

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 114



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The MINERVA seen in the Panama Canal
Photo : Master Volendam ©

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EVENTS, INCIDENTS & OPERATIONS

Somali troops storm Dubai ship, arrest 7 pirates

Somali troops stormed a Dubai-flagged ship on Tuesday that had been hijacked off the Horn of Africa nation, releasing its crew and arresting seven pirates, authorities said. They pledged to do the same to rescue a Spanish ship held by pirates since the weekend. "Our troops stormed on to the **Al-Khaleej** and engaged the pirates. There was brief fighting before they defeated them," Abdirizak Hared, the mayor of Bosasso port, told Reuters. The **Al-Khaleej** had been carrying food and new cars for sale in Somalia when it was raided by pirates seven km (four miles) off Bosasso, in the Gulf of Aden on the northeast coast, on Monday.

It was the second rescue mission against pirates operating from the lawless country this month after French commandos swooped to arrest six pirates in the same area. A surge in hijackings for ransom has made the waters off Somalia some of the world's most dangerous shipping zones. After the **Al-Khaleej** was brought into Bosasso port under guard, a Reuters witness saw 16 crew members of Asian origin who appeared safe. He also saw seven pirates in chains, three of them bleeding. Police escorted them to a waiting van and drove them away under tight security from the port in Puntland region. The ship, and cars on it, showed bullet marks.

Puntland security minister Abdullahi Said Samatar said the seven pirates would face the death penalty in accordance with the semi-autonomous region's piracy laws. "We arrested seven pirates. Three of them were wounded during the shootout. We will charge them. The penalty for piracy in our country is death. They will be killed," Samatar said.

He said 110 security officers had taken part in the operation to storm the ship. One was wounded. Puntland is a relatively peaceful region in northern Somalia that runs its affairs independently from the chaotic south of the Horn of African country. "Puntland has no means to arrest such pirates but after we failed to get any international help we were forced to storm the ship that was bringing in suppliers to Bosasso in order to free it," he added. Over the weekend, pirates also seized a Spanish tuna fishing vessel with 26 people aboard. Samatar said they have sent troops to free the Spanish boat held by other pirates near Garad port, in Indian Ocean waters off southeast Puntland.

"We have sent our troops towards the Spanish ship around Garad. We hope they will successfully release the boat the same way," he said. A Spanish frigate is on its way to the area and Madrid has sent its ambassador to Kenya to help resolve the crisis. Crew members of the boat from Spain's Basque region spoke to family members on Tuesday and told them they were being held by up to 10, well armed pirates, Spanish national radio reported. **Source : Reuters**



The **SANKO OASIS** seen in Rotterdam-Europoort
Photo : Fred Vloo ©

Crew say lucky to be alive after Somali hijack

The Pakistani crew of a Dubai-flagged cargo ship said on Wednesday they were lucky to be alive after being captured by Somali pirates then rescued in a shootout at sea. Alia Akbar, second-in-command of the Al-Khaleej, told Reuters seven pirates posing as fishermen in dire need of drinking water came alongside on Monday only to hijack the ship at gunpoint after being allowed on board. "We let in three of them. Suddenly four others, who were armed, boarded the ship. They then ordered the captain to change course and took us between Mukalah (in Yemen) and Dubai. They held us there at sea all night," he said in Urdu.

On Tuesday, scores of security officers from the semi-autonomous Somali region of Puntland stormed the ship and engaged the pirates in a gun battle that lasted for an hour. They rescued the 16 crew members and arrested the pirates. "The troops came in the morning, before the pirates had asked us for any ransom," Akbar, 27, told Reuters, speaking throughout a Somali translator on behalf of the crew. When the pirates came on board, the Pakistani crew scattered and tried to hide in different parts of the cargo ship that had been en route from Dubai to Puntland. They were all found by the pirates, who promised not to hurt them. "In the morning many troops on two speedboats surrounded our ship. Then the shootout started. It was really frightening. "The pirates surrendered after three of them were wounded. I can't believe we are free. It was a nightmare," he said, smiling.

Alarm voor chemische reactie lading schip

In de Derde Petroleumhaven in Rotterdam zijn woensdagochtend diverse hulpdiensten ingezet in verband met een chemische reactie in de laadruimte van het schip **Stolt Innovation**. Dat liet de politie weten. Het schip vervoert de koolwaterstofverbinding MDI (methyleendifenyldiisocyaan) dat na aanraking met water een reactie heeft afgegeven. Daardoor is de temperatuur en de druk op het schip gestegen. De hulpdiensten proberen de temperatuur te verlagen met een neutraliserende stof.

De zegsman stelt dat het te vergelijken is met broei in een lading. „Er moet iets gebeuren om het proces te doorbreken. Nu is het onduidelijk wat er gebeurt. De druk in de tanker moet weer omlaag." Hij stelt dat het proces van de chemische reactie dinsdagavond al was begonnen. De hulpdiensten besloten woensdagochtend het schip te verslepen naar een veilige plek. De boot ligt nu in het Calandkanaal. Een crisisteam is sinds negen uur in beraad. MDI is de grondstof van polyurethaanschuimen (PUR). De stof is brandbaar. Bij een brand komen irriterende of giftige dampen (of gassen) vrij



'Broeiend' schip naar zee versleept

De tanker **STOLT INNOVATION**, waarbij in de laadruimte een chemische reactie is ontstaan, is woensdagmiddag naar open zee versleept. Op circa 6 kilometer uit de kust wordt het vaartuig geparkeerd zodat het geen gevaar kan opleveren voor omwonenden. Er blijven mensen aan boord om de situatie in de gaten te houden. Het schip **Stolt Innovation** lag eerst in de Derde Petroleumhaven in Rotterdam en werd vandaar al versleept naar het Calandkanaal.

De tanker vervoert de koolwaterstofverbinding MDI (methyleendifenyldiisocyaan), een grondstof voor PUR, dat door nog onbekende oorzaak in aanraking is gekomen met water. Dit gaf een chemische reactie. De temperatuur en de druk op het schip nam daardoor toe. Een politiewoordvoerder stelde dat het te vergelijken is met broei in een lading.

De temperatuur loopt niet verder op. Mocht dat wel gebeuren, kan er bij 200 graden een gevaarlijke stof vrijkomen. Daarom besloten de hulpdiensten de tanker op zee te 'parkeren'. Het proces van de chemische reactie begon dinsdagavond. Het kan nog enkele dagen duren voordat de reactie is uitgewerkt. MDI is brandbaar. Bij een brand komen irriterende of giftige dampen (of gassen) vrij.

Cosco Busan pilot hit with more charges

Today, a federal grand jury returned an indictment charging John Joseph Cota, a U.S. Coast Guard and California licensed ship pilot, with making false statements to the Coast Guard concerning his medications and medical conditions in 2006 and 2007. The false statements arose from annual physical examinations that pilots are required to complete every year to maintain their pilot's license, says a Department of Justice press release.

Cota, who was the pilot of the **Cosco Busan**, was previously charged with negligently causing the discharge of approximately 50,000 gallons of oil in San Francisco Bay from the 65,131-ton container ship when he caused the ship to collide with the San Francisco Bay Bridge on Nov. 7, 2007. The grand jury's indictment supersedes and includes charges brought previously by a criminal information that charged Cota with violating the Clean Water Act (CWA), as amended by the Oil Spill Act of 1990, and the Migratory Bird Treaty Act by causing the death of protected species of migratory birds.

The new charges include two counts of making false statements to the Coast Guard on required annual medical forms. Coast Guard regulations require that pilots have an annual physical examination that results in the completion of a medical evaluation form. The form must be completed by a licensed physician or physician assistant, and signed by the pilot. The grand jury's indictment charges that Cota knowingly and willfully made materially false, fictitious, and fraudulent statements and representations on the required medical forms in that he certified that all the information he provided was complete and true to the best of his knowledge. The indictment alleges that in fact, Cota knew that the information he provided was neither complete nor true, including information regarding his current medications, the dosage, possible side effects and medical conditions for which the medications were taken.

Cota was licensed by the U.S. Coast Guard and the State of California as a Bar Pilot, according to the indictment. He was a member of the San Francisco Bar Pilots and had been employed in the San Francisco Bay since 1981. Pilots are licensed professionals who are responsible for navigating ships through challenging waters. In California, large ocean-going vessels are required to be piloted when entering or leaving port.

The indictment charges that on Nov. 7, 2007, Cota negligently caused the discharge of approximately 50,000 gallons of heavy fuel oil from the **Cosco Busan** in violation of the CWA, as amended by the Oil Pollution Act of 1990.

According to the charges, while piloting the ship from port in heavy fog, he failed to pilot a collision-free course and failed to adequately review the proposed course with the Captain and crew on official navigational charts. Further, he failed to use the ship's radar as he approached the Bay Bridge, failed to maintain a safe speed in light of limited visibility, and failed to use positional fixes or verify the ship's position using official aids of navigation, throughout the voyage.

According to the indictment, these failures led to the **Cosco Busan** striking the bridge and spilling the oil. As a result of the discharge of heavy fuel oil from the **Cosco Busan**, approximately 2,000 birds died, including Brown Pelicans, Marbled Murrelets and Western Grebes. The Brown Pelican is a federally endangered species and the Marbled Murrelet is a federally threatened species and an endangered species under California law.

The maximum penalty violation of the false statements act is five years in prison and a \$250,000 criminal fine. The maximum penalty for a misdemeanor violation of the CWA is one year in prison and a \$100,000 fine, and the maximum penalty for a misdemeanor violation of the MBTA is 6 months in prison and a \$15,000 fine. Mr. Cota's initial appearance on this charge is not yet scheduled.

An indictment is merely an accusation. All defendants are presumed innocent until proven guilty at trial beyond a reasonable doubt. The investigation is ongoing and is being conducted by the Coast Guard Investigative Service, the

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EPA Criminal Investigation Division, the Federal Bureau of Investigation, the U.S. Fish and Wildlife Service and the California Department of Fish and Game, Office of Spill Prevention and Response.

The case is being prosecuted by Assistant U.S. Attorneys Stacey Geis and Jonathan Schmidt of the U.S. Attorney's Office for the Northern District of California, and Richard A. Udell, Senior Trial Attorney with the Justice Department's Environmental Crimes Section.

Alaska rejects final Exxon plan for giant gas field

Alaska on Tuesday rejected Exxon Mobil Corp's latest plan for the giant Point Thomson natural gas field on the North Slope despite industry warnings of another lengthy setback to development of an Alaska gas pipeline.

Exxon said it will appeal the decision, which terminates the Point Thomson development unit and could lead to the cancellation of the field leases. A spokeswoman said the energy company plans to "pursue all alternatives to protect our rights to develop these resources." Chevron Corp, which holds a 25 percent stake in Point Thomson, vowed to sue over the decision. "We are shocked and very disappointed by this decision," Scott Davis, the Chevron executive overseeing its Alaska business, said in a statement. "With this decision the state has taken a giant step backward in bringing North Slope gas to market."

Point Thomson, discovered in 1977, is thought to hold at least 8 trillion cubic feet of natural gas reserves and 200 million barrels of liquids and would be a vital source of supply for any Alaska natural gas pipeline project. The state has accused the oil companies of deliberately delaying development of Point Thomson. The majors reject that charge, saying the giant gas field cannot be put into production until a pipeline is constructed to ship Alaska gas to the rest of the United States. Field operator Exxon owns about 36 percent of Point Thomson, and BP Plc owns 32 percent of the field. The Alaska Department of Natural Resources ruling said Exxon's failure to develop the field under 22 previously submitted development plans compromised the credibility of its latest proposal.

"The history of this unit and the evidence offered by the Appellants have convinced me that approving the (development plan) will not result in timely development of these valuable state lands," DNR Commissioner Tom Irwin wrote. Alaska Gov. Sarah Palin, a strong critic of the oil industry, welcomed the decision. "I support the commissioner's decision because I want development and Alaskans are ready to see real progress at Point Thomson, finally, after 30 years," she said in a statement. Alaska and the companies have been sparring over Point Thomson since late 2005 when the state made the first step to break up the field unit and possibly cancel the leases. The state so far has been successful in early legal battles. Officials concede that a lengthy period of litigation may ensue. BP and ConocoPhillips both hold stakes in Point Thomson and have been spearheading efforts to build a \$30 billion Alaska natural gas pipeline.

Plans for that project still are moving forward, according to BP Alaska spokesman Steve Reinhardt. Still, he cautioned that doubts about the availability of Point Thomson gas could delay or even kill the pipeline. If the companies are unable to develop Point Thomson, they also will miss out on adding the reserves from the field to their reserve base. All the companies involved have struggled in recently to add oil and gas to keep up with their production, prompting questions about their long-term growth prospects. Exxon has 20 calendar days to appeal the DNR's decision. Following an unsuccessful appeal with the DNR, Exxon would have recourse to state courts under Alaska law. **Source :**

REUTERS

MSC NAPOLI report uncovers design flaw

MAIB reports on MSC NAPOLI incident...

During the morning of 18 January 2007, when on passage in the English Channel, the 4419 TEU container ship **MSC Napoli** encountered heavy seas, causing the ship to pitch heavily. The ship was making good a speed of 11 knots and the height of the waves was up to 9m. At about 1105, the vessel suffered a catastrophic failure of her hull in way of her engine room. The master quickly assessed the seriousness of the situation and decided to abandon ship. Following

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the broadcast of a distress call at 1125, the 26 crew abandoned the vessel in an enclosed lifeboat. They were later recovered by two Royal Navy helicopters. There were no injuries.

MSC Napoli was subsequently taken under tow towards Portland, UK but, as the disabled vessel approached the English coast, it became evident there was a severe risk she might break up or sink, and she was intentionally beached in Branscombe Bay on 20 January 2007.

A number of containers were lost overboard when the vessel listed heavily after beaching.

The investigation has identified a number of factors which contributed to the failure of the hull structure, including:

- The vessel's hull did not have sufficient buckling strength in way of the engine room.
- The classification rules applicable at the time of the vessel's construction did not require buckling strength calculations to be undertaken beyond the vessel's amidships area.
- There was no, or insufficient, safety margin between the hull's design loading and its ultimate strength.
- The load on the hull was likely to have been increased by whipping effect.
- The ship's speed was not reduced sufficiently in the heavy seas

In view of the potential vulnerability of other container ships of a similar design, the MAIB requested the major classification societies to conduct urgent checks on the buckling strength of a number of ship designs. Over 1500 ships were screened, of which 12 vessels have been identified as requiring remedial action; a further 10 vessels were identified as being borderline and require more detailed investigation; and the screening of 8 container ships was still in progress at the time of publication. Remedial action has either been completed, planned, or is being arranged; where necessary, operational limitations have been agreed or strongly advised until the remedial work has been completed.

Recommendations have been made to the International Association of Classification Societies, which are intended to increase the requirements for container ship design, consolidate current research into whipping effect, and to initiate research into the development and use of technological aids for measuring hull stresses on container ships. Recommendations have also been made to the International Chamber of Shipping with the aim of promoting best practice within the container ship industry, and to Zodiac Maritime Agencies, with reference to its safety management system. http://www.maib.gov.uk/cms_resources/Napoli.pdf



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Damaged £2m lifeboat a write-off

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A LIFEBOAT is to be permanently stationed at Portrush following the **Katie Hannan** sustaining damage "beyond economic repair". The RNLI will provide a Severn class lifeboat to cover the Irish coast until a replacement lifeboat is allocated to Portrush later in the year.

Consideration is being given to the damaged boat's future which may still play an important role in either training or educational purposes. According to an inquiry conducted by the RNLI, it cleared all lifeboat crew members of any "negligence" in "rendering assistance".

Instead, it focused on the "difficult" and "atrocious" weather conditions in which the lifeboat and its crew conducted the rescue attempt. RNLI's Divisional Inspector, Colin Williams said: "Grounding is a constant threat when lifeboats operate close to the shore in shallow water.

"All our lifeboats are designed to withstand grounding but not even the strongest lifeboat could survive being repeatedly driven against rocks by rough seas and storm force winds over a period of several days."

Grounding of the Katie Hannan arose when it manoeuvred inshore to assist the **Catriona IV** which was experiencing difficulties just off Rathlin Island's harbour. The £2 million stricken RNLI boat was eventually rescued and recovered after numerous failed attempts. **Source : NewsLetter**

Activists tackle tuna fishers in Pacific

Ship-borne activists said Tuesday they had targeted fishing boats from South Korea, Taiwan and the US in high-seas protests against the "plundering" of tuna in the Pacific. In the latest confrontation, crew from the Greenpeace ship **Esperanza** boarded a Taiwanese boat, the Nian Sheng 3, to inspect their catch and then escorted them out of international waters, a spokesman said. The captain of the tuna boat, which also contained hundreds of frozen shark fins and tails, allowed the activists to board, Greenpeace campaign leader Lagi Toribau told AFP by telephone from the **Esperanza**.

"Greenpeace are not a violent campaigning organisation," he said, while adding that the activists were prepared to "interfere with their physical fishing activities in order for us to save the last tuna stocks." On Sunday, **Esperanza** crew members took to a small boat to paint the side of the US vessel, **Cape Finisterre** with the words "Tuna Overkill" and asked it to leave international waters, Greenpeace said in a statement. Last Thursday the group protested alongside the South Korean ship Olympus before activists "confiscated a fish aggregation device" used to attract tuna. The latest action took place in international waters near the Solomon Islands northeast of Australia where "legal fishers and pirates are both plundering Pacific tuna," Greenpeace said. Describing tuna as the world's favourite fish, Toribau said "advances in technology mean large ships are now able to catch as much fish in two days as the fishers of the small Pacific island countries can catch in a year." The future of the comparatively healthy western and central Pacific tuna fishery is crucial for small Pacific states. Tuna is the only major economic resource for many, as well as one of the most important food sources.

Currently licence fees provide them a small return of around five to six percent of the three billion US dollar annual catch in the region. Toribau said the fishing carried out by the ships "is technically not illegal but is unregulated," and Greenpeace was campaigning for the pockets of international waters between the island nations to be declared marine reserves. The **Esperanza** was heading for a stopover in the Solomon Islands before returning to international waters to continue the protests, Toribau said.

KNRM opent deuren voor donateurs en andere belangstellenden

15e Nationale Reddingbootdag op zaterdag 26 april

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Voor het 15e achtereenvolgende jaar organiseert de **Koninklijke Nederlandse Redding Maatschappij (KNRM)** de Nationale Reddingbootdag. Dit jaar vindt de open dag plaats op zaterdag 26 april van 10.00 uur tot 16.00 uur. De Nationale Reddingbootdag is in beginsel bedoeld voor Redders aan de Wal (donateurs) van de KNRM, maar ook andere belangstellenden zijn welkom om een kijkje achter de schermen van het reddingwerk te nemen. Voor de meeste bezoekers is het meevaren op een reddingboot het hoogtepunt van de dag. Alle 40 reddingstations van de KNRM zijn deze dag geopend voor publiek.

De KNRM ontvangt geen overheidssubsidie, maar wordt in stand gehouden door vrijwillige bijdragen. Ruim 74.000 Redders aan de wal vormen een vaste inkomstenbron voor de organisatie. Uit dit gegeven vloeide het idee voort dat de KNRM één keer per jaar iets zou moeten organiseren voor deze groep 'supporters'. Dat werd de **Nationale Reddingbootdag**: een dag die door veel donateurs wordt aangegrepen om nader kennis te maken met de vrijwilligers en het materieel van de Redding Maatschappij. **Foto's : Arie van Dijk ©**



Programma reddingstation KATWIJK

- Meevaren KNRM De Redder:

10.00uur tot 16.00uur

De reddingboot **De Redder** zal continu varen met 'Redders aan de Wal', mits de weersomstandigheden het toelaten. Bij te hoge zeegang zullen er demonstraties verzorgd worden. Donateurs of zij die dat willen worden kunnen zich melden op het strand. Wees er op tijd bij! 'Redders aan de Wal' (donateurs van de KNRM), hebben op vertoon van hun donateurbewijs, voorrang bij deze rondvaart. Het Kust-hulpverleningsvoertuig zal te bezichtigen zijn op het voorterrein en incidenteel naar het strand rijden voor het vervoer van belangstellenden die slecht ter been zijn.

- Koninklijke Marechaussee & Reddingsbrigade Katwijk

10.00uur tot 16.00uur

De reddingsbrigade zal zich presenteren met een stand, patrouilleboot en terreinwagen. Nieuw dit jaar is deelname van de Koninklijke Marechaussee. Zij zullen met een sectie van de Bijzondere Bijstands Eenheid (BBE) aanwezig zijn. Tevens een YPR pantservoertuig, 4x4 voertuig met rubberboot, een 10-tonner takel- en bergingsvoertuig en een tent ten behoeve van voorlichting en werving.

- EHBZ & Zeehondencreche 't Hart

10.00uur tot 16.00uur

Ook de Eerste Hulp Bij Zeehonden zal niet ontbreken en zij kunnen u alles vertellen over gestrande bruinvissen, zeehonden etc. Vanuit Pieterburen zullen medewerkers van Zeehondencreche 't Hart de lokale vrijwilligers ondersteuning bieden. Lenie 't Hart zal zelf ook bij deze dag aanwezig zijn.

- Politiehonden & Reddingwinkel

11.00uur, 12.30uur en 14.30uur

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Gedurende de hele dag zullen er demonstraties verzorgd worden door de plaatselijke politiehonden vereniging. Deze zullen omstreeks 11.00uur, 12.30uur en 14.30uur plaatsvinden op de grasweide achter het boothuis. De Reddingwinkel is met een uitgebreid assortiment aan artikelen voor jong en oud met een kraam aanwezig. De dames van het station verkopen u graag een aandenken aan deze dag.

- Ambulancedienst & Brandweer

11.30uur en 15.00uur

Evenals de ambulancedienst zal ook brandweer Katwijk aanwezig zijn met een tankautospuiter en autoladder. De brandweer zal doorlopend demonstraties geven door het blussen van een vlam in de pan, het takelen van een patiënt met behulp van de autoladder uit de 2e etage van het boothuis en incidenten nabootsen met daarbij de inzet van gaspakken. Bij mooi weer mogen kinderen ervaren hoe het is om een brandspuit vast te hebben. In samenwerking met de ambulancedienst zal er om 11.30uur en 15.00uur een slachtoffer uit een autowrak bevrijd worden. Doorlopend zal personeel van de ambulance uitleg geven over haar werkzaamheden en demonstraties verzorgen met de Lucas, de machinale hartpomp.

- Verkoop Vis & Shantykoor

vanaf 13.30uur

Ook voor de inwendige mens kunt u deze dag terecht bij de KNRM. Een aantal rederijen heeft schol en kibbeling gesponsord. De opbrengst hiervan zal ten goede komen aan KNRM station Katwijk. Shantykoor Skuytevaart zal vanaf 13.30uur voor een gezellig deuntje zorgen.

- Kleurplatenwedstrijd

Voor de kleinere bezoekers wordt er een kleurplatenwedstrijd gehouden, voor degene die de mooiste kleurplaat maakt, is een prijs. De prijswinnaars worden op www.knrm.nl uiterlijk 1 juni gepubliceerd.

**Al met al belooft het een feestelijke dag te worden
en de KNRM Katwijk heet u van harte welkom!**



www.mammoetsalvage.com

Azië: Rotterdamse haven blijft de beste

De haven van Rotterdam is door de lezers van het blad 'Cargonews Asia', voor de tweeëntwintigste keer in successie uitgeroepen tot beste haven in Europa. Bovendien werd ECT verkozen tot de beste Europese containerterminal. De bijbehorende Asian Freight Industry Awards gelden in Azië als een prestigieuze onderscheiding, omdat ze worden toegekend door de gebruikers van logistieke dienstverlening.

Rotterdam is verreweg de belangrijkste Europese haven voor lading van en naar Azië. In 2006 werd in Rotterdam 42 miljoen ton (+15 procent) Aziatische goederen aangevoerd en 23,9 miljoen ton (-1 procent) naar Azië afgevoerd. Het marktaandeel van Azië in de totale Rotterdamse overslag ligt op 17 procent. Het gaat om alle denkbare goederen: olie, olieproducten (met name stookolie), kolen, mineralen, agrarische grondstoffen, voedsel, auto's, veel chemische producten en heel veel stukgoed in containers. Voor de Rotterdamse containersector is Azië sinds 1995 het belangrijkste vaargebied met in 2007, 4,8 miljoen teu's (containereenheden van 20 voet), een aandeel van ruim 45 procent in het Rotterdams totaal. **Bron : Nieuwsblad Transport**

Situatie aan boord tanker stabiel

De situatie aan boord van de tanker waarin dinsdagavond een chemische reactie ontstond terwijl het schip in de Derde Petroleumhaven in Rotterdam lag, is stabiel. Dat zei een woordvoerder van het Havenbedrijf donderdag. Als vrijdag, bij controle, alles in orde blijkt mag de tanker weer de haven in, om lading te kunnen lossen.

Het schip, de **Stolt Innovation**, ligt nu op ongeveer zes kilometer uit de kust. In eerste instantie was het naar het Calandkanaal versleept, maar voor alle zekerheid werd het daarna naar open zee getrokken. De temperatuur loopt niet meer op en blijft beneden de 50 graden Celsius. Als deskundigen vrijdag aangeven dat de reactie is gestopt, mag de tanker weer de haven binnenvaren. De Stolt Innovation vervoert de koolwaterstofverbinding methyleendifenylidiisocyanaat (MDI), een grondstof voor PUR. Het MDI kwam door nog onbekende oorzaak met water in aanraking, waardoor een chemische reactie ontstond. De temperatuur en de druk op het schip namen daardoor toe, te vergelijken met broei in een lading. Bij 200 graden kan een gevaarlijke stof vrijkomen. Bovendien is MDI brandbaar en komen er bij brand irriterende of giftige dampen (of gassen) vrij.

NAVY NEWS

CHI YANG CLASS FRIGATES IN THE TAIWANESE NAVY



The 938 **NING YANG** (ex. Aylwin) seen moored in Keelung

Photo : Piet Sinke ©

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Knox class frigates were United States Navy ships, originally laid down as ocean escorts (formerly called destroyer escorts), but were all re-designated as frigates on 30 June 1975 in the USN 1975 ship reclassification and their hull designation changed from DE to FF.

In total 46 units are build in the KNOX class which acted as the workhorses of the US fleets until their retirement with the end of the Cold War and the removal of the need for an advanced ASW capability. By 1994 all ships of this class had been retired from the US Navy, although some remain in service with foreign nations such as Egypt, Taiwan, Thailand, Turkey and Mexico.

In the 1990s the US agreed to transfer 8 Knox-class Frigates to the Republic of China (Taiwan)'s Navy (ROCN). The ROCN planned to upgrade these ships with new air defense, anti-submarine, and electronic warfare capabilities, including new radar, towed active sonar, CIWS guns, VL air defense missiles, active/passive electronic warfare systems, etc. However, due to budget considerations and acquisition of newer ships, only few upgrades have actually been implemented. These frigates were named **Chi Yang Class** and assigned to the ROCN 168 Patrol Squadron.

The first three were transferred on lease on decommissioning from the U.S. Navy on 7-8-1992, 23-7-1992, and 6-8-1993, respectively. The lease cost only \$14.5 million, but the complete training, overhaul, modification, and technical support package came to \$236.19 million. They arrived at Tsingyi on 27-9-1993 and were commissioned 6-10-1993. **Lan Yang 935** transferred on decommissioning from the U.S. Navy on 30-6-1994, while **Hae Yang 936** and **Hwai Yang 937** were transferred 31-5-1994 and 21-6-1994, respectively; all three left U.S. waters on 2-7-1995 and were formally recommissioned on 4-8-1995. Permanent transfer by sale for the first six was approved under the U.S. Defense Authorization Act for FY 99.

A third group of three was planned for acquisition by sale during 1996; all had been in reserve for several years and needed reactivation refits prior to delivery, and the final arrangement, made in 1998, resulted in the purchase of **Ning Yang 938** and **Ki Yang 939** on 28-4-1998. After activation refits at Detjens SY, Charleston, S.C., they arrived in Taiwan on 4-10-1999 and were commissioned on 18-10-1999.

By 2005 the ROCN had removed several systems from the old Gearing-class Frigate upgrade program, and transferred them to the Chi Yang Class FFG. These systems include SM-1MR standard missile in box launchers, H-930 modular combat system, DA-09 air/surface search radar, and the Mk 75 76/62 rapid-fire gun (replacing the older Mk 42 127 mm/5" gun). Each Chi Yang class frigate has 10 SM-1 missiles installed in 2 x forward twin box launchers on top of the helicopter hangar, and 2 x triple box launchers installed between the stack and the hangar, pointing to port and starboard.

The anti-submarine capability of the **Chi Yang class** FFG is provided by its SQS-26 bow-mounted sonar, SQS-35(v) VDS, SQR-18(v)1 passive TAS, MD500 ASW helicopter, Mk-16 8-cel Harpoon/ASROC box launcher, and 4 x Mk.46 324 mm torpedoes. While on ASW patrol, the frigate will carry 2 x Harpoon SSM and 6 x ASROC's in its Mk-16 box launcher.

<u>Robert E. Peary</u>	FF-1073 Lockheed 1972–1992 renamed Chih Yang (FF-932)
<u>Joseph Hewes</u>	FF-1078 Avondale 1971–1994 renamed Lan Yang (FF-935)
<u>Aylwin</u>	FF-1081 Avondale 1971–1992 renamed Ning Yang (FF-938)
<u>Cook</u>	FF-1083 Avondale 1971–1992 renamed Hae Yang (FF-936)
<u>Brewton</u>	FF-1086 Avondale 1972–1992 renamed Feng Yang (FF-933)
<u>Kirk</u>	FF-1087 Avondale 1972–1993 renamed Fen Yang (FF-934)
<u>Barbey</u>	FF-1088 Avondale 1972–1992 renamed Hwai Yang (FF-937)
<u>Valdez</u>	FF-1096 Avondale 1974–1991 renamed Ki Yang (FF-939)



The **933 FENG YANG** is the former **Brewton** seen moored above in Keelung (Taiwan)

Photo : Piet Sinke ©

US court jails brother of Chinese-American spy

The brother of a Chinese-American engineer jailed for passing sensitive submarine technology data to China was sentenced Monday to 10 years in prison for conspiracy, court officials said. Federal judge Cormac Carney said the harsh sentence meted out to Tai Mak for conspiracy in his brother's crime was meant to send a message to China's intelligence services.

His brother Chi Mak was an engineer who worked for a US Navy contractor that develops the technology to silence submarines. Described as a Chinese "sleeper" agent during his trial, he was found guilty of spying in May 2007 and sentenced last month to 24 years behind bars.

Tai Mak and his wife Fuk Li were arrested October 2005 at Los Angeles airport as they were ready to embark on a plane for Hong Kong carrying a CD with the sensitive data that Chi had provided in their baggage.

Prosecutors said the information dealt with stealth submarine technology. Tai's wife and son, Billy, pleaded guilty in the case, and are expected to be sentenced in the coming weeks. Billy was tasked with encrypting the information onto a CD-ROM before it was delivered to Chinese authorities.

CBI not probing Gorshkov deal: Antony

The CBI is not probing the troubled multi-billion contract for the acquisition of Russian aircraft carrier **Gorshkov** and the agency has closed its investigation into the HDW submarine deal, Parliament was informed on Monday.

"CBI has not investigated into the defence deal concerning the procurement of aircraft carrier **Ex-Admiral Gorshkov**," Defence Minister AK Antony told the Rajya Sabha in a written reply.

The Minister's remarks assume significance as the deal is deadlocked with India still considering the Russian demand for a considerable price hike for the carrier, whose delivery has been delayed by over four years.

Antony said that CBI had conducted investigations into the HDW submarine contract under which India had procured four submarines from the German firm. He said the agency closure report was accepted by the Special Judge of the Patiala house court on March 4, 2005.

The Minister assured the House that the government was taking all steps to ensure highest degree of probity and transparency in defence deals. Towards this end, he said all foreign armament firms were made to sign an 'integrity pact', with the government for all contracts above Rs 100 crore. **Source : The Hindu**

Terror-hit US ship in Goa

An American warship attacked by suspected suicide terrorists in the Gulf is embedded in a British flotilla that begins exercises with the Indian Navy off Goa from Monday. The 12-day exercise is the third in the series of the Konkan drills between the Royal Navy and its Indian counterpart.

A French ship, the **Surcouf**, will also participate in the war game that involves the Royal Navy carrier strike group led by the aircraft carrier **HMS Illustrious**. The attack on the **USS Cole** on October 12, 2000, at the Yemen port of Aden by suspected al Qaida suicide bombers blew a hole in the port side of the ship and killed 17 of its crew.

The ship — an Aegis-equipped guided missile destroyer — is now repaired and operational again. But its name has become synonymous with the threat of terrorism at sea that navies across the world are increasingly concerned about.

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In the Konkan 2008, the ships will practise anti-submarine drills — presumably protection of the carrier from a submarine attack force — and combined maritime exercises with the Indian Navy's aircraft operating from Goa.

They will also practise interdiction, VBSS (visit, board, search and seizure) procedures, naval gunfire support, clearance diving and tactical manoeuvres. The exercise will be under the tactical command of the flag officer commanding-in-chief, Western Command, Rear Admiral Anil Chopra. The British force is commanded by Commodore Tom Cunningham.

Apart from the **HMS Illustrious**, the **USS Cole** and the **FS Surcouf**, the British force includes the **HMS Westminster** (guided missile frigate), fleet replenishment tanker **RFA Wave Knight**, store ship **RFA Fort Austin** and hunter-killer submarine **HMS Trafalgar**.

Indian warships for the drill are guided missile destroyers **INS Mysore** and **INS Rajput**, guided missile frigate **INS Gomati**, fleet replenishment tanker **INS Aditya** and submarine **INS Shishumar**. Source : The Telegraph Calcutta

De fregatten die niet nodig waren

Volgend jaar heeft Nederland nog maar twee M-fregatten over van de acht die ooit scheepswerf De Schelde overeind hielden. Ze waren in zekere zin de redding van de Koninklijke Maatschappij De Schelde in Vlissingen.

Dat is misschien wel het belangrijkste wapenfeit van de acht M-fregatten van de Karel Doorman-klasse, die tussen 1985 en 1995 zijn gebouwd en waarvan Nederland er inmiddels weer zes van de hand heeft gedaan. Zo goed als nieuwe multifunctionele - daar staat die M voor - fregatten; nooit gebruikt voor de taken waarvoor ze zijn ontwikkeld.



Het is de tragiek van de M-fregatten dat de eerste twee (de naamgever van de klasse, de **Karel Doorman**, en de **Willem van der Zaan**) in dienst kwamen op het moment dat ze eigenlijk al niet meer nodig waren. Dat was in 1991.

Links : F 829 Willem van der Zaan
Photo : Piet Sinke ©

In hetzelfde jaar waarin ze trots en fier begonnen de zeven zeeën te doorklieven, hielden de Sovjet-Unie en het Warschaupact op te bestaan. De dreiging van nucleaire Sovjetonderzeeboten in de noordelijke

Atlantische Oceaan viel weg. En de onderschepping daarvan was juist een kerntaak van de nieuwste aanwinsten van de Koninklijke Marine. Samen met de luchtverdediging en de bescherming van oppervlakteschepen. "De M-fregatten waren ingehaald door de geschiedenis", stelt Gijs Rommelse vast in zijn boek **Follow Me** dat hij voor het Nederlands Instituut voor Militaire Historie over de M-fregatten heeft geschreven.

Die geschiedenis begon in 1977 met de ontwikkeling van plannen voor een Noordzeefregat. Dat zou, zoals de naam al aangaf, op de Noordzee voornamelijk escorte-, kustwacht- en visserij-inspectietaken moeten uitvoeren. Dat is welbeschouwd goeddeels het takenpakket van de vier patrouilleschepen die De Schelde nu voor de marine zal bouwen.

Eind jaren zeventig van de vorige eeuw gedroeg de marine zich evenwel als een rupsje-nooit-genoeg. Met het oog op de uitbreiding van de Sovjetvloot moest het nieuwe schip groter en sneller worden en uitgerust met een geavanceerd

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sensor-, wapen- en commandosysteem. Het Noordzeefregat groeide op de tekentafel uit tot een multipurposefregat. Het aanvankelijke streefbedrag van 80 miljoen gulden per schip werd uiteindelijk ruim vijf keer zo groot.

Duur? Jazeker, maar inmiddels was in februari 1983 het scheepsbouwconcern Rijn-Schelde-Verolme op de fles gegaan. Mede dankzij een financiële injectie uit de reserves van de toenmalige Provinciale Zeeuwse Energie Maatschappij, de voorloper van Delta, krabbelde De Schelde op. De regering bestelde acht M-fregatten in Vlissingen. Met die orderportefeuille kon de werf het met inbegrip van het tekenwerk weer tien jaar uitzingen. In de periode 1988-1995 volgden de doopplechtigheden en overdrachtceremonies elkaar in rap tempo op. Marinierskapel, uiteenspannende champagneflessen, afgemeten bevelen, veel dames met hoeden op de tribune en het lange, lage grijs van de schepen. Het werden op den duur vertoningen met een hoog gaapgehalte.

Tussen 1991 en 1995 verlieten de acht M-fregatten Vlissingen. In binnen- en buitenland beschouwd als de modernste varende gevechtssystemen in hun soort. Maar door het ontbreken van Russische onderzeeboten zonder duidelijke taak. Rommelse beschrijft in zijn boek wat de M-fregatten wel deden. Oefenen, vooral veel oefenen. In Navo-verband en als onderdeel van het Belgisch-Nederlands eskader. De schepen waren ook betrokken bij de handhaving van de wapenembargo's tegen Servië en Montenegro en tegen Irak en bij de strijd tegen terrorisme. Ze wisselden elkaar ook af als stationsschip in het Caraïbisch gebied en onderscheidden zich daar met opmerkelijke acties tegen drugsmokkelaars. De fregatten zijn verder ingeschakeld bij hulpverleningsoperaties, bijvoorbeeld na orkanen en andere natuurrampen. Allemaal vormen van inzet, waarbij de schepen het er zonder kleerscheuren van af brachten. De ernstigste schade deed zich voor bij de **Van Nes**. Het schip liep eind 1996 averij op aan zijn sonarbol onder de boeg. Oorzaak: een aanvaring met een walvis.

Hoe verdienstelijk de M-fregatten zich ook maakten, het waren dure schepen met hun bemanning van 150 koppen. Reden waarom ze tien jaar na de ingebruikstelling van de **Karel Doorman** al ter discussie kwamen te staan. De redering was dat aanschaf van korvetten - later liever aangeduid als patrouilleschepen - met een veel kleinere bemanning beter paste bij het nieuwe takenpakket van de Nederlandse krijgsmacht en de daarmee in overeenstemming gebrachte budgetten. De Tweede Kamer omschreef de manier waarop de M-fregatten werden ingezet met 'een Ferrari gebruiken als boodschappenwagentje'.

Na veel heen en weer praten tussen de Kamer en de regering viel het besluit eerst twee en later nog vier M-fregatten voortijdig af te stoten en die laatste te vervangen door vier goedkoper te exploiteren patrouilleschepen. Chili, België en straks Portugal zijn de trotse nieuwe bezitters van elk twee multipurposefregatten. Zo goed als nieuw !

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Damen Shipyards Group to build 10 vessels for Vyborg Shipping Company Ltd

Vyborg Shipping Company has placed an order for construction of ten 1A-ice class vessels with Damen Shipyards Group, Oslo Marine Group informs. The order includes six 7,120-dwt multi-purpose container carriers with the capacity of 336 TEU and four 9,340-dwt container carriers with the capacity of 803 TEU. The delivery is scheduled for 2009 - 2011. The company's vessels are to sail in the Baltic and the North Seas. Vyborg Shipping Company has its own cargo

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line between the port of Vyborg (Russia) and Sassnitz (Germany). As of today, the company's fleet consists of three 6,920-dwt dry cargo carriers (**OMG Gatchina**, **OMG Tosno** and **OMG Kolpino**) with the capacity of 342 TEU.

Vyborg Shipping Company LLC was established in 2007 by Oslo Marine Group. The company operates under Russian flag. Its port of registration is St. Petersburg. The company specializes in container transportation.

Yantai Raffles Shipyard christens giant crane

China's Yantai Raffles Shipyard Limited has christened the world's first fixed dual-beam gantry crane, with a lifting capacity of 20,000 tonnes. The crane is named "**Taisun**" after a sacred mountain in China's Shandong Province reflecting its size, strength and inspirational qualities.

Following its naming on April 18 at a ceremony attended by over 600 guests, the giant crane demonstrated its capabilities by hoisting up a launching barge 30 meters above the water. ABS witnessed the lift and presented YRS Chairman Brian Chang with a "Witness Load Testing" certificate, confirming the capacity of **Taisun** at 20,133 tonnes--a heavy lift world record.

Taisun has been earmarked for at least nine lifts over the next 24 months.

YRS says it will revolutionize the way large offshore projects such as semi-submersibles and FPSOs are built. By providing a safe, controllable and cost effective way to join super sections of up to 20,000 tonnes, the hours spent working at great heights will be significantly reduced. As a result, overall project man-hours can be improved upon, overall build schedules and time-to-market shortened, and safety and quality improved.

In a press statement, Haldor Fottland, Area Manager of Awilco Offshore, isaid, "Awilco Offshore Semi AS congratulates YRS on the christening of the 20,000 MT crane. The introduction of this crane certainly opens up for more efficient project execution. We are glad to see the Taisun crane operating, and we look forward to experience it in full action with the mating lift for our first semi-submersible rig." **Source : MarineLog**

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OOCL, PIL, MOL, NYK and MISC Berhad to upgrade New Zealand - Singapore service



Orient Overseas Container Line (OOCL), Pacific International Lines (PIL), Mitsui OSK Lines Ltd (MOL), Nippon Yusen Kaisha (NYK) and MISC Berhad have announced that they are to combine the current NZX1 and NZX2 services into one upgraded loop, the New Zealand – South East Asia (NZS) service

The upgraded service, which is expected to begin in early June 2008, is expected to offer better service quality with coverage of five ports in New Zealand plus Brisbane, Australia.

The **NYK LYRA** seen departing from Singapore
Photo : Piet Sinke ©

The service will be operated with five 2,800teu vessels (two operated by PIL and on each from MOL, NYK and

OOCL). MISC will retain their participation in this service. The new rotation includes fixed day weekly port calls at Singapore – Port Kelang – Brisbane – Auckland – Lyttelton – Wellington – Napier – Tauranga – Brisbane – Singapore.

Source: seatradeasia-online.com

CMA CMG says not interested in Hapag-Lloyd

French shipping group CMA CGM is not interested in merging with or buying TUI's Hapag-Lloyd unit, the world's fifth-largest container shipping company, CMA CGM said on Tuesday. "We are not interested at all," a spokesman for CMG CMA said, adding that media reports it was interested were wrong. TUI said on Monday it planned to approach potential buyers in late May or early June for Hapag-Lloyd, which analysts value at up to 4.6 billion euros (\$7.29 billion).

Under pressure from shareholders to kill its twin-pillar strategy of tourism and shipping, TUI said in an open letter to shareholders that it had chosen Deutsche Bank, Citigroup and Greenhill as financial advisers for splitting off Hapag-Lloyd. Shares of TUI were down 0.7 percent at 18.27 euros by 1017 GMT. The blue-chip DAX index was up 0.3 percent. The shares have risen about 14 percent in the past month on investors' hopes that splitting up the company will unlock value. TUI hopes to complete its separation from Hapag-Lloyd this year, a timetable it has described as too short for a spin-off but long enough for a merger or sale. U.S. activist investor Guy Wyser-Pratte, a TUI shareholder, has said many parties were interested in TUI's shipping unit, including Denmark's A.P. Moeller Maersk A/S, Singapore's Neptune Orient Lines Ltd (NOL), France's CMA CGM and a big Korean shipping company. NOL said last week it was looking at Hapag-Lloyd among options for consolidation among shipping firms. Source: [reuters](http://reuters.com).

Port of Amsterdam to add new Asia/Europe service

Port of Amsterdam (POA) will add a new Asia/Europe service in early May this year, an official of the port said on a promotion conference held in Shanghai recently. The EU5 service by the Grand Alliance was inaugurated on April 15th when the vessel of "**Oslo Express**" departed Shanghai port. The vessel is expected to call POA on May 9th, the official said.

Port rotation of EU5 is Shanghai, Ningbo, Xiamen, Singapore, Amsterdam, Hamburg and Southampton. EU5 offers faster transit times than EU3 and EU4, the other two Asia/Europe services that call at the Port of Rotterdam. Transit times of EU3 and EU4 from Shanghai to Rotterdam are 30 days and 22 days respectively and 31 days and 38 days from Rotterdam to Shanghai. While on EU5, it only takes 24 days from Shanghai to Amsterdam and 29 days on the return leg, a statement of POA said.

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POA now has two Asia/Europe services, including EU1 from Japan and EU2 from South China. Different from the saturated ports in the same region, POA has great expansion potentials with sufficient capacity. Ratio of capacity demand and supply in POA was 39 per cent in 2007, compared with 98.6 per cent of Germany's Hamburg, the statement said.



The **GOTHENBURG EXPRESS** seen off Singapore
Photo : John Payne ©

POA is a non-congestion port connected with rapid highway, waterway and railway network. Operation cost in POA is low compared with other ports in Northwest Europe as it charges lower port operation fee and all of the supporting facilities including depots and fumigation yards are located nearby, the statement added. POA, the fourth largest seaport in Northwest Europe, handled 88 million tons in 2007. There have been 25 logistics companies and 20 manufacturers or traders handling cargo transshipment in POA. **Source: schednet.com**

Malaysia's port of Tanjung Pelepas to build four new container berths

Malaysia's port of Tanjung Pelepas (PTP) is expanding its container handling facilities via four new berths. The additional berths "will help us achieve 12 million TEUs handling capacity by 2011," said PTP chairman Datuk Mohd Sidik Shaik Osman, who was speaking at Lloyd's IMS certificates award ceremony on Tuesday. The total cost of the expansion - which will also involve the construction of backyards and machine installation - is about RM400 million (\$128 million), he said.

According to Malaysia's Transport Minister Datuk Ong Tee Keat, PTP "should be able to achieve a target of 6.5 million TEUs this year". "This port is the only one in the country to pass the 5 million TEU mark. In the first quarter of the year, it has already handled 1.3 million TEUs," said Ong. Ong was also present at the ceremony where the port was awarded the Integrated Management System (IMS) certification from Lloyd's Register of Shipping. PTP is the first Asia-Pacific port to receive the certification.

Meanwhile, officials say construction works for the new berths will begin soon and the first two additional berths, 11 and 12, could be completed by mid-2009. Construction on berth 13 and 14 is slated to begin next year and be completed by early 2010. According to Osman, PTP is also developing a Free Trade Zone on a 141.64-hectare parcel of land and has so far successfully attracted multinational companies with RM3 billion (\$960 million) worth of foreign direct investment. **Source: portworld**

Shell wil 1 miljard investeren in Rotterdam

Oliemaatschappij Shell wil ruim 1 miljard euro investeren in de raffinaderij in Pernis. Hierdoor moet vooral de capaciteit om benzine te produceren worden opgevoerd. Flexibilisering van de installaties is nodig om te beantwoorden aan de veranderende mondiale vraag.

Pernis moet meerdere exportmarkten kunnen bedienen. Zo blijft op de traditionele Duitse markt de vraag naar diesel stijgen, in de VS die naar benzine. Hiervoor bestaan bovendien, per staat, verschillende specificaties. Milieueisen remmen voorts de uitbreiding van capaciteit in de VS.

Er is ook een financieel aspect. De raffinagemarges (verschil vat ruwe olie en vat benzine) in Europa schommelen tussen de \$2 en \$5, die in de VS tussen \$10 en \$17. De definitieve investeringsbeslissing wordt genomen op basis van een commerciële en technische evaluatie van Shell Pernis dat momenteel de grootste Europese raffinaderij is met een capaciteit van 416.000 vaten per dag.

PortVision Now Supports Long Range Tracking of Vessels at Sea

PV-Onboard Global Integrates Ocean-Going Vessels into Award-Winning PortVision Platform

PortVision®, a leading provider of information solutions for the maritime industry, announced the release of PV-Onboard Global™, a value-added service allowing PortVision users to integrate long-range vessel tracking (LRIT) directly within the web-based PortVision platform. PV-Onboard Global is the latest addition to the PV-Onboard product line, which already allows barges, intermodal containers, railcars, and trailers to be tracked and managed along with AIS-enabled vessels from within the PortVision service.

"PV-Onboard Global is the direct result of feedback we have received from customers," said Dean Rosenberg, PortVision President and CEO. "Users are already leveraging PortVision to enhance visibility and management of vessels and terminals within ports and inland waterways. Now our customers can use the same powerful platform to maintain visibility even when their vessels are offshore."

PV-Onboard Global provides worldwide coverage for vessels at sea through satellite communications and the PortVision web-based platform. Vessels already using Inmarsat for GMDSS/SSAS can initiate PV-Onboard Global tracking through PortVision without the need to procure additional hardware. Other users can enable PV-Onboard through a satellite transmitter provided by PortVision.



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Royal Caribbean Cruises Ltd. and TUI AG Complete Joint Venture for TUI Cruises

Royal Caribbean Cruise Ltd. and TUI AG today announced that they have successfully closed on their joint venture to form TUI Cruises, a cruise line specifically designed to serve the German cruise market.

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"We look forward to working with our colleagues at TUI AG to build a world class cruise line for Germany," said Richard D. Fain, chairman and chief executive officer of Royal Caribbean Cruises Ltd. "TUI Cruises is another strategic step in our efforts to meet the growing global demand for cruising."

"Our partnership with Royal Caribbean will help us bring the very best cruises to our fellow countrymen," said Dr. Michael Frenzel, chief executive officer of TUI AG. "We expect TUI Cruises to be a central player in Germany's fast growing cruise market." TUI Cruises will be based in Hamburg, Germany, and Richard J. Vogel, a long time cruise industry executive, will serve as chief executive. The new cruise line will begin service with one ship in early 2009. Sales and marketing activities will begin in the coming months.

TUI Cruises will meet the needs of German-speaking customers seeking a premium cruise experience. The onboard product will be custom-tailored to German tastes, and encompass food, entertainment and amenities. German will be the language used onboard. The companies announced their intentions to form TUI Cruises on December 10, 2007. On March 10, 2008, they received permission to move forward from European antitrust regulators. Each company holds a 50 percent interest in the joint venture.

Further details regarding the brand's first ship and the TUI Cruises product will be revealed at an April 29 press event in Hamburg.

A new container service at the Port of Gdansk



On 19 April this year, the Port of Gdansk saw the arrival of the container ship "**Delta St. Petersburg**" operated by Delta Shipping Lines, which provides regular services to the Gdansk Container Terminal on a once-weekly basis as part of the short sea shipping service on the route Hamburg - Rotterdam - Gdansk - St. Petersburg. It was the second call made by this shipping carrier since the service inauguration.

Built in 2006, "**Delta St. Petersburg**" is one of the four up-to-date container carriers operating this route. Boasting a carrying capacity of 917 TEUs, the vessel is 154.85 metres in total length and 21.50 metres wide, with 6.97 metres draught. It was built to the highest ice class 1A and its operational velocity stands at 18 knots. The three other vessels include "**Delta Rotterdam**", "**Delta Hamburg**" and "**Taipan**" and have similar parameters.

TBS International Limited Announces the Acquisition of a Handymax Bulk Carrier Expanding Its Fleet to 44 Vessels

TBS International Limited announced that it has entered into an agreement to acquire the **M.V. North Star**, to be renamed the **M.V. Houma Belle**, a 1985 built, 42,219 dwt handymax bulk carrier. TBS agreed to acquire the vessel charter free for \$34.0 million with expected delivery in June 2008.

Following this acquisition, TBS' fleet will comprise 44 vessels in total, with an aggregate of 1,310,719 dwt, consisting of 23 multipurpose tweendeckers and a combination of 21 handysize and handymax bulk carriers.

Joseph E. Royce, Chairman, Chief Executive Officer and President, stated: "We are very pleased to announce the acquisition of the **M.V. Houma Belle**, which expands our drybulk fleet to 21 vessels and our total fleet to 44 vessels. This acquisition reflects our strategy to identify the needs of our customers and in turn acquire a diversified fleet to meet those needs. The addition of this vessel will enhance our ability to generate strong revenues and take advantage of the strength in the shipping market."

Naming ceremony of SAL heavy lift vessel "Anne-Sofie"



SAL is pleased to announce the naming ceremony of MV "**Anne-Sofie**" today in the port of Hamburg (April 25, 2008). After the ceremony the modern heavy lift vessel will start its maiden voyage towards Asia. The MV "**Anne-Sofie**" is the second of eight new heavy lift vessels to be delivered to SAL. The vessel of type 176, with an unrivalled speed of 20 knots and a combined crane capacity of 1400 mt SWL, will be the second new building to be delivered to the Joint Venture between SAL and K-Line, collectively called SAL. The first two new buildings will be followed by two sister vessels which will enter the market during 2008.

The comprehensive new building program will be further expanded in 2010, when another four new

buildings of type 179 are added to the SAL heavy lift fleet. These vessels will be equipped with two cranes of 1,000

mtons SWL each. The unprecedented lifting capacity of 2,000 mtons SWL, an unobstructed working deck of 135 x 27.50 m, an on/under deck area of 7000 m2, a speed of 20 knots and a Dynamic Positioning System (DP Class II), make these new buildings unique in the heavy lift/offshore market. Following a long-standing tradition of cooperation all eight upcoming vessels will be built by German shipyard Sietas. **Source : SAL**

NOL gets clear run on Hapag

Neptune Orient Lines looks set to have a clear run to take over at Hapag-Lloyd after other leading lines ruled themselves out of the race.

Maersk, CMA-GCM and Evergreen have all dismissed suggestions they want to buy out the German containership owner, leaving the Singaporean line to mop up almost uncontested. Industry insiders say NOL and state-owned parent Temasek Holdings are optimistic of claiming the preferred bidder tag, "because no other shipping company seems to have so much cash available given the tight conditions in the credit market."

Temasek is tight-lipped about a potential tie-up, but sources claim an offer of between \$6bn and \$7bn could be on the table, Dow Jones reports. Vincent Fernando, a Citigroup analyst, says NOL is the best placed to bid for Hapag-Lloyd.

He told the newswire: "When there's a worry of just managing profitability with what you have now, the incentive to take on more uncertainty just doesn't make sense. "One argument for the NOL-Hapag-Lloyd combination is that when you combine them you're not cannibalizing anything." Analysts had said STX Pan Ocean and Hanjin Shipping would join Maersk, CMA-CGM and Hyundai Merchant Marine in a multi-billion dollar dog-fight for Hapag-Lloyd.



The rumour mill was spinning faster after Guy Wyser-Pratte, a major TUI shareholder, claimed "CMA-CGM, Maersk, and a big Korean shipping company" had expressed an interest in bidding. But now leading lines are queuing up to distance themselves from a potential takeover, Dow Jones says.

A Maersk spokesperson said: "At the moment acquisitions are not Maersk Line's top priority. Our focus is on profitability and our streamline drive, aiming to reduce complexity and costs." CMA-CGM was equally dismissive of reports the line was looking to buy Hapag-Lloyd, with a company spokesman saying it was "not interested".

Japan's Mitsui OSK Lines says it needs to know what is on offer before commenting on a possible buyout. Hapag-Lloyd's owner TUI said on Monday it expected to welcome suitors around the table in May or early June.


It bowed to shareholder pressure last month in agreeing to split its shipping and tourism arms. It has now appointed long-term chief Michael Frenzel to lead an internal project team tasked with running the sale process.

Source : Tradewinds



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Knowledge and flexibility marks our experience

Euronav books three

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Euronav has formed a joint venture with JM Maritime to order three suezmaxes at a South Korean yard, the Belgian owner said Tuesday. The company also said that it has sold its oldest VLCC.

In its first-quarter earnings report, Euronext-listed Euronav said the 50%-50% venture has booked the trio of 159,000-dwt double hullers at Samsung Heavy Industries.

The vessels are to be delivered in January and December 2010, and January 2011. They are sisterships of two suezmaxes ordered in October 2007. That pair is due in October 2009 and March 2010. The joint venture will see Euronav supervise construction of the newbuildings, as well as handle the technical and operational management of the ships once they are delivered.

Euronav also has sold the 296,000-dwt **Bourgogne** (built 1996). The purchase price was not given, but the company says the deal will add a \$50.3m gain to second-quarter results. The Belgian owner says the sale is part of fleet renewal efforts. The unnamed buyer has plans to convert the double-hull tanker to a floating production, storage and offloading unit (FPSO).

Delivery is set for May. Euronav bought the tanker for \$58.9m in 2005 from Dr Peters. **Source : Tradewinds**

Nordane orders more Canadian tugs

Nordane Shipping, Svendborg, has signed up with Irving Shipbuilding Industries in Quebec, Canada, for another four tugs of two different types. The tugs will follow the deliveries of five tugs ending in 2006 with **Stevns Icequeen**. The new contracts are for two tugs of a similar type to **Stevns Icequeen**, which has a double engine plant capable of 60 tons bollard pull.

The other two tugs will be of a bigger type with 72 tons bollard pull and they will be ice classed. The tugs ordered by Nordane Shipping are usually sold in shares to a number of persons supporting Nordane Shipping and its owner Niels Højland Hansen. The Canadian tugs will be delivered through out 2009 and 2010. Two of the five tugs already delivered from Irving is now on long-term charters to Svitser A/S and one has been sold off to Finnish Alfons Håkans.

Ezra takes delivery of Lewek Trogon

Ezra Holdings has taken delivery of an 18,000 bhp anchor handling tug supply (AHTS) vessel, **Lewek Trogon** from Drydocks World Singapore. The newbuild AHTS is equipped with Rolls Royce engines and dynamic positioning capabilities. Construction on the vessel took place at the previous Pan-United shipyard which was acquired by Drydocks last year.

Lewek Trogon will be officially named at a ceremony held at the Singapore shipyard today. The vessel will be loaded with supplies and fuel before departing Singapore in about two weeks time to begin a first assignment in Southeast Asia.

Strikes against French port reforms block ships

A 24-hour strike on Wednesday by workers in France's seven state-run ports in protest against government plans to privatise cargo handling operations blocked more than 100 vessels, port officials said. Nearly 70 vessels were hemmed in or stuck at quay in Marseille, France's main port, and stoppages also hit the ports of Dunkirk, Le Havre, Nantes, La Rochelle and Bordeaux, port officials said. In Rouen, the top grain export harbour in France, activity was reduced but only slightly, they said. "Activity is blocked in all sectors because of this 24-hour strike," an official at the port of Marseille, which includes France's largest oil hub Fos-Lavera and also handles containers, told Reuters. Wednesday's strikes in all of France's so-called autonomous ports is timed to coincide with the presentation of the privatisation plans

in cabinet. Transport Minister Dominique Bussereau said on Wednesday the planned reform would help create new jobs and improve the ports' functioning.

"This plan is not intended to cause social regression, there is no ideological ambition, it aims to revive our ports," he told French radio BFM. In Fos-Lavera the widely-followed strike blocked 39 oil tankers to access the oil hub and another 19 were stuck at quay, an official said. However, British chemical company Ineos said its 207,000 barrels per day refinery, the largest in Fos-Lavera, was unaffected by the strike and was running at full capacity. French oil giant Total also said there had been no slow-down in output at its 158,000 bpd La Mede refinery near Marseille. Exxon Mobil, which has a 115,000 bpd refinery in Fos-sur-Mer, and Royal Dutch Shell, which also has a refinery near Marseille, declined to comment. Fos Lavera is Europe's second-biggest port for oil products with 64.2 million tonnes moving through it annually.

The head of French petroleum industry group UFIP said the impact of the strikes on refineries' output was minimal, but if unions decided to extend the strikes, the situation could become "very serious". "Some refineries have diminished their processing rhythm, but there is no supply disruption. They are playing on stocks," Jean-Louis Schilansky told Reuters. "If work takes off again tomorrow, this strike will only be a hiccup. Otherwise there could be big problems," he added. However, the leading union in the sector, CGT, said it would not call for an extension of the strike. "It was a 24-hour strike, that's it," a source said. Work at French state-run ports is currently strictly divided between private sector cargo handlers and public sector authorities who manage harbour infrastructure including the cranes used to load and unload ships. Freight handlers and shipping groups have long complained that the division has held back investment in infrastructure, leads to severe inefficiency and has contributed to the steady decline in market share seen by French ports in recent years. TLF, an association representing freight handlers and ship operators, says the system is one of the principal weaknesses of the French port sector. **Source : Reuters**

Soms mag 'n verbouwinkje 150 miljoen meer kosten

Dat de verbouwing van het roestige **ss Rotterdam**, het voormalige vlaggeschip van de Holland Amerika Lijn, bijna 700 procent (!!) duurder uitvalt, vinden wij in Rotterdam helemaal niet erg. We gaan pas steigeren als het schip NIET terugkomt naar Rotterdam.

De onthulling over de overschrijding stond in Het Financiële Dagblad. Hoewel de journalistiek vaak helaas iets papegaaierigs heeft, reageerde bijna niemand. Dat is gek, want als een parkeergarage tussen Boijmans en Sophia 50 miljoen meer kost dan gepland, is de wereld te klein.

Als het Rijksmuseum in Amsterdam een paar jaar langer wegens verbouwing half gesloten blijft, komen we niet bij van het bulderlachen. Maar als het asbestvrij maken en herinrichten van het **ss Rotterdam** een slordige 170 miljoen gaat kosten in plaats van de begrote 24 miljoen, zeggen we: nou èn?!

Ik denk dat het schouderophalen is te verklaren met twee trefwoorden: nostalgie en chauvinisme. Het herstellen van ouwe glorie mag heel veel meer kosten dan het aanleggen van nieuwe glorie.

De bouwput van het Centraal Station heeft een poosje halfvol gestaan met lekwater, dus kun je er gif op innemen dat straks moord en brand wordt geschreeuwd als blijkt dat de boel is vertraagd en duurder uitvalt. Een stad die al niet veel oude glorie heeft, of zeg maar heeft verloren aan bommengooiende Duitsers, omarmt zijn historie. Dat blijkt uit de respons op de stadshistorie-rubriek in deze krant en uit het succes van de tweewekelijkse gratis krant De Oud Rotterdammer. En een stad die maar geen voetbalkampioen meer wil opleveren, wordt steeds chauvinistischer als het gaat om iets waar niemand aan kan tippen.

Het **ss Rotterdam** moet nog terugkeren, maar is nu al hét symbool van de wederopbouw en het groot groeien van Rotterdam. Wedden dat we straks met z'n allen plaatsvervangend glimmend van trots naar het theater in die schuit snorren, en gaan eten in de restaurants aan boord.

MOVEMENTS



The **MAURITIAN PRIDE** seen moored in Mauritius, the vessel is special designed to carry cargo and passengers to the main-land of Africa , in the background is visible the **HOLLAND KLIPPER** homeported Scheveningen

Photo : 12-4 shift – MV PRINSENDAM ©

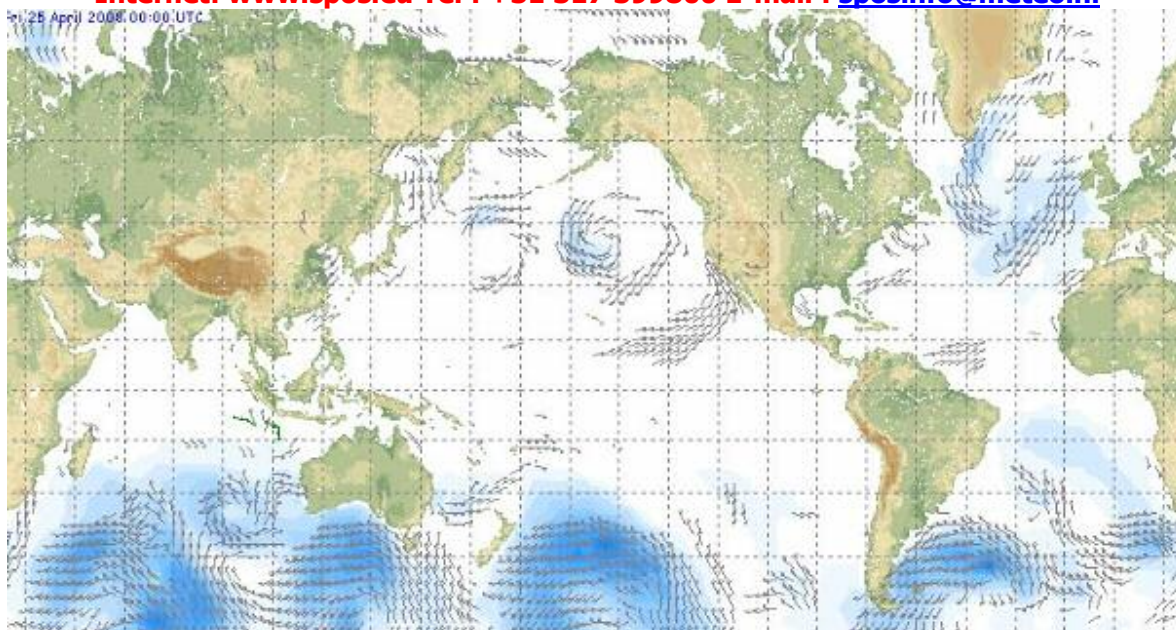
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.... PHOTO OF THE DAY



Stanislav Yudin received **HEERA HSC Jacket** for installation Indian Waters
Photo : Adri Haasnoot ©

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