

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 126



Number 126 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 07-05-2008**

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



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



BOURBON OCEANTEAM 101 seen in Luanda, Angola 3rd May 2008

Photo : Neville West ©

IF YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE NEWS CLIPPINGS ?? PLEASE SEND THIS TO :

newsclippings@gmail.com

CONTENTS

EVENTS, INCIDENTS & OPERATIONS

- **Nigeria promises stern action as pirates continue attacks**
- **Thai Target**
- **PASSENGERS TAKEN OFF GROUNDED CRUISE SHIP**
- **Vastlopen cruiseschip was menselijke fout**
- **Trapped By The Law**
- **Escaping Abuse**
- **Matroos valt van schip op IJmeer en verdrinkt**
- **Riverdance ferry: Demolition starts**
- **SNRH opnieuw geblokkeerd in Le Havre**
- **Ferry 'practically sunken'**

SHIPYARD NEWS

- **SWIRE PACIFIC'S MAJOR CHINA AHTS ORDER**
- **EC APPROVES STX TAKEOVER OF AKER**
- **Hanjin threatens to drop US\$2b Philippine yard**
- **Dutch partnership take on drillships**
- **Gearing up for EU, Croatia's shipyards face reform**

ROUTE, PORTS & SERVICES

- **TTS lands breakthrough anchor handling winch contract**
- **Jan de Nul awarded Australian contract**
- **Star Bulk Agrees to Sell Panamax**
- **Transocean gets drilling contract for another newbuild drillship**
- **Heerema continues work on new crane vessel**
- **ENSCO orders fifth ultra-deepwater semi at Keppel FELS**
- **China ports throughput to rise over 15% in 08**
- **NEW RET FERRY FOR HOEK VAN HOLLAND <> MAASVLAKTE**
- **Tidewater reports Q4 results and year end earnings for fiscal 2008**
- **Euromax ziet vrijdag eerste containers**
- **TOP Ships Announces Delivery of the Latest Drybulk Vessel**

EVENTS, INCIDENTS & OPERATIONS



Exceptional Transport Management
Heavy Marine Transport, Offshore Transport and Installation, Onshore Projects

For more information, please visit our website:
www.dockwise.com



Nigeria promises stern action as pirates continue attacks

Nigeria's Federal Government (FG) says it will undertake the protection of 60 percent of West Africa's seaborne traffic – in particular against attacks by pirates and armed militants operating at sea and off the coast.

Secretary to the FG Alhaji Babagana Kingibe gave this assurance yesterday when opening the International Conference on Combating Piracy and Armed Robbery at Sea Conference, which has been organised by the Joint Standing Committee of the Nigerian Maritime Administration and Safety Agency (NIMASA) together with the Nigerian Navy.

But the day before he opened the meeting with these words, armed militants attacked an oil support vessel off the coast about 15 n.miles northwest of the Bonny Channel, taking two crew hostage – the ship's master and chief engineer - when they made their escape. The attack followed attacks earlier that week on Shell oil installations ashore in southern Bayelsa state.

Kingibe acknowledged that piracy knew no boundaries and involved acts by criminal gangs as well as politically motivated individuals. He described the situation in the Niger Delta as a "vigorous expression of discontent with neglect and underdevelopment" which was being exploited by criminal gangs.

The meeting was told of 25 cases of attacks on offshore vessels off the Nigerian coast between January and June 2007 alone. **Source : ports.co.za**



The **MSC ARMONIA** outward bound from Rotterdam

Photo : Joep van Dam ©

Thai Target

Heavily armed pirates in Malaysian waters attacked a Thai oil tanker carrying jet fuel bound for Phuket, according to International Maritime Bureau's (IMB) reports. Noel Choong, head of the IMB Piracy Reporting Centre, said that in the April 25 incident, eight armed pirates on a powerful speedboat boarded the Thai tanker.

Maritime officials identified the tanker as "**Pataravarin 2.**" Choong said the pirates attacked the ship's master and stole the seafarers' money before escaping in the dark.

The ship was heading into the Singapore Strait on the way to Phuket in southern Thailand, he said. Choong said this was the second pirate attack in the past three months in Malaysian waters. In another incident in the pirate infested waters of the Gulf of Aden, off Somalia, a South Korean bulk carrier came under pirate attack on Monday at about 0940 GMT (4:40pm Thailand time), he said.

Choong said pirates believed to be from Somalia attacked the ship for about 40 minutes with machine guns and rocket-propelled grenades. "The ship was hit by a rocket and bullets," he said, adding that the captain took evasive measures "to prevent the 10 pirates in two speed boats from boarding," he said.

Choong said the ship was still sailing to its destination in Europe despite the damage suffered in the attack.

There has been an unprecedented surge in pirate attacks in the Gulf of Aden with 13 attacks so far this year, Choong said. He urged seafarers to remain on high alert while plying the waters off Somalia which has emerged as one of the most dangerous waterways for seafarers amid a non-functioning government in the country for almost two decades.

The waters off Nigeria and Somalia are the world's most dangerous hotspots for seafarers, with pirate attacks increasing globally in the first quarter of this year, the IMB said last week. It recorded 49 incidents worldwide in the period, compared with 41 last year. **Source : ShipTalk**

PASSENGERS TAKEN OFF GROUNDED CRUISE SHIP

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 126



LATVIAN naval vessels have taken more than 650 passengers off the Bahamas-flag 28,891 **Mona Lisa** which grounded about 10 miles off the country's coast early on Sunday morning.

The 1966-built ship, entered with the American Club for liability cover, was sailing from Kiel to Riga with mainly elderly German passengers on board. Most of the ship's crew of about 330 have stayed on board the vessel as efforts continue to float it off the sandbank. Coastguard officials say the ship appears to be undamaged. The vessel still appears on the Equasis database as the **Oceanic II** which was used by Louis Cruises last year to replace the **Sea Diamond** which had sunk in Greek waters. **Source : Maritime Global Net**

Worldwide liquid cargo services 24 hours per day, 365 days per year!

MariFlex Pump Services B.V.

Professionals in liquid cargo handling

Kon.Wilhelminahaven zz.22, 3134 KG Vlaardingen. Port no 650. The Netherlands. Telephone (24h) +31(0)10-434 44 45
www.MariFlex.net info@MariFlex.net

Vastlopen cruiseschip was menselijke fout



Een menselijke fout is de oorzaak van het vastlopen van het cruiseschip **Mona Lisa** in de Oostzee ter hoogte van Letland op een zandbank. De 662 passagiers aan boord van het schip werden gisteren geëvacueerd door de kustwacht.

"De navigator van het cruiseschip **Mona Lisa** moest de boot sturen naar het licht van de vuurtoren toe, maar hij ging de andere kant op. Dat is een menselijke fout," zegt Stanislavs Cakss, inspecteur van de scheepvaartautoriteiten. Het schip, gebouwd in 1960, werd geregistreerd in de Bahama's. Het vertrok op 1 mei in de haven van het noord-Duitse Kiel. Het moest op 10 mei in dezelfde haven weer aankomen na een cruise in de Baltische zee.

Zondagmorgen liep het gevaarte aan de grond op 18 kilometer van de Letse kust. De passagiers, grotendeels gepensioneerde Duitsers, werden geëvacueerd en naar de haven van Ventspils gebracht. "Ongeveer driehonderd mensen zijn intussen Keulen gevlogen. De anderen zouden in de loop van de dag naar Duitsland vertrekken," geeft de Letse minister van Defensie aan.

Vandaag werden er opnieuw pogingen ondernomen door Letse en Nederlandse schepen om het schip vlot te krijgen. "Ze hebben geprobeerd om de boot in beweging te brengen, maar zonder resultaat. Het is een moeilijke en dure operatie," zegt hij. **Bron : HNLE.BE**

Trapped By The Law

Somewhere in San Francisco's Marina District, six Chinese crew members from the ill-fated **Cosco Busan** cargo ship are living in a legal netherworld. They are not charged with any wrongdoing in November's collision with the Bay Bridge that splintered the ship's port side and spilled more than 50,000 gallons of fuel oil into San Francisco Bay. Nevertheless, they cannot leave.

For all practical purposes, they are captives of the United States government, unable to go home because they've been branded "material witnesses" in the criminal case against the ship's pilot, John Joseph Cota.

Life isn't all bad, however. Their company continues to pay their salaries until the end of May, as well as a \$50-a-day meal allowance. They stroll about Chinatown. Some have taken in museums. They are living in a nice apartment in one of the most spectacular neighborhoods in the country. Guantánamo Bay it is not.

But five extra months in San Francisco has been enough for them. They have families, they've been replaced on the **Cosco Busan's** crew and must find jobs, and they want to return to China. Now.

"Despite the assistance they've received to make their stay here easier, it's still a tremendous emotional hardship on them and they would prefer to get on with their lives," said Jonathan Howden, a lawyer for four of the cloistered crewmen.

Lawyers for the six crewmen, including the ship's captain, Mao Cai Sun, will return to San Francisco federal court Monday to push for an order that would send them home as soon as possible - preferably before the ship's owners cut off their salaries and living expenses May 31.

But solving their legal limbo quickly could be problematic. Jeff Bornstein, Cota's lawyer, would prefer they remain in the country until trial, which could be quite some time. Federal prosecutors just slapped the pilot with an additional two felony charges of lying to the Coast Guard. Cota, who has pleaded not guilty to the charges, already faced misdemeanor violations blaming him for criminal negligence in the spill.

And while the U.S. Attorney's Office is willing to simply allow the crewmen to be deposed so they can leave, they say the process cannot be completed until at least some point in June, court papers show.

"Were it any of us in Beijing, we might not mind to stay for a short time," said Ronald Carlson, a University of Georgia law professor and an expert on material-witness laws. "But certainly we'd want to come back to the United States. There are hardships there, both human and economic."

Federal prosecutors first got court approval to get the crewman declared "material witnesses" in December, when they argued the seamen couldn't be allowed to return to China because it might make it impossible to get their testimony later. Enacted by Congress in 1984, the material-witness provisions allow the government to retain witnesses for a "reasonable" amount of time.

The Bush administration has been criticized for its unprecedented use of the law in terrorism investigations. But federal prosecutors across the country have detained material witnesses for a host of more common criminal investigations, notably those involving immigration violations and human trafficking.

The six Chinese crewmen were immediately singled out from several dozen crew members as potential witnesses in the early stages of the U.S. attorney's investigation. Federal prosecutors then decided they could not risk allowing them to leave. The crew members were not jailed. In fact, for the first two months, the shipping company put them up at the Galleria Park Hotel in San Francisco, where rooms run from \$200 to \$250 a night. The crewmen moved to the Marina apartment in January, documents show.

Just how much information they will be able to provide about the pilot's role in the collision is questionable, based on documents reviewed by the Mercury News summarizing the crew's interviews with federal investigators in December.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 126

The U.S. Attorney's Office declined to comment, but the documents show that only two of the six crew members specifically mentioned the pilot in their accounts, important because they are being detained as witnesses against Cota.

Sun, the 47-year-old captain, appears to be the most damaging witness against Cota, based on the documents. Sun told investigators he expressed concern about leaving in the dense fog that morning; previous reports show Cota also had worries about the fog, but eventually decided it was safe to depart.

Asked by Assistant U.S. Attorney Stacey Geis what mistakes were made that day, Sun said "the vessel was going too fast for the conditions and that the pilot mistook the course that he should have taken," according to the documents.

As for Sun, he is the sole supporter of his family, and wants to go home. The captain's lawyer urged the government in papers filed earlier this week to quickly depose Sun and send him back to China.

In the meantime, the crewmen are stuck in San Francisco. The government has gotten better in trying to make their life more bearable in what is basically a foreign country with their liberty taken away," said Doug Schwartz, Sun's attorney. "But it's not a picnic." **Source : ShipTalk**



Escaping Abuse

The all-Filipino crew of an Irish-owned fishing vessel seized the quiet of dawn two weeks ago to flee their barracks located in a fishing village south of Belfast, after their employer abused them when he was drunk.

The crew—given sanctuary by a Tagalog-speaking Irish priest and assisted by the Filipino community in Northern Ireland—were repatriated to Manila on Sunday (04 May). [The boat skipper] hurt us. He punched and tried to strangle one of us because he was drunk ... We decided to leave because we might experience something worse than that. We wanted to avoid trouble," explained Filomar Orquillano, 44, the most senior in the crew, upon arrival at the Ninoy Aquino International Airport.

The seamen, all experienced seafarers who had served in other international vessels, said they escaped their staffhouse in the village of Kilkeel before sunrise on April 19 while their skipper, the boat owner's son Mark Anderson, slept. Orquillano said three of the crewmen—Basilio Castro, Rando Otto and Joselito Alcain—suffered beatings.

"All we could do was push him away," said Alcain, 40. Anderson's father John, the vessel's owner, was away on holiday at the time, the seamen told the Philippine Daily Inquirer (parent company of INQUIRER.net).

The group fled to a nearby Catholic church where they sought sanctuary. To their surprise, the Irish priest spoke Tagalog because he had spent some 30 years as a missionary in Zambales. He immediately put them in touch with support groups for overseas Filipino workers. The seamen said the priest did not want to be named.

Irish police soon arrived to get the Filipino crewmen's statements. Orquillano said the police told them of previous misdeeds of the younger Anderson.

"We were told he had 12 previous cases," said Orquillano, who had worked with the Andersons for two years, the longest of the group. Help arrived from the Filipino community in Belfast, who gave the seamen clothes and other

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 126

necessities. Orquillano said Ireland-based kababayan (countrymen) also helped them get in touch with their agency in Manila, Super Manning, and the Philippine Embassy in the United Kingdom.

The embassy and the agency worked together on their repatriation and shouldered their plane fare, the seamen said.

They have filed claims of P45,000 each covering two weeks of work on the fishing vessel. The boat went out on waters off Kilkeel for four to five days at a time to catch prawns. The other crew members included Policarpio Aranda, twin brothers Rogelio and Rolando Pichon, Mervin Balbes, Mario Yumol, Nicky Monacillo and Jonathan Lachica. According to figures of the Department of Foreign Affairs, Ireland is home to 11,500 Filipinos, most of whom work in health care, hotels and information technology. **Source : ShipTalk**



The URS tugs **Union Amber** and **Union Coral**
Photo : Deman Robin - www.ship-hunters.be ©

Matroos valt van schip op IJmeer en verdrinkt

Op het IJmeer tussen Almere en Amsterdam is maandagmiddag even voor half vijf een 18-jarige matroos van een binnenschip af gevallen en onder gegaan. Massaal opgeroepen hulpdiensten uit de drie omliggende regio's startten direct een grote zoekactie. Rond half zes werd de man door één van de boten gevonden.

Waarschijnlijk is de man tijdens schoonmaakwerkzaamheden op het dek van het schip afgevallen. Een zeiler die het ongeval zag gebeuren is direct naar de plaats gevaren en heeft deze met een boei gemarkeerd. Daarna is hij zelf het water ingesprongen maar kon de jonge man niet vinden.

De KNRM, reddingsbrigade, politie en brandweer rukten in grote getale uit om de man te zoeken. Tevens werd door het kustwachtcentrum in Den Helder assistentie van de Marine ingeroepen. Meer dan tien boten en diverse helicopters zochten het gebied ter hoogte van Durgerdam af. Ongeveer een uur na de melding werd de man door één van de boten die aan het "dreggen" waren boven water gehaald. De bemanning van de boot van de brandweer uit Almere is aan boord gegaan om de reanimatie te starten. Tevens werden twee artsen van de marine door de heli aan boord gezet. De drenkeling is per boot naar Muiden vervoerd waar ambulances en de trauma heli klaar stonden om het werk verder over te nemen en hem naar het ziekenhuis te brengen. Ondanks alle redingspogingen is de matroos in het AMC overleden aan zijn verwondingen. **Bron : [Blik op Nieuws](#)**

Riverdance ferry: Demolition starts

THESE were the scenes as demolition crews moved in to begin cutting up **Riverdance**. Large cranes and cutting equipment arrived on the beach at Anchorsholme as the long process of removing the wrecked Sea Trucks ferry began. Bosses have warned sightseers to stay off the beach as the procedure is fraught with danger.

SNRH opnieuw geblokkeerd in Le Havre

SNRH, een filiaal van de groep Kotug, maakt nog eens het voorwerp uit van een conflict. Het sleepbedrijf Boluda (ex-Abeilles) staakte drie dagen lang om te protesteren tegen de niet-reglementaire redersvoorwaarden van de concurrent. SNRH betwist deze beschuldiging. SNRH moest aldus zijn dienstverlening opschorten en zijn vijf eenheden aan wal houden. Het heeft nu tien dagen de tijd om zich in regel te stellen met het havensleepdienstreglement. Het bedrijf wordt tweemaal per dag gecontroleerd door de dienst Maritieme Zaken. De politiek overheerst duidelijk in deze kwestie.

Ferry 'practically sunken'

Officers union calls for an investigation after a Naviera Armas ropax has spent nearly a week grounded off Morocco.



The Canary Islands officers union says a Naviera Armas ferry is "practically sunken" off the coast of southern Morocco.

The 1,040-passenger **Assalama** (ex-Volcan de Tenagua, built 1967) hit a rock Wednesday after heavy winds and high seas pushed it aground.

SHIPYARD NEWS

SWIRE PACIFIC'S MAJOR CHINA AHTS ORDER

IMT Marine Consultants, a partner in the Offshore Ship Designers group, has been contracted to design a series of eight IMT 957 AHTS/Utility Vessels to be built at Qingdao Qianjin Shipyard in Qingdao, China for Swire Pacific Offshore. Delivery dates begin in 2010. Neil Patterson, managing director of IMT says, "These are powerful and flexible vessels and we are pleased that a leading owner such as Swire has entrusted the design to us. It is the first time we have built these vessels in China, and we shall be able to make use of the resources of our OSD Shanghai design office for detailed engineering work and liaison with the yard."

The IMT 957 will have 4,800 HP, delivering 60 tonnes bollard pull on a vessel of 57 m length overall. The comp[any says it has had a very successful first quarter 2008, booking a number of contracts for leading owners.

Vroon Offshore Ltd has taken up an option for a further two IMT 955-L Standby Vessels at Astilleros Zamakona, making the total number on order for Vroon to 15 vessels. POET (Pacific Offshore Engineering & Trading Pte Ltd) has contracted two IMT 959 Anchor Handling Tugs (AHTs) with a bollard pull of 90 tonnes. The 7,000 HP vessels will be 60 m loa and 16 m beam. Aberdeen-based North Star Shipping has taken up an option for another four IMT 948 Standby Vessels to be built at Astilleros Balenciaga. Simon Møkster AS, Stavanger has taken the first option for an additional two IMT 955N FIFI-1 Field Support vessels at the Yaroslavsky Shipbuilding Plant, Yaroslavl, Russia. **Source :**
Maritime Gobar Net

EC APPROVES STX TAKEOVER OF AKER

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 126

THE European Commission has approved the proposed acquisition of control of the Norwegian shipbuilder Aker Yards by STX of South Korea. A statement says: "After an in-depth investigation, launched in December 2007, the Commission concluded that effective competition on the shipbuilding markets would not be significantly impeded as a result of the proposed transaction."

Aker Yards is one of the three main players on the global market for the construction of cruise ships, together with Fincantieri, Italy, and Meyer Werft, Germany. The EC says it an in-depth investigation because of concerns that the proposed merger might, in particular, remove STX as a potential new market entrant into a concentrated cruise ship manufacturing market.

The Commission's in-depth investigation of the proposed transaction has however dispelled the initial doubts. The Commission found that by itself STX was still far from close to becoming an effective competitive constraint on the existing cruise ship construction market. The in-depth investigation also showed that STX was not the only possible market entrant and that post-merger a number of other Far-East shipbuilders would be as equally well placed as STX to enter the market.

The Commission also examined a concern brought forward by a third party related to subsidies, that South Korea might have granted or might grant in the future to the merged entity and that might enable the latter to undercut prices and monopolise the cruise ship market. The Commission found that, regardless of whether any of the financial instruments granted to STX in the past were subsidies, the current financial position of STX would not give the merged entity a dominant position. **Source : Maritime Global Net**

Hanjin threatens to drop US\$2b Philippine yard

South Korean shipbuilder Hanjin Heavy Industries has threatened to walk away from a US\$2 billion shipyard project in the Philippines. Hanjin Mindanao's team for the shipyard project on the Phividec Industrial Estate will withdraw, effective April 29, 2008,' Hanjin's managing director Myong Goo Kwon said in a letter to state- owned Phividec Industrial Administration. Phividec officials have since confirmed that Hanjin's Korean staff have left the site and are in Manila. The yard, being built on 442 hectares on the northern tip of the southern Philippine island of Mindanao, would be one of the world's three biggest. The target completion date is 2017.

Hanjin is upset over an order by the local town mayor halting construction work on the yard because the Korean shipbuilder allegedly failed to secure a local building permit and environmental compliance certificate. Hanjin's threat to walk away has sent shockwaves all the way up to Philippine President Gloria Arroyo's office. The Philippines, which has lost out to neighbouring countries in the race for foreign investment, can ill-afford to lose Hanjin - its biggest foreign investor in the past decade. Withdrawal by Hanjin would have serious ramifications, a presidential insider said. 'It would shatter the Philippines' reputation as an investment haven and it would take years for the country to recover from such a fiasco.'

Following reports of the withdrawal threat, President Arroyo flew to Mindanao last Wednesday to sort out the mess created by local officials. Reports suggest she has persuaded local officials to grant the necessary permits so Hanjin can continue construction work. But it is not clear whether this will be enough to convince the Koreans to return to Mindanao. **Source: businesstimes.com.sg**

	Crewing Solutions	<ul style="list-style-type: none">• Ship Delivery• (Inland) Shipping• Offshore• Dredging• Onshore jobs
		
www.tos.nl	TOS Rotterdam (+31)10 – 436 62 93	E-Mail info@tos.nl

Dutch partnership take on drillships

Huisman and IHC Merwede are expanding their co-operation to offer integrated offshore drilling vessels. The two companies, based close to Rotterdam, have worked previously on the construction of numerous pipelay, reel-lay, and flex-lay vessels. Their current projects include a well intervention vessel and two deepwater construction vessels.

Huisman is a specialist designer/builder of pipe-handling equipment, heavy-lift cranes, and heave compensation systems. In recent years it has become more active in the drilling sector, its current order-book including two sets of equipment for the Frontier/Shell Bully ultra-deepwater drill ships.

IHC Merwede is one of the leading shipyards in The Netherlands, specializing in one-off or limited series ships, including two of Subsea 7's newest construction vessels.

Gearing up for EU, Croatia's shipyards face reform

Time stood still on the docks of 3.Maj shipyard as the champagne bottle swirled and smashed against the hull of a tanker being launched for Latvian owners. As the giant vessel slid into the sea to music from a small brass band perched on a makeshift stage, the event was tinged with sadness. Croatia's five indebted shipyards face restructuring or closure before the country joins the European Union in the next few years.

Unlike Asia, whose yards now control almost 85 percent of the global market, the European Union does not allow significant subsidies to relatively uncompetitive industries like shipbuilding. The industry -- which flourished under communism -- has remained a bastion of resistance to structural reforms facing the southeast European state, whose economy is largely state-driven despite growth of nearly 6 percent last year. Croatian shipbuilding has around 1.5 percent of the global market but is entirely dependent on state aid. It went downhill in the 1990s due to wars in former Yugoslavia, the loss of its traditional Russian market, and mismanagement.

Under pressure from the EU, each of its shipyards submitted restructuring plans to the government in April: they are a key requirement for Zagreb to keep on track its bid to wrap up accession talks in autumn 2009. Miroslav Padovan, a bespectacled engine maintenance technician whose son also works at the dock, is due to retire soon after working at 3.Maj for 43 years. "These are not easy times," he said. "I've dedicated most of my life to this shipyard. This place means tradition and my wish is that many more generations earn their pensions here... because I think 3.Maj can compete on the global market."

Reinhard Lueken, secretary-general of the Community of European Shipyards' Associations, said it was clear that Croatian shipyards cannot conduct business any more with state aid. "The good thing is Croatia has recognised that and wants to do something about it," he said. "But it's difficult to expect each shipyard individually to produce viable plans. Such a concept is wrong, in my view." The restructuring plans, drafted separately by each shipyard last month, call for one last shot of state aid worth at least 1.2 billion euros and up to seven years to implement the overhaul. They must be approved by the state competition agency and the European Commission by July.

With unemployment in Croatia at more than 14 percent -- about double the rate in the eurozone -- Prime Minister Ivo Sanader has said there would be no job losses, adding the docks have 49 new ships, worth \$3.2 billion, on their order books. But local media and analysts doubt the small Adriatic country can preserve all its shipyards. "No EU country has escaped shipyard overhauls or closures. Croatia had better stop dreaming and start thinking about how to have one profitable shipyard, instead of five loss-makers," the leading daily newspaper Vecernji List said last month. The shipyards built 20 ships worth some \$700 million last year and made almost \$500 million in losses, because their contracts until this year did not provide hedging against the weakening dollar and rising steel prices. "We also have very old technology, which makes the already long shipbuilding process even longer," said Padovan.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 126

A top economic expert close to the government, asking not to be named because of the topic's political sensitivity, said every government since Croatia's independence in 1991 had failed to properly tackle shipbuilding -- the main source of employment on the coast with 11,000 workers. "We've had scores of foreign consultants, agencies, plans, announcements, but no one ever said the truth: We must say good-bye to an era, with its old technology and incompetent management, and turn a new page," the expert said. Ozren Matijasevic, who heads the national association of trade unions, said the docks would have to sell non-core business and specialise in more complex ships, after laying off some workers. "Shipyards are industrial engines of the region and they must be kept," he said.

3.Maj's general manager Tomislav Prpic said he was not afraid: "We have 104 years of tradition. Different countries and regimes came and went and the shipyard endured. It has a future but there will have to be some changes and investments," he told Reuters. Eduard Jalzabetic, a union leader at 3.Maj, said the proposed overhaul earmarked funds to cover losses and invest in badly needed new technology, although operating without state subsidies in the EU would be very difficult. "And it is no longer possible to fool the EU the way Poland did with its shipyards," he said.

Poland is under heavy pressure from Brussels to make good on a pledge to overhaul the remaining three shipyards or return the 1.3 billion euros in aid they received in the three years after the country joined the EU in 2004. "It was a disaster and they (the EU) are extra cautious now," said Jalzabetic. **Source : Reuters**

ROUTE, PORTS & SERVICES



Seamanship
Whatever the ship. Wherever delivered.

GLOBAL SHIP DELIVERY & CREWING



REDWISE MARITIME SERVICES B.V.

Amersfoortseweg 12-E

3751 LK Bunschoten-Spakenburg

The Netherlands

Phone : +31 (0) 33 42 17 860 (24 hr)

Fax : +31 (0) 33 42 17 879 - info@redwise.nl

www.redwise.com

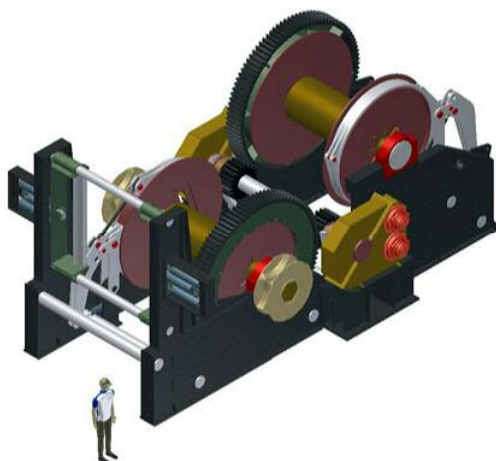
TTS lands breakthrough anchor handling winch contract

The Marine Cranes division of Norway's TTS Marine ASA's has landed its first contract for the delivery of anchor handling winches.

Placed with TTS Offshore Handling Equipment, the contract is worth about NOK 33 million (about \$6.5 million), with the prospect of further deliveries to a value of about NOK 50 million (nearly \$10 million).

"This contract represents a breakthrough for TTS in the anchor handling market," says Ivar K. Hanson, Head of the Marine Cranes Division.

TTS will deliver equipment for two anchor handling vessels currently under construction in Japan by a Korean shipping



DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 126

company. The newbuildings are 150 ton BP vessels, with 12,000 horse power engines, to be equipped with 350-ton winches. TTS' first delivery will be in June 2009. The contract includes options on equipment for three additional anchor handling vessels.

The shipping company has chosen a solution based on high-pressure hydraulics.

TTS says that this market has been characterized by low-pressure hydraulics and that " it is a great recognition for TTS to gain acceptance for this technology for anchor handling winches."

The equipment includes provision for TTS personnel to troubleshoot and diagnose the equipment via satellite, regardless of the vessel's position. This capability will strongly contribute to preventing and reducing the risk of a non-scheduled disruption in the operation of the winches. **Source : MarineLog**

Jan de Nul awarded Australian contract

A 300,000 ton rock-dumping contract for the Pluto Pipeline Project has been awarded to Jan De Nul by Woodside.

The work will be executed in mid 2009 and will be the first project undertaken by the new 6,000 ton side dumping vessel **Willem De Vlamingh**. **Source : Dredging News Online**

Star Bulk Agrees to Sell Panamax

Star Bulk Carriers Corp. has entered into an agreement to sell the **Star Iota** a Panamax vessel of 78,585 dwt built in 1983 for \$18.35 million with the expected delivery to its buyers for June/July 2008. The vessel has been sold with her existing one-year time charter attached, at a net daily rate of \$18,000. **Source : MarineLink**





As said before that Cape Town harbour is host to an amazing collection of interesting and unusual ships, thanks mainly to the oil industry along the West coast of Africa but also to its strategic position at the foot of Africa. Another example of this is **SAIPEM 3000**, seen shifting across the harbour under the shadow of Table Mountain after having spent several months in the dry dock undergoing maintenance and repairs. **Saipem 3000** is a self-propelled heavylift crane vessel of 20,632-gt, owned by a Madeira-based company and used in the offshore oil industry. The ship is managed by Equipment Rental & Services of the Netherlands and is 162m in length and has a beam of 38m. Another unusual tug in the port of Cape Town was the **SMIT LOIRE** which made a bunker stop in Cape Town
Photo's : Aad Noorland ©

Transocean gets drilling contract for another newbuild drillship

Transocean Inc. announced that one of its subsidiaries has been awarded a five-year drilling contract for another enhanced Enterprise-class design newbuild drillship. The contract has options for various extensions--and if the client opts to take it to 10 years, it can also elect to have the operating dayrate for the second five years fluctuate based on crude oil prices.

A shipyard contract has been executed for construction of the ship at the Okpo, South Korea, shipyard of Daewoo Shipbuilding and Marine Engineering Co., Ltd. where four of Transocean's previously announced enhanced Enterprise-class drillships are currently being constructed.

Total capital costs for the drillship are estimated to be approximately \$730 million, excluding capitalized interest.

The drillship will feature:

Transocean's patented dual-activity drilling technology, allowing for parallel drilling operations designed to save time and money in deepwater well construction;

A variable deckload of 20,000 metric tons; and

The capability of drilling in up to 10,000 feet of water depth, upgradeable to 12,000 feet of water depth and 40,000 feet of total drilling depth with additional equipment.

In the past three years, Transocean has announced nine newbuild ultra-deepwater drilling rigs, including five enhanced Enterprise-class drillships.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 126

The five-year drilling contract is expected to commence during the fourth quarter of 2010, following shipyard construction, sea trials, mobilization and customer acceptance. The contract commencement date is contingent on vendor performance and other factors. The term of the drilling contract may be extended to seven or 10 years at the client's election up to one week after mobilization.

The estimated contract revenues which could be generated over the five-year, seven-year and 10-year contract terms are approximately \$1.01 billion, \$1.35 billion, and \$1.85 billion (assuming the client elects to keep the operating dayrate fixed for the full 10 years and does not terminate the contract early), respectively.

If the client elects to extend the contract to 10 years, then the client can also elect to have the operating dayrate for the second five years fluctuate based on crude oil prices. In that case, the operating dayrate for the second five years (i) will not be adjusted if crude oil is at \$75 per barrel, will be adjusted upward on a straightline basis if crude oil is between \$75 per barrel and \$100 per barrel, with a maximum positive adjustment of approximately 10% if crude oil is at or above \$100 per barrel, and (iii) will be adjusted downward on a straightline basis if crude oil is between \$75 per barrel and \$50 per barrel, with a maximum negative adjustment of approximately 10% if crude oil is at or below \$50 per barrel. **Source : MarineLog**

Heerema continues work on new crane vessel

Heerema Marine Contractors (HMC) is continuing with the development of its fourth crane vessel, designed for heavy lifting and deepwater pipelaying. HMC awarded a contract for the basic engineering for the deepwater construction vessel. The company is also preparing to let contracts for diesel engines and thrusters for the new vessel and has signed a contract with Lloyd's Register for provision of certification activities.

HMC is also looking to place an order with an East Asian shipyard, while continuing the concept design of the vessel's J-lay tower. Heerema expects the new vessel to allow clients to exploit oil reserves underneath the polar ice sheet.

HMC was recently awarded a major offshore contract with Woodside Petroleum offshore Australia in 2011 and 2012. The company also secured a project with ConocoPhillips for engineering, offshore preparation, removal and onshore recycling of nine platforms in the North Sea.

DISA

MARITIME **CIVIL** **SOLUTIONS**

Marine emergency response assistance Underwater concreting and preparations ROV operations
Wreck removal / salvage assistance Welding / cutting services PLC programming
Diving services Underwater inspections High powered networking solutions
Maintenance below sealevel Maintenance and renovations Customized hard - and software applications

Providing innovative and reliable underwater solutions

Ketelaarstraat 5c B-2340 Beerse
T +32(0) 14 62 04 11 F +32(0) 14 61 16 88
www.disamaritime.com
info@disamaritime.com

Knowledge and flexibility marks our experience

ENSCO orders fifth ultra-deepwater semi at Keppel FELS

Dallas-headquartered ENSCO International Incorporated has placed a \$512 million contract for a fifth ultra-deepwater semisubmersible drilling rig with Singapore's Keppel FELS Limited (Keppel FELS).

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 126

The news came after ENSCO announced that a subsidiary had finalized a drilling contract with Cobalt International Energy, L.P. for the fourth in the series, ENSCO 8503, set for delivery from Keppel FELS in late 2010 or early 2011. The drilling contract calls for operations in the Gulf of Mexico on a two-year primary term that can be extended to a three or four year term by Cobalt.

The aggregate day rate revenue for the base two-year contract term is expected to be approximately \$372 million. The base operating rate is \$510,000 per day, and the day rate will be subject to adjustment for variances in operating costs from January 2008 levels. ENSCO will be reimbursed for rig mobilization to the Gulf of Mexico and any special equipment upgrades requested by Cobalt.

ENSCO announced board approval for the fifth ultra-deepwater semi on April 24, when it reported record first quarter results that saw net income increase by 17% to \$272.0 million (\$1.90 per diluted share) on revenues of \$580.3 million.

The fifth semi, ENSCO 8504, will be part of a six-rig deepwater fleet that includes the ENSCO 7500 deepwater semisubmersible that has been in service since 2000.

The ENSCO 8500 Series semis are enhanced versions of ENSCO 7500, and are based upon an ENSCO proprietary design. Enhancements include a two million pound quad derrick, offline pipe handling capability, increased drilling capacity, improved automatic station keeping ability and larger living quarters. The 8500 Series rigs will be capable of drilling in up to 8,500 feet of water. With these capabilities and features, the rigs will be especially well-suited for deepwater development drilling.

Daniel W. Rabun, ENSCO's Chairman, President and Chief Executive Officer, commented: "We are pleased to again partner with Keppel FELS as we execute on our strategy to play a significant role in meeting the unprecedented demand for deepwater drilling equipment. Our \$2.0 billion investment in the ENSCO 8500 Series rigs demonstrates our commitment to expanding our deepwater rig fleet. We estimate that over one-quarter of our revenues will be derived from our deepwater fleet after all rigs commence operations."

Mr. Choo Chiau Beng, Chairman and CEO of Keppel O&M, said, "It is our privilege to participate in the growth of ENSCO's fleet of rigs. I am glad that ENSCO continues to entrust us also with construction, rig repair, modification and upgrading jobs. We remain fully committed to support them." **Source : MarineLog**

China ports throughput to rise over 15% in 08

The throughput of China's harbors will grow over 15% in 2008 considering the country's overall economic structure changes and the increase of containerization rate, says an analyst from China Merchants Securities.

March witnessed recovery on port throughput growth with container throughput rising around 20% and cargo throughput increasing about 14%, statistics from major ports showed.

The ports around the Bohai Sea reported higher throughput growth than other seas during the first quarter of 2008. The ports in Rizhao, Dalian and Yingkou saw an over 20% growth in cargo throughput; the Port of Tianjin saw a 17% increase. The Port of Shanghai at the East China Sea and the Port of Shenzhen at the South China Sea posted a growth of 7.4% and 17.9%, respectively.

As for container throughput, the ports in Lianyungang, Yingkou, Guangzhou, Dalian, Tianjin and Ningbo achieved an over 20% gain. The ports in Shanghai, Shenzhen, Guangzhou and Ningbo were the top four ports in term of overall throughput. 26 new container berths with total capacity of 17.15 million containers (TEU) are expected to be built this year, a little less than the added demand of 18 million TEUs. **Source: tradingmarkets**

NEW FERRY FOR HOEK VAN HOLLAND <> MAASVLAKTE



Seen under construction in Singapore the new 37 mtr long RET ferry which is expected to start July 1 service at the route Hoek van Holland > Landtong > Torline jetty



Tidewater reports Q4 results and year end earnings for fiscal 2008

Tidewater Inc. announced yesterday fourth quarter net earnings for the period ended March 31, 2008, of \$85.4 million, or \$1.63 per share, on revenues of \$331.4 million. For the same quarter last year, net earnings were \$87.6 million, or \$1.56 per share, on revenues of \$293.5 million. For fiscal year ended March 31, 2008, net earnings were

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 126

\$348.8 million, or \$6.39 per share, on revenues of \$1,270.2 million. For the fiscal year ended March 31, 2007, net earnings were \$356.6 million, or \$6.31 per share, on revenues of \$1,125.3 million.

Included in the prior fiscal year ended March 31, 2007, results is an after-tax gain of \$20.8 million, or \$.37 per common share, (recorded in the second and third fiscal quarters), related to the sale of 14 of its offshore tugs for a total cash price of \$43.7 million.

Also included in the prior fiscal year 2007 results (recorded in the fourth fiscal quarter), is a \$3.5 million pre-tax charge to vessel operating costs for the company's share of a deficit in an industry-wide multi-employer retirement fund in the United Kingdom, the Merchants Navy Officers Pension Fund (MNOFP). This charge, which relates primarily to the employment of certain U.K. employees in prior years, was the result of information presented in the fund's valuation reports issued during fiscal year 2007. **Source: tdw.com**

info@nexumcm.nl
www.nexumcm.nl
Contact : Ad de Kock
M: +31 .653.813178



NEXUM

Contract Management • Mediation



After a six day visit to Cape Town, the Argentinian sail training ship **LIBERTAD** continued her training cruise. Local visitors were impressed by the well maintained vessel and the friendliness of the crew during "open ship" visits.

Photo : Robert Pabst ©

Euromax ziet vrijdag eerste containers

De nieuwe Euromax containerterminal in de Rotterdamse haven krijgt komende vrijdag voor het eerst een feederschip op bezoek. Het gaat om een test. De primeur is voor de Maria Schepers, een schip van de rederij IMCL (Inter Marine

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 126

Container Line) dat op de route Rotterdam-Polen vaart. Het schip zal ruim honderd container lossen, om ze daarna meteen weer allemaal te laden om ze naar hun werkelijke bestemming te brengen.

De proefaanloop kan vrijdag de hele dag gaan duren, zegt de Rhoonse scheepvaartagent Steder Groep. De Euromax terminal wordt in juli echt in gebruik genomen, zo is de bedoeling, met in eerste instantie een wekelijkse dienst van de CKHY-alliantie. **Bron : Nieuwsblad Transport**

TOP Ships Announces Delivery of the Latest Drybulk Vessel

TOP Ships Inc. announced that it has taken delivery of the **M/V ASTRALE**, a 75,933 dwt Panamax drybulk vessel, built in 2000 in Japan. The vessel has been financed with secured bank debt.

The **M/V ASTRALE** is the last drybulk vessel to be delivered under agreements entered into by the Company in 2007, all of which were delivered between the fourth quarter 2007 and the second quarter 2008. The **ASTRALE** has entered into a time-charter employment for a period of one year at a gross rate of \$72,000 per day.

MOVEMENTS

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: ocean towage.sales@svitzer.com



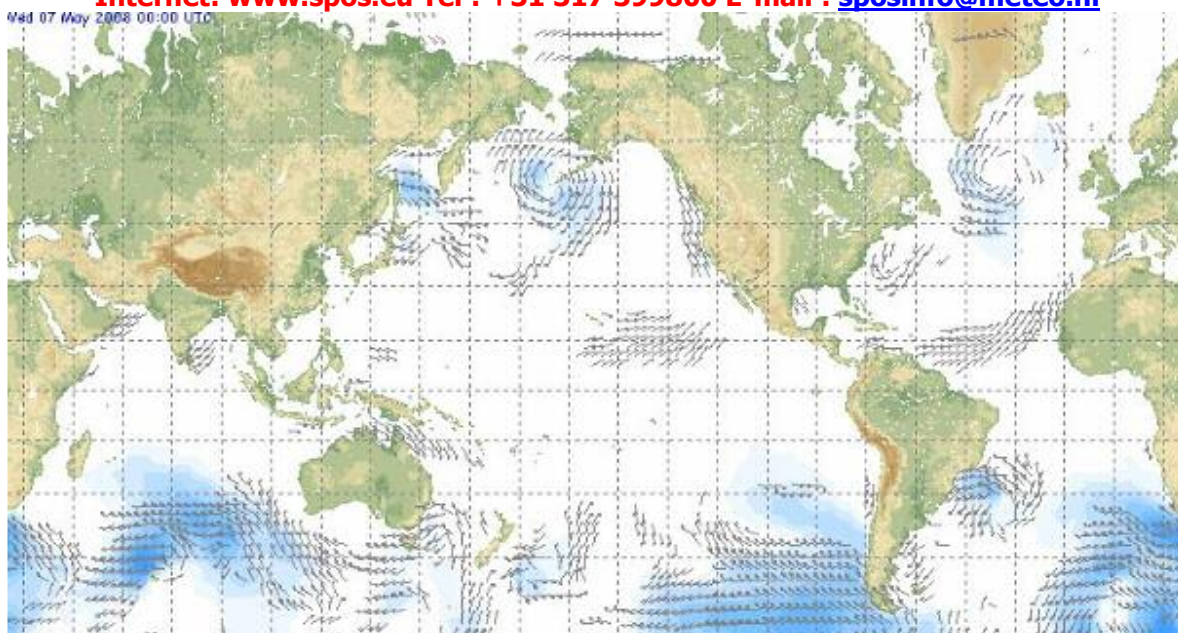
The **ZUIDERDAM** seen passing Istanbul / Bosphorus - **Photo : Ard-Jan Kooren ©**

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.eu Tel : +31 317 399800 E-mail : sposinfo@meteo.nl



Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 126



The self discharging **YEOMAN BANK** outbound on the River Clyde last week.
Photo : Tommy Bryceland. SCOTLAND ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.