

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 125



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**The OPDR LISBOA seen arriving in La Caruna  
Photo : Sky-diving Chief ©**

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## EVENTS, INCIDENTS & OPERATIONS

# Russian court rules to seize four Japanese vessels over poaching

A court in Russia's Far East ruled on Monday to confiscate four Japanese fishing vessels detained late last year for illegally fishing in Russia's waters, RIA Novosti reports.

On December 13, Russian border guards detained four Japanese fishing vessels for poaching near Russia's South Kuril Islands, a former Japanese territory. On January 16, a Russian court found the four captains guilty of border violations and fined them each 100,000 rubles (\$4,117).

Confrontations over poaching between Russian authorities and Japanese fishing vessels are frequent in Russia's Pacific waters. In August 2006, a Japanese fisherman was shot dead near the Kuril Islands when Russian border guards opened fire on his boat after it refused to stop.

Russia and Japan have contested the ownership of the Kuril Islands since the end of WWII. As a result of the dispute, the two countries have never signed a formal peace treaty.



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Dockwise **TARGET** seen after offloading of the MOPU GBS in Rotterdam-Europoort  
Photo : Rob de Visser ©



The HM Coastguard **SAR S92 G-CGOC** Helicopter seen from Heerema's tug **Retriever** 13 NM East of Sunbrough (Shetland Islands) performing a rescue exercise. On the background the crane barge **Hermod**.

Photo : Jeroen Toorenman ©

## PHANTOM GEBORGEN

Zaterdagmiddag zijn bergers er in geslaagd het gezonken zeiljacht 'Phantom' te bergen. Duikers wisten een sling aan het schip te bevestigen vanaf de **BEVER**, waarna een kraan het gevaarte kon gaan lichten. De 'Phantom' is overgebracht naar de haven van IJmuiden.



Foto's boven : Arie van Dijk ©

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De '**Phantom**' maakte op Hemelvaartsdag in de vroege ochtenduren water op zo'n 20 kilometer ten noordwesten van Katwijk (8 kilometer westelijk van Zandvoort) en zonk in korte tijd naar een diepte van 14 meter.

De drie-koppige bemanning werd door een reddingboot van de Koninklijke Nederlandse Redding Maatschappij gered. De KNRM heeft nog geprobeerd om het schip leeg te pompen, echter zonder resultaat. De pomp verdween samen met het schip in de golven. De pomp met toebehoren is eveneens door duikers boven water gehaalden overgedragen aan de KNRM die bij de berging ter plaatse waren.



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SAL's **WIEBKE** seen in the Suez canal  
Photo : Bridge team Amsterdam ©

## CASUALTY REPORTING

# Evacuation of stranded cruise liner Mona Lisa begins

A luxurious cruise liner, which ran aground in the Baltic Sea's Irben Strait on May 4, with 984 people on board is being evacuated, the press service of the Latvian coastguard said on Monday according to RIA Novosti.



Four tugs were used to try and pull the **Mona Lisa** free from a sandbank and a number of other measures also proved unsuccessful prompting a decision to evacuate the ship's 657 passengers.

The passengers, mainly elderly Germans, are to be ferried to the port of Ventspils by Latvian naval vessels. There are no reports of any casualties. The **Mona Lisa** is registered in the Bahamas. It has a crew of 327 and was on route from Poland's Gdansk to Latvia's Riga, when it ran aground 18 km (11 miles) off the coast of Latvia.

Latvian Defense Minister Vinets Veldre visited the **Mona Lisa** last night and spoke to the captain of the liner, who according to the minister was to blame for the incident.

"The cause of the incident could be the captain's decision to deviate from the set course so that passengers could take pictures against the background of the Irben lighthouse," the minister said. The **Mona Lisa** is 173 meters in length. It was constructed in 1966 and it ran aground nine times since then.

## Boat capsizes in Brazilian Amazon killing at least 15

A boat ferrying at least 80 people home from a party sank in Brazil's Amazon region early Sunday, killing at least 15 and leaving dozens missing, according to rescue officials and Brazil's government. The wooden Comandante Sales ferryboat capsized in a pre-dawn rainstorm on the Solimoes River, one of the Amazon's largest tributaries, said Fire Lt. Col. Raimundo Rodrigues da Silva.

It was unclear how many passengers the **Comandante Sales** was authorized to carry, but authorities said the ferry had been grounded several months ago after failing an inspection. Boats serve as buses in the area because there are few roads.

Rescue workers had recovered the bodies of 15 people by Sunday evening when the search was called off for the night, according to Agencia Brasil, the government's official news agency. Most of those who died were women and several dozen other people were unaccounted for, Silva said.

The search was scheduled to resume Monday, and an investigation into the cause of the accident is expected to take at least three months. Navy Lt. Raimundo Lenilton de Araujo told Agencia Brasil that torrential rains may have been a factor.

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Amazon boats are frequently overloaded with passengers and cargo, which also may have been a factor, Silva said.

Revelers had rented the boat to travel from their small river town to another for a party, Brazilian media reported.

Some survivors swam to shore while others were rescued by other boats in the area, local media reported -- although authorities did not know how many survived. Silva said the boat may not have had a passenger list.

Brazil's navy joined about 45 rescue workers, including 15 divers, in searching the area about 70 kilometers (44 miles) from Manaus, the capital of Amazonas state. The Navy issued a statement saying the boat had been ordered not to travel following an inspection in January because it lacked the proper paperwork and a qualified crew, Agencia Brasil reported. Calls to the Navy's Amazon headquarters went unanswered.

Boating accidents have killed more than two dozen people in Brazil since February, when a two-story wooden ferry carrying more than 100 people collided with a barge loaded with fuel tanks on the Amazon River, killing 16.

In March, a similar boat carrying 12 tourists and a crew of 10 on a wetlands fishing trip sank in the Pantanal area in Mato Grosso state south of the Amazon, killing nine. **Source: cnn**

# Zanzibar ferry Seagull goes aground off Mombasa but is later pulled clear

A Zanzibar-based passenger ferry, **Seagull-Zanzibar** went aground 3 kilometres from the port entrance to Mombasa on Wednesday last week. The incident occurred after the vessel encountered strong winds and currents which forced the vessel onto the Nyali reef.

**Seagull-Zanzibar** has a passenger capacity of 400 and operates a shuttle between Zanzibar, Dar es Salaam and Pemba. However at the time the ferry was en route to Mombasa to undergo a dry docking and was carrying a crew of 15 with no passengers, according to the Mombasa Maritime Rescue Coordination Centre (MRCC).

**Seagull** was later towed off the reef and into harbour showing a slight list after water found its way into the ruptured hull.

In a second casualty report from the East African coast, a coal ship from South Africa was reported to have sunk near Zanzibar also on Wednesday. Initial reports indicated that nine seafarers had lost their lives but little detail including the name of the ship has been forthcoming and it is possible that the accident has been confused with that of the ferry Seagull-Zanzibar.

A spokesman for the Mombasa MRCC told Ports & Ships on Friday that he had no reports of a coal ship sinking or missing. **Source : Ports.co.za**



## NAVY NEWS

### Potential \$93 million charter for HSV Swift

Control of the Incat built **HSV Swift** appears to have passed from Bollinger Incat to Sealift, Inc., Oyster Bay, N.Y.

Sealift Inc. is a privately held company, established in 1975 that operates a fleet of U.S. Flag, ocean-going ships and is one of the largest ocean transportation contractors for U.S. Government Food Aid cargoes. All operations, chartering, engineering, crewing, IT and accounting are handled from its Oyster Bay, New York office. As of yet, HSV Swift doesn't appear on the fleet list on its web site.

Be that as it may, the Pentagon announced Friday that Sealift, Inc. is being awarded a potential \$93 million contract for charter of the **Swift**. Initially, Sealift is being awarded a \$21,913,900 firm-fixed-price contract for the 12-month charter of the vessel. However, contains four options, which include three 12-month options and one 11-month option, which if exercised, would bring the total contract value to \$93,076,577. Work will be performed worldwide, and work is expected to be completed Sept. 2009 (Aug. 2013 with options exercised).

The Pentagon says that "**HSV Swift** will be operated worldwide in support of U.S. Fleet Forces Command and the war on terrorism. The vessel will also be used for emerging operational concepts such as seabasing and the Global Fleet Station."

### Another joined exercise in South Africa



"As part of the IBSA defence co-operation, there will be a series of IBSA Maritime Exercises (IBSAMAR 1) hosted between the Navies of the three countries.

Left : The Brazilian **INDEPENDENCIA** seen arriving in Cape Town  
Photo : Ian Shiffman ©

The objectives of the IBSAMAR 1 Exercises include:

- To improve common understanding of military inter-operability and to foster mutual trust, respect and co-operation between the three navies;
- To develop and improve tactics, doctrines and operating procedures for the deployment of surface units and to defend against land-based units;
- To conduct simulated offensive operations against surface and sub-surface threats.
- These exercises were born of Ministerial level discussions between the countries, that first took place in 2003, and are now coming to fruition after years of planning.
- The exercises will take place off the Western Cape coast and may indeed, be the first of many similar interactions between these three Navies.

The Indian Navy have sent a "DELPHI CLASS" destroyer **INS MUMBAI**, and a "KORA CLASS" corvette **INS KARMUK**, supported by a LYNX helicopter and a general purpose helicopter.



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The Brazilian Navy have deployed two " NITEROI CLASS" frigates **BNS INDEPENDENCIA** and **BNS DEFENSORA** as well as a SEA KING and CHETAK helicopters.



The **INS MUMBAI** seen moored in Simonstown  
Photo : Bob Johnston ©

The SANDF will send two Frigates, "**SAS AMATOLA**" and the "**SAS ISANDLWANA**"; one strike craft "**SAS GALESHEWE**", one mine hunter "**SAS UMKOMAAS**" and the Combat Support Vessel "**SAS DRAKENSBERG**". Also taking part will be Oryx helicopters, PC7 Pilatus and Dakota aircraft.

## LPD 17 Class Reaches Initial Operating Capability

The LPD 17 class, the Navy's newest class of amphibious transport docks, has reached Initial Operating Capability. With the first three ships of the class commissioned, achieving IOC is an important accomplishment for this transformational class of amphibious warships. "We've had some challenges to overcome with LPD 17," said Rear Adm. Charles Goddard, program executive officer for ships. "But reaching this milestone is a testament to the collaborative efforts between the Navy and shipbuilding industry." **USS San Antonio**, the first of the LPD 17-class of amphibious transport dock ships, completed a Board of Inspection and Survey (INSURV) underway material inspection Nov. 26-30, 2007, at Naval Station Norfolk. INSURV found that San Antonio was fit for sustained combat service in the Fleet. LPD 17's crew will continue to train and prepare for her maiden deployment, and will move from unit level training through integrated operations with its strike group. The ship is on track to deploy with the **USS Iwo Jima (LHD 7)** Expeditionary Strike Group (ESG) in 2008. Two other ships of the class, **USS New Orleans (LPD 18)** and **USS Mesa Verde (LPD 19)**, have been commissioned and are also undergoing unit level training.

At least six more ships of this class will be joining the fleet over the next several years. **Green Bay (LPD 20)** is in the final phases of construction and is preparing for sea trials this summer. Perhaps the most well-known of these ships -- due to the inclusion of World Trade Center steel in the hull -- the future **USS New York (LPD 21)** was christened March 1. **San Diego (LPD 22)** and **Anchorage (LPD 23)** have already had their keels laid, and **Arlington (LPD 24)** and **Somerset (LPD 25)** are under contract with Northrop Grumman Shipbuilding.

The **San Antonio class** brings greatly improved warfighting capabilities to the fleet, including an advanced command and control suite, increased lift capacity with substantial increases in vehicle and cargo carrying capability and advanced ship survivability features. Each ship is capable of embarking a landing force of up to 800 Marines and supports the Landing Craft Air Cushion vehicle, the Expeditionary Fighting Vehicle, and the MV-22 Osprey tilt-rotor aircraft, making the LPD 17 class a critical element of today's and tomorrow's Expeditionary Strike Groups.

Source : MarineLog

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## SHIPYARD NEWS



The **ARABIAN ORYX** seen during yard trails in the Rotterdam-area - Photo : Cees Kloppenburg ©

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## Samudera Shipping Line posts net profit growth of 46pc in first quarter

Samudera Shipping Line has reported that first quarter net profit surged 46 per cent to US\$7.67 million, compared with \$5.3 million for the same period in 2007. Results for the first quarter ending March 31 show group revenue increased by 13.1 per cent over the same period a year ago to \$102.3 million. Revenue for container shipping grew 13.8 per cent year on year to \$89.3 million, mainly due to a 5.7 per cent increase in container volume to 361,000 TEU. The company attributed this primarily to better capacity utilisation, an overall improvement in freight rates, and the implementation of bunker surcharges, a statement said. Revenue from industrial shipping rose 10.2 per cent in the first quarter to \$11.1 million due to an improvement in vessel employment.

The group's performance also takes into account a \$400,000 gain arising from the disposal of a 8,047 deadweight ton coal deck carrier, and a foreign gain of \$500,000 in the first three months of the year, compared with a loss of \$800,000 in 1Q07. The company expects demand for container shipping on Asia-Europe and Intra-Asia routes to continue growing in 2008, bringing profit to the group's intra-Asia trade as well as its feeder business, which is driven by the robust Asia-Europe trade.

Bunker prices are expected to remain high and volatile, and the group will continue its effort to reduce costs by implementing fuel surcharges and entering into forward contracts when appropriate. The group has taken delivery of two container vessels of 1,100 TEU each this year, and will receive six more ships with an aggregate capacity of 9,000 TEU by 2009. These vessels, both owned and under long-term charter, will enable the group to introduce more services while better managing capacity and vessel operating costs. Samudera offers container shipping services to the Middle East, Indian subcontinent, South and West Africa, southeast Asia, Indochina and the Far East. **Source: Schednet**



The M/T **Rainbow**, seen alongside in Durban. A regular caller to the port.

**Photo : Hugo Schuitemaker ©**

## Essar Shipping lines up \$800 m to buy 14 ships

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Essar Shipping Ltd (ESL), which is going through an elaborate reorganisation programme to become an integrated shipping and logistics company, has lined up a capital expenditure programme of about \$800 million to acquire 14 ships between 2008 and 2011. **Source: sify.com**



Harm's latest fleet addition, the **URSUS** arrived in Rotterdam-Waalhaven

**Photo : Jan Oosterboer ©**

## Maersk sluit bod op Hapag-Lloyd niet uit

De directie van Maersk Line sluit niet uit dat ze een bod doen op Hapag-Lloyd. De Duitse toerismegroep TUI zal vanaf eind mei of begin juni onderhandelen over het afstoten van haar rederijdochter. Deutsche Bank, Citigroup en Greenhill & Co werden benaderd om de verkoop te begeleiden. Zij schatten de waarde van Hapag op 8,6 miljard dollar. Verwacht wordt dat NOL uit Singapore een bod zal uitbrengen. In Duitsland probeert men een consortium met onder andere Klaus-Michael Kühne op te richten om de rederij in Duitse handen te houden.

Maersk Line had al eerder gezegd dat de moeizame integratie van P&O Nedlloyd de rederij er niet van zou weerhouden om verdere overnames te bekijken. Volgens Eivind Kolding, CEO van de Deense rederij, heeft de lijnvaart nog behoefte aan verdere consolidatie. Een eventuele combinatie van Maersk en Hapag-Lloyd zou vooral op de North Atlantic een sterke marktpositie hebben. **Bron : Nieuwsblad Transport**

## GC Rieber Shipping invest in four vessels

GC Rieber Shipping is investing approximately NOK 600 million in four specialized vessels of MT design.

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The new builds, the first of which is due for delivery during the first half of 2009, will be individually assessed for further outfitting for offshore functions, including subsea operations.

The vessels have the respective length of 75/80 meters and a width of 17 meters with diesel-electric machinery and a accommodation capacity of 40/70. The total investment for the four new builds, due for delivery in 2009/2010, is estimated to be about NOK 1 200 million. The vessels will be owned by a joint venture company registered in Singapore, where GC Rieber Shipping will own 51%, equivalent to an investment of slightly over NOK 600 million. Two of the vessels are scheduled to be chartered to the 52% owned subsidiary Technocean. Each will be equipped with an offshore crane and ROV-hanger. The growth in Technocean's operative fleet of subsea operations vessels from one to three ships substantially increases the company's capacity to take on complex subsea operations. Currently the company operates 'Polar Prince' in the North Sea. – The new vessels give us the opportunity to become a global player with competitive tonnage - states Technocean's CEO Bjarte Fagerås. - We have highly competent personnel available to man the new vessels, which will be fully operative from delivery date-emphasizes Fagerås. The remaining two vessels are yet to be contracted and will be further outfitted for offshore functions.

In conjunction with the investment in the new builds, GC Rieber Shipping has resolved to establish an operational organisation in Singapore. The Company regards the market potential in Asia as attractive for GC Rieber's area of business; and further notes the additional benefit that local operations will provide for the ease of recruiting regional marine crew. **Source : Marine Norway**

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## Norway's TTS Marine ASA secures anchor handling equipment order from Korea

Norwegian marine and offshore systems and equipment provider TTS Marine ASA said on Friday (2 May) that its subsidiary, TTS Offshore Handling Equipment AS, has secured an order for anchor handling winches from a Korean shipping company. The NOK33m order, to be delivered before the end of 2009, covers winches to two anchor handling vessels under construction in Japan. The customer also has an option for equipment to three additional vessels. TTS Marine, headquartered in Bergen, Norway, is an international technology group supplying handling equipment to the marine and offshore industry. The group has 800 employees in 11 countries, and has annual sales of NOK1.6bn. One British pound (GBP) is worth approximately 10.13 Norwegian kroner (NOK). **Source: tradingmarkets**

## Star Reefers bestelt derde serie koelschepen

Rederij Star Reefers heeft een derde serie koelschepen besteld bij de Japanse werf Shikoku Dockyard. De schepen met een capaciteit van ruim 17.000 kubieke meter en 400 teu worden in 2009 en 2010 geleverd. De eerste serie en twee schepen van de tweede serie van vier zijn al in gebruik door Star Reefers. De rederij chartert de schepen voor een periode van tien jaar.

## SUBSEA 7 INVESTS IN NORTH AMERICAN SPOOLBASE

Subsea 7 Inc, one of the world's leading subsea engineering and construction companies, announced it intends to build a new pipe fabrication spoolbase in Port Isabel, Texas.

The new spoolbase will deliver Subsea 7's North and Central America (NACA) region requirements for pipe fabrication in support of its fleet of pipelay and construction vessels.

The investment, estimated at USD 32 million, will create up to 80-100 new jobs in the Port Isabel community and provide Subsea 7 with a state-of-the-art fabrication spoolbase. The facility will produce pipe stalks of up to 16" diameter in lengths of up to 1.2 km (with possible future expansion of up to 1.8 km), for spooling onto reeled pipelay vessels. The spoolbase will be equipped to weld any steel material from traditional carbon steel to technically advanced materials, for the onshore fabrication of offshore oil and gas pipelines. In addition, the base will be able to complete the fabrication of double joints, plastic lined pipelines, pipe-in-pipe, and steel catenary risers (SCR).

Bill Boyle, Vice President for Subsea 7's NACA region said, "This announcement is the positive result of an extensive search to secure the ideal spoolbase location from which to serve our customer base. The investment enables Subsea 7 to remain highly competitive for future pipelay projects and is a key milestone in our strategic objective to significantly grow our business in the US, Mexican and Gulf of Mexico markets."

"With increasing volumes of oil and gas production in the North and Central American region being delivered through deepwater subsea facilities, our ability to supply high quality pipeline products and SCRs will provide an important competitive edge for Subsea 7. This is a very exciting development for us, and enables us to expand the significant infrastructure we have already established in the United States. We look forward to working with the local people and authorities in Port Isabel, who are extremely supportive of this new and important development."

Building work is expected to commence later this year, subject to the required planning approvals.



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## Vaarschema nieuwe India-dienst bekend

Hapag-Lloyd en Hamburg Süd hebben het vaarschema van hun nieuwe dienst naar India/Pakistan klaar. Het duo vaart nu nog met CMA CGM naar het Midden-Oosten en het Indiase subcontinent, maar begint deze maand een eigen dienst met zes schepen van 4.200 teu. Die schepen hebben telkens 400 aansluitingen voor reefercontainers aan boord.

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In Noord-Europa zullen de vier schepen van Hapag en de twee van Hamburg Süd achtereenvolgens Hamburg, Tilbury en Antwerpen rechtstreeks bedienen. Daarna gaat het naar Gioia Tauro, waar aansluiting is voor Alexandria. In het Midden-Oosten kozen de Duitsers Jebel Ali als hub. Vervolgens gaat het naar Karachi, Mundra en Nhava Sheva.

Volgens Hamburg Süd wordt de nieuwe dienst de enige directe containerverbinding tussen Noord-Europa en Karachi. De transittijd tussen Antwerpen en Karachi bedraagt zeventien dagen.

CMA CGM zet zijn EPIC dienst op het vaargebied na het vertrek van de twee Duitse partners op eigen houtje voort. De rotatie van die dienst (eveneens met schepen van 4.200 teu) omvat grotendeels dezelfde havens: Tilbury, Hamburg, Antwerpen, Le Havre, Port Said, Jebel Ali, Port Qasim, Nhava Sheva en Mundra.

Opvallend is dat zowel het Duitse duo als CMA CGM in de Benelux alleen Antwerpen gaan aanlopen. Met hun gezamenlijke dienst was er nog een wekelijkse stop in Rotterdam. CMA CGM zal de Nederlandse lading naar Antwerpen sturen met de binnenvaartshuttle van Antwerp Gateway tussen Uniport in de Waalhaven en het Deurganckdok. **Bron : Nieuwsblad Transport**

## Another P&O ship in the wars

Hundreds of passengers on board the P&O Cruises vessel **Pacific Sun** also found themselves making an unplanned stop this past weekend when the ship was forced to drop anchor in a shipping channel near Moreton Island off the coast of Queensland. The ship apparently experienced engine trouble but was fortunately in deep water with little risk of going aground. **Pacific Sun** was on a cruise to Noumea at the time. **Source : ports.co.za**

## Hamburg Sud, Hapag-Lloyd upgrade EPIC port calls

GERMAN container shipping line Hamburg Sud has announced that the joint EPIC service it operates with Hapag-Lloyd that links Northern Europe with the Mediterranean region, Middle East and India has been restructured. The revamped service will as a result directly connect Karachi with Hamburg, and Tilbury with Antwerp. The first departure is scheduled for the 19th week of the 2008 calendar year. Transit time from Antwerp to Karachi is expected to take 17 days, a Hamburg Sud statement said.

The new port rotation for the EPIC service is: Hamburg, Tilbury, Antwerp, Gioia Tauro, Jebel Ali, Karachi, Mundra, Nhava Sheva, Gioia Tauro and back to Hamburg.

Hapag-Lloyd customers will also be able to use from the Gioia Tauro Port in southern Italy a new direct Alexandria Shuttle Service, linked to the EPIC service. The Alexandria Shuttle Service will offer reefer plugs and reach the Egyptian port in two and a half days. Both lines will deploy six 4,200 TEU-vessels on the upgraded EPIC service. Hapag-Lloyd will contribute four of the ships, which will each be equipped with 400 reefer plugs.

## Lianyungang-Busan container shipping service increased to five times weekly

Another new line from eastern China's port of Lianyungang to Korea's port of Busan has been launched.

The new line has raised the number of container shipping services from Lianyungang to Busan from four to five times a week, Logistics Week reported.

The line is operated by a Hong Kong shipping company. A statement from the company said they decided to launch the service because they see vast potential lying in Lianyungang's container transport market. They also said

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transshipping via the port of Lianyungang is the most cost-effective and fastest way for shippers from the central and western region.

### MOVEMENTS



The **JUMBO SPIRIT** seen departing from Rotterdam - Photo : Cees Kloppenburg ©

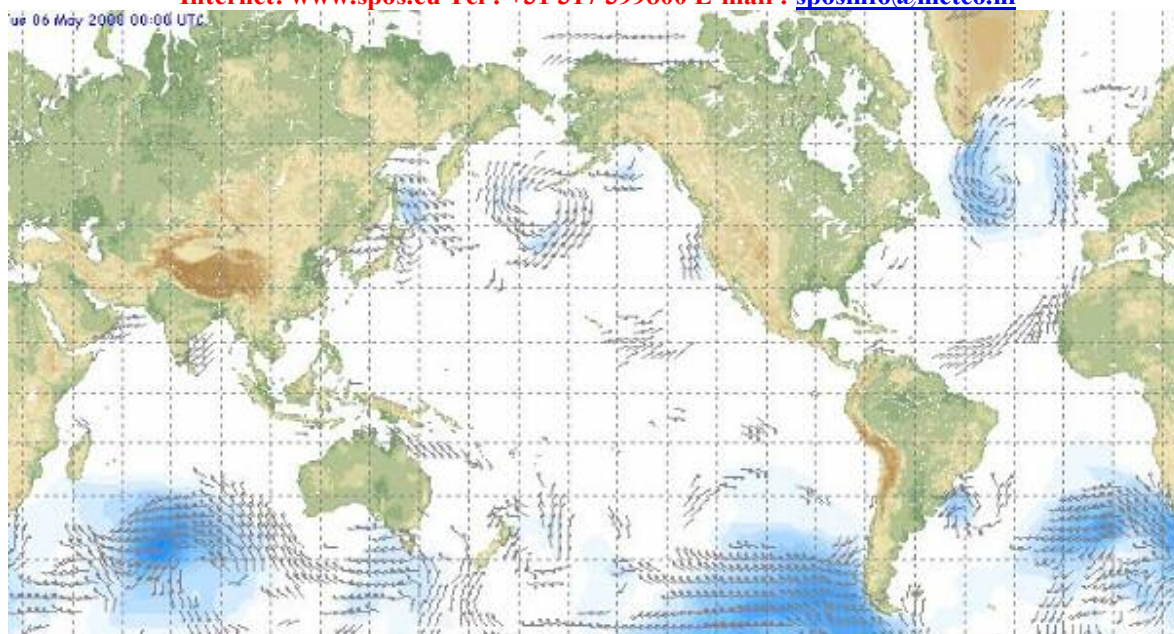
**REDWISE Shipdelivery reports that the 3<sup>rd</sup> Canadian ferry named COASTAL CELEBRATION will depart May 9<sup>th</sup> from Flensburg around 09:00 hrs LT**

### MARINE WEATHER

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



Curacao seen from the deck of the **THIALF**  
Photo : Els Kroon ©

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