

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 136



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**Self-Rightening tests of the new KNRM lifeboat for station Scheveningen were conducted last Saturday in Scheveningen**

**Photos : Piet Sinke ©**



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## EVENTS, INCIDENTS & OPERATIONS

# Kantelproef Scheveningen succes!

De kantelproef van de nieuwe reddingboot van Scheveningen in de haven van Scheveningen is met succes doorlopen. De kantelproef is een van de zeewaardigheidstesten, die nieuwe reddingboten moeten ondergaan. De testbemanning werd gevormd door de bemanning van reddingstation Scheveningen, maar er waren ook een aantal gasten aan boord. **Frits Wester** (donateur en hoofdrolspeler in een KNRM-reclamespot) en **Mark Rutte** (Scheveninger en politiek bestuurder) waren genodigd om de kanteltest zelf te ondergaan. **Mark Rutte** vond het enorm leuk om mee te maken en werd ter plekke Redder aan de Wal. Het was zijn eerste kennismaking met de KNRM en was bijzonder verrast door de omvang en professionaliteit van de organisatie: "Knap dat het zonder overheidssubsidie gedaan wordt. Blijf vooral zelfstandig".



Boven : 4 mannen uit Hoek van Holland welke deel namen aan de kantelproef in Scheveningen v.l.n.r. **Henry, Daniel, Piet** en **Vincent**  
Foto : Ron Zeegers ©

De reddingboot werd de eerste keer zonder bemanningsleden door een hijskraan omgetrokken en vervolgens vier keer met 12 man aan boord, waarna zij telkens binnen enkele seconden een 360 graden kanteling maakte. Gadeslagen door een paar honderd belangstellenden.

## Mystery over disappearance of foreign seafarers in Walvis Bay

Mystery surrounds the discovery of the body of a missing Togolese ship's engineer floating in the water, after he disappeared from the fishing vessel **La Mar**.

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Hator Kokouvi Gbebadah-Mensah, an engineer employed by Pescalar Fishing was last seen two weeks earlier and it was thought that he may have fallen overboard and drowned. At the time of his disappearance the long line vessel La Mar was double-banked with another fishing vessel, Coasta San Miguel. The missing man had been on watch and couldn't be found when the rest of the crew woke in the morning.

This may have been regarded as a simple but tragic accident of man overboard but a second foreign seaman has also disappeared off his ship tied up alongside a Walvis Bay jetty, according to local newspapers New Era and Namib Times.

The Polish engineer, Wieslaw Sazcku went missing four days after Mensah disappeared. Sazcku was a crew member of the trawler **Dar 314** which was tied up at a company jetty at the time.

According to Namib Times he was seen on CCTV entering the company's premises on Wednesday 7 May at 20h30 but there is not record of him leaving later through the main gates. By late Thursday night when he had not returned to his ship his colleagues raised the alarm.

A local source told Namib Times he thought the two incidents were strangely coincidental and said there was speculation in Walvis Bay that foreigners in the Namibian fishing industry were being targeted by some locals who felt they were being deprived of employment. **Source : Ports.co.za**

## DG Shipping bans old foreign ships from India waters

Maritime regulator the Directorate General of Shipping has banned foreign cargo vessels over 25 years and gas carriers over 30 years from sailing on Indian waters because of rise in "casualties" during the monsoon season.

The immediate impact of this circular would be that the number of ships sailing on India waters would be less leading to spike in freight rates.

The move to ban older foreign vessels came after DG Shipping's analysis of accidents over the last three years showed a significant correlation between the age of vessels and break-downs, which cause these casualties, DG Shipping said in its circular.

In July 2007, Ministry of Shipping set up a Committee to suggest measures to reduce casualties. The Committee after making an analysis suggested the "revision of guidelines to restrict the age of vessels plying in Indian waters and a tighter regime of surveys and inspections".

The circular came into effect from May 15. The government has declared foul weather period between June 1 and August 31 in the Arabian Sea on the West Coast and between May 1 and November 30 in the Bay of Bengal on the East Coast.

The Directorate which issued the circular on April 25 did not specify whether Indian ships would be exempted.

However, it is understood that the domestic industry lobbied for getting itself exempted from the above. Now, it is exempted from the above age stipulation. **Source : Indian Times**

## 300 people saved from ferry after 24 hours at sea

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About 300 passengers on a ferry stranded in rough seas for more than 24 hours were safely carried to land by small boats on Friday as a tropical storm battered the western Philippines, officials said.

Passengers on the **MV Starlite Pacific** spent Thursday night and most of yesterday on the open sea south of Manila because the big waves prevented the ship from docking at the port of Roxas township in Oriental Mindoro province, the coast guard said.

Food was brought to the passengers by another vessel and dropped by a coast guard helicopter.

"The waves were too rough at the pier, so we were forced to return to the area where we dropped anchor," passenger Ariel Taton told a radio station by cell phone. Jun Sinel, port manager of ferry owner Starlite Ferry Inc in Roxas, said he directed the ship captain to sail close to the shore of nearby Bongabon town where the waters were calmer.

He said motorised outriggers picked up the passengers and took them to Bongabon. They boarded buses to Roxas, where they were to transfer to a larger sister ship, **Starlite Atlantic**.

The passengers were headed to central Panay Island before dawn Thursday, but big waves forced the captain to turn back, Sinel said. Rain and high waves were brought by a tropical storm that formed in the South China Sea, west of the Philippines. The storm gained strength with sustained winds of 75 kilometres per hour as it moved toward Pangasinan province northwest of Manila.

At least 15 provinces were placed on storm alert. Incessant rain has forced several thousand people to leave their homes. **Source : gulfnews.com**



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## Labor strife leaves 60 Uruguayan fishing vessels idle

Most of the Uruguayan fishing fleet has been docked since last April 29 because of labor disputes leaving an estimated 3.000 workers from processing plants and other branches of the industry out of work according to the vessel owners. The fishermen's union is demanding improved insurance coverage when at sea and a more generous pension scheme for retirement. Members have been holding open meetings to decide on the terms but have yet not received the official communication, according to union sources. The vessel owners chamber have complained to Uruguay's Labor and Social Security Ministry arguing that at the end of April a new contract for the next two years, --until April 2010 and with mediation of the ministry-- was signed by the union but still vessels remain idle.

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The agreement was reached after a long conflict with no fishing activities for several weeks.

"This situation is not only irregular and contrary to the latest agreement but is also causing serious losses to the industry, delaying exports with the risk of losing markets and has left the croaker season open to Argentine fishing vessels", said a communiqué from vessel owners.

An estimated 60 high seas fishing vessels remain docked in Montevideo and La Paloma.

But union leader Jose Franco said that workers are respecting the agreement, "we're entitled to a monthly open meeting and in this case it has been adjourned several times because officials from the Insurance bank and the Social Security Office have not answered our requests".

This has been a particularly difficult year for the Uruguayan fishing industry which exports an average of 200 million US dollars annually, approximately 40% of which to the European Union. At the end of last year a European Commission delegation discovered that not all Uruguayan plants and vessels were complying with EC regulations and therefore suspended EU licensing for Uruguay's fisheries industry.

However according to Uruguayan sources recent inspections by the EC Veterinary Office were positive which means that complying with requirements automatically empowers the country involved to recommend new plants and vessels to the EC Consolidated List of entities allowed to export to the EU. **Source : mercopress.com**



The latest loading of **Yacht Express** last week in Port Everglades enroute to Genoa.

**Photo : Jonathan Zier - Loading Master ©**

# All passengers rescued from drifting Philippine ferry

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The Philippine coast guard rescued 199 passengers off the stricken **Super Shuttle Ferry 9** off Camiguin Island on Tuesday reports [www.sunstar.com.ph](http://www.sunstar.com.ph)

The ferry was headed for the port of Balingoan in Misamis Oriental when its engine malfunctioned around 9:30 in the morning. Sister ship **Super Shuttle Ferry 1** was first to arrive at the scene but was unsuccessful in attempting to tow the vessel, which was reportedly drifting closer to dangerous waters off Sipaca Point in the town of Medina.

A coast guard vessel was sent from Macabalan and was able to successfully transfer the passengers.

# Cruise Ship Drama Thickens With Boyfriend's Return

## Cruise Line Says Norwegian Dawn's Surveillance Camera Footage Appears To Rule Out Foul Play

The boyfriend of a local woman who fell off a cruise ship to her death is back home on Friday. There are plenty of unanswered questions, but he's not saying much.

The Norwegian Dawn is set to depart from Bermuda today, and will return to New York City's ship terminal on Saturday. While Mindy Jordan's boyfriend has been cleared of any wrongdoing, there are still a lot of doubts in question to her disappearance.

Jorge Caputo left New York City Sunday morning with his girlfriend as a cruise ship passenger headed to Bermuda. Thursday night he returned home early, on a plane, alone. His vacation cut short after Mindy Jordan mysteriously fell off the Norwegian Dawn off the waters near Atlantic City. The ship's surveillance video shows Jordan was by herself at the time of her fall, and Caputo was with friends in his room.

Jordan's parents told CBS 2 earlier in the week they suspect foul play. "That would be totally out of character. She was 4 feet 10, weighs about 100 pounds. She would have never gone near a rail," said Andrew August, Jordan's father.

FBI officials now say they do not suspect a crime was committed. CBS 2's Hazel Sanchez tracked Caputo's every move as he boarded a plane home to Newark Thursday night. During the flight, Caputo kept his face buried in a romance novel, entitled "Accidentally Yours," and offered a "no comment" when asked why his girlfriend would have been near a rail by herself that fatal night.

At the airport, Port Authority police escorted Caputo away from news crews to an awaiting car. The FBI will continue to analyze the surveillance video for any further details and developments.

# South Africa denies aiding Chinese arms ship

The defence department has denied reports that President Thabo Mbeki ordered the **SAS Drakensberg** to refuel a Chinese ship bearing arms for Zimbabwe.

Deputy Defence minister Mluleki George says the allegations have no substance whatsoever. This followed reports in Mozambican online newspaper, Canal de Mozambique, which reported that the ship had been refuelled by the **Drakensberg** off the coast of South Africa before sailing north to offload its deadly cargo. The Zimbabwe government has confirmed that the weapons have arrived in Harare. George says he had no instruction from Mbeki to dispatch the **Drakensberg**.

Reports says the weapons - meant for the Zimbabwe army - have arrived in Harare after being offloaded in the DRC and then flown to Zimbabwe with a charter flight. The report quotes a Mozambican online newspaper. It says the Chinese ship - which was earlier turned away from several Southern African ports - was refuelled en route to the DRC

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by the South African Navy ship **Drakensberg**. Presidential spokesperson Mukoni Ratshitanga has dismissed the reports, saying it seems that 'the season of propaganda is upon us'. **Source : sabcnews**

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## Japanese owners look to simplify fleets

Japanese owners are focusing on a smaller number of vessel types in response to seafarer shortages and management complexities, reports Marine.net.

"Taking into account ship management efficiency, we do not want to expand ship types so much," one owner told Marine.net. "But, since specialising in a single ship type will be dangerous from the perspective of risk diversification, the ideal setup is to focus on two to three ship types. If we form a fleet with the same type of ships, the number of ships one superintendent can oversee will increase. Management efficiency will drop sharply if there are other ship types, even just one unit."

"If we own many ship types," said another owner, "we must also get hold of many superintendents and seafarers, leading to higher costs. This will also lead to poor efficiency, as we cannot divert the seafarers we employ to other assignments **Source : Baird Online**

## NCL To Pay For Firing 7 Middle Eastern Men

Norwegian Cruise Line has agreed to pay \$485,000 to settle a racial discrimination lawsuit filed by seven Middle Eastern men fired from a Hawaii cruise ship.

The seven employees -- all of them Muslims from Yemen -- lost their jobs on NCL's interisland cruise ship **Pride of Aloha** in 2006.

The U.S. Equal Employment Opportunity Commission filed a lawsuit on their behalf, saying they were fired as "terrorism risks" even though the FBI said they were not threats. "It is important to terminate people on objective factors, and here, when you have the FBI saying that there was no security issue and still terminating them, we believe that was based on stereotyping and profiling," said Anna Park of the EEOC.

NCL America agreed to pay the money to the men and hire an equal employment consultant as well as update its workplace policies and management.



## Coast Guard save merchant ship from sinking

Prompt action by the Coast Guard saved a merchant ship loaded with containers from sinking about 240 km off the coast of Mumbai, officials said on Sunday.



The vessel, MV **MSC Denisse**, had set sail from the Nhava Sheva port near the city on May 15 loaded with containers and its crew of 29 Indians, and was headed to the Mudra in Gujarat port when it discovered it was taking in water, a spokesperson for the Coast Guard said.

Photo : Jan Plug ©

The crew tried to stem the entry of water, but was unable to and alerted the manager of the vessel and agents who are based in Hong Kong.

The ship's agents then reported the matter to the Maritime Rescue Co-ordination Centre (MRCC) of the Coast Guard and the Coast Guard Ship **Vijaya**, which was on surveillance patrol in the area, was diverted there, the spokesperson said.

Another Coast Guard ship **CGS Subhadra Kumari Chauhan** was dispatched from the Naval Dockyard in Mumbai with a team of divers to assist in the repair of the vessel and the MRCC also alerted other merchant vessels in the area to provide assistance, the spokesperson said.

When **CGS Vijaya** reached the location of the **MSC Denisse** in the early hours of May 16, the merchant vessel had taken in too much water and the crew had begun preparations to abandon ship, Coast Guard officials said.

Source : hindu.com

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## CASUALTY REPORTING

# Indonesian ferry catches fire with more than 700 people on board

An inter-island ferry carrying more than 700 passengers and crew caught fire Sunday as it neared port on the island of Borneo, an Indonesian television channel reported.

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District chief Wahyudi Anwar told MetroTV that rescuers pulled 10 survivors from a river outside the town of Sampit, around 500 miles (800 kilometers) northeast of Jakarta.

The status of the other passengers was not immediately clear, but attempts were being made to evacuate others, the broadcaster said. Anwar said the vessel, the **KM Dharma Kencana**, was traveling from Surabaya, the provincial capital of East Java, to Sampit, a district town in Central Kalimantan, with 706 passengers and 22 crew.

Boats are a main source of transportation in Indonesia, a vast archipelago with more than 17,000 islands. Overcrowding and poorly enforced safety standards cause frequent accidents. **Source : The Star**

### NAVY NEWS

## Bad start to Atlasur as two Uruguayan navy ships collide

Atlasur, the latest naval exercise to take place off the Cape coast and involving ships of Brazil, Uruguay, Argentina and South Africa got off to a bad start late last week when two Uruguayan vessels, ROU **Uruguay** and ROU **Comandante Pedro Campbell** collided at sea.

Details of the accident have not been made officially available but it appears both ship suffered sufficient damage to have to return to Simon's Town for repairs.

The two frigates were only recently acquired, second-hand, from Portugal, and sailed straight to South Africa from the European country to participate in this year's edition of the Atlasur series of naval exercises.

Atlasur is normally biennial, and involves South Africa, Argentina, Brazil, and Uruguay, with the function of host rotating between these countries.

The two ships were part of the Portuguese **Comandante João Belo class**, and each displaces 2 250 t, is armed with two by 100 mm and two by 40 mm guns and anti-submarine torpedo tubes, and has a top speed of 26 kts.

Although originally built in the late 1960s, they were significantly modernised in the 1990s, receiving new radar, sonar, electronic countermeasures and data-link systems. According to unconfirmed reports, the Uruguayan frigates will be repaired at South Africa's naval dockyard in Simon's Town to enable them to continue to take part in the joint south-south naval exercise.

Once the exercise has been completed, further repairs will be undertaken in South Africa to allow the ships to return to Uruguay. Ships have been damaged during exercises in the past, the **HMS Leopard** once being damaged by the **SAS Pietermaritzburg**. Atlasur is taking place from 16 May until 2 June. **Source : Ports.co.za**

## French navy ship off Myanmar's coast barred from delivering 1,000 tons of food, water, medicine.

Myanmar's junta kept a French ship laden with aid waiting outside its maritime border Saturday, while it showed off neatly laid-out state relief camps to diplomats.

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The stage-managed tour for envoys appeared aimed at countering criticism of the junta's failure to provide for survivors of Cyclone Nargis, which left at least 78,000 people dead with about 56,000 others still missing.

The junta flew 60 diplomats and U.N. officials in helicopters to three places in the Irrawaddy delta where camps, aid and survivors were put on display. The diplomats didn't show any indication that they were swayed.

"It was a show," Shari Villarosa, the top U.S. diplomat in Myanmar, said after returning to Yangon. "That's what they wanted us to see." Meanwhile, a French navy ship that arrived Saturday off Myanmar's shores loaded with 1,000 tons of food, plus medication, shelters and fresh water was refused entry, a response that France's U.N. ambassador, Jean-Maurice Ripert, called "nonsense."

"We have small boats, which could allow us to go through the delta to most of the regions where no one has accessed yet," he said a day earlier at U.N. headquarters. "We have small helicopters to drop food, and we have doctors."

The **USS Essex**, an American amphibious assault ship, and its battle group have been waiting to join in the relief effort.

U.S. Marine flights from their makeshift headquarters in Utapao, Thailand, continued Saturday — bringing the total to 500,000 pounds of aid delivered — but negotiations to let the helicopters fly directly into the disaster zone were stalled. British Prime Minister Gordon Brown accused the authorities in Myanmar, also known as Burma, of behaving inhumanely by preventing foreign aid from reaching victims and said the country's regime cares more about its own survival than the welfare of its people.

"This is inhuman," Brown told the British Broadcasting Corp. in his strongest criticism yet of Myanmar's authoritarian government. Brown said a natural disaster "is being made into a man-made catastrophe by the negligence, the neglect and the inhuman treatment of the Burmese people by a regime that is failing to act and to allow the international community to do what it wants to do."

Britain's Ministry of Defense said it had dispatched a Royal Navy frigate to the area "as a contingency." The **HMS Westminster** broke away from an exercise with the French and Indian navies, a ministry spokesman said, speaking anonymously in line with military policy.

The spokesman said the ship carried a crew of 98 who are all trained in disaster relief. Myanmar's military junta, which took power in a 1962 coup, says all aid must be delivered to the government for distribution and has barred foreigners from leaving Yangon, putting up a security cordon around the country's main city.

"The further you go, the worse the situation," said an overwhelmed doctor in the town of Twante, just southwest of Yangon, the country's largest city, helping a locally organized relief effort there.

"Near Yangon, people are getting a lot of help, and it's still bad," said the doctor, who refused to give her name for fear of being punished by the regime. "In the remote delta villages, we don't even want to imagine." **Source : Statesman**

## Escortes Hr.Ms. Evertsen succesvol

Hr.Ms. Evertsen heeft haar tweede escorte succesvol afgerond. Na het laden van bonen, olie, medicijnen en generatoren in de haven van Mombasa, voer het motorschip **Fadhil Rabi** naar buiten waar **Hr. Ms. Evertsen** op haar wachtte. Gezamenlijk voeren zij richting Mogadishu.

De **Fadhil Rabi**, onder leiding van kapitein Abdallah Kulmiye, vaart onder Somalische vlag en bevatte een lading van 2579 ton. Mariniers en enkele bemanningsleden van **Hr.Ms. Evertsen** werden dinsdag per helikopter afgezet aan boord van de **Fadhil Rabi**, om het schip te beschermen tegen mogelijke dreigingen. **Hr.Ms. Evertsen** voer vlakbij om de op de **Fadhil Rabi** geëmbarkeerde personeelsleden en het WFP-schip te beschermen. De **Fadhil Rabi** is

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vrijdag 16 mei veilig aangekomen in Mogadishu. Het ontladen is echter zaterdag begonnen, omdat vrijdag een vrije dag is in Moslim landen.



Het motorschip **Fadhil Rabi** en **Hr. Ms. Evertsen**

Op dit moment escorteert **Hr.Ms. Evertsen** het MS **Abdul Rahman** richting Mombasa. Ook al vaart dit schip nog niet voor het World Food Programme, maar valt het in Mombasa pas onder contract van het WFP, heeft de commandant van **Hr.Ms. Evertsen**, kapitein-luitenant ter zee Rob Kramer, er voor gekozen dit schip veilig te begeleiden naar Mombasa. Dit naar aanleiding van de kaping van MS **Victoria** 60 nautische mijl uit de kust van Mogadishu. De **Victoria** is vrijdagnacht op zaterdagochtend gekaapt door 8 piraten met AK47 automatische wapens. **Hr.Ms. Evertsen** bevond zich op het moment van de kaping ongeveer 400 km ten zuiden van de **Victoria**. Op dit moment wordt de **Victoria** noordwaarts gevaren naar onbekende bestemming.

Commandant Rob Kramer: "wij kunnen met **Hr. Ms. Evertsen** niet op alle plaatsen tegelijk zijn, maar om te voorkomen dat een toekomstig WFP schip gekaapt wordt heb ik ervoor gekozen de **Abdul Rahman** terug te begeleiden naar Mombasa opdat deze geladen zal worden en de hulpgoederen zal brengen naar de mensen in Somalië die het hard nodig hebben". De **Abdul Rahman** vaart onder Panamese vlag en gaat 5500 ton hulpgoederen laden in Mombasa voor het WFP.

## NZ Navy tanker modified to meet international marine standards

The navy's 20-year-old tanker and supply ship **HMNZS Endeavour** is about to lose some of its fuel carrying capacity to bring it up to international standards.

The navy is spending about \$2 million closing off some of the outer fuel tanks to effectively give the ship a double hull.

The tanker did not comply with International Maritime Organisation requirements because it had only a single hull. The navy said the IMO was accelerating its requirements for all tankers which carry petroleum based products to have a double hull.

The navy said it was modifying **Endeavour** so the outer tanks were filled with sea water rather than fuel oil.

That would mean if the tanker was involved in a collision or grounding there was a greater chance of protecting the environment from damage from ruptured oil tanks. Navy spokesman, Commander Keith Gilchrist, said the ship would lose about 10 percent of its cargo capacity.

"The way the navy is doing it is to decommission some of the wing tanks -- the ones closest to the water -- and converting those into ballast for the ship. "If the ship was to have an accident it would be the water which falls out rather than the fuel." The modifications would give the tanker another five years of service until the end of 2013 before it needed replacement. The tanker was launched in 1988 in South Korea where it was built.

The tanker was a commercial tanker design but the navy added a replenishment at sea rig, military communications, the flight deck and helicopter hangar. The ship was bought for \$27 million when the navy operated Wasp helicopters but the navy's new Seasprite helicopters cannot land on it.

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It was acquired because the warships the navy then operated -- the Leander class frigates -- had a limited range.

The shortfall in the frigates' endurance was obvious in 1973 when Prime Minister Normal Kirk ordered **HMNZS Otago** and **HMNZS Canterbury** to go to Mururoa Atoll to protest at the French Government's nuclear test programme.

The ships were supported by the Australian navy tanker, **HMAS Supply**. Commander Gilchrist said the ship had been "very, very good value for money." The navy has already begun looking for a replacement. **Source : tv3.co.nz**

# Russia asked to give \$250 mn advance for Gorshkov refit

India has asked Russia to make an advance payment of \$250 million to the Sevmash shipyard in Arctic Russia for refurbishing the aircraft carrier **Admiral Gorshkov**, which will be adjusted later when final settlement is done between the two countries. "We have asked Russia to make an advance payment to the cash-crunched Sevmash shipyard, where Admiral Gorshkov is docked for refitting. The amount will be adjusted in the final amount (to be paid to Russia)," Defence Secretary Vijay Singh told IANS.

A defence ministry team will head to Moscow May 26 on a five-day visit for final talks on the cost escalation with the state-run arms exporter Rosoboronexport, with which the contract was signed in 2004.

"Vice-Admiral Dileep Deshpande, controller Warship Production and Acquisition, will be leading a team of the ministry of defence to Russia this month to discuss the matter," Singh added. India has agreed to shell out more for the refit of the 45,000 ton Kiev class aircraft carrier **Admiral Gorshkov** - one of Russia's largest individual military deals with India at \$1.5 billion. Russia has been demanding an additional \$1.2 billion for overhaul of the war ship.

Russia has advanced the money for the additional work on **Admiral Gorshkov**, re-christened **INS Vikramaditya**, to Sevmash though the final negotiations on the increased amount demanded has not yet reached a conclusion. The assessment of the work to be done, including an exhaustive weapons inventory, on **Admiral Gorshkov** has been going on for a long time.

The contract covers the modernization of the ship and equipping it with modern weaponry, including the MiG-29K Fulcrum aircraft and Ka-27 Helix-A and Ka-31 Helix-B anti-submarine helicopters.

Russia has discussed with India the manpower crunch at the Sevmash shipyard and even asked technicians from Indian shipyards to come and work there. Vice Admiral Deshpande will hold talks on this issue as well. The two sides have been carrying on negotiations on the price issue for over a year with India not keen to pay what it considers unreasonable escalation that nearly doubles the cost of the aircraft carrier.

The dramatic cost escalation of the aircraft carrier has threatened to cast a shadow on long-standing defence ties between India and Russia. The issue was also discussed when Prime Minister Manmohan Singh held talks with then Russian President Vladimir Putin in November last year. India depends on Russia for over 70 percent of its arms exports.

The **Admiral Gorshkov** project hit the headlines in 2007 when it was announced that the the Russian dockyard would be unable to meet the 2008 delivery deadline. The date of completion was pushed back to 2010. The aircraft carrier is now to be handed over to the Indian Navy in 2012 after 18 months of intensive sea trials.

The delay has forced India to undertake another refit of its aircraft carrier **Viraat** to keep it in service till **INS Vikramaditya** is inducted. **Source : thaindian.com**

## NZ Navy warships to get self-defence weapons upgrades

The navy's two warships are about to get sharper teeth to fight off attacks by small surface craft. The Phalanx quick-fire Gatling gun on the Anzac frigates, **HMNZS Te Kaha** and **HMNZS Te Mana**, can fire up to 4500 rounds of 20mm ammunition a minute but only at anti-ship missiles and strike aircraft and not at small boats.

The navy is spending \$25 million to upgrade the computer-controlled, radar-guided guns so they can also fire at small craft, such as speed boats or jetskis which may come in fast to attack the ships.

"If you have got a guy coming on a jetski or the like, wishing to do some damage to the ship, the Phalanx can be used to account for that," said navy spokesman Commander Keith Gilchrist.

He said the age of the existing Phalanx guns on the frigates was also a factor and meant they "might be challenged a little bit" against some of the high-performance airborne threats it could face.

The navy is also gearing up to spend up to \$500 million or more on upgrading the self-defence systems on the two frigates and a further \$60 million on a platform systems upgrade as part of the mid life upgrades of the two ships.

The platform systems upgrade, which does not include the combat systems on the ship, was likely to begin next year and be completed in 2010.

It could include propulsion equipment such as gearboxes and engines, air conditioning units, generating equipment, main machinery control equipment and computers which monitor the ship and its main components.

The self-defence upgrade was likely to start in four or five years and included a wide range of combat systems on the two frigates. "The self-defence upgrade is about upgrading the self-defence system and the sensing systems on the ship to enable it to go into areas against a threat that has perhaps changed from when the ships were originally conceived and built."

"We are not aiming to do anything different from what the ships can do already. We are looking to retain a similar mix of weapons and sensors but the sensors will be 21st century sensors rather than 1990 sensors which we acquired when the ship was built."

He said the systems would also be enhanced to deal with different threats the ships were likely to now encounter. "As technology changes everyone moves up a gear and therefore, the level of threat the ships might encounter is different to what it was." In the long term development plan, the Defence Force said the frigates were critical in the protection of New Zealand and Australian territorial sovereignty, for participating in Five Power Defence Arrangements, for supporting New Zealand's relationships with regional partners, and for peace support operations in the Asia Pacific region and beyond.

Those environments contained significantly higher threats to ships than in New Zealand's immediate area, including sub-surface threats. The plan said by 2010 the frigate's self-defence systems would become increasingly ineffective and to continue to operate in those areas would carry serious risks.

Within two years the design of the self-defence systems on the frigates would be nearly 25 years old, and would become increasingly difficult and expensive to support, the plan said. **Source : tv3.co.nz**

## More Chinese submarines in South China Sea

Over the past 20 years, China's military investment has grown faster than any other country. The bamboo curtain that formerly enveloped the country has become a copper curtain.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 136

Furthermore, China has become more difficult to negotiate with than even the former Soviet Union. The tactic of deceiving one's opponent or competitor is deeply engrained in traditional Chinese culture, not only an aspect of communist morality. The ability to deceive one's opponent is evidence of cleverness, not something to feel guilty about, and is a traditional strategy in the Chinese art of war.

This is a basic, uncompromising difference between countries with a Christian or Buddhist culture and China's traditional culture, mixed with communist "ethics."

For example, the Chinese navy is enlarging its underground submarine facility and has started to deploy more 094 SSBNs (nuclear ballistic missile submarines), 091 SSNs (nuclear attack submarines), and KILO 636M SS (diesel powered submarines) in Sanya city on the southern island of Hainan.

Since 2002 China has constructed the largest submarine underground tunnel in Sanya. Satellite photos taken in February revealed that one of the latest 094 SSBNs had entered the new Yalong Naval Base at Sanya. It is too early to say whether it is permanently deployed there, or whether it is just a stopover.

Kanwa Defense Review Monthly has obtained photos from a special correspondent which show that not only the 094 SSBN, but also the new KILO 636M diesel submarines are located at the Sanya submarine base.

The Chinese navy has been enhancing its submarine fleet power in the South China Sea, presumably to block Taiwan and Japan in case of war, and also to secure sea routes in the Indian Ocean to protect its oil shipments from the Middle East. Of course, the submarine fleet is also a threat to South Asian countries that have territorial disputes with China.

Despite the fact that the 094 SSBN was already in Sanya, the April edition of China Defense Daily, an official publication of the People's Liberation Army, denied this fact and published fabricated photos of the submarine it claimed had been created and posted on the Internet to make it appear that the 094 SSBN was in Sanya. The China Defense Daily went to the trouble of explaining in detail how the fake Internet photos were made.

The article criticized Kanwa Defense Review for propagating the "China threat" theory by reporting "false" news about the submarines.

It is widely believed among Western military observers that the PLA has used many fabricated photos and news reports to support its psychological war against the outside world over a long period of time.

The author had the opportunity in February to discuss with Indian and U.S. naval experts in New Delhi the reasons for the appearance of the 094 SSBN in Sanya. The Indian and U.S. experts believe that the submarine was not engaged in tests at sea. Naturally, the Indian expert wondered if the 094 deployment was aimed at India. The U.S. expert speculated that the submarine may have been deployed there because the waters in the South China Sea are deep and make it more difficult to detect the 094.

The U.S. expert agreed with the author's analysis that the submarine's key strike targets would be Hawaii and the southern parts of the United States, should the 094 be deployed at Sanya. The Indian expert suggested that if the 094 was indeed deployed at Sanya, it would be easier to disperse the No. 1 Nuclear Submarine Flotilla and No. 2 Nuclear Submarine Flotilla. It would be difficult to destroy the two submarine flotillas simultaneously in the event of war.

The Indian expert also indicated that Indian observers have not noticed any PLA nuclear submarines or conventional submarines entering the Indian Ocean in recent years. The author's analysis is that a major part of the PLA Navy's attention has been placed on preparations for a "military struggle" against Taiwan.

A submarine design expert from the Russian Rubin Design Bureau said in New Delhi that his company was surprised at the PLA Navy's fast-paced construction of the 094 SSBN and "Yuan" Class diesel-powered submarine (SS).

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"It was a very fast construction pace, but the quality seems less than perfect," he said. The overall design of the 094 is coarse, and the tall SLBM cabin will inevitably increase resistance in the water and create substantial noise. Meanwhile, the number of drainage holes on the hull has been carefully calculated and the holes look closable.

The Russian expert, who has designed different models of submarines, indicated that from the images released so far, the 094 seems to have been equipped with towed array sonar. The assessment of the Russian expert is consistent with the author's earlier judgment. The March 2008 issue of Kanwa Defense Review mentioned China's hastiness in building and designing the 094, believing that it reflected the dated mindset of the Chinese submarine designers. The conclusion is that the design of the 094 SSBN may be compared to the concept of the Yankee-II SSBN built in the 1970s by the Soviet navy.

There have been disputes among experts at the Rubin Design Bureau concerning the exterior structure of the Yuan SS. Some experts believe that the design plagiarized the features of the KILo 636, therefore physically the Yuan looks like an imitation version of the KILo. This assessment is understandable.

Other experts from the Rubin Design Bureau have pointed out that the design of the Yuan's hull plagiarized the KILo design, and the design of the tail rudder borrowed the concept of the Amur Class diesel submarine.

China's plagiarism in the design of the Yuan has given rise to heated disputes within the Russian military industry. With its full economic recovery in recent years, Russia is leaning closer to Western practices in many aspects and Russian society has begun to pay greater attention to the importance of intellectual property rights. This overall trend has started to have some impact on the Russian military industry.

The case of the J-11B fighter, whose design is largely copied from Russia, also resulted in heated disputes over China's plagiarism of Russian weapon systems. Western military observers in New Delhi pointed out that Russia had exported to China intact KILo 636 submarines in a deal that did not involve any technology transfer. Although the case of the Yuan SS is different from that of the J-11B, it may very likely have some impact on the issue of technological restrictions concerning Russia's arms exports to China.

One thing certain is that Russia and China have not initiated new rounds of negotiations on the purchase of more KILo or new generation Amur submarines. This means China has no further need for KILos, unless the Yuan's performance is considered substandard by the PLA Navy. Currently, two Yuan class submarines have been launched and are undertaking sea tests. **Source : [upiasiaonline.com](http://upiasiaonline.com)**

## SHIPYARD NEWS

### MJP Wins Record Order in S. Korea



The Coast Guard of Taiwan has recently taken delivery of CG hull 123 and CG 125, which form part of Taiwan's 500 ton project. These two new vessels were built by Jong Shyn shipyard and are equipped with 4 x MJP 850 jets provided by Sweden-based MJP Waterjets. Comparing these new waterjets with the CP propellers of the preceding conventional ship, the results are striking. The new MJP propulsion arrangement is said to cost 40% less, while, at the same time, propulsion efficiency, fuel economy, acceleration and ship speed have been improved significantly.

The jet sizing is selected to ensure 100% power, even if running on two jets only. A rudder arrangement is fitted on the hull and is fully integrated with the jet control system. This maximises ship speed and

manoeuvrability in rough seas, which are typically found outside Taiwan.

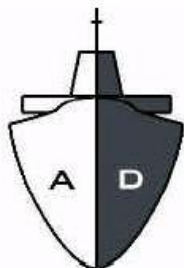
Further to the above successful delivery, MJP Waterjets announces its biggest order to date, worth \$14m. MJP Waterjets is to supply water jet propulsion systems for the ongoing 500 ton project in South Korea. Customer is the South Korean Coast Guard and delivery is scheduled for 2009.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 136

"MJP's record order is thanks to an explicit focus on Asia and South Korea in particular. The total order sum is now well above \$25m since our first order in March 2007," said Österby Marine's managing director Hans Andersson. Marine Jet Power AB (MJP) is a part of the Swedish industrial group Österby Marine, also including Österby Gjuteri and Alcopropeller. Österby Marine is a wholly owned subsidiary of Termo Holding (publ).

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Seen at the HHI Mipo Yard area in Ulsan the **ALPINE MADELEINE**  
Photo : Hans Bosch ©

## SKorea military to supervise Daewoo shipyard sale

South Korean military intelligence officials will monitor the sale of Daewoo Shipbuilding and Marine Engineering, the world's third largest shipyard, a report said Sunday.

The move is aimed at curbing leaks of the company's weapons-related technology, Yonhap news agency said. The shipyard produces submarines, destroyers and other military equipment.

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Creditors control Daewoo Shipbuilding, which went bankrupt in the aftermath of the 1997-98 Asian financial crisis. They plan to select a preferred bidder as early as August for their combined 50.4 percent stake.

"The government is considering mobilising military intelligence agents for the upcoming due diligence," an unnamed government official was quoted by Yonhap as saying.

The government also plans to prevent foreigners from taking part in the due diligence, he said. Hyundai Heavy Industries, the world's largest shipyard, and steel giant POSCO have shown interest in bidding for Daewoo Shipbuilding.

The value of the stake held by creditors, currently estimated at some 3.6 billion dollars, has soared due to the company's bright outlook. Last year it posted a net profit of 321 billion won (307 million dollars), up 4.5 times from the previous year. Sales climbed 32 percent to 7.1 trillion won.

South Korean shipyards have secured record orders last year and this year because of strong demand for crude carriers and offshore exploration equipment amid rising oil prices. **Source : Turkish Press**

## Damen takes 70% share of Farocean

The world's largest privately owned support ship builder, Damen Shipyards, has bought a 70 percent stake in local builder Farocean Marine, a vote of confidence in the revival of the local industry.

Damen Cape Town, as the ship building company has been renamed, intends to capitalise on making craft such as tugs and oil rig support ships that service the boom in African commodity exports.

Lorenz Winkel, the managing director for Africa, said yesterday the high oil price was the main driver of the global ship building boom. As the search for oil became an increasingly offshore exercise, there would be "more work for our support boats", Winkel said.

Local port authorities have been slow to respond in making port infrastructure available for private sector servicers of the oil and gas sector, despite a government initiative.

The Farocean Marine sale follows the recent resurgence of the Southern African Shipyards facility that is now building five tugs for Transnet at a value of R400 million. Winkel said despite the downturn in Western economies there had been no physical sign of the boom in ship building and transport rates tailing off. But were this to happen, there was still a five-year backlog for the supply of support vessels.

Winkel said that Damen had already built nearly 800 craft for the African market from its 34 yards around the world, but that it needed a facility closer to the sub-Saharan market to reduce costs and provide a quicker service, including for its ship repair service.

Farocean had already started building boats designed by Damen. Damen Cape Town was building a 22m tug for a Nigerian client called Starzs Investment. Capacity would be increased to four to five ships a year as its global sales network helped to keep order books full. Winkel said.

As in Europe, low-cost manufacturing in the Far East had decimated the local industry. However, with sharply higher global demand starting in 2003, there had been a revival in Europe and there was no reason why South Africa could not follow suit.

The local ship building skills shortage would be boosted by Damen's training networks. The company had already begun training welders and was looking at boilermaking, as well as building relationships with technical education institutions.

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There was a lack of space and water access at the port in Cape Town, but the National Ports Authority had been approached on this matter. Damen's existing empowerment partner, Montsi Investments, would be retained with a 30 percent stake. **Source : busrep.co.za**

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## Dutch maintenance dredging contracts won by Van Oord

The Directorate-General for Public Works and Water Management has awarded Van Oord Nederland a contract to carry out maintenance dredging in Witte Tonnen Vlije and Brabantsche Vaarwater (parts of the Oosterschelde estuary) and the Zuid-Beveland Canal.

A small trailing suction hopper dredger, a crane vessel and a water injection vessel will be used to remove some 550,000 m<sup>3</sup> of material.

The 11km long Zuid-Beveland Canal runs from van Hansweert (on the Westerschelde estuary) to Wemeldinge (on the Oosterschelde). It is a primary route for shipping.

Dredged spoil will be dumped in the Westerschelde and Oosterschelde. Some will also be pumped up onto the Galgeplaat tidal flats to promote natural development.

The project will start in June this year and run until February 2009.

Van Oord Nederland is currently also carrying out maintenance dredging in the canal running from Ghent to Terneuzen. The project involves removing 810,000m<sup>3</sup> of silt from the section of the canal between Terneuzen and the Belgian border. **Source : Dredging news online**



The ferry **PRINSESSE BENEDIKTE** (runs between Rödby - Puttgarden) after Kiel-Canal transit at Brunbsüttel on its way to the shipyard Blohm & Voss/Hamburg for maintenance.

**Photo : Michael Brakhage ©**

## **Boskalis to extend Port of Felixstowe in UK**

Dutch dredging contractor Royal Boskalis Westminster has announced that it has been appointed to extend the harbour at Port of Felixstowe in the UK.

The assignment is worth approximately €70 million, and the project involves dredging approximately 3 million cubic metres of material to widen the entrance channel and berths, plus reclamation work involving approximately 3.4 million cubic metres of sand for a new terminal.

## **EU Master Plan**

Greek-flagged ships will no longer be obliged to have a Greek captain, but one from any of the 27 European Union member states, according to a warning letter sent by the European Commission to the Merchant Marine Ministry regarding the manning of ships in the country's register.

The letter requires the harmonization of Greek law with EU legislation on the freedom of movement of workers. This, however, considerably upsets the years-long policy of Greek governments in favor of Greek officers at the helm of oceangoing as well as passenger vessels.

The Ministry received the letter just a few days after a ruling of the European Court against France, which had a law requiring both the captain and first mate of ships in the country's register to be French citizens. Greek law provides for a certain number of Greek officers on merchant ships, depending on the size of each, while the captain must be Greek. On passenger ships the requirement extends also to the rest of the crew, who must additionally be fluent in Greek.

Commenting on the above, shipping sources described the development as "interesting", noting that "Greek legislation providing for the obligatory manning of ships with a Greek captain and a specific number of Greek officers contravenes EU law".

The Ministry is reportedly preparing its response, according to which the captain and his first mate are not mere employees, but that they also, under Greek law, perform public duties. The problem is greater in coastal shipping, which employs even more Greek seamen. "Ministry officials may think the letter does not concern coastal shipping, but

the Court's ruling and the Commission make no distinction between passenger and merchant shipping" the same sources added. **Source : ShipTalk**

## **Cruise Trade Prospects in Mauritius**

Some 25,000 additional tourists are expected to visit Mauritius over the coming cruising season 2008-2009.

This is thanks to the decision by Costa Cruises to choose Mauritius as its home port in the Indian Ocean, although at some stage rumors had it that La Reunion would be the home port.

The passenger ship **COSTA MARINA** of Costa Cruises which called Port Louis on six occasions during the recent summer season handled approximately 12,000 passengers in Port Louis. This year Costa Cruises has decided to position a larger ship to cater for the Indian Ocean traffic: MV **COSTA EUROPA**.

The ship is scheduled to perform eight calls in Port Louis between December 2008 and March 2009. On the whole some 17 cruise ship calls are envisaged in the port this year. Among others is the **OCEAN ODYSSEY** from Foresight Ltd UK which has a capacity of 250 passengers, which has also elected Port Louis as its home port.

There is also a project to develop cruising on board sailing ships carrying 46 passengers at a time.

With this rise in the cruising industry and the growing interest of other ship-owners, the project of providing a modern passenger terminal assumes greater importance.

The new Port Louis passenger terminal should be operational by next year. However, the main difficulty facing the Mauritius Port Authority (MPA) is the investment of approximately Rs 400 million in such a new concept when revenues are not expected to counter balance the investment.

This question was discussed on Thursday last week within the framework of the meeting of the leaders of the ports of the islands of the Indian Ocean. For Shekar Suntah, director of the MPA, Mauritius will have to become more visible on the international cruising market.

"Aggressive marketing and the involvement of all stakeholders will be essential," he points out.

The new passenger terminal will be equipped with a pier for the accommodation of ships of up to 300 metres LOA. The terminal will cover a surface of 1000m<sup>2</sup> and will be equipped with parking spaces for buses, taxis and other vehicles. Construction work starts next September and the terminal will be operational in April 2009.

Karl Mootosamy, director of Mauritius Tourism Authority Promotion, has been personally involved at the promotional level in developing the cruising potential of Mauritius. "Behind the image of pleasure which emerges from cruising, there is much effort [still] to be deployed in creating new dynamics aimed at boosting this sector. It will be necessary to focus more particularly on three principal axis: the product, the price and perception."

Mootosamy also stressed the need for the islands of the Indian Ocean to work together in developing cruising within the area.

"The islands of the Indian Ocean have varieties of developments occurring at different intervals. However, we must recognise that one cannot develop cruising in Mauritius without taking into account the development of other surrounding islands. No island can work separately because the basis of cruising remains the coastal traffic. The future of the regional cruising industry will not depend solely on Mauritius but of our capacity to connect the islands between them," he underlined.

He consequently launched the idea of "Colour Islands", a promotional concept emphasising the various cultures composing the islands of the Indian Ocean.

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"We could also feed into the imagination of passengers by evoking the colourful history of the pirates who formerly furrowed the seas of the Indian Ocean," Mootoosamy says.

The director of the MTPA drew attention to certain tendencies in the market, which indicate that 30 to 40 percent of cruise passengers remain on board the ships during their calls in Port Louis.

He also underlined the fact that the Costa ships met bad weather in 2007 in several countries like Dubai, Thailand and in Latin America, against good weather within the Indian Ocean Island region which contributed certainly to play in the region's favour and influence Costa's choice of positioning a bigger ship with a bigger capacity to trade between the Indian Ocean Islands.

However, Mr. Mootoosamy admitted that regional trade has to face serious handicaps such as the fact that the Indian Ocean Islands are very far from the cruise market which consists mainly of Europeans and North Europe countries.

Source : [ports.co.za](http://ports.co.za)



The former self propelled cutter suction dredger **Oranje**, now named the cutterdredger **Phoenix**, seen onboard the Swan, transported from Australia to Bahrain.

Photo : M.Treffers ©

## Edison Chouest orders third 150-tonne offshore crane

US offshore support vessel designer/builder/owner/operator Edison Chouest Edison Chouest Offshore (ECO) has ordered another 150-tonne Hydramarine Active Heave-Compensation (AHC) crane from MacGREGOR's Offshore division, its third within the past 18 months. These cranes are being delivered in February and October 2009, and the first quarter of 2010. The three cranes are identical and belong to MacGREGOR's well known HMC 3568 series, with a 150-tonne single-line winch capable of working in depths down to 3,000m. The advanced Hydramarine AHC system gives the vessel an increased weather window for offshore operation.

Louisiana-based Edison Chouest Offshore (ECO) owns and operates a growing fleet of new generation offshore service vessels supporting the majority of the US Gulf deepwater market, as well as a large independently owned fleet of research vessels. ECO's ability to design, build, own and operate, combined with a corporate philosophy to provide customers with the right vessel at a competitive price, has proven to be very successful. Source: [Cargotec](http://Cargotec)

## "Big White" heading for scrapyard

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The 3 102-TEU **Maersk Constantia** – as **SA Waterberg**, one of the original four Safmarine 'Big Whites' - has been sold for scrap.

These ships were built in France in 1977-79, reports AXS Alphaliner, and were part of a group of nine ships ordered for the Europe-SA trade by the partners of the newly-founded Saecs consortium.

The ship is ending its last rotation on the Maersk Line-Safmarine Safari loop 2, after which she will head to Bangladesh for scrapping.

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## Making Mess Boys

A Norwegian nautical firm has opened a training school at the Clark Polytechnic, Philippines for ship crew to support the growing manpower demand of international shipping companies.

The Norwegian Marine Services Training Institute Corp. (NMSTIC) signed a deal with Clark Development Corp. (CDC) during the launch of three training programs for ship mess boys, cooks and specialized welding for ship building and repair.

Jose Vladimir Sampang, Clark Polytechnic executive director, said students completing the program would be assured of immediate employment abroad, particularly from its Norwegian partners.

NMSTIC Vice-President Erling T. Rune said training for mess boys would run for 22 days, while training for cooks and precision/underwater welding programs will run for at least a month.

NMSTIC charges P1,500 for tuition fee inclusive of food, room accommodation and materials to be used during the training.

He said cooks and mess boys are in high demand in Norway and nearby European countries. In Norway alone, more than 500 ships are in need of their service. The training center is under construction and will be equipped with air-conditioned classrooms, LCD projectors, a speech laboratory and other. **Source : ShipTalk**

## Samskip adds Greece to its pan-European multimodal network

Samskip has added Greece to the list of countries in southern Europe that it now serves by road and rail. It has appointed one of Greece's transport and logistics specialists, Carel, as its agent and has launched rail services linking Mannheim and Rotterdam with Athens and Thessaloniki.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 136

"With Greece's major port, Piraeus, in constant turmoil, shippers are looking with new interest at the scope for intermodal transport to and from Greece," explained Paul J Swaak, Director Strategic Development for Samskip Multimodal Container Logistics. "Shipping all-water from northern Europe to Greece is fraught with problems and trucking becomes more expensive every time there is a rise in the price of a gallon of crude oil. Moving cargo in our 45-foot palletwide containers by rail now makes a very competitive and environmentally friendly alternative, faster than sea and cheaper than road transport.

"It is pretty easy to ship containers to Greece but not so easy to find backloads. The economics don't work if you have to ship empties northbound," Mr Swaak said. **Source : Baird Online**

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The **YL CONFIDENCE** seen loading in Port Everglades.

**Photo : Jonathan Zier ©**

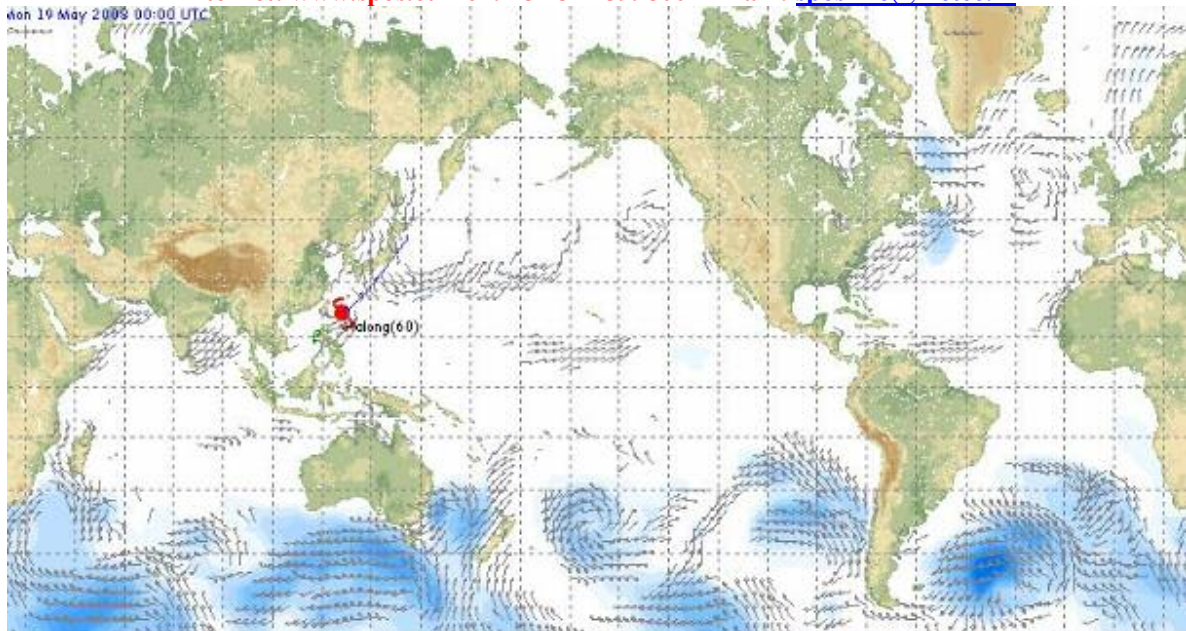


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## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 136



3 KNRM lifeboats seen in the port of Scheveningen, on the left the just arriving Scheveningen lifeboat **JAN VAN ENGELENBURG**, in the middle the **GEORGE DIJKSTRA** of Ter Heijde and the Noordwijk lifeboat **PAUL JOHANNES**, the last two are beach launched boats of the Valentijn 2000 type  
**Photo : Piet Sinke ©**

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