

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 –086



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The TRIUMPH seen at Douglas Harbour, 25th March, during berthing trials prior to her charter by the Isle of Man Steam Packet Company. She is to replace Ben My Chree which is to refit.

Photo : Adrian Sweeney ©

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EVENTS, INCIDENTS & OPERATIONS



The **ATLANTICBORG** -latest addition to the Wagenborg fleet nearing completion at Shanghai earlier this month.

Photo : Ian Edwards –Sydney ©

LONDON CLUB SEES MAJOR GROWTH

The London P&I Club recorded a growth of nearly two million gross tons in its book of owners' P&I business during the last policy year, raising the total to approximately 37.5m gt. In addition, the Club's portfolio of charterers' entries brought overall tonnage to nearly 40m gt.

Bilbrough underwriting director Michael Hill said: "As well as the positive news involving the size - and quality - of the Club's membership, it is also heartening to note the success enjoyed in terms of the meeting of its premium targets. A variety of factors, which include further evidence of an increasingly severe claims environment, have combined to provide industry-wide challenges for P&I clubs. But it is a testament to the commitment of the London's members -

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and the significance which they attach to its drive for the highest long-term qualities of service and security - that the Club is able to move forward into the new P&I year against the backdrop of a very satisfactory renewal season."

Source : Maritime Global Net

Brazil plans 100 new offshore vessels

LR-Fairplay's Daily Newbuilding News says Brazil's shipbuilding industry has been given "a significant boost" with an announcement by state oil giant Petrobras that it needs as many as 100 offshore oil and gas support vessels.

The company will release tenders for some of the new vessels "in the next few months" and will insist that the ships are locally built, according to São Paulo's Folha newspaper, which quoted, the company's director for supply and refining, Paulo Roberto Costa.

Speaking at the opening of the new national control centre for shipping division Transpetro, Costa said: "We want to encourage even more shipbuilding in Brazil."

LR-Fairplay said the tenders will be released in "parcels", given the large number of vessels involved.

Transpetro is spending in excess of US\$1.2 billion a year on chartering, adding urgency to fleet renewal deadlines.

Source : Offshore Shipping Online



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The advertisement features a blue background with a central world map. On the left, there is an image of a large offshore vessel with yellow cranes. On the right, there is an image of several workers in orange safety gear. The Jumbo Shipping logo, which includes a red elephant silhouette, is positioned below the world map. The website URL and contact information are displayed at the top and bottom of the ad.

PUMPING COMPLETE ON SUNKEN VIETNAM TANKER

Salvors working on the tanker Duc Tri, which overturned and sank off the Vietnamese coast earlier this month, have finished removing fuel oil from the vessel. 1,600 tonnes of oil was pumped off the vessel during a four-day salvage operation. Four sailors missing on the ship are thought to be dead. Source : Maritime Global Net

Royal Caribbean International Hunts for First-Ever British Godmother for 'Independence of the Seas'

Royal Caribbean International has launched a nationwide search for a British Godmother to reign over the cruise line's newest and largest ship, **Independence of the Seas**, when she launches in Southampton, next month (April 2008).

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Sir Steve Redgrave, five-time Olympic gold medallist and figure head of the Steve Redgrave Fund, will front the cruise line's search for **Independence of the Seas'** Godmother. Royal Caribbean International begins its nationwide call for Godmother nominations beginning Monday, March 24, 2008, working in conjunction with ITV, the UK's biggest commercial television station.

The role of a Godmother is typically reserved for dignitaries or celebrities. Past Royal Caribbean Godmothers have included Her Majesty Queen Sonja of Norway, Lauren Bacall, Whoopi Goldberg, Gloria Estefan, Steffi Graff and champion wheelchair marathoner Jean Driscoll. Unusually, Royal Caribbean International is calling for an ordinary British woman who has done extraordinary things to become Godmother to the new Independence of the Seas this April. This special Godmother will demonstrate how she has gone above and beyond the call of duty and dedicated incredible time and effort to improve the well-being and future of young people under 18 years old in her community.

"**Independence of the Seas** is part of a family of the largest and most innovative ships in the industry, enjoyed by families and young people on holiday around the world. As our commitment to the UK and Europe grows in line with demand for our cruises, and to mark the arrival of Independence of the Seas into Southampton, we wanted to create an extra-ordinary inaugural celebration to showcase our commitment to the UK market. Our search for a British Godmother who demonstrates an extraordinary passion for young people is just that," said Adam Goldstein, president and CEO, Royal Caribbean International.

All potential Godmothers must be nominated via a dedicated website <http://www.searchforagodmother.co.uk> To enter, applicants must explain in 250 words or less why they, or someone they know, would be the ideal Godmother for Independence of the Seas. A special panel of judges including Royal Caribbean International executives, guest judges and Sir Steve Redgrave, will select the ships' Godmother. **Source : Royal Caribbean**



The **MOL BRAVERY** seen departing from Santos
Photo : Rogerio Cordeiro ©

2 more Ghost Fleet ships sold

The U.S. Maritime Administration said that two more "Ghost Fleet" ships have been sold for scrap.

The freighters -- **Cape Catawba** and **Cape Canaveral** -- were sold to International Shipbreaking in Brownsville, Texas, for \$173,297. The price also includes a third ship from the Beaumont Reserve Fleet in Texas.

The two James River Reserve Fleet ships will be the 70th and 71st ships to depart their moorings off Fort Eustis since 2001. Many of the ships have contained waste oil, lead, asbestos and other toxic materials. **Source : The Associated Press**

Man sought in drug case arrested off cruise ship

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A 42-year-old British Columbia man wanted in the U.S. on drug- and gun-smuggling charges after agents last year seized more than 500 pounds of cocaine and several guns has been arrested in Florida. The U.S. Attorney's Office in Seattle said Charles Lai was a passenger on a cruise ship that docked in Miami on Wednesday. He was arrested when the ship docked.

Lai was allegedly part of a drug-smuggling ring that included a Canadian border guard and an alleged drug courier the guard let through the Blaine border crossing, according to Canadian news reports and court documents. Agents had watched the courier, Herman Riar of Surrey, B.C., load boxes into a pair of Chevrolet Suburbans at a warehouse in Bothell and then drive north to Blaine, according to the U.S. Attorney's Office. A six-year veteran Canadian border guard, Baljinder Kandola, 35, waved the vehicles through his crossing. Agents seized 228 kilograms — more than 500 pounds — of cocaine and three handguns, according to Canadian news reports.

Both Riar and Kandola are charged in Canadian criminal courts. Lai is the only one of the trio charged in U.S. federal court, where he faces three charges: conspiracy to export cocaine, conspiracy to import marijuana and possession of a firearm in furtherance of drug trafficking. The cocaine-conspiracy charge carries a potential life sentence. U.S. Attorney's spokeswoman Emily Langlie said Lai will appear in court in Florida and then will be extradited to Washington to face the charges.



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Melkøya shut down once again

StatoilHydros LNG-plant at Melkøya has been shut down again because of a new leakage in the cooling system. It is not clear when the "Snøhvit" gas-field can be put into production again. It was just before Easter that StatoilHydro had to shut down the "Snøhvit" LNG-plant at Melkøya in Northern Norway again. StatoilHydros Head of Information at the "Snøhvit-project", Sverre Kojedal, says to Norwegian newspaper Finnmark Dagblad that the problems are similar to the ones they had in November last year, but it is not in the same cooling unit.

Because of the experience they gained in November, Kojedal thinks they will locate the problem quite soon. But he does not know exactly when. The November-stop lasted for two months. **Source : BarentsObserver**

EC opens an investigation into the activities of petrol tankers in the Strait of Gibraltar

European Commission is to open an investigation into the allegedly uncontrolled activities of the so-called floating petrol stations in the Strait of Gibraltar. The EC will decide whether any penal action is needed. The news was given by Antonio Muñoz from Verdemar-Ecologistas en Accion, who said that he had been notified of the investigation by letter last Friday. It comes after his organisation had called on Brussels to investigate the matter, claiming that there was not

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adequate monitoring in the Strait, nor an efficient system of fines which would persuade the petrol The European Commission is to open an investigation into the allegedly uncontrolled activities of the so-called floating petrol stations in the Strait of Gibraltar. The EC will decide whether any penal action is needed. The news was given by Antonio Muñoz from Verdemar-Ecologistas en Accion, who said that he had been notified of the investigation by letter last Friday. It comes after his organisation had called on Brussels to investigate the matter, claiming that there was not adequate monitoring in the Strait, nor an efficient system of fines which would persuade the petrol companies to stop putting marine life and people's health in danger. Verdemar has estimated that nearly seven million tons of oil is transferred between tankers in the Gibraltar Bay.

The recent case of the **New Flame**, the scrap metal boat which remains half sunk off Gibraltar after colliding with a tanker last August, has highlighted the dangers to the environment in the bay. Reports indicate the vessel has a cargo of 44,000 used exhaust pipes, car batteries and other toxic products on board, with pollution from the ship reaching beaches in Algeciras.

An earlier investigation into the practice of 'bunkering' moving petrol from one tanker to another while at sea, took place in the Strait in 2006 when two Scottish MPs made a complaint, and that merely resulted in some observations coming from Brussels a year later that such operations should always be carried out with attention being made to the environment. **Source: typicallyspanish**

Ukrainian experts arrive in HK to help probe shipwreck

A delegation of experts from Ukraine arrived at Hong Kong Tuesday to help with the rescue and investigation after a Ukrainian tugboat collided with a Chinese mainland-registered vessel and sunk near Hong Kong on Saturday. The Hong Kong Special Administrative Region government said in a press release late Tuesday that the local Marine Department and the Fire Services Department briefed the Ukrainian delegation on the accident and rescue operations on their arrival.

Roger Tupper, Hong Kong's Director of Marine, assured Ukrainian delegation leader and Vice Minister of Transport and Communication Shevchenko Vasyl Vasylyovych that the Hong Kong Special Administrative Region government has done and will do its utmost. Tupper said the HKSAR government would also help the Ukrainian follow up action.

Vasylyovych, thanked the HKSAR government for their assistance and the rescue officers for their efforts.

Ukrainian tugboat **Neftegaz 67** collided with **Yao Hai**, a 150-meter freighter registered on the Chinese mainland, and sunk soon afterwards in the waters off the Lantau Island in Hong Kong at around 9:30 pm (1330 GMT) Saturday.

The Ukrainian tugboat was carrying 24 Ukrainians and one Chinese on board when the accident occurred. Rescue teams saved 6 Ukrainian sailors and the Chinese soon afterwards. The other 18 seamen were still missing and believed to be trapped inside the cabin of the tugboat, which capsized at the seabed about 35 meters underwater.

The Department of Marine was still investigating the cause of accident.

Frogmen had failed to find entry into the cabin of the sunken vessel. The salvage bureau of Guangzhou has said it would send a 4, 000-ton ship to help move the sunken tugboat to shallower waters so as to make diving efforts easier.

Ukrainian President Viktor Yushchenko has called on his government to support the Chinese rescuers and the rescued sailors. The Ukrainian Ambassador to China also arrived in Hong Kong Monday to follow rescue efforts.

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Fast-growing shipping fleets lack crew

Every morning, Greggy Venezuela comes to a tree-shaded area at the junctions of TM Kalaw and Maria Orosa streets in Manila to look for sailors. Mr Venezuela works for Fleet Management, a supplier of staff to shipowners. He faces ever more intense competition from rivals that have set up stalls in the area, a once-informal jobs market that has gradually grown formal. Notices offer lavish monthly salaries. "Urgent for bulk carrier vessels: master/chief engineer – \$6,000-\$6,300; chief mate/second engineer, \$4,200-\$4,500," reads one on Barko International's stall.

The maritime industry is desperate to find crews for fast-growing fleets being built to slake the world's thirst for coal, iron ore, oil, gas and consumer goods. In one niche – the largest bulk ships, known as Capesizes – 450 vessels are on order, against an existing fleet of 740. Few expect the market to suffer significantly from recent falls in commodity prices.

Guy Morel, the general secretary of Intermanager, an international association of ship managers, says the problem is serious and global. "We're talking of several tens of thousands of sea-farers missing from the equation," he says. The Philippines is the world's largest single source of maritime labour, supplying at least 10 per cent of the world's roughly 1.5m ocean-going seafarers.

Don Ramon Bagatsing, the chairman of the Luneta Seafarers' Welfare Centre, which offers sailors practical help and oversees the TM Kalaw Street market, says: "It takes 10 years to build a captain; it takes only two years to build a ship. So you see the differential."

The waiting rooms in the Spanish colonial-era Manila headquarters of NYK-Fil ship management, part of the Japanese shipping conglomerate NYK, testify there are still plenty of would-be Filipino seafarers. But the problem, according to Rogelio Sobremonte, NYK-Fil ship management's general manager, is that most have only recently completed training. Captains, first officers and chief engineers are hardest to find, according to Mr Sobremonte, but a shortage of junior officers is also beginning to arise. LPG and liquefied natural gas ships are suffering acute shortages, according to Eliseo Clemente, the general manager of NYK-Fil's training centre. "Very few people are being trained to handle these kinds of ships," he says.

The shortage's most alarming effect could be safety. Some maritime insurers and classification societies – the companies that check ships' seaworthiness – have suggested overstretched and undertrained crews might explain a rise last year in shipping accidents. For men such as Reo Almiranez gathered on TM Kalaw Street, the present conditions have advantages. The 27-year-old has given up his job as a coastguard to join a merchant ship, probably as a deck hand, a move he says will enhance his career. When asked what that means, he says: "The money's better."

Source: Financial Times



The **BOLUDA MISTRAL** seen in Las Palmas – Photo : Gijs Dijkdrenth ©

US, Egypt in dispute over Suez Canal shooting

US officials on Tuesday denied reports that an Egyptian was killed when a US Navy chartered ship opened fire on small boats near the Suez Canal, confirming the incident but insisting no one was hurt.



Egyptian accounts however said one man was shot dead and two other people injured on Monday when the US ship fired on barges approaching the vessel wanting to sell merchandise. The **Global Patriot** "fired warning shots at a small boat approaching the ship as it was preparing to transit the Suez Canal Monday evening," a statement from the US embassy in Cairo said. "Initial reports from the **Global Patriot** indicate that no casualties were sustained on either vessel." US warships in the Middle East have previously been harassed or attacked by small boats. Egypt's official MENA news agency said that "an Egyptian citizen was killed and two others injured when a US military vessel opened fire at a small boat," citing preliminary reports.

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A medic at Suez hospital who asked not to be named said Mohammed Moqtar Afifi was killed by one bullet in the incident, which occurred as the **Global Patriot** was waiting in the Gulf of Suez to sail to the Mediterranean from the Red Sea. Afifi was buried in a Suez suburb on Tuesday. An Egyptian security official told AFP that the Americans had told the approaching barges to stop and opened fire when they continued towards the ship, which was crossing the Suez Canal on Tuesday.

The embassy said the boats were "warned by a native Arabic speaker using a bullhorn to warn them to turn away. A warning flare was then fired." "One small boat continued to approach the ship and received two sets of warning shots 20-30 yards (metres) in front of the bow. All shots were accounted for as they entered the water."

The embassy said the incident was under investigation and that the US Navy's Fifth Fleet Command, based in Manama, "is cooperating fully with Egyptian authorities, including the Suez Canal Authority and other local authorities."

A Fifth Fleet statement said the Global Patriot "fired warning shots at a small boat approaching the vessel, following multiple warnings to turn away, according to reports from the embarked US Navy security team.

"There were no reports from the **Global Patriot** of casualties," it said. "These were tracer bullets, they can actually see the warning shots go out and 20 metres in front of the (Egyptian) ship is quite a way," Fifth Fleet spokesman Lieutenant Nathan Christensen told AFP.

In January, Iranian speedboats approached three US warships in the Strait of Hormuz and the order was given to open fire but they turned away at the last minute, according to US reports. In 2000, waterborne Al-Qaeda militants carried out a suicide attack on the American warship **USS Cole**, killing 17 sailors. According to the website of the US Navy's Military Sealift Command, the MV **Global Patriot** is a roll-on roll-off transport ship chartered from Global Container Lines.

The Suez Canal, which opened in 1869, is Egypt's third-largest source of revenue after tourism and remittances from expatriate workers and currently about 7.5 percent of global trade passes through the waterway. It is also a key route for the US military to carry weapons, supplies and troops to and from the Gulf, in particular Kuwait and Iraq. **Source :** [afp.google](#)

NAVY NEWS

Australia's submarines - the next generation

The Labor government has announced that work needs to "begin" in defining the type of submarine that should be designed to replace the Collins class (I say "begin" as there has been consideration of this for years within Defence).

Australia is different from the vast majority of other nations operating submarines in that our geography is vast, and areas of operation (AO) of interest are many thousands of kilometres distant. Hence the former Labor Defence Minister Kim Beazley suggesting that we need to double the number of submarines we have now. This presents some challenges for our force structure planners.

Conventional submarines are compromised in two important ways. First, there is the necessity to periodically charge batteries (and replenish air) using a snort mast (snorkel) to allow air to be drawn in to run the diesel generators. In an operational sense, when in the AO, so called air independent propulsion such as fuel cells allows advanced conventional submarines to remain submerged well over a week if the speed is kept very low. In this way, the indiscretion ratio problem (the percentage of time snorting) can be significantly reduced when in the AO.

The second problem that is more critical for our region is the issue of transit speed. For a variety of reasons, conventional submarines can only transit at about 10 knots. That means getting to the closest potential AO will take more than a week from where the submarines are based at Fleet Base West, and for most AO's it will be considerably more than that. The long transit time required (both to and from the AO) clearly indicates that a significant portion of any deployment will be "wasted" in the transit.

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Submarines are being tasked to carry out more varied tasks, and Australia's next submarines will probably need to carry land attack cruise missiles. If this were the case with the Collins, it would come at the expense of some Harpoon anti-ship missiles or heavyweight torpedoes. Additionally, these rounds would have to be fired through the torpedo tubes.

With US attack submarines, small vertical silos housing Tomahawk cruise missiles have become de rigueur since the advent of the Improved Los Angeles class submarines. Our next generation submarine will probably also need to have this arrangement to give the operational flexibility required (and to ensure that we don't end up with a reduced weapons load in other ways compared to now). This means a larger submarine and the Collins replacement will have to become larger for reasons I have outlined.

The next generation submarine will probably also need to deploy unmanned underwater vehicles (UUV). Once again, UUV's will take up more space, and problematically, will probably require charging of batteries from the host submarine, which will be a further drain on electrical resources.

In comparison, nuclear submarines are able to transit at 30 knots or more, therefore the submarine and its crew spend significantly greater portions of a deployment doing productive work.

Traditionally, the major operational compromises associated with nuclear submarines have been size and noise levels. First, with noise levels, the submarines have become far quieter as a result of so-called natural coolant circulation reactors, where, at slow speeds in the AO coolant pumps are not required (as was the case with conventional reactors). With size, as previously stated, conventional submarines are becoming larger by necessity.

When all these factors are taken into account, a submarine probably of the order of 5,000-6,000 tonnes, requiring a lot of power and volume (and growth potential) and a high transit speed is needed. If we were only looking at the issue from a perspective of optimising the design for operational considerations, the conclusion would have to be that the submarine should be nuclear. The high transit speed would mean a greater percentage of mission time on station, requiring fewer submarines. We are having significant problems crewing our current fleet, so anything that can be done to reduce the total number of submariners required would be welcome.

The submarine would undoubtedly cost more, and Australia would have to source the reactor from the USA (as does the UK). We could probably come to an arrangement for the US to take the powerplant back at the end of the submarine's life (reactors no longer require a mid-life refuel). We could still design and build the submarine in Australia and just use the US reactor.

In my view, it is imperative for the government to realistically and closely evaluate the nuclear option regardless of ideological sensitivities.

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Royal Australian Navy's wish list of \$4b

THE Australian Navy has produced a secret \$4 billion wish list that includes an aircraft carrier, extra destroyer and long-range Tomahawk cruise missiles for its submarines.

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It wants a third 26,000-tonne amphibious transport ship equipped with vertical-takeoff jet fighters, a fourth \$2 billion air warfare destroyer to defend the big ships and submarine-launched cruise missiles that could strike targets thousands of kilometres away.

The list comes as the Navy can barely find enough technically qualified sailors to crew its existing fleet.

It coincides with a Rudd Government bid to save \$1 billion a year in defence costs.

Insiders say the Government is unimpressed by the Navy's push for more firepower at a time of savage spending cuts. "The Navy is out of control," a source said.

It is believed the wish list was the final straw in the tense relationship between the Government and Navy chief Vice Admiral Russ Shalders, who will be replaced in July by Rear Admiral Russ Crane.

Vice Admiral Shalders last year pushed for an expensive US-designed destroyer, but lost out to a cheaper Spanish option.



The Australian frigate **FFH 152 WARRAMUNGA** – Photo : **Glenn Towler** ©

Taxpayers will spend more than \$11 billion to provide the Navy with the two 26,000-tonne amphibious ships and three air-warfare destroyers equipped with 48 vertical launch missile cells. The two amphibious ships, known as landing helicopter docks, are capable of carrying more than 1000 fully equipped troops and heavy vehicles such as tanks and armoured trucks.

The Navy wants a third to carry vertical-takeoff and short-landing jets to provide it with a carrier-based force projection capability. Its last aircraft carrier, **HMAS Melbourne**, was sold for scrap in 1973. **Source : news.com.au**

HMS Nottingham Hosts VIP Function in Rio de Janeiro

HMS Nottingham recently found herself flying the flag in Rio de Janeiro, Brazil. The Royal Navy Type 42's visit coincided with the 200th anniversary of the Portuguese Royal Court's landing in Rio de Janeiro.

In November 1807, as Napoleon's French army supported by the Spanish overran Portugal, the Royal Family's position became untenable. Their only option for escape was to embark on a large scale evacuation. Over the next 4 months

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more than 12000 Portuguese, mainly comprising the court of the Prince Regent d. Joao, fled to Brazil. As well as Portuguese Warships and British merchantmen, Royal Navy Warships were involved in the operation that culminated in the Prince Regent landing in Rio de Janeiro on the 7th March 1808.

Nottingham commemorated the event by hosting an official reception whilst alongside in Rio. More than 100 people attended including UK Minister Dr Kim Howells MP, UK Ambassador Peter Collecott, and the Commander-in-Chief of the Brazilian Navy. Furthermore, the function was attended by representatives from the British community in Brazil, local government authorities, other senior naval figures, businessmen and members of the local community. The day was a resounding success, allowing the visitors to see a modern Warship up close, and to meet members of her crew, whilst commemorating the historical relevance of the occasion.

Having enjoyed some well earned R&R alongside in Rio, Nottingham proceeded to sea this week in company with the Brazilian Naval Ship Niteroi and Royal Fleet Auxilliary **Gold Rover**.

The 3 ships conducted a Passage Exercise (PASSEX) in which they participated in a variety of 'combined' training serials. "Officer of the Watch Manoeuvres" as we call it, involves ships manoeuvring in close proximity, turning the ships together, or in sequence, and adopting a variety of formations. We also practiced Replenishment-at-Sea approaches, where one ship closes another so as to pass lines for transferring cargo or fuel. The aviators got in on the act as well, when Nottingham's Lynx Mk 3 Helicopter conducted some formation flying with Niteroi's Super Lynx.

During the 36 hr PASSEX it was possible for members of each Ship's Company to cross over onto the ships in company by Helicopter or sea boat transfers. This allowed several RN and BN personnel to experience life on the other side.

Nottingham is now back at sea, on passage with Gold Rover, conducting Maritime Security Operations. **Source :**
Royal Navy News



The Canadian submarine **SSK 878 CORNER BROOK** seen arriving in Willemstad (Curacao)
Photo : Kees Bustraan ©

The Shame of the Japanese Navy

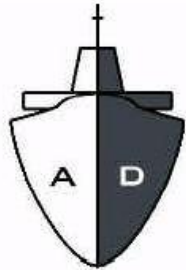
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Japan's Defense Minister fired the head of the navy, and another senior official, and punished 88 other uniformed and civilian navy officials for a series of embarrassing lapses. The most recent incident occurred last month, when a 7,700 ton Aegis destroyer collided with a 37 foot long fishing boat at four in the morning, killing the two crewmen. Someone on the bridge of the destroyer **Atago** did spot the fishing boat, but only about 60 seconds before the collision. This is the first collision of a Japanese warship in twenty years. The last one involved a submarine colliding with a fishing boat in broad daylight, in Tokyo Bay, killing 30 civilians. The latest collision apparently killed the two men running the fishing boat, which was about 40 kilometers off the coast. The investigation of the Atago incident is still going on, but it's already been discovered the discipline on the ship was lax.

The Defense Minister was also upset over a leak, well several leaks, of secret radar and air defense information (the U.S. Aegis system). This, as well as a recent fire aboard a Japanese warship, revealed a pattern of sloppiness and poor discipline that has greatly upset Japanese. The navy has a long tradition of excellence, and all these incidents indicate deep seated problems. Change, however, will take years, if ever. Peacetime military bureaucracies are very difficult to change

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The 1976 build **NIMR** seen in Egypt, built as the **BREEDBANK** at the Bodewes shipyard under yard number 731, for the **Nieuwe Rotterdamse Sleepdienst**, the tug sailed very shortly under the name **BREEDBANK** in Rotterdam-Europoort before she was sold to Egypt and renamed in **NIMR**

Photo : Jacob Versteeg ©

L&T Wins Contract

Larsen and Toubro Ltd (L&T) has won a contract valued at about \$240m to build four specialized ships for Dutch company RollDock BV. Indian companies are currently building about 245 ships worth more than Rs20,000 crore. Of this, about 70% are for overseas clients, who are placing orders at Indian yards as shipbuilding facilities in maritime strongholds such as Japan, South Korea and Norway are fully booked till 2011.

Each ship will cost about \$60m to build. These will be built at L&T's shipyard at Hazira in Gujarat and would take the firm's order book to 12 ships. The Mumbai-based company launched its shipbuilding venture in May 2006 with an order for building four ships valued at Rs440 crore from Rotterdam-based Zadeko Ship Management CV (now known as RollDock BV). The Dutch firm placed a repeat order in August 2007 with L&T for two more ships valued at more than \$70 million.

L&T recently received the required approvals from the Tamil Nadu government to set up what will be the country's biggest shipbuilding facility at Kattupalli in Thiruvallur district, near Chennai. The proposed shipyard-cum-port project, which will cost more than Rs3,000 crore, will be capable of building 25 ships a year, including five very large crude carriers and 20 panamax vessels. The yard will also be able to repair 50-60 ships a year.

Very large crude carriers have a capacity to carry 300,000-350,000 tonnes of crude oil and panamax vessels can each carry 120,000-200,000 tonnes of dry bulk commodities. L&T ventured into shipbuilding by converting part of its heavy engineering complex at Hazira into a yard that can build three mid-size ships with a cargo carrying capacity of 15,000-20,000 tonnes in a year. Although the company is now expanding the capacity of the Hazira yard to make six ships a year, it cannot make bigger ships there. **Source: WSJ**

STX Shipbuilding wins 586-bil-won ship deal

STX Shipbuilding Co., the world's fifth-largest shipyard, said Wednesday (Mar. 26) that it has won an order valued at 586 billion won (\$594 million) to build four ships. The deal with a European shipping company calls on STX Shipbuilding to deliver the very large crude carriers by November 2011, the company said in a regulatory filing.

With the deal, STX Shipbuilding has won \$1.9 billion worth of deals so far this year, up 36 percent from a year earlier. Shipyards in Korea, the world's top shipbuilding nation, have won record orders in recent years as demand has surged for vessels to transport raw materials to China and goods to the rest of the world. Shares of STX Shipbuilding closed down 0.47 percent at 333,850 won on the Seoul bourse. In a separate filing, the shipyard said it is targeting \$11 billion worth of shipbuilding orders this year, 3 trillion won in sales and 200 billion won in operating income. In 2009, STX Shipbuilding expects 4.2 trillion won in sales and 340 billion won in operating income. **Source: kois.go.kr**

Korea starts Daewoo Shipbuilding sale

South Korea will start the sale process for Daewoo Shipbuilding and Marine Engineering Co, the world's No. 3 shipbuilder, by putting up for sale a 50.4 percent stake currently worth \$3.6 billion.

State-run Korea Development Bank (KDB), Daewoo's top shareholder, said in a statement on Wednesday it would name lead managers for the sale and put the company up for auction, but did not provide any detailed timeframe. State institutions own 50.4 percent of Daewoo, with KDB holding 31.3 percent and Korea Asset Management Corp another 19.1 percent. "KDB decided to start the sale process to recover investment funds in a timely manner and to transfer Daewoo's management to a responsible investor who can contribute to the company's long-term development," the bank said.

Daewoo Shipbuilding shares jumped 10.8 percent to 36,500 won by 0318 GMT, compared with the KOSPI's 0.19 percent gain. It rose as much as 13 percent shortly after the announcement of the sale. Energy and construction-focused GS Group and the South Korean state pension fund have expressed interest in Daewoo Shipbuilding. A sale to

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foreign shipbuilders is seen less likely as Daewoo also operates a defence business, but the deal could still attract foreign financial investors who may join a local bidders' consortia, analysts said.

Anti-trust issues are likely to block major domestic rivals such as Hyundai Heavy Industries Co and Samsung Heavy Industries Co the world's biggest and second-biggest shipbuilder, from bidding for Daewoo.

KDB's announcement comes at a time when South Korea has unveiled plans to privatise the state-run bank, which would require speedy disposal of its stakes in debtor firms such as Daewoo and Hyundai Engineering & Construction

Source: reuters.com

Local firm to use N.K. ship repair yard

A South Korean company has obtained the exclusive right to use a ship repair yard in North Korea, company officials said Sunday.

The right to use Ryongnam Ship Repair Factory in the western port city of Nampo will enable Acheon Global Corp. to gain domestic and overseas investment in its ship repair and steel-structure manufacturing businesses in North Korea, Acheon officials said. "Our company recently signed an agreement with the North and decided to push for businesses with the right to invest in and use Ryongnam Ship Repair Factory," an official said, requesting anonymity.

Built in 2005 near the West Sea floodgates, the factory has two docks for ship repairs and a wide yard around it.

Acheon has yet to receive the required approval from the South Korean government for the inter-Korean cooperation program, but plans to do so if a trial run of a welding machine assembly business at the factory is successful.

Acheon's business partner Yonhap Electric said it will make 20 carbon dioxide welding machines at the factory next month to see if the joint business would be lucrative.

Acheon also aims to persuade Pyongyang to designate part of Nampo as a special economic zone if the business thrives. Chaired by Kim Yoon-kyu, former vice chief of Hyundai Asan, Acheon is engaged in various inter-Korean joint ventures, including importing North Korean sand. It arranged the first Pyongyang visit by a large group of South Korean businesspeople since the administration of President Lee Myung-bak took office last month.

The 159-member delegation returned home Saturday, wrapping up a four-day inspection tour of North Korean industrial facilities, including the Nampo factory. Source : Yonhap

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Rigdon Marine takes delivery of fast supply vessel



Rigdon Marine Corporation VP of Sales and Marketing Billy Guice has announced the christening and delivery of the **HAMMERHEAD**, the first of four proprietary FSV (fast supply vessels) the company is building. Mrs. Shelley Puckett, wife of Mike Puckett, a Vessel Manager for RMC, christened the 181-foot FSV prior to its deployment in the U.S. Gulf of Mexico.

Built by C&G Boatworks, the **HAMMERHEAD** is a 181-foot x 34-foot, 7,200-horsepower, DP-1 FSV, which

offers a top speed of 23 knots and features a capacity of 1,001 barrels of liquid mud, 664 barrels of rig water, and a cargo deck capacity of 400 metric tons.

Features include a 250 hp drop-down azimuthing bow thruster. Cargo discharge capacity is 500 gallons per minute (GPM) of liquid mud, 300 GPM of rig water, and 300 GPM of fuel oil.

The **HAMMERHEAD** was designed primarily in support of the rigorous deepwater environment where long runs, high payloads and challenging sea conditions are the norm. However, its speed and safety advantages also provide a competitive advantage versus traditional workboats in shallow water applications.

The remaining three Rigdon 181 class FSVs are expected to deliver in 2008 and early 2009.

Star Bulk Announces a New 3-Year Time Charter for Its Supramax Vessel Star Gamma

Star Bulk Carriers Corp. announced it has agreed to a further three-year time charter for its Supramax vessel **Star Gamma**.

The new three-year time charter to Korea Line will commence in February 2009 when the current one-year time charter to TMT, at a gross daily rate of USD 28,500, will expire. The new three-year charter with Korea Line has a gross daily average rate of \$38,000 staggered as follows: USD 45,000 for the first year (February 2009-February 2010), USD 38,000 for the second year (February 2010-February 2011) and USD 31,000 for the third year (February 2011-February 2012). Star Gamma is a 2002-built Supramax vessel of 53,098 dwt.

Akis Tsirigakis, President and CEO of Star Bulk commented: "We are pleased to have secured further period employment for the Star Gamma at a very attractive rate. The average 3-year rate we achieved is 33% higher than the existing 1-year rate and will further enhance our revenue and profit generation. Following this fixing, Star Bulk's fleet-wide time charter coverage for 2008 remains at 94% while that for 2009 increases from 54% to 62%. We intend to continue pursuing opportunities to increase the time charter coverage of our fleet into the future in a manner which enables us to secure strong cash flows and superior financial performance."

Symposium over de offshore industrie op het MIWB



Het Maritiem Instituut "**Willem Barentsz**" gaat in samenwerking met het bedrijfsleven in het afnemende werkveld een aantal publiekssymposia organiseren om daarmee meer bekendheid aan de diverse takken van scheepvaart, hydrografie en aan de eigen opleidingen te geven. De spits zal dit jaar worden afgebeten door de offshore sector. Op 23 mei a.s. zal het symposium Offshore in het gebouw van het MIWB worden gehouden. Als de ervaringen positief zijn zullen in de achtereenvolgende jaren andere sectoren aan bod komen.

Het symposium is in de eerste plaats bedoeld voor iedereen, die belangstelling voor de offshore industrie heeft en er wat meer van wil weten en/of zien. Het symposium is derhalve niet zozeer bedoeld voor vakmensen uit de sector en voor eindexamenkandidaten van middelbare scholen en middelbare beroepsopleidingen. Wel echter voor docenten en decanen van deze scholen, journalisten en publicisten en andere belangstellenden. Het symposium moet als een soort excursie op het droge naar deze sector worden gezien. Een moderne vorm van public relations.

Voor dit symposium heeft het MIWB zich verzekerd van de medewerking van een aantal gerenommeerde wereldwijd werkende bedrijven, te weten:

- Noble Drilling, een Amerikaanse maatschappij die 64 booreenheden op zee exploiteert en in Nederland een Europese vestiging heeft;
- Heerema Marine Contractors, een Nederlands bedrijf dat één der grootste installateurs van olie- en gaswinstallaties op zee is en tevens eigenaar van de drie grootste kraanschepen ter wereld;
- Smit Nederland, het Nederlandse sleep-, berging en transportbedrijf met wereldfaam op het gebied van bergingen, waaronder van beschadigde booreilanden;
- Allseas Engineering, een Nederlands bedrijf dat de grootste pijpenleggers ter wereld exploiteert en een superschip in aanbouw heeft;
- Fugro, een Nederlands bedrijf met wereldwijd 10.000 medewerkers/sters dat bodemkundig onderzoek zowel op het vaste land als op de zeebodem doet,
- Bluewater Energy Services, een Nederlands bedrijf dat een aantal gas- en olieproductieschepen exploiteert;
- Jumbo Shipping, een Nederlandse bedrijf dat zware lading schepen exploiteert voor het transport en de installatie van modules en apparatuur voor de gas- en olie- industrie;
- Vroon Offshore Services; een Nederlands bedrijf dat een omvangrijke vloot van platform supply-, safety stand-by- en diving supportschepen exploiteert.

Daarnaast steunen ook andere bedrijven en enkele koepelorganisaties zoals de Nogepa en de IRO dit initiatief.

Een zevental sprekers zal het werk van de verschillende bedrijven in woord en beeld weergeven. Aan het einde is er een paneldiscussie met de sprekers en krijgen de symposiumgangers de gelegenheid de simulatoren van het maritiem instituut te bezoeken.

Voor particuliere belangstellenden hoeft de entreeprijs geen bezwaar te vormen. Die is dankzij de sponsoring op slechts € 50 per persoon gesteld. Drinkjes en lunch zijn daarbij inbegrepen. Het programma begint na aankomst van de eerste snelboot 's morgens, terwijl de symposiumgangers met de laatste boot nog terug kunnen. Belangstellenden wordt aangeraden hun bootreis bij Rederij Doeksen zo spoedig mogelijk te boeken. Degenen die willen overnachten wordt aangeraden hun logies bij de VVV Terschelling te reserveren.

Voor nadere informatie kunt u terecht bij:
G.A. van Leunen, directeur MIWB, tel. 0562 44 66 00
M.J. Kusters, voorzitter beroepenveld commissie MIWB, tel. 0562 44 83 07



The 166 mtr long **SAN FERNANDO** seen arriving in Cape Town, the liner is build in 1996 as the SAN FERNANDO at the Thyssen Noordseewerke yard in Emden under yard number 512, sailed over the last years under the names : **IVARAN CONDOR, LYKES CONDOR, SAN FERNANDO, P&O NEDLLOYD TEMA** and since July 2004 again as **SAN FERNANDO**

Photo : Ian Shiffman ©

FreeSeas Inc. Announces Delivery of Handysize Free Knight

FreeSeas , a provider of seaborne transportation for drybulk cargoes, announced today that it had taken delivery of the 1998-built 24,111 dwt Handysize M/V **Free Knight**. As previously announced, upon delivery the Free Knight entered into a one-year time charter at a rate of \$31,500 per day.

Mr. Ion Varouxakis, Chairman, President and Chief Executive Officer of FreeSeas, stated, ``We are pleased that the Free Knight has joined the fleet; we look forward to the delivery of the Free Impala later this month and the Free Lady in the third quarter." **Source : FreeSeas**

CMA CGM and Maersk Line sign a cooperation agreement for North Asia - US West Coast service

CMA CGM and Maersk Line have signed a cooperation agreement on the Danish operator's new line between North Asia and the US West Coast.

For the first time, CMA CGM will be providing weekly connections between two Korean ports (Kwangyang and Pusan), four major Japanese ports (Kobé, Shimizu, Nagoya, Yokohama) and two US West Coast ports (Los Angeles, Oakland) eastbound.

Two calls in Yokohama and Kobe will also be provided westbound from the US West Coast (Los Angeles/Oakland), offering new export opportunities for CMA CGM US-based customers.

Beginning in April 2008, the service will deploy five 4,000 TEU vessels with transit times among the most competitive on the market: 14 days from Korea to the US West Coast, and 10 days from Japan. "This new service between Japan

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and North America reinforces the Group's already strong presence in China," said Jean-Philippe Thenoz, vice-president North America Lines at CMA CGM. "It also enhances our coverage of the Japanese market, where the Group just opened a new agency - CMA CGM (JAPAN) K.K. - as a symbol of its commitment to developing its activities in the archipelago." **Source: cargonewsasia**

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Fredriksen buys stake in another large shipping firm

Norwegian tanker tycoon John Fredriksen has struck again. The self-made billionaire, known for his nose for business, has bought into Overseas Shipholding Group.

Fredriksen, who controls major tanker firm Frontline and a vast empire of other shipping and business interests, bought 5.2 percent of OSG just before the Easter holiday and appears set to pick up 4.4 percent more, according to newspaper Aftenposten.

The investment has sparked speculation of an outright takeover of OSG, and that sparked a jump in the price of Frontline's own shares. They were up nearly 7 percent Tuesday morning, on top of other gains earlier.

Fredriksen is staying typically mum on his plans for OSG. Bjørn Sjaastad, chief executive of Frontline, told news bureau Reuters that "it's always interesting to consolidate the tanker sector," but other than that, declined to elaborate on Frontline's and/or Fredriksen's intentions.

Frontline has stated that company executives want to talk to OSG management and other OSG shareholders about alternatives for creating shareholder value. Fredriksen has taken over a host of other shipping companies, which helped build the huge fleet of modern tankers he now controls. **Source : Marine Norway**

Maersk met Hamburg Süd naar Oceanië

De Trident Service van Hamburg Süd tussen Noord-Europa, de oostkust van Noord-Amerika en Australië/Nieuw-Zeeland wordt begin juni opgevolgd door een nieuwe gezamenlijke dienst met Maersk Line. De Deense partner zal die dienst in Europa echter niet gebruiken.

De twee carriers gaan met elkaar in zee, omdat er tussen Noord-Amerika en Oceanië grote overcapaciteit is. Maersk staakt op die route een wekelijkse dienst met tien schepen van 2.200 tot 2.800 teu. De Denen reserveren daarna zes

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eenheden van 2.800 teu voor de gezamenlijke dienst met Hamburg Süd. Op alle schepen zullen 530 aansluitingen voor reefercontainers beschikbaar zijn. De Duitse partner zet nu al twaalf schepen in de Trident Service in en zal er vanaf juni maar half zoveel meer moeten leveren. Toch behoudt Hamburg Süd de volledige capaciteit in Noord-Europa voor lading naar Noord-Amerika en Australië/Nieuw Zeeland. In de Europese aanloophavens Tilbury, Bremerhaven en Antwerpen gaan de Denen dus geen lading boeken op hun eigen schepen.

Hamburg Süd zal de schepen er alleen vullen met containers voor Philadelphia, Savannah, Balboa, Auckland, Sydney, Melbourne, Port Chalmers en Tauranga. In tegenstelling tot de Trident Service, zal de opvolger niet stoppen in Cartagena, de Centraal-Amerikaanse hub van de Duitse rederij.

Maersk Line blijft de Europese lading voor Oceanië ook na juni overslaan in de Maleisische hub Tanjung Pelepas. Voor de trans-Atlantische transporten gebruikt de Deense rederij andere diensten. Het wordt intussen duidelijk dat Maersk Line bewust rationaliseert op vaargebieden waar het niet zo goed gaat. Vorige week raakte nog bekend dat de Denen op de North Atlantic 900 teu per week afstaan aan CMA CGM, zodat die Franse rederij een eigen dienst kan staken.

Tussen Noord-Amerika en de oostkust van Zuid-Amerika trekt Maersk Line zich deze zomer zelfs volledig terug: de Denen stoppen daar medio augustus slots te huren bij Hamburg Süd, omdat de tarieven op de route zo laag zijn dat er met verlies gevaren wordt. Een jaar geleden zette Maersk Line op dit vaargebied al een punt achter een eigen dienst.

Bron : Nieuwsblad Transport

SALVAGE CHALLENGER ARRIVED WITH SAINTY NO 6 IN ROTTERDAM



Photo : Capt. Bas van Hoorn – Master RT Magic ©

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Photo : Capt. Bas van Hoorn – Master RT Magic ©



Photo : Frans Sanderse ©

TBS International Limited Takes Delivery of Tweendecker, M.V. Ottawa Princess

TBS International Limited announced that it has taken delivery of the M.V. **Ottawa Princess**, formerly known as the M.V. Wedellsborg, an acquisition it had announced in December 2007. The M.V. **Ottawa Princess** is a 1987 built, 22,800 dwt tweendecker that the Company agreed to acquire, along with its sister vessel, the M.V. **Caribe Maiden**, en bloc for \$46 million charter free. With this delivery, TBS' current fleet consists of 42 multipurpose tweendecker, handymax and handysize vessels. TBS expects to take delivery of one handymax bulk carrier (M.V. **Canarsie Princess**) by the end of Q2 2008. Once this delivery is concluded, TBS' fleet will be comprised of 43 vessels with an aggregate of 1,268,500 dwt, consisting of 23 tweendeckers and 20 handymax/ handysize bulk carriers. **Source : TBS**



The Maas Pilot helicopter seen close to the monkey island of the **EVELYN MAERSK** ready to collect the pilot
Photo : Rik van Marle ©

Aries Maritime Transport Limited Announces Sale of Two Container Vessels and Provides Dividend Update

Aries Maritime Transport Limited announced it has reached an agreement to sell both the **Energy 1**, a 1989-built container vessel, and its sister ship, the **MSC Oslo**, to an unrelated third party for a net price totalling approximately \$40 million. The Company expects to finalize the sale with the delivery of the vessels during the second quarter of 2008.

Mons S. Bolin, President and Chief Executive Officer, said, "Following our previously announced agreement on March 3, 2008 to sell the **Arius**, the oldest vessel in our fleet, we are pleased to further strengthen our fleet profile and financial flexibility with these sales. Upon completing the sale of the Energy 1 and the MSC Oslo, we expect to realize a book profit totaling approximately \$6.3 million and will use the proceeds to reduce the outstanding borrowing under the fully revolving credit facility." **Source : Aries Maritime**

Luxury liner to call at Kochi port

Luxury liner of the Cunard Group '**Queen Victoria**' is scheduled to call at the Kochi port on Wednesday. The vessel will be here as part of its first voyage around the world. The vessel, with about 2,000 tourists and about 900 crew, will sail for Mumbai in the evening on the same day. '**Queen Victoria**' will be the 40th cruise vessel to call at Kochi since April 2007. Two more cruise vessels are expected this month. **Source : The Hindu**

Vietnam stops container terminal construction to build steel mill

Former Vietnam National Shipping Lines (Vinalines) director Chu Quang Thu is urging the nation to build an international container shipping terminal, to meet growing demand and cut hefty spending on port fees. The demand comes as the building of Vietnam's first international ship container terminal, expected to have started construction in January, was put on hold by the construction of a US\$5 billion steel mill in the vicinity by South Korean company Posco.

Mr Thu raised the urgency of building a new international box terminal to do away with the costly practice of transshipping cargo from Vietnam to Europe and North America via Hong Kong and Singapore. "Currently we give foreign traders at least US\$3 billion in transshipment fees every year," he said in a report by VietNamNet Bridge, noting that the fees accounted for 10 to 15 per cent of trade goods' value. Vinalines claims that transshipment of containers through Hong Kong or Singapore adds US\$101-\$231 to transport costs and reduces Vietnam's international competitiveness. Vinalines said the amount of container goods transhipped through Vietnam's ports has increased by an average of 17-20 per cent each year.

Former director Thu has also expressed a preference for the new facility to be constructed in the southern coastal province of Khanh Hoa's Van Phong Bay, as stipulated by the nation's prime minister in October 1999. Last year, 4.85 million TEU of goods were transhipped through domestic ports in Vietnam, an increase of 31.24 per cent over 2006.

Former Khanh Hoa's People's Committee and Khanh Hoa Sea Science Technology Association president Nguyen Thiet Hung was cited as saying in the report that the construction of an international container terminal will take time, while the province can garner immediate economic benefits from a steel mill. Said Mr Thu: "I'm sure that although Van Phong may become an international port it will not be an international container transshipment terminal if the steel mill

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is built." But Mr Hung's view was supported by Van Phong Economic Zone Management Board chairman Nguyen Trong Hoa who maintains that a working steel mill will add about \$125 million each year to the provincial budget. **Source :** schednet.com

MOVEMENTS



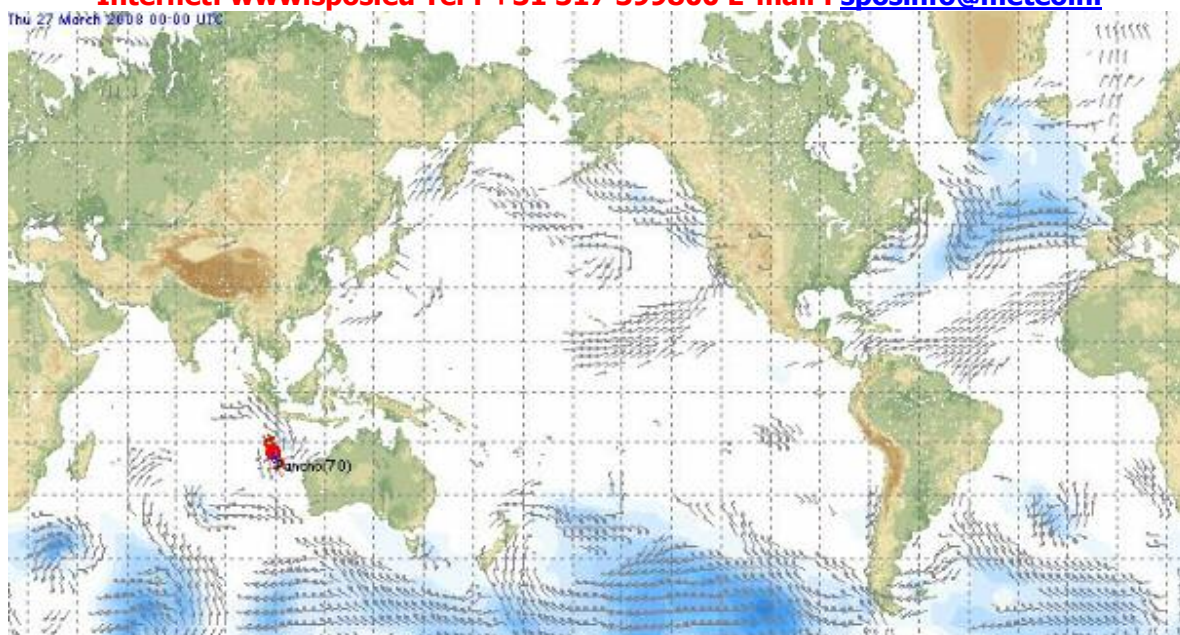
ITC's **BOULDER** arrived with the MINGO in Rotterdam
Photo : Jan van der Klooster – www.scheepvaarhoek.nl

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.... PHOTO OF THE DAY



The **MIGHTY SERVANT 1** seen submerged in Rotterdam-Europoort when loading the **ROWAN GORILLA VII**
Photo : Frans Slob - Dockwise Shipping B.V. ©

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