

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 124



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**The Dutch frigate F 805 EVERTSEN seen escorting HAL's PRINSENDAM along the Somali Coast**

**Photo : Helo team Lynx 283 Hr.Ms. EVERTSEN – Royal Dutch navy ©**

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## EVENTS, INCIDENTS & OPERATIONS

# Residents won't pay for Riverdance

THE dismantling of **Riverdance** is expected to have a minimal impact on Blackpool. Deputy Council leader, Coun Ian Fowler, who is helping to oversee the demolition of the stricken ferry for the council, says that the cost of dealing with



the ship to Blackpool taxpayers was: "minimal." He also said he did not foresee problems with commuter traffic. "So far the only major cost we've had is the removal on 20 tonnes of chocolate biscuits," he said. "Any costs during the process of cutting the ship up will be put in against the salvors."

Photo : Geoff Whitworth ©

Coun Fowler said there was no need to worry about increased traffic because of the operation. He said: "We are concerned about the impact on people in the area. "We want to let them know we will keep it to a minimum.

"The movements of the cut up pieces will be done between 8am and 8pm and we hope there will be little impact on commuter traffic as it will not be possible to remove large sections of the ship in one go." Wyre Council leader, Coun Russell Forsyth, did not share Coun Fowler's confidence. He believes there could be some disruption along Amounderness Way. Demolition crews from Heysham-based Hancock's Contractors Ltd have now boarded the stricken vessel. They will cut the ship from the inside out into pieces weighing around 20 tonnes and then transport it to be recycled. A 350 metre exclusion zone remains in place around **Riverdance** and members of the public have been warned to stay away or risk prosecution. **Riverdance** has been beached near Anchorholme Park since it was hit by a "freak wave" on January 31 during a journey from Warrenpoint in Northern Ireland to Heysham.

## New Carissa job: manageable or madness?



Six years ago, David Parrot declared under oath that his marine salvage company could cut, yank and scrap the final remnants of the **New Carissa's** stern, wedged up to 50 feet deep in the sand off Coos Bay's North Spit.

This summer, the 63-year-old founder of Titan Maritime will get a chance to prove it.

Parrot, a soft-spoken New England native who spent his first years living on his

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dad's schooner, is overseeing his crews at Coos Bay's central dock as they prepare to go after the wayward wood-chip carrier's rusting rear end.

Their tools include two 14,000-square-foot barges, six to eight 300-ton hydraulic pullers, twelve steel legs designed to burrow 30 feet into the ocean floor and a 200-foot crane named **Big Red**.

If all goes to plan, by October Parrot and his men will have pulled off one of the world's highest-profile shipwreck removals on what Parrot says is likely his last big job. If it doesn't -- and the **New Carissa** has a long track record of plans going badly awry -- he'll be in a most uncomfortable spot.

"I do dread that," he says, looking pained. "I'd have to eat humble pie."

The **New Carissa** first ran aground just north of Coos Bay in February 1999, settling 150 yards from a quiet beach in Oregon's dune country. Efforts to deal with the ship resulted in a fire that mistakenly broke it in half, a storm-severed tow rope that sent the bow section lurching toward Waldport and a surprise sinking at sea by a U.S. Navy torpedo.

In 2001, Oregon sued the ship's owners and insurers to get them to pay for salvaging the partially buried stern section, which sits smack in the middle of pounding waves.

John Noble, a UK-based maritime consultant hired by the ship owners, said back then that the stranded portions of the wreck -- including the engine room and at least two holds -- posed little environmental threat. Salvaging it in the "dreadful" conditions off the North Spit would put workers in grave danger with serious injury or death "virtually an inevitable result." He recommended leaving the wreck in place.



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## Rig shortage a bottleneck

The Norwegian Petroleum Directorate (NPD) says a tight rig market will curb increased activities on the Norwegian shelf beyond the 14 exploration wells spudded this year. There are currently 23 rigs on the Norwegian shelf, of which 16 operate for StatoilHydro. Several newcomers to the Norwegian shelf are also searching for new resources, including the Swedish Lundin company and the British company BG.

The Directorate points to the fact that while drilling activities were previously dominated by the major players in Norway, the picture is different today. A lot of exploration is now conducted by the small and medium-sized players. If more rigs had been available, far more wells would have been drilled. Several planned wells should have been drilled, not least with a view towards phasing in any finds towards vacant capacity in existing infrastructure. The companies also had commitments through the licence awards and several wells have been postponed because rigs have become

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a bottleneck. The rig companies only exceptionally sign contracts of less duration than three years. Several of the oil companies therefore join forces in a contract and prepare a "drilling package" in order to drill their wells at all.

This year's wells are spread along the entire shelf: in the North Sea, the Norwegian Sea and the Barents Sea. StatoilHydro made an oil discovery in the latter in the Obesum prospect, 175 km northwest of Hammerfest. This find is exciting because it is the first in this area and therefore also lies outside established infrastructure.

The Petroleum Directorate says it is too early to determine the size of the finds. Appraisal wells are being considered for several of them. Five of this year's 14 spudded wells were appraisal wells.

NPD director Sissel Eriksen feels the year began positively. "We are satisfied with the exploration activities so far this year. We cannot expect major finds until drilling takes place in new areas in the Norwegian Sea and the Barents Sea."

The NPD director estimates that 35-40 exploration wells will be drilled this year. Activities are progressing according to schedule so far. In comparison, 33 exploration wells were drilled on the Norwegian shelf in 2007.

The bottleneck issue is not as prominent when it comes to drilling of production wells, as many of these are drilled from permanent installations. Notwithstanding, the activity level in the first quarter of this year was lower than the first quarter of 2007.

Thirty-one production wells were spudded in the first quarter. In comparison, 43 wells were spudded in the same period last year. Of this year's 31 spudded wells, StatoilHydro was responsible for 22 wells. The other wells were drilled by ConocoPhillips, Marathon and Talisman.

The Norwegian Petroleum Directorate's concern is that the companies employ sufficient resources to increase production from existing fields to achieve the authorities' goal of increasing the oil reserves by five billion barrels in the 10-year period 2005-2015. Analyses show that 75 per cent of this increase in reserves must come from fields that are currently producing. With the current approved plans the average recovery rate from Norwegian fields is 46 per cent.

**Source : Norway Post**



The new ferry service with (temporarily) the **ADELAAR**, between Hoek van Holland and the Tor line pontoon at the Maasvlakte was very popular over the weekend due to the nice weather and most probably the new service which attracted also people.

**Photo : Wil Kik ©**

## At least eight killed by high waves in South Korea

At least eight were people killed when they were swept away by high waves that hit a port on Sunday on the west coast of South Korea, a coastguard official said.

Twelve others were rescued after the waves caused by storms and high wind hit the Yellow Sea port of Boryeong Namdo, about 185 km (115 miles) southwest of Seoul. They were taken to hospital, where five were in critical condition, the official said.

"Apparently, some people were fishing and others walking along the coast when the accident happened," said Lee Won-il of the Taeon coastguard. **Source: Reuters**

## Grim death toll in confined spaces

**Concern is rising over the number of fatalities over the past 20 years.**

More than 1,000 deaths are feared to have occurred in ships' confined spaces over the past 20 years.

The grim estimate is based on preliminary data being compiled by the Marine Accident Investigators International Forum (MAIIF). The forum has identified confined-space entry (CSE), in which the main causes of death are lack of oxygen or inhalation of toxic fumes, as a "significant concern".

While only 16 flags had by last week replied to the forum's request in December last year for details, 117 deaths and 111 injuries in 120 cases have already been recorded. MAIIF member Don Sheetz, who is carrying out the research, says this could be the "tip of the iceberg", with over 100 flags, including those with large fleets flags such as Bahamas, Liberia and Japan, yet to reply.

Sheetz, executive vice-president of New York-based Vanuatu Maritime Services and deputy commissioner of that Pacific-islands state's ship register, says the CSE death toll could exceed that from lifeboat accidents, recently estimated at anywhere between 200 and 500.

Sheetz reveals Vanuatu, a relatively small register, has had five deaths and three near-fatal accidents in the past 14 years. Multiplying those figures by 167 the number of members of International Maritime Organisation (IMO) he calculates there could have been 1,000 incidents in the past 20 years and at least as many deaths.

The risks of entering confined or enclosed spaces have been known for some time and flags, shipping companies and insurers among others have tried to get the safety message across but accidents continue to happen with alarming regularity.

Recent cases include an inspector who died in the hold of the Liberian-flag, 134,806-dwt bulker **Kyla** (built 1982) in Bilbao last month; two crew who died on the Latvian-flag, 3,000-dwt general cargoship **Sava Lake** (built 1990) in January; and the deaths of one Polish and two Scottish men on the Vroon Offshore Services UK-flag, 3,800-bhp support vessel **Viking Islay** (built 1986) in September last year.

The **Sava Lake** incident, where the ship, carrying a cargo of ferrous metal, diverted to the UK port of Dover after the dead men were discovered, is the subject of investigations by both Kent police and the Marine Accident Investigation Branch (Maib). The Maib and Humberside police are also investigating the Viking Islay incident.

While a large number of CSE incidents happen in cargo holds and tanks, deaths and injuries can occur in a range of other spaces including the bow-thruster room and, in the **Viking Islay** case, the chain locker. An officer on Hapag-

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Lloyd's German-flag, 4,616-teu boxship **London Express** (built 1998) died after becoming trapped inside the main engine's scavenge air receiver in October 2003 while the ship was visiting the US east coast.

The forum wants the IMO to make CSE the fifth mandatory training course after personal safety, survival techniques, first aid and fire fighting. **Source : Tradewinds**



The **TAHITI SPAR** seen through one of the Panama leads of Heerema's **BALDER** in the Gulf of Mexico  
**Photo : Fedde Visser ©**

## SNRH seeks injunction over licence suspension

**SNRH has vowed not to leave Le Havre.**

KOTUG Le Havre subsidiary SNRH is to seek an emergency injunction to block the suspension of its operating licence by the port of Le Havre authority, claiming that the French authorities had caved in to union pressure.

The surprise eleventh hour decision by the port authority, which claimed that the company had failed to meet its commitment to abide by local and national crewing rules, induced French tugs crew to call off the three-day strikes they were staging or were planning to stage at leading French ports.

Crews working for French towage leader Les Abeilles, who began a three-day strike on Wednesday and were planning to start another on Saturday, suspended their action as soon as they were informed of the port authority's decision yesterday.

Those in other ports, who were due to begin a three-day strike today, suspended their notices of strike action yesterday evening. The port authority gave SNRH 10 days to respond to its decision but the company has responded with an application for an injunction, to which it hopes to have a response from the Rouen court of administration by Sunday. SNRH chairman and Kotug vice president, Dorus Knegtel, claimed that the French authorities had preferred to suspend SNRH rather than face a national towage strike despite the fact that the company was honouring its commitment to respect crewing rules.

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"We can't accept it," he said, adding that there was no question of the company leaving Le Havre as a result of the port authority's order to halt operations at the port.

He said that the company's customers were "concerned" by the situation but had nevertheless shown themselves "very understanding" of the company's plight, indicating that they would not abandon it because of its enforced lay-up.

"I can't leave my customers," said Mr. Knegtel, "because, if I do, they will be eaten up by the competition. "We have to serve our customers and Kotug is not known for giving up so easily, particularly when we are seeking our rights."

The port authority informed SNRH of its decision by letter, indicating that checks carried out had found it to be failing to meet commitments it had given regarding crewing arrangements aboard its vessels by letter on April 23.

The tug crews had began their action to protest at the decision of the port authority to renew SNRH's operating licence recently despite the fact that the local maritime affairs service had found that crewing arrangements aboard its vessels were not in compliance with collective and local agreements.

The port authority explained, however, that it had decided to renew SNRH's operating licence on the basis of the April 23 letter in which SNRH had indicated that it would bring its crewing arrangements into line with the agreements.

Mr. Knegtel insisted that that the company had kept to its commitment despite a report from the maritime affairs service to the contrary. **Source : Lloyds List**

## Greenpeace clashes with Taiwan fishing boat

GREENPEACE activists clashed with a Taiwanese long-line fishing boat in the Pacific Ocean today, painting the word "pirates" on the side of the vessel and raiding its lines.

Greenpeace accused the vessel of hunting down precious marine species - including an endangered turtle - in international waters north-east of the Solomon Islands, which the green group wants declared as reserves.

According to Greenpeace, activists confronted the long-line vessel, called the **Ho Tsai Fa 18**, and began to free the fish, sharks and endangered turtle caught on its hooks. They then took one of the vessel's radio beacons and a fishing line.

Activists claimed they won the battle, with the vessel agreeing to release the marine life and leave the area.

The raid was carried out from a rubber duckie launched from the mother ship, the **Esperanza**. Greenpeace Australia Pacific campaigner Lagi Toribau, who was on board the Esperanza, said the group staged the protest because international fishing authorities were not doing their job in stopping overfishing.

"We painted 'pirate' on the side of the vessel because even registered tuna vessels, like this one, blur the line between legal and illegal fishing," Mr Toribau said. "If the (Western and Central Pacific) Fisheries Commission will not do their job and secure the future of this important marine life, then we will."

Greenpeace said the confrontation occurred in an area called the Pacific Commons. The group said overfishing of bigeye and yellowfin tuna was threatening fish stocks, and too many turtles and sharks were being killed by longline vessels.

Greenpeace wants areas around Micronesia, Nauru and the Cook Islands declared "high seas marine reserves".

The group claims it will return the confiscated fishing equipment to the vessel at a later date. **Source : The Australian**



## CASUALTY REPORTING

# SKorean Coast Guard vessel sinks after hitting reef; all crew members rescued

South Korea's Coast Guard says one of its vessels has sunk after hitting a reef in waters off the southern island of Jeju, but all 12 sailors have been rescued.

Coast Guard officer Kim Hyung-wook says the 100-ton boat was on patrol when it hit the submerged reef at 2:20 p.m. (0520 GMT) Saturday in waters about 20 kilometers (12 miles) north of Jeju. Kim says the accident ripped the bottom of the vessel, causing it to sink, but all 12 sailors were rescued by nearby fishing boats.

# Two killed as cabin cruiser explodes

BLACK smoke and flames rose as a man was dragged from the Yarra River in Port Melbourne Saturday, screaming for his dead parents. Moments earlier the family had been preparing for their maiden journey in the **Leda II**. Then, disaster.

"He was just crying that his parents were still in the water somewhere but we couldn't see, the flames were too intense," rescuer Garry Patrick said of the man, known only as Anthony, and the carnage at Pier 35. "There was no sign of them. All that was sitting on the water were bits of wood and debris and fuel burning so hot you could feel the heat on your face."

Scattered across the water in the shadow of Melbourne's West Gate Bridge and along the pier were the dead - a married couple in their 60s - and injured. Three generations of a family celebrating a new acquisition, picked up from the boat broker hours earlier.

The 36-foot Halvorsen cabin cruiser had just been refuelled with 200 litres of unleaded petrol when it exploded, killing the South Yarra couple, who were sitting above the petrol tanks at the rear of the vessel. The blast threw their son, Anthony, 48, and his de facto wife, 45, into the water.

Flying debris scattered five other family members who were standing on the pier. The woman's sister, 46, was taken to Royal Melbourne Hospital, and her de facto husband and their three sons - aged 13, 11 and 5 - were taken to hospital with minor injuries.

The fatal blast was so strong it shook shipping containers on the other side of the river. "It was like when you watch a movie and see a boat torpedoed," said Mr Patrick, a former navy engineer. "The boat was gone in one bang. Unless you have seen a bomb go off you wouldn't recognise it - it was enormous."

He ran out on to the pier from his boat sales office, closed the bowser's fuel valve and, with the help of marina worker Nick Power, pulled Anthony from the water, then his wife, whose legs were broken.

Anthony was screaming and crying for his parents. "We had to drag him off the dock, he wanted to stay near the water near his parents," Mr Patrick said. "But we were right at the fuel bowsers and we had to evacuate them for fear of more explosions. I wrapped him in a blanket and he was crying and screaming. If there was a sign of an arm or leg in the water we would have gone in, but there was no sign of them, there were just flames." **Source: The Sun-Herald**

## Cruise ship with 984 people on board runs aground off Latvia

The cruise ship **Mona Lisa** with 984 people on board ran aground early Sunday in the Baltic Sea, off the northwest coast of Latvia, the coast guard said.

Coast guard spokeswoman Liene Ulbina said all the passengers were safe and they were not at immediate risk. Most are German, she said.

Air force and border guards were on standby, but there were no signs of damage to the Bahamas-registered vessel, which was stranded in the Irbe strait outside Riga, a Latvian Coast Guard Service statement said. Ulbina said coast guard ships had arrived at the scene, but it remained unclear whether they would attempt to evacuate the passengers or try to pull the ship off the ground. The coast guard said the crew had been inspecting the ship and had not found any signs of damage or oil tank leaks. **Source: seattletimes**



## NAVY NEWS



The Dutch frigate **F 805 EVERTSEN** seen from HAL's **PRINSENDAM** sailing along the Horn of Africa enroute Salalah Port in Oman.

**Photo : Lex Schutjes ©**

## USS North Carolina joins fleet

The US Navy commissioned the **North Carolina** on Saturday, the fourth \$2.4 billion Virginia-class boat to join the service's fleet of more than 50 submarines. It was designed to attack land and sea targets with cruise missiles and torpedoes, or sail into shallow waters to monitor enemy transmissions or drop off SEAL teams.

Speaking at the commissioning ceremony at the state port in Wilmington, Navy Secretary Donald Winter said the United States faces many challenges in the wake of the Sept. 11 terrorist attacks. With 70 percent of the world's surface covered by water and 90 percent of international trade transported by sea, he said the North Carolina is the perfect weapon to meet them.

"We must remain vigilant and be prepared to face the challenges that risk surprising us in the decades ahead," Winter said. "With **USS North Carolina**, the nation has made an investment in our safety and in our peace. She now joins the world's greatest Navy and will be cast into a wide range of missions."

The sub is the fourth vessel to carry the **USS North Carolina** name. The most famous is a World War II battleship now berthed on the Cape Fear River not far from Saturday's commissioning ceremony.

Linda Bowman, the boat's sponsor and wife of retired Admiral Frank L. "Skip" Bowman, gave the first order to the crew to "man our ship and bring her to life." Crew members in dress white uniforms raced from behind the more than 5,000 spectators to the boat. The masts and radar dish rose from the submarine's black tower and the North Carolina let out a long blast from its horn.

The sub was transformed from a "silent hull" to a "fully alive warship."

Built in Virginia, the **North Carolina** is 337 feet in length, weighs in at 7,800 tons and can operate at more than 25 knots when submerged. It will be based at the Navy's New London submarine base in Groton, Conn., and the crew of about 140 will be led by commanding officer Capt. Mark Davis.

The submarine is the sixth on which he has served. "The previous ones pale in comparison to the North Carolina," Davis said. The new sub is piloted using a joystick and most of the controls on the sub's bridge are touch screens. The boat doesn't have a periscope with traditional optics. Instead, an extendable photonics mast is packed with high-resolution cameras and infrared sensors.

One of the biggest innovations: an expanded "lockout trunk" at the front of the submarine that allows a nine-man SEAL team to dive to and swim from the boat without requiring it to surface or stop. A computer keeps the submarine level while submerged, making it easier for the teams to deploy. The sub also has a docking area for a mini sub.

Lt. Cmdr. Andy Hertel, the sub's executive officer, said the North Carolina is far superior than any the Navy has previously sent to sea because of its ability to perform a variety of missions. "The flexibility is designed into the ship," said Hertel, who has served tours on two other submarines before coming to the North Carolina.

The **North Carolina's** focus on executing close-to-shore stealth missions is a departure from the submarine's past missions of matching wits with Soviet submarines in deep ocean waters. Swofford said the sailors now take pride in delivering SEALs or intercepting radio transmissions undetected.

"If we can be a part of 'taking care' of the enemy, than that is something we can use to motivate our sailors," Swofford said. There are questions about whether submarines can really be a valuable part of the fight against terrorism and aid in conflicts such as the ongoing wars in Iraq and Afghanistan. The Navy has spent a lot of time and money creating the best submarine force in the world, said John Pike, a military analyst with GlobalSecurity.org, and it's not something it's willing to give up.

"When the Cold War ended, it has been a little less clear what they were up to," Pike said. "I think they are looking to get any mission they can lay their hands on."

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Winter defended the Navy's investment in its submarine fleet during the ceremony, arguing that while the force's exploits rarely make headlines, the boats are in demand and are performing superbly in a variety of missions around the world.

"Our submarine force is the envy of the world. We not only enjoy a quantity advantage but a quality advantage," Winter said. "This quality advantage is evident in the boat we are about to commission with capabilities that will enable our Navy to prevail in war against any potential foe." **Source : Charlotte.com**



The Dutch navy (AOR) underway replenishment ship **A 836 AMSTERDAM** arrived in Willemstad (Curacao) for a short stopover to load fuel

**Photo : Kees Bustraan ©**

## SHIPYARD NEWS



The **MSC LIRICA** departed from Amsterdam after completing her dry-dock period at the Shipdock facilities

**Photo : Joop Marechal ©**

## Philippine president steps in to halt HHIC spat

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LOCAL administrators in the southern Philippine town of Misamis Oriental, where Hanjin Heavy Industries and Construction intends to build a large shipyard, have been ordered to stop hindering the project by the country's president. Work on the infrastructure and a training centre attached to what will eventually be a \$2bn shipyard has been repeatedly hindered by local administrators unable to cool local demands for relocation expenses and guaranteed jobs at the HHIC facility.

However, following a meeting between Philippine President Gloria Macapagal Arroyo and local mayors Paulino Y Emano of Tagoloan and Juliette T Uy of Villanueva, the latter said Wednesday that the stoppage order that was issued at the beginning of the week had been lifted. The Philippine government has from the beginning had a lot riding on Hanjin's investment in Misamis Oriental, which is located on Mindanao island. Including an earlier \$1.7bn shipyard operation in Subic Bay north of the capital Manila, HHIC's contribution is the largest single foreign direct investment the country has received in years. HHIC has hinted it would review the investment because of the level of grassroots opposition to its ventures both in Mindanao and Subic Bay. **Source : Lloyds List**



Van Oord's **ROTTERDAM** seen in dry-dock in Dubai - **Photo : Crew Rotterdam ©**

## ROUTE, PORTS & SERVICES



The **SAIMAAGRACHT** seen departing from Willemstad (Curacao) - **Photo : Kees Bustraan ©**

## **Blind Faith production delayed**

Chevron Corp. has delayed the start of production at its Blind Faith project in the deepwater Gulf of Mexico. According to sources at Chevron, one of the semisubmersible's eight mooring lines lost tension. An inspection discovered that the mooring line had parted at one of several connectors. Chevron is now investigating the failure of the connector before beginning repairs.

While production was originally slated to begin in the second quarter of the year, the mooring line problem has pushed back first oil to the second half of 2008. The exact time of the start of production is now dependent on weather in the Gulf of Mexico. Equipment commissioning is continuing despite the problem, as Chevron works to increase the project's production capacity. Production from the Blind Faith semi is expected to be around 70,000 b/d of oil, an increase over Chevron's earlier estimate. A fourth well was drilled, increasing potential. The facility is moored in 7,000 feet (2,134 m) of water in Mississippi Canyon Blocks 695 and 696.

Transocean semisubmersible **Cajun Express** is drilling on the block. Operator Chevron holds a 75 percent interest in Blind Faith, while Anadarko holds 25 percent.

## **Race to charter 13,000-teu units**

**Mediterranean Shipping Co is now said to be the recipient of eight mega ships.**

The tangled and traumatic race to find charters for up to 20 outstanding orders for 13,000-teu containerships is reaching a climax but another 15 contracts are in danger of being withdrawn. Mediterranean Shipping Co (MSC) is set to replace CMA CGM as the recipient of eight mega-size vessels ordered by Erck Rickmers at Hyundai Heavy Industries, according to market sources. Evergreen is now said to be confident it can charter four of the 13,000-teu ships, which were being ordered by Greece's Niki Group at South Korea's STX Shipbuilding, but financing for another four is in doubt.

And as first reported by TradeWinds, CMA CGM has turned its attention to four of the eight 12,800-teu ships ordered by Roberto Echevarria's NSC Schiffahrtsgesellschaft at Hanjin Heavy Industries's Subic Bay yard. MSC will buy four of the ships from Rickmers company Nordcapital and charter the other quartet for 12 years at rates said to be about \$59,000 per day. Purchase prices are likely to be around the \$170m mark paid by Rickmers.

In March, it looked as if CMA CGM would take Nordcapital's eight ships but the French carrier is now expected to buy two and charter two of NSC's vessels. In the past few weeks, there has been widespread doubt that Evergreen's charter of eight 12,600-teu ships ordered by Niki at STX will go ahead. But Evergreen and Niki are now believed to be able to go ahead with a bareboat charter for four of the ships, even though another four that might be time chartered to the Taiwanese carrier still require financial backing.

If Niki has been turned down by banks for the last four ships, Evergreen is expected to try to cut a deal itself with the yard or more likely bring in other financial backers. German KG (limited partnership) ship fund issuing giants HCI Capital and MPC Capital are both linked in speculation about potential partners. US ship-investment vehicle Seaspan Corp has also repeatedly stated its ability to take on "distress sale" projects abandoned by others due to finance limits.

Seaspan chief executive Gerry Wang revealed in a conference call this week that the company has been approached by two South Korean shipyards about open slots that have appeared after owners changed their minds about previously ordered newbuildings. MPC, which is in the process of a EUR 341m (\$497m) takeover of its Hamburg rival, has already placed an order for eight firm 13,100-teu newbuildings and one optional unit costing \$170m each at Hyundai. They will be chartered to South Korean carrier Hanjin Shipping at \$59,950 per day for 12 years. But market sources say a further 15 orders for 13,000-teu containerships are in danger of not getting financial backing because owners cannot find charters.

In total, some 140 orders for 12,000-teu to 14,000-teu containerships have been placed, according to analyst Paul Dowell of UK broker Howe Robinson. **Source : Tradewinds**



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## Haven Rotterdam groeit harder dan Antwerpen

De haven van Rotterdam groeit voor het eerst in lange tijd weer harder dan die van de zuiderburen. De groei in Antwerpen, Rotterdams belangrijkste belager, is afgelopen kwartaal iets teruggevallen.



De MSC Home Terminal in het Delwaide dock – Photo : Karel ©

Nadat het Havenbedrijf Rotterdam eerder een 'florissante' groei van 6,8 procent voor de totale goederenoverslag en 8,4 pct voor de containers naar buiten bracht, meldt het Havenbedrijf Antwerpen nu een groei van 3,4 procent voor het totaal en 7 pct voor de containers. Voor het eerst in lange tijd groeit de Nederlandse haven op containergebied weer harder dan de Belgische.

De haven van Antwerpen behandelde in de eerste drie maanden van dit jaar 46,2 miljoen ton, terwijl Rotterdam op 105 miljoen ton uitkwam. Aan containers behandelde Antwerpen 24.3 miljoen ton en Rotterdam 26.747.000 ton. Afgelopen jaar verstouwde Rotterdam ruim tien miljoen containers en Antwerpen acht miljoen. De Belgische haven boekte toen 17 procent groei in de containers, terwijl Rotterdam niet verder kwam dan 10 procent groei.

Grote angst in Rotterdam is dat de haven door Antwerpen en Hamburg wordt voorbijgestreefd als grootste containerhaven in Europa. De Rotterdamse haven heeft nauwelijks nog ruimte. Het wachten is op 2013, als de eerste grote containerterminal op Maasvlakte 2 in gebruik kan worden genomen. Antwerpen heeft volop ruimte met het nieuwe grote Deurganckdok. Daar werd in het eerste kwartaal een groei van 39,2 procent gerealiseerd ten opzichte van dezelfde periode vorig jaar.

De haven van Rotterdam kijkt reikhalzend uit naar Euromaxterminal, die vanaf 1 juli zijn eerste schepen moet gaan ontvangen. De tweede helft van dit jaar blijft echter nog een testperiode voor alle processen op de terminal.

Overigens gaat het in Antwerpen niet met alles crescendo. De overslag van conventioneel stukgoed daalde (-13,3 procent) tot het niveau van 2006, terwijl ook de behandeling van fruit (-3,8 pct) terugviel.

## Meer samenwerking havens in Vlaams-Nederlandse delta nodig

De diverse havens in het Vlaams-Nederlandse deltagebied moeten hechter samenwerken en zo onderlinge competitie voorkomen. 'Gezamenlijk als één gecoördineerde haven van de Vlaams-Nederlandse delta naar buiten treden', adviseren zeven milieuorganisaties, waaronder de Zeeuwse Milieu Federatie (ZMF). De organisaties overhandigen volgende week hun opvattingen over een duurzame toekomst van de havens in het deltagebied aan de directeuren van de havens van Antwerpen, Rotterdam en Amsterdam.

Ze dringen erop aan meer aandacht te schenken aan doelmatig ruimtegebruik, het tegengaan van onnodig vervoer, schoon water, schone lucht en bodem, hergebruik van grondstoffen en afval en kansen voor de natuur. Om dat op een juiste manier te kunnen verwezenlijken, is volgens de milieuorganisaties 'samenwerking' hét sleutelwoord. 'Met goede afspraken en een selectief vestigingsbeleid kunnen de havens ervoor zorgen dat goederen naar de meest efficiënte en minst milieubezwaarlijke plek worden gedirigeerd.' Samenwerking is ook gewenst bij versterking van de binnenvaart (minder transport over de weg).

De zeven organisaties stellen dat als de havens de handen ineenslaan, goederenstromen beter te verdelen zijn. Ook kunnen ze ervaringen op het gebied van duurzaam transport, opslag en overslag met elkaar delen. Nu gebeurt dat, vanwege te veel competitie, niet of nauwelijks, meldt PZC. **Bron : Nieuwsblad Transport**

## First steel cut for SeaMetric's Twin Marine Lifter system



Construction on SeaMetric's Twin Marine Lifter (TML) system is now underway after the initial steel cutting commenced April 10 at the Offshore Engineering Company (OEC) shipyard (formerly Liaohe shipyard) in China.

In addition, the main classification engineering for the vessels is now complete, including DNV approval. The OEC shipyard, a subsidiary of Petro China, is committed to deliver the vessels by the

third quarter of 2009.

SeaMetric's TML system consists of two 25,000DWT vessels, 140 metres long with a lifting capacity of 10,000 tonnes per vessel. Lifting is performed by four 75-metre-long arms with ballast tanks, each lifting 2,500 tonnes. The propulsion of the first two vessels will be powered by ABC gensets, with four 12VDZC and two 16VDZC engines provided for each vessel, for a total of 16,000kW.

"By having a DP Class 3 heavy lift system and accommodation facilities, we will be independent of anchor handler vessels, tugs, daily helicopter shuttling and accommodation offshore, which will reduce the operational costs significantly," says Managing Director of SeaMetric International, Johan F Andresen. "We will also be capable of safe operation in congested areas and above subsea pipelines. The vessels are also very flexible; for instance the lifting arms can be rapidly skidded off thus allowing use of the base vessels in the heavy transport market which will maximise our utilisation and therefore improve our potential profitability." **Source : Baird Online**



## WATERSTROOM LAUNCHED IN POLAND



At the Damen yard in Poland, yard number 511552, the new addition for [WAGENBORG Sleepdiensten](#), named **WATERSTROOM**, was launched April 29<sup>th</sup>.

The ASD 2810 tug is scheduled to be delivered end of June

**Photo : Marc Mazareeuw ©**

## Novoroslexport signs contract with MSC container liner operator

Novorossiysk Commercial Sea Port announces the signing of a long-term contract between Novoroslexport (NCSP subsidiary) and MSC Novorossiysk, an exclusive representative of Mediterranean Shipping Company on the Black sea. According to the contract Novoroslexport container terminal will handle vessels of MSC, one of the largest world's container liner operator.

Under the contract, the first container vessel of MSC has been handled by the Novoroslexport container terminal on April 23-25th. According to the contract Novoroslexport accepted the obligations of transshipment of freighted and empty import and export containers, their storage on the terminal territory and a number of additional services. It is expected that the laying-up and processing of the MSC vessels will take place twice a week. Under the terms of the contract MSC guarantees to provide Novoroslexport with the confirmed transshipment volume of 106 thousand TEU from April to the end of the year. That includes export and import containers both empty and freighted. Novoroslexport in its turn guarantees to provide the customer with a high quality and world-class level of services.

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Novoroslesexport already has a track-record of contract relations with MSC that are resuming after the completion of the reconstruction of container terminal. As a result of the reconstruction, the Novoroslesexport is able to provide its customers with new technical conditions and advanced level of services.

NCSP

NCSP operates primarily at the Port of Novorossiysk (the "Port"), a multi-purpose, yearround, deep-water port located on the Russian shore of the Black Sea which has geographic, topographic and infrastructure advantages in comparison to ports and potential port sites in the Black Sea-Azov basin. The Port is Russia's largest sea port in terms of cargo turnover volume according to the Association of Russian Sea Ports, and Europe's fifth largest commercial sea port by cargo volume in 2005, according to Global Insight/ISL. NCSP is a key Southern gateway for the import and export of a wide range of cargoes to and from the Russian economy (including oil, oil products, timber, grain, fertilizers, ferrous metals, containers, automobiles and general cargo). NCSP handles approximately 20% by volume of cargoes shipped through Russian sea ports according to the Association of Russian Sea Ports. During 2006, NCSP consolidated its shareholdings in the majority of other operators and stevedores in the Port. [Source: ncsp.nross.ru](http://ncsp.nross.ru)

# Washington State scraps plan to build 50-car ferry

Washington State continues to grapple with the problems of having a distinctly elderly ferry fleet--and being constrained to build replacement vessels in-state. Last month, the Ferries Division of the Washington State Department of Transportation rejected a \$26 million bid from Todd Pacific Shipyards to build a 50-car ferry. At the March 27 bid opening Todd was the sole project bidder. Its bid was higher than the WSDOT engineer's estimate of \$16.8 million.

"The tab to taxpayers is too high. We will find solutions to bring down the construction costs," said Ferries Division Assistant Secretary David Moseley. Now Gov. Chris Gregoire has announced that the state will move forward with construction of two 64-car Island Home style vessels and will not build a smaller 50-car vessel.

The 50-car **Steilacoom II** style was originally intended to fill the gap in service until the two Island Homes were built.

Now WSDOT has reached agreement with Pierce County to extend the lease on one of that county's ferries that it has been using to fill in since the aged Steel Electric class vessels had to be withdrawn from service, essentially because beneath their paint their hulls had deteriorated beyond repair.

The current situation is that WSDOT is working toward building five new ferries-- three 144-car vessels and two new 64-car Island Home style vessels. The design and construction of five boats nearly simultaneously is a first for the state's ferry system in more than 30 years. The state will advance the advertisements of the Island Home-style construction to July 2008. The first vessel will be completed by spring 2010, with the second vessel following in fall 2010.

"I have asked WSDOT to evaluate the potential of an accelerated delivery schedule," said Gregoire. "We want to get these boats on the water as quickly as possible"

The Island Home is a 255 ft double ended ferry operated by the the Woods Hole, Martha's Vineyard, and Nantucket Steamship Authority. It has served the 7 mile route between Woods Hole and Martha's Vineyard since March 5, 2007 and was constructed by VT Halter Marine Inc., of Moss Point, MS, to a design by the Elliott Bay Design Group of Seattle, Wash.

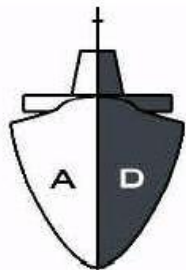
Because of state law, WSDOT won't have the option of asking VT Halter Marine to bid, but will have to use a Washington State yard--or combination of yards. It will be interesting to see the number that comes out of the bid envelope or envelopes. **Source : MarineLog**

## Ireland: Plans to create new shipping register

A public consultation process has been launched to decide on the future registration of ships in Ireland. The Minister for Transport and Marine, Noel Dempsey, has called on vessel owners and the public to become involved in the process. It is intended to create a new ship register in Ireland that will enforce legislation on safety and living conditions aboard and help improve maritime safety. New arrangements are being considered by the Department under which vessels not previously required to be registered will have to do so in the future.

The public consultation process will be used to prepare the legislation, which will result in a centralised electronic register to be used to enforce legislation on safety, security, living, working and environmental conditions. There are 41 ships on the Irish register at present. Its numbers were reduced when Irish Ferries flagged out to other countries. Arklow Shipping is now the biggest shipping company in the country. **Source: RTE**

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## Topaz acquires Doha Marine Services for \$124m

Topaz Energy and Marine (Topaz), a subsidiary of Renaissance Services Oman, on Saturday announced the acquisition of Doha Marine Services (DMS), a Qatar-based marine services company for 450 million Qatari riyals (\$124 million).

With the acquisition of the DMS fleet of 14 owned and managed vessels, Topaz has added four of its own vessels to the fleet to corner 18 per cent of the country's offshore marine services sector. The acquisition increases the total size of the Topaz marine fleet to 91 vessels, which includes 16 vessels under construction as part of its fleet acquisition and renewal strategy.

DMS will be the sixth operating company in the Topaz offshore vessel fleet, joining Nico Middle East, Nico Far East, Bue Caspian, Bue Kazakh and Bue Turkmen; with a seventh marine enterprise already under formation in Saudi Arabia. The acquisition financing was syndicated by Calyon Corporate and Investment Bank, Dubai, acting as the mandated lead arranger. Barclays Bank, First Gulf Bank, Standard Chartered Bank and HSBC Bank Middle East acted as joint lead arrangers.

Samir J. Fancy, chairman of Renaissance, said: "The DMS acquisition is a major event in our stated strategic intent to increase the size and geographical spread of our offshore support vessel fleet. The cornerstone of Qatar's booming economy is its hydrocarbon resources. The world's largest known non-associated offshore gas field is in Qatari territory. "Qatar offers great opportunity to a quality service provider like Topaz and we shall certainly consider further investment in Qatar in both our onshore and offshore services."

Fazel Fazelbhoj, CEO of Topaz, said: "We are buying into an extremely well respected name and a well run fleet with a blue chip customer base comprising of leaders in the oil and gas offshore space. Our intention is now to add value with our international experience." **Source : GulfNews**

## Shell Signs US Seafarers

Shell Ship Management Limited (Shell) and the American Maritime Officers (AMO) union signed a Memorandum of Understanding (MOU) formalizing the addition of U.S. seafarers to Shell's officer cadre. A signing ceremony at the Department of Transportation's Maritime Administration (MARAD) marked this significant development in Shell's ongoing recruitment drive.

Recently Shell announced it would begin a U.S.-focused recruitment drive to help meet the company's need for highly qualified liquefied natural gas (LNG) ship's officers to fill positions on its fleet of international LNG carriers. "We have worked to create an attractive and competitive package for qualified U.S. officers interested in international LNG assignments," said Bob Salmon, general manager of shipping for Shell Trading (US) Company. "We are pleased that MARAD has focused on LNG training, as the highly trained U.S. officers will enhance our existing skill pool, and that AMO has been proactive in working with Shell to develop international U.S. marine officers. It is a win-win situation for everyone involved."

The MOU between Shell and AMO begins immediately. According to Salmon, U.S. mariners will benefit from Shell's long experience in LNG shipping. Shell is proud of its leadership at sea and provides specific training well above the minimum International Maritime Organisation Standards of Training, Certification and Watchkeeping (STCW) 1995.

Shell companies have equity, management or chartering positions in around a quarter of the world's LNG carriers, either directly or through joint ventures and currently manage 31 LNG carriers. Shell also employs more than 700 fleet marine officers with LNG experience and a further 200 officers are also enrolled in Shell's LNG onboarding program.

The number of LNG carriers Shell manages will grow rapidly over the next two years as it has also been selected by Nakilat Shipping (Qatar) Ltd., a wholly owned subsidiary of Qatar Gas Transport Company Ltd., to provide a full range of shipping and marine services including the management and manning of a further 25 LNG carriers.

"We've been working closely with the U.S. Maritime Administration and AMO to encourage the use of American officers in the specialized LNG shipping trade," said Salmon. "Shell is committed to securing the most qualified officers for its maritime fleet operations as a diverse skill pool drawn from the United States and other countries around the world is essential for us to manage this growth successfully. In return, we offer competitive terms and conditions and potential career development." **Source : ShipTalk**

## CCHC BOOKS BULKER

Brokers say China Cosco Holdings Co (CCHC) is paying a low price for nine 57,000-dwt bulkers ordered at Cosco Shipyard Group for delivery between March and July. CCHC announced it will pay \$38.7m per ship. One broker says Jinling Shipyard is currently quoting \$45m for a comparable ship. The early delivery date has fuelled speculation that space has been freed up at the yard because of a cancelled contract. **Source : Tradewinds**

## EU sets inquiry deadline for Eurogate, Maersk jv June 5

The European Commission said the deadline for its inquiry into Eurogate GmbH & Co. and AP Moeller unit Maersk's proposed joint venture is set for June 5. The joint venture will construct, develop and operate a container terminal in Wilhelmshaven, Germany. Following the transaction, the two companies will have joint control of the terminal. The terminal will make over half its capacity available to third parties, but will also provide capacity for Maersk volumes. **Source: hemscott.com**

## DP World builds \$300 mln container terminal in Peru

Dubai Ports World (DP World) said it has begun building a container terminal in the Peruvian port of Callao, for an initial investment of over \$300 million.

The terminal will have the capacity to unload up to 1.2 million container ships per year, compared to 600,000 currently. It is scheduled to be completed in 2010, DP World president Sultan Ahmed Bin Sulayem said in a statement. Callao is the biggest port in South America and the 100th largest in the world in terms of container ships, with 70 percent of Peru's goods traffic passing through it. DP World, in association with Peruvian company Uniport, obtained the concession for the terminal for 30 years. **Source: hemscott.com**

## ITS 2008 BIGGER THEN EVER



The **International Tug & Salvage Convention** will reach new heights when it moves to the impressive Suntec facility in Singapore. The event, which takes place from **19th-23rd May 2008**, is set to be the biggest in its 39-year history, and for the first time ever will focus the attention of some of the most eminent figures in the marine industry on what many feel is the most important topic of the age - the environment, and the industry's impact upon it.

Few maritime events have as long a history of success and innovation as the ITS Convention. Started in 1969, the series has moved around the world and grown in strength. Crucially, it has remained fresh and innovative by advancing with the industry it supports whilst building on a foundation of a tradition that has proved so popular.

For 2008, an anticipated 400 delegates and more than 100 exhibitors from all around the world will gather to talk tugs, towing and salvage - and listen to 25 papers by leading figures in the field.

**SEE FOR MORE INFORMATION :**

**[https://www.tugandsalvage.com/ITS2008\\_Home.asp](https://www.tugandsalvage.com/ITS2008_Home.asp)**



The **QUEEN VICTORIA** seen enroute the Rotterdam-cruise terminal Sunday morning

**Photo : John van der Linden ©**

## German picks up Maersk biggies

A shipping investment company has bought the remainder of Maersk Line's 1996-built boxships.

HCI Hammonia Shipping the Hamburg-listed shipping-investment company set up last year by a leading German bank and KG (limited partnership) finance group is buying three more of the largest-ever secondhand containerships to be sold by AP Moller-Maersk.

The company, set up by HSH Nordbank and Hamburg-based fund-issuing house HCI Capital in partnership with leading shipowner and manager Peter Dohle, will purchase three 7,400-teu vessels in a deal that could be worth \$300m.

HCI Hammonia Shipping will purchase the **Knud Maersk**, **Kate Maersk** and **Karen Maersk**, all built in 1996 by the Danish group's Odense shipyard. The sale and charter-back deal will involve a 10-year lease back to the world's leading carrier, Maersk Line, plus further options for up to 72 months.

It repeats the sale last December of three sisterships the **Regina Maersk**, **Katrine Maersk** and **Kirsten Maersk** for about \$280m to Greek owner Costamare Shipping.

The price levels suggest 10-year time charters back to Maersk Line at levels somewhere between a minimum of \$35,000 per day and as much as \$42,000 per day, say broking sources.

The previous disposals helped Maersk Line push loss-making results at the midway stage of the year into a \$217m profit by the end of 2007 after a gain of \$320m from the sale of 13 containerships. The latest sales, combined with rising bunker costs and poor freight-rate returns on many trades, suggest Maersk Line believes it needs to take similar action this year.

HCI Hammonia Shipping's fleet of six 2,546-teu newbuildings and two 3,100-teu vessels is managed by Peter Dohle, which set up Hammonia Reederei as a joint venture with the finance group in 2003. The listed company raised some EUR 150m (\$233.4m at today's rate) when it went public last November and says it has sufficient equity and cash for the latest investments in its fleet.

The series of six ships now sold off by Maersk Line were by far the largest container vessels afloat when they were first built. **Source : Tradewinds**

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## Filipinos hit by lack of direct flights to Mideast

The lack of airline seats to the Middle East has jacked up fares and created a black market for reservations as carriers charge more to accommodate departing Overseas Filipino Workers (OFWs), according to manpower agencies.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 124

The Federated Association of Manpower Exporters (Fame) said in a congressional hearing that fares to the Middle East have gone up from \$400 to \$650 since December 2007.

Jackson Gan, Fame vice-president, said an average of 1,000 OFWs is stranded in the Philippines daily because they cannot get flights to the Middle East.

Gan added that recruitment firms are forced to upgrade bookings from economy to business class to make sure that they reach their destinations on time because foreign employers are threatening to cancel their employment.

"The shortage of direct flights, which run an average of 1,000 workers daily, have sent recruitment agencies into a frenzy," he said. **Source : GulfNews**

## MOVEMENTS

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Above seen the **Coastal Guardian** which is pushing the **Sara Maatje XIV**, The ships are enroute to St.Petersburg to assist at the Rosmor project.

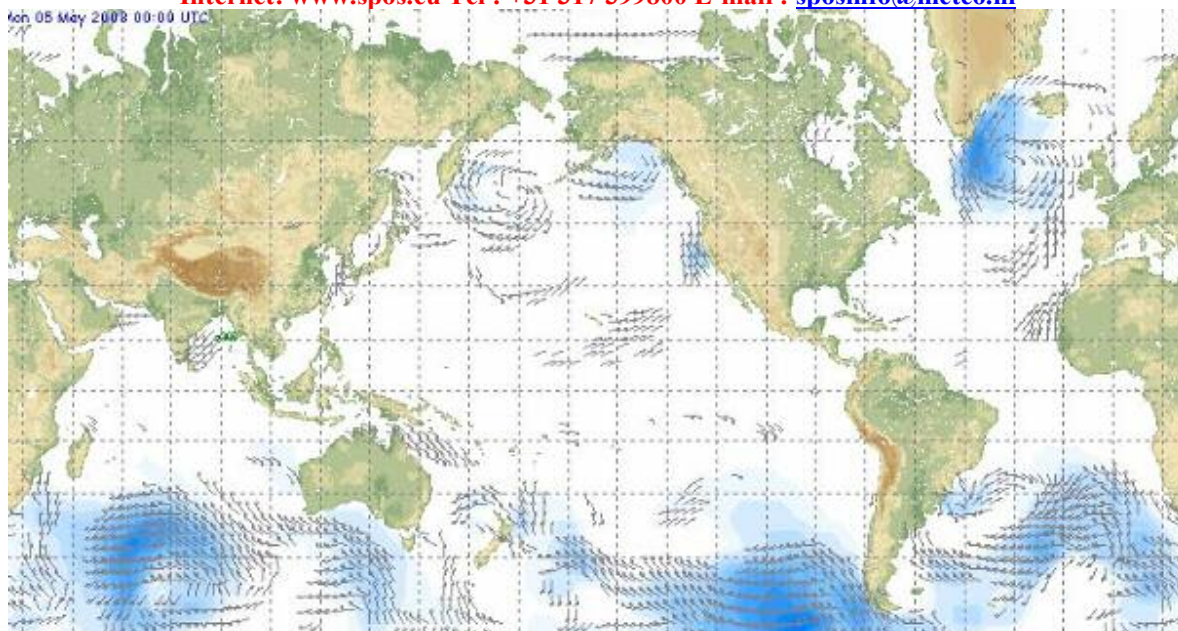
Photo is made from the **Coastal Service**, by skipper **Wouter Kints** ©

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



The loaded **TARGET** arrived in Rotterdam-Europoort, as seen above assisted by the **FAIRPLAY 28**  
Photo : Sietse de Roos ©



## Seafarer Fatigue Seminar

A free seminar is being held at Cardiff University on July 8th 2008, to present research on seafarers' fatigue and technology at sea.

Presentations will be given alongside dedicated time for discussion of these important issues. A provisional program for the day is given below, although this will be updated nearer the time as further details are finalised (e.g. additional speakers):

Places are limited see <http://www.seafarersfatigue.com/> for full details

10.30 - 11.00	Registration and Coffee
11.00 - 11.05	Opening Words: Brian Orrell, Nautilus UK General secretary
11.05 - 11.10	Opening Words: Paul Coley, Assistant Director Seafarers & Ships, MCA
11.10 - 11.40	Presentation. Seafarers' fatigue (Andy Smith)
11.40 - 12.00	Presentation. Enforcement of working hours regulations. Nautilus UK
12.00 - 13.00	Open discussion on seafarers' fatigue
13.00 - 14.00	Lunch
14.00 - 14.20	Presentation. Technology at Sea (Paul Allen)
14.20 - 15.00	Open discussion concerning technology at sea
15.00	Finish

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