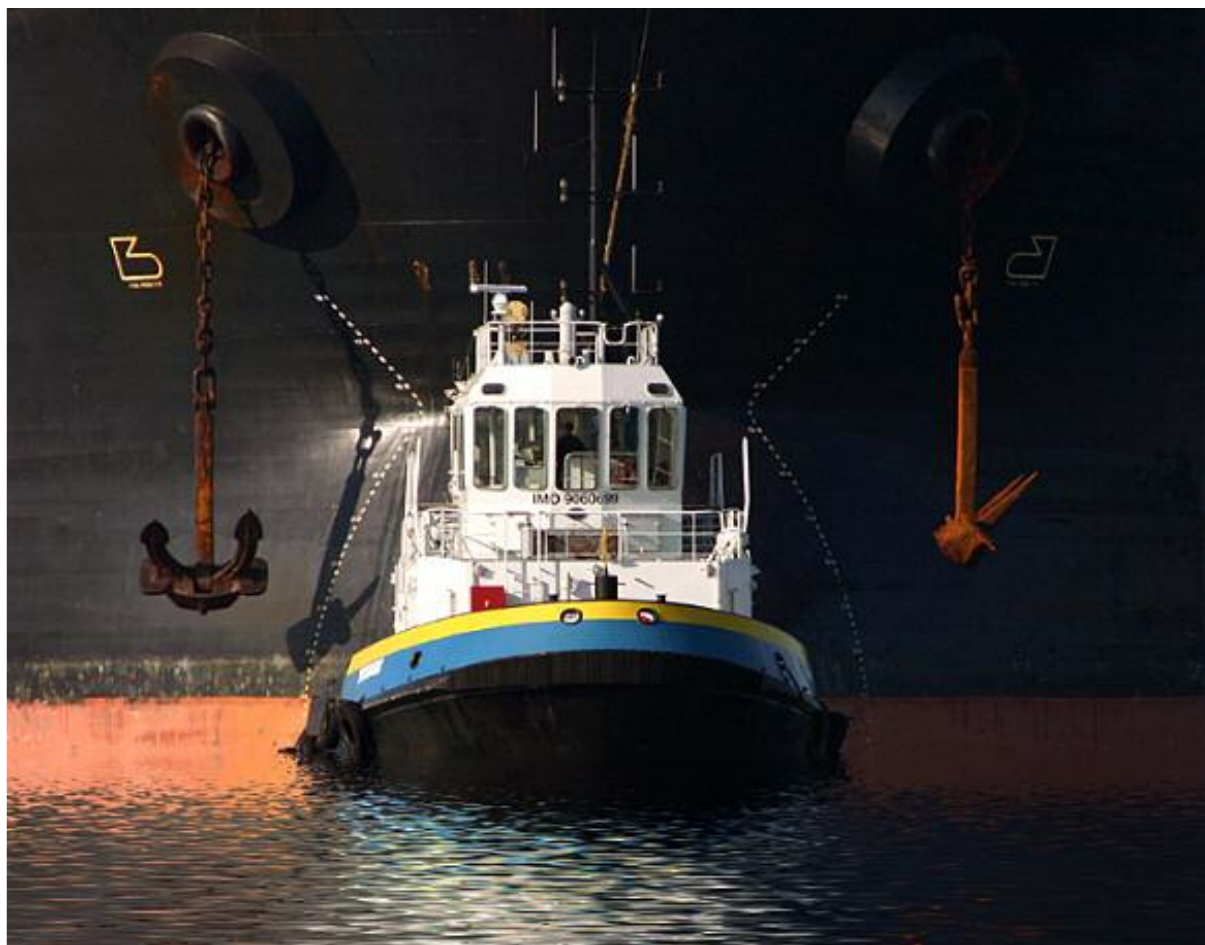
This will facilitate the trade by reducing the time and effort consumed by the conventional method of customs examination. PICT has also installed monitors at the scanner to detect any radioactive substance inside the containers. The scanner would also serve to deter any contraband and explosives, it added. **Source : Imran Farooq**

Travel giant TUI unveils break-up of leisure and shipping units

The biggest European travel group, TUI, said Monday that its supervisory board had decided to separate its Hapag Lloyd shipping unit from travel and leisure activities.

TUI said it would examine all options for Hapag-Lloyd, including a spin-off, a merger with a peer or a sale to an investor. At the same time, the board had asked TUI's management to come up with options to boost growth at the company's tourism division. Further information was to be released on Tuesday at the company's annual results press conference, TUI said.

Calls had increased in the past week in favour of a break-up, in particular from key Norwegian shareholder John Fredriksen. Stock market rumours have spoken of renewed interest by the Singapore holding company Temasek for a merger of its container shipping unit Neptune Orient Lines, with Hapag Lloyd. **Source AFA**



The tug **TEXELBANK** seen operating in the port of Rotterdam
Photo : Peet de Rouw ©

Geography-based guarantee of success for the Port of Gdansk

A year of surprises and conclusions

Discussing the obvious is arguably the most difficult task of all. This is one of the reasons why the discourse that has taken place among the port businesses and organisations over the impact of the 1996 Act on Seaports and Harbours on the present status quo in the field of port services has failed to provide an explicit response in this respect. Since we realize that each of the Polish ports has its own specific profile, it seems unreasonable to reduce them to the lowest common denominator by applying a uniform approach. Many years ago, the Port of Gdansk had been appointed to operate as a bulk port which has now resulted in reduced utilisation of its throughput capacity. Due to the fact that our port has been listed among the companies of strategic importance to the economy, which has not been coupled by including it in Poland's power supply safety programme, the Gdansk port along with its management board has been put on the sidelines of the fuel supply issue.

A significant decline in demand for Polish coal and a reduced turnover at the Northern Port have come as an effect of the absence of cold winters, modernisation of heating and power technologies and, last but not least, more stringent environment protection regulations and competitive prices. Changes in the liquid fuel supply diversification policy have dramatically affected the turnover of crude oil and oil derivatives. Since statistical data reported by the Port of Gdansk have so far indicated bulk cargo volumes as prevailing, they have now urged us to step up the implementation of

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development strategies produced by our analysts. This however requires that the view of our port's operation generally held in the minds of policy-makers and economy managers be modified.

Poland's presence in the European Union - not only in formal terms, but also increasingly more noticeable in terms of economic activity - has presented us with opportunities which we cannot afford to ignore. The accelerated completion of infra and supra structural investments open up another chance for the Gdansk port to achieve a leading position in the field of cargo handling in this part of Europe. The favourable geographical location of the port is a reliable guarantee of success in the world trade globalization process. This guarantee is further enhanced by the modernization of quays, dredging of fairways in port canals and improved road and rail access to the port, which have been co-financed by the EU funds under the Operational Programme - Infrastructure and Environment. Earlier on, we successfully applied for SOP-T funds that enabled us to expand the Port Free Zone storage capacity, to widen the port entrance and to launch a ferry terminal on Westerplatte. To our satisfaction, we have started the cooperation with a British investor and, with phase one of the project now completed, we have already seen container carriers and Ro-Ro vessels arrive at a new Deepwater Container Terminal. Gdansk maintains the leading position among the Polish ports in terms of utilizing EU funds. Negotiations are effectively in progress aiming to provide the Liquid Fuel Logistics Centre and the Pomeranian Logistics Centre in Gdansk. The location of our port has raised considerable interest among investors from China whose expansion into Europe heralds the upcoming transformations in cargo flows. The increasingly prevailing technology of intermodal transportation coupled in Gdansk by hub port facilities comprise the future vision that is the primary focus of attention for the Port of Gdansk Authority.

The above statements indicate that a change of such immense proportions in the approach and understanding of the role that over the recent years has been allocated to the Polish ports in general - and to the Port of Gdansk in particular - requires adequate assistance from the government programmes. Even though we can handle large-scale investment projects inside the port in our own capacity e.g. finding a reliable partner, our efforts must coincide with the construction of the A-1 Motorway, Sucharski Route, South Ring Road, a tunnel under the Vistula canal, the construction of a railway bridge and new railway approaches to terminals... which lie in the responsibility of the government of the Republic of Poland. We look forward in anticipation to the delivery of these projects and to the decisions concerning oil supplies.

The development of the Gdansk port is a matter of direct interest to the national economy. Building on the analyses of trends in trade over the last decades, we look to the future with confidence. Europe's new political and economic landscape favours Gdansk in the race to attract more cargo. The vibrant market however along with a great demand for our services induces higher quality standards both within the port and in the minds of ministry officials. There is no point in drawing conclusions from this month's year-on-year decline or growth in cargo handling... Based on a short period of time, such conclusions may prove erroneous. On the other hand, long-term analyses that have been carried out by our specialists show clearly that we can be pleased and satisfied with our determination in transforming the Gdansk port into a versatile and universal port facility that can offer increasingly more advanced technologies of cargo handling while taking account of both bulk and unified cargo. This is to the effect that the throughput capacity of the Inner Port in Gdansk has been utilized to the maximum. Once the perspectives resulting from the vast development land owned by the port and based on the reasonable plans available at hand have been duly recognized and appreciated by external authorities and organizations, the current year, a year full of surprises, will end with a positive balance.



"Chelsea - 7" is Launched

On March 6 the Kherson shipbuilding yard launched a dry cargo vessel of 005RSD06.01 project - "**Chelsea - 7**".

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It is the fifth vessel of "**Chelsea - 3**" kind being built for Black sea shipping management. The ship project was worked by Maritime Engineering Bureau (Odessa).

The vessel is of Volgo – Don max type. The length – 137.62 m, the breadth – 16.5 m, the hull height – 5.5 m, the speed – 10.5 knots. The max deadweight is 6041 ton, the draught – 3.99 m.

The dry cargo vessel is to transport general and solid bulk cargoes, timber and logs, grain, large-sized and dangerous cargoes. It is planned to build 8 vessels in a series. **Source : SeaNews**



The **TOR MINERVA** seen enroute the port of Antwerp
Photo : Alain Doods – www.tugspotters.com

New Vessel for Russian-Japanese Consortium



Japanese Mitsui Engineering and Shipbuilding is about to finish the gas vessel "**Grand Merea**" for the Russian-Japanese Consortium MOL-K Line-PRISCO. According to the press-service of PRISCO, works follow the schedule.

Sea trials are scheduled at the end of the March. It is planned that in the beginning of May the vessel will begin its work in the framework of the long time charter agreement with Sakhalin Energy, the

operator of the Sakhalin-2 project. For the one voyage the tanker could transport about 147 thousand cub. Meters of liquefied gas. **Source : ShipTalk**

GWADAR PORT CARGO HANDLING KICKS OFF

Following decades of perseverance, Gwadar Port finally making history by beginning its cargo handling from Saturday.

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Experts said that besides Pakistan, China, Afghanistan, Central Asian countries Tajikistan, Kazakhstan, Azerbaijan, Uzbekistan, Turkmenistan Russian states would also be using this port, which would be fetching Pakistan huge revenue in terms of foreign exchange, local media reported.

Gwadar Port would be deeper than all other ports in the Gulf, Arabian Sea, Bay of Bengal and others located in this sea belt and huge cargo ships up to 0.25 million tonnes could anchor at Gwadar. One phase of the port has already been completed, which include three berths and one ramp 600-meter long capable of accommodating several ships at a time. In the other phase, 10 more berths would be constructed. Besides, the construction on road links with Central Asia was underway. 892-kilometer long motorway would be connecting Gwadar with Turbat, Awaran, Khuzdar and Naudero, which would also help pave the way for road communication with China.

Besides, a network of roads is being laid to connect Gwadar with Iran and Afghanistan. Experts said that Gwadar city in future would turn into an international hub of industrial and commercial activity, which would not only play a key role in the economic development of Balochistan, but also the entire country. **Source : Imran Farooq**

MOVEMENTS



The **ANNE-S** seen approaching Terneuzen enroute from Kaliningrad to Gent
Photo : Richard Wisse ©

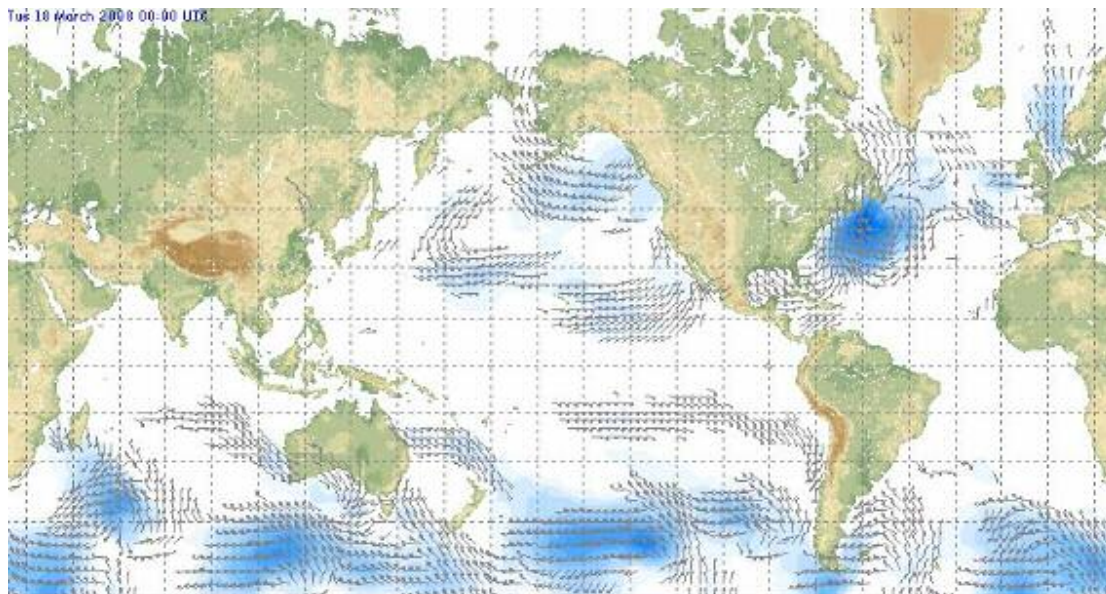
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.... PHOTO OF THE DAY



The tug **NEVADA DE COLIMA** (former **OLIVIERSEN**) seen as steering tug at the cutter dredger **HONDIUS** in Manzanillo (Mexico), the **HONDIUS** is towed by the KTK tug **MANTA** from Mexico to Callao in Peru where the transport is expected to arrive in 26 days.

Photo : John Smit ©

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