

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 138



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



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**The DISNEY MAGIC seen moored in Oranjestad / Aruba  
Photo : Rien Schoon ©**

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## EVENTS, INCIDENTS & OPERATIONS



### A great investment sold for fifth time - Belgian-built tug has fascinating history

The 51.85 x 10.7-metre Barbados-flagged '**Ocean Wrestler**' (ex-'**Hadisangsuria**', ex-'**Ocean Wrestler**', ex-'**Wrestler**') has been sold five times in the 36 years since she was built by Beliard Murdoch-Ostend of Belgium for Union de Remorquage et Sauvetage (URS) of Antwerpen in 1972. Marcon International of Coupeville, USA, has been involved in four of the five sales.

After working for URS for approximately seventeen years the twin screw, deep-sea salvage tug was brokered by Marcon to Pacific Towing Services of North Vancouver, British Columbia. Pacific Towing refurbished the tug at a cost of over US\$1.5 million to tow tandem 7,100DWT enclosed paper barges coastwise between British Columbia and California. Although the tug and barges performed well on the route even through the rough Pacific Northwest winters, the trade was taken over by a ship in the mid-90's and the tug and barges were tied up in Port Alberni on the West Coast of Vancouver Island.

After a period of lay-up, all three units were sold to Southeast Asia and the tug was renamed '**Hadisangsuria**'. The tug and the two barges saw minimal use in the region and in June 1998 Marcon arranged the sale back into Canadian hands again - this time to McKeil Marine of Hamilton, Ontario.

McKeil mobilised the equipment back across the Pacific to North America, selling the barges for conversion to floating power generation and retaining the tug for their own service. While under McKeil's ownership '**Ocean Wrestler**' sailed from Nova Scotia to Greenland, working at times in the ice, to find two missing B-17 bombers from World War II plus towed a 183-metre-long drydock from Norfolk, Virginia to Talcahuano, Chile for the Chilean Navy via the Panama Canal. She also supported a cable-laying project in international waters on the Canadian East Coast and performed various other tows.

Pacific Link Ocean Services of New Westminster, BC purchased the deep-sea tug in 2000 and sailed her back through the Panama Canal to the British Columbia. Under Pacific Link's ownership the tug made numerous coastwise and trans-Pacific tows between the West Coast and both Russia and China, and once even appeared in an episode of "X-Files" in 2001. Finally, in 2008, it became time for the tug to move on again, this time to new owners Sapola Tugs Shipping courtesy of Atlas Salvage & Towage of Piraeus, Greece.

Unusual when compared to many European deep-sea tugs, '**Ocean Wrestler**', like a number of other high power tugs built for URS in the 70's and early 80's, is powered by a pair of EMD's mated up to European variable pitch props. '**Wrestler**' was fitted with EMD 12-645E5 turbo-charged diesels producing 3,200kW at 900rpm to Zeise variable pitch propellers in trainable kort nozzles. This gives her a bollard pull of about 60 tonnes, speed of around 13 to 14 knots free running and range of about 9,000 - 10,000nm.

"One distinctive feature I remember about the '**Wrestler**' is that she, along with a number of other URS tugs were traditionally fitted with either a BMW or Mercedes steering wheel (I forget which) instead of the normal wooden or stainless steel ship's wheel," commented Bob Beegle, President of Marcon International. "She still has that same wheel

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today. Regardless of how she was steered, '**Ocean Wrestler**' was always recognised as a well-designed, well-built and well-maintained deep-sea ocean tug ideally suited for international tows world-wide.

"She has always been one of Marcon's favorites. Her high bow and graceful sheer is easily recognisable in any port. A lot of credit has to be given to her builders Beliard Murdoch, Union de Remorquage et Sauvetage and the Letzers for creating a beautiful vessel." **Source : Baird Online**



SAL's **MARIA** seen in Cape Town  
**Photo : Aad Noorland ©**

## Russian captain put in jail after grounding on Bornholm

The police at Rønne took the 46 years old master of the Russian vessel **MCL Trader** into custody on Bornholm Saturday. The vessel ran aground in the early morning hours a few miles north of Rønne on Antoinette Beach on a voyage in ballast from Halmstad to St. Petersburg. The captain was tested for alcohol by the police and was found intoxicated to a level of 2.8 per thousand at the time of incident. It is the first time the police on Bornholm puts a captain behind bars awaiting the blood test from a laboratory. At first he was sentenced to three days of imprisonment, but if the laboratory confirms his intoxication he will most likely be put through a trial with the possibility to be sentenced to 30 days in prison. The Chief Engineer was also found intoxicated, but was released without imprisonment. The grounding of **MCL Trader** is the third within 12 month on the west coast of Bornholm. The vessel came of the sandbank late Sunday night by own power and was escorted to Rønne for examination before the voyage could continue.

# NIEUWE WEBSITE VOOR MARITIEME HISTORIE

Voor geïnteresseerden in de geschiedenis van de zeescheepvaart in Nederland is er nu een mogelijkheid informatie te vinden over alle zeeschepen die sinds 1813, het ontstaan van het huidige Koninkrijk der Nederlanden, hebben gevaren onder Nederlandse vlag, inclusief de schepen met thuishaven in de (voormalige) overzeese gebiedsdelen. Onlangs heeft de Stichting Maritiem-Historische Databank ([Marhisdata](http://www.marhisdata.nl)) haar website opengesteld voor bezoekers.

Marhisdata werd op 18 mei 2005 opgericht door een groep ervaren scheepvaart-documentalisten die zich zorgen maakt over de continuïteit van hun jarenlang opgebouwde kennis over de schepen die deel hebben uitgemaakt van onze eens zo grote koopvaardijvloot. De stichting stelt zich ten doel om in een centrale database de gegevens van alle zeegaande Nederlandse koopvaardij schepen vanaf 1813 vast te leggen. Inmiddels is een professionele database ontwikkeld, benaderbaar via de website [www.marhisdata.nl](http://www.marhisdata.nl)

Voor de financiering ervan is de stichting geholpen door een aantal sponsors, waaronder rederijen, scheepswerven en fondsen. Op dit moment zijn de volledige gegevens van zo'n 4.500 kustvaartuigen uit de periode 1900-heden geregistreerd alsmede de basisgegevens van nog circa 3.500 schepen. Als gevolg van research en door het in de vaart komen van nieuwe schepen of door mutaties, vinden echter wekelijks aanvullingen en wijzigingen plaats, terwijl met de gegevensinvoer van de Grote Handelsvaart een aanvang is gemaakt.

Veel schepen uit met name de negentiende eeuw zijn hetzij volkomen onbekend gebleven of onvoldoende in kaart gebracht; de gegevensbestanden bij particuliere documentalisten betreffen veelal uitsluitend de mechanisch aangedreven schepen. Mede daarom zijn veel gegevens van de naar schatting uiteindelijk 27.500 tot 30.000 schepen dan ook nog niet in de database opgeslagen. Inmiddels zijn door Marhisdata al honderden, tot dusverre onbekende (zeil-)schepen in archieven opgespoord. Het zal duidelijk zijn dat dit onderzoek alsmede de invoer van gegevens en de controle daarop nog zeer vele jaren inzet van de bij de stichting betrokken vrijwilligers vraagt. Uitbreiding van de groep medewerkers heeft dan ook hoge prioriteit.

Een aantal basisgegevens uit de database wordt aan bezoekers kosteloos ter beschikking gesteld. Daarbij heeft men de keuze tussen zoeken op scheepsnaam, naam gezagvoerder (zeilvaart 19e eeuw), IMO nummer of roepletters. Indien men de volledige gegevens van een schip ter beschikking wil krijgen dan wel een specifieke vraag heeft waarvoor de medewerkers een op maat gemaakt antwoord moeten formuleren, wordt een geringe kostenvergoeding in rekening gebracht. Een ander 'product' van het onderzoek zijn de Kronieken. Alle berichten in de dagbladen uit de periode 1813-1909 over aanvaringen, strandingen, opleveringen en andere wetenswaardigheden worden opgetekend en daarna per jaar in een Kroniek gebundeld. Deze zijn eveneens tegen een kostenvergoeding verkrijgbaar.

**[www.marhisdata.nl](http://www.marhisdata.nl)**

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## **Crew back on board Riverdance after blaze**

**WORK on cutting up the stricken ferry Riverdance has re-started following a blaze on board.**

More than 20 firefighters were sent to the ship on the beach at Anchorsholme in the early hours of Saturday morning.

Fire crews reported trucks inside the vessel were "well alight" and flames were "spreading" when they were called to the scene at 4.20am.

The fire began after workmen had begun cutting access holes and sparks from their equipment showered down, setting fire to the trailers. Five fire engines, together with Lancashire Fire and Rescue service's mobile fire station, were sent to the ship which ran aground in stormy seas in January.

Operation Merlin, designed to counter potential risk of environmental damage and pollution, was launched as a precaution by police. Station manager Mark Alderson, from Bispham fire station, inspected the vessel for a second time over the weekend to ensure the fire was out.

He said: "Contractors have plans in place to prevent ignition from their work, but they're ofcourse using hot cutting equipment and this risk can never totally be eliminated."The police, coastguard, contractors and ourselves have worked closely together to put in place plans to deal with any incident like this.

"Residents in the area are not in any danger and have no need to worry, but we do ask that people do not make any attempt to come inside any security cordons in place." Firefighters, who reported seeing flames from the Promenade, were faced with a race against time to put the fire out with only 90 minutes before the tide came in.

Fred Caygill, of the Maritime and Coastguard Agency, said workmen had used fire extinguishes on board to tackle the blaze. Heysham-based demolition experts Hancock's, who are in charge of cutting up the ship, say 12 workmen were onboard the vessel when the fire began. They were all evacuated.

Mr Caygill said: "It is a work site. There is always going to be a risk when you have lots of combustible materials. They will have their own contingency plans in place to minimise that risk. "The fire brigade came and insured it was all damped down." Workers were back on board yesterday as the long process of cutting up the 6,000 Seatruck ship resumed.

## **Goa govt dallies on River Princess file**

The sea's belly holds many a mystery, they say. But something equally mysterious swirls around the **River Princess**, which ran aground off Sinquerim-Candolim eight years ago.

It's been more than a year since a contract awarded to Jaisu Shipping Co Pvt Ltd to salvage and tow away the 240-metre-long ore carrier expired. But even today, the government has not terminated the contract.

According to the terms of the contract, Jaisu was to have towed the vessel 12 nautical miles (22 kms) into the sea by April-end 2007, failing which it would pay a penalty of Rs 1 lakh for every day of delay. Although the government has

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invoked the Rs 5.5 crore bank guarantee provided by Jaisu, work has been continuing on the vessel in the absence of a government stop-work notice. Sources pointed out that the guarantee was invoked only after the speaker pointed out in the last session of the state assembly that the government would forfeit the money if it was not encashed by May 23.

Jaisu had sought an extension till December 2007, but the government neither agreed to it nor did it serve a stop-work notice. "It's a complete mess now. If the government moves to terminate the contract, the company will point out that the government had failed to ask them to stop work after the expiry of the stipulated time frame," said a top law department official.

"From all available indications it appears that the government might go for another extension," said a tourism department official. In that case, the bank guarantee already encashed can be restored on mutual agreement. "That is the government's prerogative," he said.

However, tourism minister Mickey Pacheco told TOI that a decision has been taken "in principle" to terminate the contract. Asked about the delay in terminating the contract, chief secretary J P Singh, who is out of Goa, said a "policy decision needs to be taken". Singh said he would look into the matter once he returns to the state.

Jaisu is the third company to have been awarded the contract. The Texas-based Smit International bagged the first, and the second had gone to UK-based Crosschem International. While Smith International refused to accept the tender on grounds that the period to salvage was too short, the other companies failed to deliver within the stipulated time frame. Meanwhile, Goa has since 2000 seen several chief ministers and parties come and go. But the River Princess has stood firm. The Congress, which was in the opposition when the vessel ran aground, then criticised chief minister Manohar Parrikar for delaying salvage operations.

Now tables have turned. Parrikar is now accusing the Congress of lacking the will to act. He blames "vested interests" within the government and singles out charterer of the ship, Anil Salgaocar, who is now an independent MLA supporting the Digambar Kamat government, for criticism.

"Salgaocar tried all tricks to subvert plans to remove the ship," he alleged. However, Salgaocar's son Sameer dismisses the allegations. Sameer, director of Salgaocar Mining Industries Ltd, said all the governments in the state had failed to salvage the vessel. "This even after enacting the Beach Protection and Maintenance Act 2001 and taking the possession of the ship.

"Now the responsibility lies with the government as our proposal to salvage the ship was never considered by the government," he says. The Salgaocars had submitted a proposal to dismantle the ship and offered a bank guarantee which could be invoked in case there was any damage to the beach. Annand Madgavkar, a prominent salvaging expert, has come out vehemently against any move to extend the contract. "It has been proved that they can't do the work," he said, adding that Jaisu had failed even to weld the two big holes of 10m and 4 m diameter which are above the water.

"Had these holes been sealed, it would have been easy to drain the water inside the vessel. They could not complete this basic work in the entire year and now they are trying to get an extension. It is an effort to escape paying the penalty," he said.

### Grounded ship's saga

June 6, 2000: **River Princess**, a 240-m-long ore carrier, runs aground about 300 metres from Sinqerim-Candolim seashore

June 2000: Salgaocar Mining Industries Ltd moots proposal to break ship at site with bank guarantee. Government says no

Sept 2000: Fuel oil from the ship slowly seeps and spreads in the water, threatening the environment

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2001: District magistrate start criminal proceedings against ship's charterer. Company challenges, gets interim relief

July 23, 2001: Government passes Goa Tourist Places (protection and maintenance) Act, 2001 to remove River Princess. Gives company time to remove ship. Company says only breaking the ship and transporting the pieces via land is only solution

January 15, 2003: Government passes order saying Salgaocar Mining Industries Ltd has forfeited vessel and River Princess is now vested with the government

January 2003: Salgaocar Mining files case in high court of Bombay at Goa challenging the forfeit

April 29, 2003: High court passes order saying authorities should be permitted to use all possible means to remove vessel expeditiously

2003 to 2005: Government issues tenders to remove ship. Texas-based Smit International bags tender but turns it down because duration for removal too short. Crosschem International Ltd, UK, bags tender, fails to float ship

December 6, 2006: Dy CM Wilfred de Souza, holding tourism portfolio, announces appointment of M/s Jaisu Shipping Co Pvt Ltd from Kandla, Gujarat, to refloat and tow the ship away in 90 days, at cost of Rs 5.5 crore to the state

March 7, 2007: De Souza reassures that the ship will be refloated and towed away within the scheduled time: April-end.

April 20, 2007: Contract ends. Company seeks extension

July 5, 2007: State committee headed by chief secretary agrees to extend deadline, asks contractor to give realistic deadline

February 13, 2008: Chief judicial magistrate Vandana Tendulkar grants state's application to join Anil Salgaocar, Savordem MLA and owner of M/s Salgaocar Mining Industries Ltd, as accused in River Princess case

April 19, 2008: Tourism department decides to encash amount pledged by Jaisu

May 15, 2008: Department encashes bank guarantee of Rs 5.5 crore, announces decision to terminate contract. Company applies for extension. File pending with government

May 18, 2008: **River Princess** still around, decked with two big holes, a crack across its deck, thousands of tonnes of water and sand





The **OTAPAN** under tow of the tug **NEPTUN 9** seen passing the Bay of Biscay enroute Aliaga (Turkey)  
Photo : Capt. Ton Oortwijk ©

## French ship still waiting for Myanmar junta clearance: minister

Myanmar has still not given a French ship clearance to land 1,000 tonnes of food and emergency supplies for cyclone victims, France's foreign minister said Monday. The minister, Bernard Kouchner, also said that a planned cyclone aid conference risked diverting attention the mission of saving lives in the Asian nation.

The **Mistral** left the south Indian port of Chennai on Wednesday and has been navigating since Saturday on the Irrawady delta just outside Myanmar waters. "It is on the edge of Myanmar territorial waters," Kouchner told Europe 1 radio. The vessel -- which is equipped with three helicopters -- is carrying enough food to sustain 100,000 people for two weeks and tents and tarpaulin sheets to provide shelter to 60,000 homeless people. The United Nations says 2.4 million people were still critically short of aid 17 days after the tragedy which left at least 133,000 people dead or missing. Relief agencies warned that the most vulnerable survivors will start dying soon unless they get the aid they need.

A former humanitarian campaigner and co-founder of the medical charity Doctors Without Borders (MSF), Kouchner warned that restrictions on aid imposed by the Myanmar junta were "non-assistance to people whose lives are in danger."

He urged Myanmar not to let the situation "evolve into crimes against humanity." He also warned that an international aid conference risked distracting from the vital mission of saving lives, though he said Paris would not stay away from the planned talks. "What we need to bring is hand-to-hand, heart-to-heart help, not donor conferences with all their bowing and scraping," Kouchner said in the interview. "In the meantime, people are dying."

## Tiefensee: Nord-Ostsee-Kanal wird komplett ausgebaut

Der Bund will den Nord-Ostsee-Kanal auf seiner kompletten Länge von 100 Kilometern ausbauen. Dies kündigte Bundesverkehrsminister Wolfgang Tiefensee (SPD) am Montag an. Die Entscheidung sei in der vorigen Woche gefallen, teilte das Ministerium mit. Es würden die Voraussetzungen geschaffen, dass Schiffe mit 280 Metern Länge und 33 Metern Breite durchgängig den Kanal befahren können. Die gesamte Fahrrinne solle um einen Meter auf 10,50 Meter vertieft werden. Die Vertiefung der 20 Kilometer langen Oststrecke ab Kiel wird bereits vorbereitet und kostet 140 Millionen Euro. Für den Vollausbau kommen 280 Millionen Euro hinzu.



The Hyundai tug **HE YANG O HO**

Photo : Hans Bosch ©

## PIRACY ATTACKS AROUND THE GLOBE

PHILIPPINE pirates murdered four passengers being carried between island in the Sulu region and injured eight others in an attack carried out on 6 May and just reported in the ICC International Maritime Bureau's latest weekly Piracy Report. The fishing boat was on passage from Solo to Laminusa Island carrying 20 passengers when four speedboats carrying 20 pirates, all armed with automatic weapons, attacked.

Meanwhile on 13 May, in Nigerian waters, a supply vessel, with 11 crew, was boarded and hijacked while underway. The hijackers have demanded a ransom for the safe release of crew and vessel. No further details are available. Somali pirates are continuing their attacks following the weekend hijacking of Jordanian-flag, 1979-built general cargo ship Victoria was boarded about 40 miles off Mogadishu. Since then reports have come in of an other attempted hijacking in the Gulf of Aden. A rocket propelled grenade launcher was aimed at a container ship underway in an attempt to get it to stop but no shots were fired and the container ship kept going. **Source : Maritime Global net**

## Evergreen to Exit UK Flag?

To the Singapore register

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Evergreen is threatening to switch ships from the British flag to the Singapore register if UK tonnage tax rules change, Lloyd's List reports.

The loss of one of the Red Ensign's most loyal supporters, and rumours that other big fleets could also move away, would be a devastating blow to the country's status as a leading shipping nation.

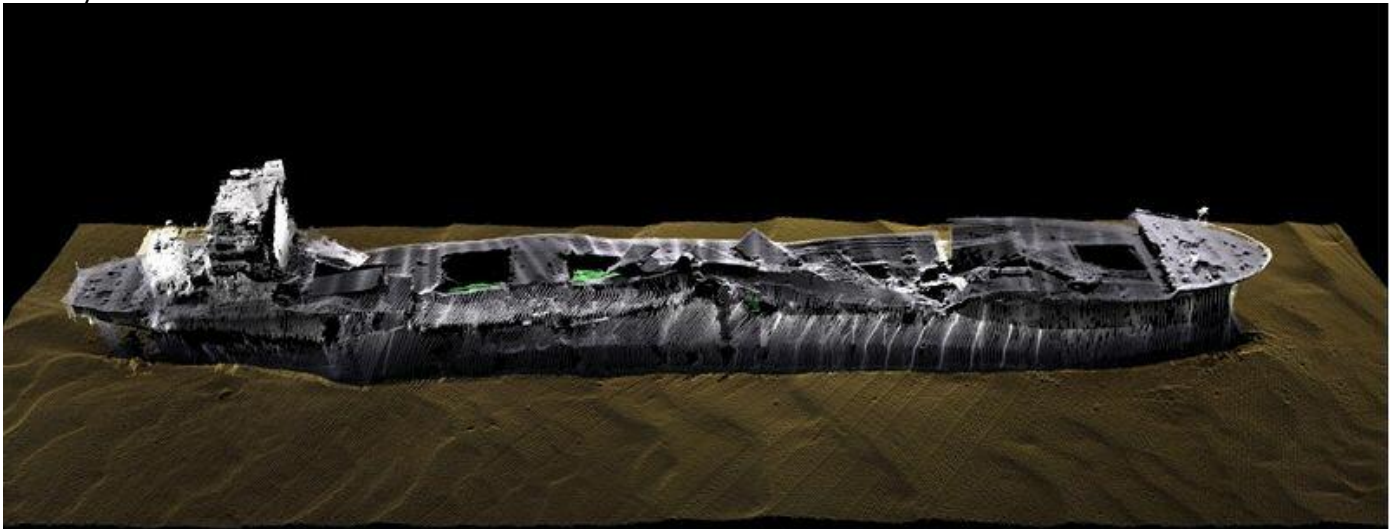
According to group chairman Chang Yung-fa, earlier plans of the group to place dozens more ships under the UK flag and in the tonnage tax system over the next few years had been temporarily shelved while the situation is clarified.

He said the Evergreen ships already registered in the UK could also leave, with Singapore the preferred flag of choice. Evergreen has 11 containerships under the UK flag. Another pair of 8,500 teu vessels that are registered in Germany are entered into the UK tonnage tax system.

In August 2007 it was said that up to 50 newbuildings were earmarked for the UK flag. Other foreign-owned shipowners with big UK fleets include Maersk and Zodiac Maritime. French line CMA CGM has already stopped transferring ships to the UK flag because of uncertainty about future rules. **Source : SeaNews**

# Mammoet Salvage awarded one of the bigger wreck removal operations in the salvage industry

**Mammoet Salvage** has been awarded the contract to remove the bulk carrier '**California**' from the Strait of Malacca between Malaysia and Indonesia. Following a collision in March 2006 the carrier sank and is lying in one of the busiest shipping routes between Europe and Asia. Since March 2006 Mammoet Salvage has had a guard ship positioned above the carrier to alert passing vessels of the wreck and to prevent collisions. With Mammoet Salvage's short existence this is, after various other contracts successfully completed, one of the biggest wreck removal operations in the salvage industry.



With a length of 242 meters and a beam of 32 meters the carrier's size and location present a danger to shipping on this route. The **California** is lying in one piece but deformed at the bottom of the sea with a cargo of iron ore still on board. In collaboration with Mammoet Romstar and Mammoet Singapore, Mammoet Salvage has already started the mobilization from its own yard in Batam, Indonesia, and will commence the operational organization for the wreck removal at the end of June / beginning of July.

The carrier will be removed in three phases, using a conventional salvage methods as well as chain saws. Operating



from a work platform on the surface, the accommodation block will be removed first, after which the hatches and other fittings on the deck of the carrier will be raised in parts. Oil spill response equipment will be kept on standby in order to clear up any oil or harmful materials in a responsible and controlled way. The iron ore cargo will be raised using two cranes on the work platform. Mammoet Salvage will then remove the remainder of the wreck using chain saws. The scrap and the cargo will be brought ashore in Malacca using tugs and barges and will be recycled using environmentally-friendly methods. During the operations the guard ship will remain in the vicinity of the carrier until there is no longer a danger to navigation and shipping can resume using this route safely.

Left : The MAMMOET booth at the ITS 2008 in Singapore – Photo : Piet Sinke ©

# Salvage crew pries research vessel from Bethany Beach

On the second try, and another high tide, a salvage crew pried the R/V **Russell W. Peterson** off a sandbar Friday, May 16, along the coast of Bethany Beach. The first try, at high tide on Thursday night, was unsuccessful – despite five hours of trying.

On Friday, the research vessel was towed to Allen Steel Co. in Leesburg, N.J., where the Coast Guard will continue its investigation, said Mike Kaszuba, chief investigative officer. He said the investigation should take from three weeks to a month.

“We will look at maintenance records, operation manuals, weather conditions, weather reports, experience of the crew, and put everything in a box and then try to put the puzzle together,” he said. In addition, structural engineers, the owners and insurance adjusters will determine seaworthiness of the **Russell W. Peterson** to determine if the vessel should be repaired and be placed back in service.

The crippled research vessel washed ashore Monday, May 12, during a nor’easter that claimed the life of one of two crewmembers, Capt. John Moyse Sr., 61, of Seminole, Fla. A U.S. Coast Guard helicopter crew rescued the other crewmember, who has not been named. The Coast Guard received a mayday call from the **Russell W. Peterson** 14 miles off the coast of Rehoboth Beach at 7:55 a.m. At the time of the distress call, the wind was blowing in excess of 50 mph and waves were topping 10 feet to 12 feet.

The **Peterson**, a 65-foot liftboat owned by Aqua Survey Inc. in Flemington, N.J., was in the sixth week of a 75-day research project to count and study migratory habits of birds near the location of a proposed Bluewater Wind wind farm.

On the first try, Thursday, the tugboat Northstar, with a line attached to the Peterson’s stern, tried with no success to budge the grounded ship. The towboat **Delaware**, from Tow Boats US based in Indian River, joined in the effort with another line attached to the Northstar’s bow.

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Together, the two vessels pivoted the Peterson from left to right, but still could not make any significant movement out of its sand entrapment. They were able to pull the bow off the beach and point the Peterson seaward.

During the ordeal, a large crowd gathered at each of the four new walkways built as access points to the newly replenished beach. The crew from Delmarva Salvage Co. called it quits at 8:30 p.m. Thursday, but finally hauled the Peterson off the beach on the following high tide, just after dawn Friday.

# Myanmar agrees to accept Japanese experts for ship salvaging help

Tokyo will send three experts to Myanmar this weekend to help salvage sunken ships in Yangon Port following the recent cyclone, the Japanese Foreign Ministry said Tuesday. During a 20-minute meeting, Japan's Foreign Minister Masahiko Komura urged Myanmar Ambassador to Japan U Hla Myint to also accept additional medical and rescue personnel from Japan and other countries. The envoy, who noted that Myanmar has already opened its doors to about 30 private medical workers from Japan, said he would pass along Komura's message to his government.

Komura said Japan plans to send Myanmar 10,000 galvanized iron sheets for housing in cooperation with retailer Aeon Co. and shipping firm Nippon Yusen K.K., according to a ministry statement.

So far, Japan has given Myanmar supplies and aid worth about US\$951,000



The **Seacor Cheetah**, the first of Seacor's new 170 Ft. Crewzer class crew boat arriving in Luanda for the first time to start her charter with Sonangol. She is powered by 4 MTU 4000 series engines through Hamilton Jets and has a top speed in excess of 40 knots.

**Photo : Monty Dames ©**

## CASUALTY REPORT



At departure from Willemstad (Curacao) the **RICKMER RICKMERS** passed the moored **RFA LARGS BAY ( L 3006 )** too close and came in contact with her bridge wing what resulted in some damage to containers stowed on deck

Photo : Kees Bustraan ©

## NAVY NEWS

### UK to confirm order for two aircraft carriers

Britain is set to sign a long-awaited 4 billion pound (\$7.8 billion) deal to build two aircraft carriers which will be the Royal Navy's largest ever ships.

A Ministry of Defence spokeswoman said the government was set to lay plans before parliament on Tuesday. "It is going to signal that we are going to go ahead," she said. Final signing of the contract had been expected earlier this year but was delayed as Britain's defence ministry struggled to line up its spending plans with its budget. The aircraft carrier contract will be awarded to a shipbuilding joint venture to be set up between two British companies, BAE Systems Plc and support services company VT Group Plc.

BAE, Europe's largest defence contractor, and VT have long been ready to finalise their joint venture, but will not do so until the government is ready to put pen to paper on the carrier manufacturing contract. Last July, Britain gave the go-ahead for plans to build two aircraft carriers, triggering the deal to merge operations at BAE and VT, Britain's two largest shipbuilders. The carriers are to be called **Queen Elizabeth** and **Prince of Wales** and are due to enter service in 2014 and 2016, the ministry announced at the time. That is later than the 2012 and 2014 targets cited in original plans, which date back to 1998. The 65,000-tonne carriers, which will be the largest ships ever to sail with the Royal Navy, are expected to each carry 36 F-35 Joint Strike Fighter combat jets, being built by Lockheed Martin Corp, as well as four early warning aircraft. The shipbuilding joint venture, under which VT has an option to sell its stake to BAE, is key to VT's attempts to be entirely focused on support services.

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## No evidence of kickbacks in Scorpene submarine deal, says CBI news

India's Central Bureau of Investigation (CBI) informed the Delhi High Court last week that preliminary investigation had failed to reveal any evidence of kickbacks in the Rs160 billion ( \$3.5 billion) deal with French shipbuilders DCN, makers of the Scorpene submarine. India has contracted for six of these submarines for its navy.

'No case is made out in the deal. Nothing was found about the Scorpene submarine deal kickbacks,' advocate Mukta Gupta contended before a bench comprising Justices TS Thakur and Siddharth Mridul. The court adjourned the case and posted it for hearing on 14 July when the CBI report would be opened.

In a previous hearing, the court had rejected French arms company Thales' plea to dismiss a public suit that contended that the Intelligence Bureau (IB) did not pass on all its findings to the CBI. The court said it could not dismiss the petition without going through the action taken report submitted by the CBI.

The public suit, filed in the Delhi High Court by noted lawyer Prashant Bhushan, alleged that the IB, which was initially investigating the matter, did not pass all its findings to the CBI and that there were links between the Scorpene deal and what is termed as the Naval War Room leak case.

The leaked data allegedly pertained to the navy's procurement plans, including its sensitive submarine acquisition programme. In February 2006, the authorities asked the CBI to initiating criminal proceedings against the naval officers and civilians allegedly involved. **Source : domain-b.com**



The **SEA HAWK** seen approaching the Botlek Bridge in Rotterdam whilst the mine counter measure vessel M-06 **TALIVALDIS** (former Dutch **DORDRECHT**) is passing  
**Photo : Emile Ammerlaan ©**

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## **BMT unveils Vidar-36 submarine design**

BMT Defence Services Ltd, a subsidiary of BMT Group Ltd, has unveiled its Vidar-36 design for an extremely capable and flexible, 3,600 tonne, conventional (SSK) submarine.

BMT's Vidar-36 offers navies:

- ocean-spanning reach, presence and persistence;
- multiple-mission versatility in both ocean and coastal waters;
- land-attack, anti-surface, anti-submarine and special operations capabilities;
- silent and covert operation;
- high levels of reliability, achieved through design excellence and by using proven commercial and military off-the-shelf technology.

BMT's naval architects and engineers have developed the innovative Vidar-36 whole-platform design in-house. BMT InSpira, BMT's multi-disciplinary research and design development team, provided design guidance.

Roger Cooper, Managing Director of BMT Defence Services, says: "BMT has an ongoing investment programme in Research and Development and is committed to sustaining the UK submarine design capability. As part of this programme, and offering impressive capabilities and outstanding operational flexibility in an affordable SSK platform, Vidar-36 is a design for the times."

Vidar-36 can be tailored to meet a navy's particular requirements. Simon Binns, Vidar project team leader at BMT Defence Services, says: "From the start, Vidar-36 has been designed for flexibility and adaptability; for example modular spaces onboard include a payload bay, mast bays and a weapons stowage compartment."

Options available include extended-range capabilities, a dry/wet deck hangar, reelable high-frequency communication systems, reelable towed array, and special operations mission packages. As another option, Vidar-36 can launch, operate and recover autonomous underwater vehicles and tethered unmanned underwater vehicles.

### Features

A diesel-electric submarine with an optional air-independent propulsion system, Vidar-36 has a length of 79 metres and a beam of up to 8.4 metres. Its other features include:

- a long range of 9,000 nautical miles (snorting);
- a maximum operating depth of over 200 metres;
- an advanced combat system;
- six 21" torpedo tubes and space and delivery systems for a total of 18 torpedoes and missiles, or up to 36 mines;
- a full suite of sensors including active and passive cylindrical, flank and intercept sonar arrays, and mine and obstacle avoidance sonar;
- satellite communications, radar, and electronic warfare support measures;
- communications interoperability and net-centric warfare compatibility;
- superior standards of crew accommodation, facilitating extended patrols.

BMT Defence Services will present a paper at the RINA Warship 2008: Naval Submarines 9 conference setting out the technical capabilities of Vidar-36, and will also be exhibiting at UDT Europe. **Source : [bmtdsl.co.uk](http://bmtdsl.co.uk)**

## **Submarines - Corrupt Kilo Copies Clobbered**

Russia is getting more and more upset at what it sees as Chinese making unauthorized use of Russian military technology. The latest irritation is the new Chinese diesel electric sub design, the Type 39A, or Yuan class. They look just like the Russian Kilo class. In the late 1990s, the Chinese began ordering Russian Kilo class subs. Russia was selling new Kilos for about \$200 million each, which is about half the price other Western nations sell similar boats for.



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The Kilos weigh 2,300 tons (surface displacement), have six torpedo tubes and a crew of 57. They are quiet, and can travel about 700 kilometers under water at a quiet speed of about five kilometers an hour. Kilos carry 18 torpedoes or SS-N-27 anti-ship missiles (with a range of 300 kilometers and launched underwater from the torpedo tubes.) The combination of quietness and cruise missiles makes Kilo very dangerous to American carriers. North Korea and Iran have also bought Kilos.

The Chinese have already built two Yuans, the second one an improvement on the first. These two boats have been at sea to try out the technology that was pilfered from the Russians. A third Yuan is under construction, and it also appears to be a bit different from the first two. The first Yuan appeared to be a copy of the early model Kilo (the model 877), while the second Yuan (referred to as a Type 39B) appeared to copy the late Kilos (model 636). The third Yuan may end up being a further evolution, or Type 39C.

The Type 39, or Song class, also had the teardrop shaped hull, but was based on the predecessor of the Kilo, the Romeo class. The Type 39A was thought to be just an improved Song, but on closer examination, especially by the Russians, it looked like a clone of the Kilos. The Yuan class also have AIP (Air Independent Propulsion), which allows non-nuclear boats to stay underwater for days at a time.

The Russian sub building organizations are not amused, and are warning China of legal action if Yuans are offered for export (and in direct competition with the Kilos.) **Source : [strategypage.com](http://strategypage.com)**

### SHIPYARD NEWS

## Damen dredger gets a new cabin after storm damage

**The CSD500 was damaged when a crane fell on it in Port Harcourt.**

A Damen CSD500 cutter suction dredger which was undergoing maintenance at a yard in Port Harcourt in Nigeria was badly damaged when a harbour crane crashed down on it, destroying the operating cabin.

The owner, Lagos Channel Management, ordered a new operating cabin. The design of the cabin had just been completely modernised, but as the footprint still is identical it could be mounted directly on the existing foundation.

The dredger was originally built in 2006 for a customer in the Middle East. When the job was done there, the dredger was sold to Lagos Channel Management in Nigeria.

After the transfer of the dredger, it was undergoing inspection and maintenance when the accident occurred.

During the past year, Damen has improved the design of the cabin, which houses three people and is isolated for noise and heat. The cabin is fitted with air conditioning and tinted glass, and the windows have been enlarged to ensure an excellent view over the deck.

The ergonomically designed control desks have ample workspace and FM radio. **Source : [Dredging News Online](http://Dredging News Online)**

## Wethouder slaat eerste paal afbouwkade



Wethouder Blankenberg van de gemeente Krimpen aan den IJssel heeft afgelopen vrijdag de eerste paal geslagen voor de nieuwe afbouwkade bij IHC Krimpen Shipyard in Krimpen aan den IJssel. Hiermee is het startschot gegeven van een grootschalig nieuwbouwproject op de werf van IHC Krimpen Shipyard.

De afbouwkade met loswal heeft een totale lengte van 285 meter en is uitgerust met een 60 ton kraan en een 6 tons bouwkraan. De verwachting is dat de afbouwkade in december in gebruik kan worden genomen. Het eerste schip dat aan de kade komt te liggen zal de '**Oleg Strashnov**' zijn, een kraanschip dat volgens planning in mei volgend jaar te water gaat. Momenteel maakt Krimpen Shipyard gebruik van de afbouwkade van Hollandia, dat naast de werf gelegen is.

De komende maanden wordt niet alleen gewerkt aan een eigen afbouwkade. Tevens wordt een panelenhal gebouwd, waar panelen worden vervaardigd die later worden opgebouwd tot scheepssecties. Ook wordt een dienstencentrum gebouwd waar in de toekomst de medewerkers van het hoofdkantoor, de toeleveranciers en onderaannemers zich zullen vestigen.

Arjan Klijnsohn, Directeur IHC Krimpen Shipyard: "Doel van deze vernieuwingen is onze werkprocessen te integreren en de ruimte optimaal te benutten om zo het rendement te verhogen. Door de stijgende vraag zijn deze uitbreidingen noodzakelijk om onze klanten snel te kunnen blijven bedienen."

De uitbreiding van de werf is zonder meer uniek te noemen. Na een flinke recessie waar de scheepsbouw jaren mee te kampen heeft gehad is daar nu niets meer van te merken. De scheepsbouwsector groeit enorm, ook in Europa. IHC Krimpen Shipyard is één van de eerste Europese scheepswerven die weer gaat uitbreiden. Met een orderportefeuille die gevuld is tot eind 2010, neemt, naast de ontwikkelingen op het terrein, de vraag naar werknemers toe. Sinds kort beschikt IHC Krimpen Shipyard over een eigen leerschool waar medewerkers met een basisopleiding verder worden opgeleid tot volwaardig vakman, toegerust voor een dynamische carrière in de wereld van de scheepsbouw.

## Croatia faces shipyard overhaul on EU path

Croatia is preparing to restructure its struggling shipbuilding industry, a painful process the Adriatic country has to undergo if it wants its bid to join the European Union by 2010 succeed. "Shipbuilding will certainly be in the focus of the government activities for the next two months," Deputy Prime Minister Damir Polancec said last week. By the end of June, the restructuring plans of all five state-owned shipyards should be delivered to Brussels, he added.

Shipbuilding accounts for around 15 percent of Croatia's exports. The five shipyards, all of them leaking funds, employ some 11,500 people. Experts warn their production capacities, programmes and products have to be modernised, pointing notably to technological inferiority compared with their global rivals, low productivity, a labour surplus and outdated management. The government insists on the importance of the sector, considered as strategic as it links to itself all accompanying industries as well as research and higher education. Croatia is among the top 10 in the world, but only accounts for around one percent of the global market, well behind Asian giants like South Korea, Japan and China.

It currently has orders for 49 ships worth 3.15 billion dollars up until 2011. "It is beyond any doubt that shipbuilding is a very important segment of our economy," state economy secretary Leo Begovic told AFP. "It cannot be compared with anything else in the country. Ships are our most complex product in which almost every part of Croatia's industry has been integrated." In its EU membership talks, which started in 2005, Zagreb has to open the remaining 17 of the 35 policy chapters which candidate countries must successfully negotiate. They include a rather difficult one on competition policy that has a benchmark on the shipbuilding sector.

"Our goal is to meet the benchmarks and open negotiations in autumn," Olgica Spevec, head of the national Competition Agency and a member of negotiating team, told AFP. By mid-May, the government was to forward to the agency plans on restructuring of the shipyards which, after getting the body's green-light, will be submitted to the European Commission. "It's wrong to claim the European Commission is requesting something. They only demand that we act according to laws that we have already adopted" in harmony with EU legislation, Spevec said. The commission, the EU's executive body, polices the bloc's competition rules to ensure state aid is not used to give struggling companies an unfair market advantage.

Croatia, which converted to a market economy following its independence from the former communist Yugoslavia in 1991, inherited a system of direct financial assistance to its shipyards. But now it must give up such state aid, which currently covers around 10 percent of the cost of constructing each ship. In the EU, shipbuilding is supported through so-called horizontal subsidies given for research, development and innovation which can be given only to solvent companies. Restructuring plans have to define a timetable and costs for each of the shipyards, proving that once the process is over they will be capable of functioning independently on the market. "Plans have to prove the economic viability of shipyards," Spevec said.

"This is the most difficult part. Restructuring is not only financial but also business, organisational, technological." It is estimated that some 1.4 billion euros (2.1 billion dollars) will be needed for restructuring the industry. Its losses are estimated at more than 1.1 billion dollars (690 million euros) which is more than five-fold of the shipyards' basic capital of some 193 million dollars (124 million euros). The losses are mainly a result of a lack of hedging against the fall of dollar and sharp rise of steel prices, but also the impact of the 1991-1995 independence war. Croatia, proud of its long tradition in the sector and its tailor-made vessels, is convinced it has a future of its shipbuilding industry by capitalising on niche markets. "We can build a ship based on a client's wishes, and this is where we can make our shipbuilding industry competitive," Begovic said.

Some shipyards could for example switch to leisure and sports yachts for which there is huge market demand, he emphasised. The restructuring process raised concerns about the survival of all the shipyards. Prime Minister Ivo Sanader has vowed that none of the 11,500 workers will lose their jobs during the process.

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Shipbuilding is seen as crucial to employment in Croatia, a country of 4.4 million. It provides jobs for some 8,000 sub-contractors, while another 20,000 work in some 1,800 companies linked to the industry. Reinhard Luken, secretary general of the Community of European Shipyards Association (CESA), said Croatia should decide whether to invest in all five shipyards or merge them into one, two or three. "Invest this one and only time ... you have a chance, so think of what exactly you want," Luken recently told the Business.hr daily.

"Your goal has to be that, after restructuring, you come out not only as good enough but as the best on the market." The government, hopeful that the restructuring process can be completed by 2011, announced three of the shipyards would be most likely offered on the market. "If there is an interest, we can be sure that Croatia's shipbuilding has a future," Spevec emphasised. Trade unions recently called the government to obtain a five-year transition period in the shipbuilding sector after the country joins the bloc.

## Turkey starts construction of shipyard in Yumurtalik

Works started to construct a shipyard in Adana-Yumurtalik Free Zone. Five shipyards are planned to be constructed in the free zone.

Executives of Yumurtalik Free Zone Directorate told A.A. correspondent that Akdeniz Ship Construction Industry & Trade Corp. started construction works after getting Environmental Impact Assessment report. The company belonging to Akbasoglu Maritime Group will construct the shipyard on 80.000 square meters area. Construction of the shipyard, expected to cost 30 million USD, will be completed at the end of 2008.

Around 500 people will be employed in the shipyard which will construct 6 ships annually. Efforts of other companies are underway to get Environmental Impact Assessment report. **Source: Hurriyet.com.tr**



In Singapore the ITS (International Tug & Salvage) 2008 was opened Tuesday morning, the ITS 2008 is the largest this year since the start 40 years ago

**Photo : Piet Sinke ©**

## POSCO may form consortium to acquire Daewoo Shipbuilding

The chairman of POSCO Co., South Korea's largest steelmaker, indicated Saturday that his company would probably form a consortium to buy a controlling stake in the Daewoo Shipbuilding & Marine Engineering Co., the world's third-largest shipbuilder.

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Creditors, led by the state-run Korea Development Bank, plan to select a preferred bidder to sell their 50.4 per cent stake in Daewoo Shipbuilding as early as August. The deal, if successful, may be valued at as much as 8 trillion won (US\$7.7 billion), according to local media reports. **Source: [antara.co.id](http://antara.co.id)**

# Korea Development Bank to manage sale of Daewoo Shipbuilding solely

The state-run Korea Development Bank (KDB) said Tuesday it plans to manage the sale of Daewoo Shipbuilding & Marine Engineering Co. on its own following its recent decision to drop Goldman Sachs Group Inc. as a co-adviser. On Sunday, the KDB said it had canceled its decision to pick Goldman Sachs as a manager to sell the world's third-largest shipbuilder, saying that the lender and the world's biggest brokerage failed to reach an agreement on terms of a contract.

The lender said Goldman Sachs has a stake in a Chinese shipbuilder, which could incur conflicts of interest. The KDB and state-run Korea Asset Management Corp., which hold a combined 50.37 percent of the shipyard, are seeking to sell their stakes in the shipbuilder this year. A preferred bidder will be selected in August, the lender said in late March.

"The lender has decided to lead the sale of Daewoo Shipbuilding, as the KDB thought it would be better to do it alone rather than pick a new adviser," a KDB official said.

"We had sought to reach a deal with Deloitte Anjin LLC, a second candidate, but the firm informed us that it cannot arrange the sale as it has already decided to manage a possible purchase of the shipbuilder with a potential bidder," he added.

The decision came amid some media reports that the sale arrangement of the global investment bank may involve a possible leak of the shipbuilder's technologies as Goldman Sachs has invested in a Chinese shipyard. South Korea is home to seven of the world's top 10 shipyards.

The planned sale of Daewoo Shipbuilding is in line with the government's push to privatize some state-owned lenders including KDB, many of which hold massive stakes in some of the companies bailed out in the wake of the financial meltdown that hit the country in late 1997.

The government plans to sell a 49 percent stake in the KDB by 2010 after putting it and its affiliates under a holding company this year.

Shares of the shipyard closed up 1.56 percent at 45,700 won (US\$43.77) on the main bourse.

Daewoo Shipbuilding posted a net profit of 78.4 billion won in the first quarter, up 51 percent from a year earlier.

Source: <http://english.yonhapnews.co.kr>

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## Offshore Ship Designers launches near-zero emission tug

WorldWise Marine, a partner in the Offshore Ship Designers group, has launched a new design for a near-zero emission hydrogen powered tug.

"This new harbour tug will be able to remain on standby, and mobilise/demobilise with zero emissions, and will save up to 98 per cent of SO<sub>x</sub>, NO<sub>x</sub> and particulate matter and 30 per cent of CO<sub>2</sub> emissions in total compared to a conventional harbour tug over the whole employment cycle," commented Michiel Wijsmuller, managing director of Offshore Ship Designers. "This is a major step forward for tug operators who have tugs operating in densely populated areas."

For the development of the Hydrogen Hybrid Harbour Tug (HHHT), WorldWise Marine worked with Dutch tug operators **Iskes** from **IJmuiden** and **Smit** from **Rotterdam**, who are expected to build the first of the new tugs for use in European harbours. The 50-tonne bollard pull tug is fitted with fuel cells and hydrogen tanks, where hydrogen is stored under a pressure of 430-bar. The fuel cells, in combination with batteries, are able to provide sufficient power to operate the tug during standby and mobilisation/demobilisation periods. Only when substantial bollard pull is required to actually perform a berthing operation are the diesel generator sets used. Eighty-five per cent of the time, the tug is powered by the fuel cells and achieves zero emission.

The Proton Exchange Membrane (PEM) fuel cells, developed by NedStack Fuel Cell Technology of the Netherlands, reportedly deliver well-to-propulsion efficiency of 34 per cent, substantially better than the efficiency of conventional diesel direct drive installations. Further energy savings are made by incorporating power regenerating features by way of the towing winch when giving out and by one of the propeller units when the tug acts in the dynamic braking or steering mode.

Emissions in the diesel mode are reduced by installing two to four generator sets, so that the number of engines running can always be closely matched to the power demand, ensuring the engines always operate under optimal load conditions. That substantially cuts fuel consumption and also emissions, especially of particulate matter.

The HHHT is an azimuth stern drive tug with a single winch. It is fitted with a 300kW inline Voith retractable bow propulsion unit to be used for mobilisation and demobilisation purposes operating on electric/hydrogen power. When the tug switches to berthing/assisting mode and is running on diesel generators, the Voith unit is retracted, so cutting hull drag.

The HHHT is 30.2 metres long, 9.5 metres wide and has two main electric propulsion units delivering 1,300KW each. Four 650kW Caterpillar C32 generator sets provide full power when needed to deliver the full 50-tonne bollard pull.

Source : Baird Online

## From US military vessel to Liverpool/Isle of Man ferry

THIS IS the new ferry that will run between Liverpool and the Isle of Man. But the former US military vessel will not be carrying military helicopters to Douglas.

Instead, the ferry will be fitted out by new owners The Isle of Man Steam Packet Company to provide a speedy service for passengers. The firm announced a £20m deal for the catamaran currently known as **Incat 050**.

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She was built in Tasmania in 1998, and after a short period of commercial service in Australia and New Zealand, was chartered to the US military in 2001. The £20m purchase price includes a substantial refit to convert the vessel to a commercial ferry.

Steam Packet Company chief executive Mark Woodward said the work would probably take place in southern England, instead of a Merseyside shipyard, "for logistical reasons". **Incat 050** will replace the company's current fast vessel **Viking** from summer next year. She is bigger and faster and will cut journey times from two hours 40 minutes to about two hours 15 minutes. **Source : liverpoolecho.co.uk**

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## Need a Heavy Lift?

Fairstar is an interesting new player in the Heavy Lift Market. MarineLink.com recently spoke with Mario Kerssens, Sales & Marketing Director, to discuss the company's strategy and mission.

MarineLink: Fairstar Heavy Transport is new to the heavy lift market. Can you give to me a brief company background, as well as share the general philosophy of the company?

MK: In 2005 a company stocklisted on the Oslo Bors was established as vehicle to convert two of the world biggest heavy transport barges (Boa 19 & 20) into self-propelled heavy transport ships. The idea was to have two state-of-the-art ships at half the price and in half the building time compared to newbuildings. Malta Shipyards was selected for the conversion. Fairstar is a very Dutch organization, with Dutch flagged ships build, run and marketed by very experienced Dutch crews and office personnel. We see these vessels as a starting point for a broad offshore energy service company. Our focus is on the top of the offshore market companies, mainly drilling companies and construction yards.

MarineLink: What market factors do you monitor to validate your building tonnage for this market at this time?

MK: The potential for these ships is impressive, because there is a newbuild cycle on-going in drilling rigs. Added to the high oil price which not only triggers a lot of drilling (moves), but also constructions for production on fast track basis, the need for quick, save and reliable transport has strongly increased the last two years and is expected to continue till at least 2011.

In addition we see tendencies to transport an increasing number of ever growing onshore modules for for instance LNG plants in Australia. Nowadays modules of 2000 T are designed whereas in the past 800 T was about the maximum.



**Photo : Dave Hangoor - Fairstar Heavy Transport ©**

MarineLink: Though "conversion vs. newbuild" is touted as a faster, more cost-effective means to service this market, can you speak to some of the challenges to your approach.

MK: It was quite easy to find and obtain suitable barges. Finding a suitable shipyard was more challenging and by now we have concluded that it would have been better to use a newbuilding yard rather than a shiprepair yard. This type of vessel is very special and demanding, which is not easy in a market place where most subcontractors have full orderbooks combined with a scarcity of qualified personnel. Finalizing the design before cutting steel would have helped as well. All lessons learned from the Fjord conversion are now applied on the Fjell job, which we expect to be smoother and quicker.

MarineLink: Once the fleet is in service, what efficiencies do you depend upon to compete in this market?

MK: We anticipate that our vessels will benefit from the fact that they have some characteristics that set them apart from the bulk of the vessels in the heavy transport market. Our strategy is focussed on optimizing the advantage of the considerable deck space, the small hull draft, the deep submerging draft and combinations of these aspects, in order to win jobs. In addition our vessels are built about 25% cheaper than our competitors fleet renewals so we will keep a healthy balance sheet, enabling to us to attract more investors if appropriate.

MarineLink: What do you consider to be the top challenges to your companies profitability in the coming years?

MK: We need to have a certain amount of luck in our scheduling. With two vessels you potentially face longer mobilizations. But with our vast network worldwide we are so far comfortable we can locate suitable jobs in any area.

MarineLink: How do you envision the company/fleet evolving in the next five years?

MK: It is generally considered that the present heavy transport market contains possibilities for further consolidation. Our focus the next two years is on putting the Ford and Fjell at top level in the market place, serving our demanding clients in the best possible way, and where appropriate with a fresh new approach that will revolutionize this niche market. As soon as we are well established with the main offshore players we will take further steps to broaden our package of services, while keeping the transport part as a backbone.

## **New vessels to Alfons Håkans**

The Finnish tug owner Alfons Håkans has acquired the 55.5 ton bollard pull ASD tug **Amber** from Latvia. Renamed **Triton**, the tug is now operated with a Finnish crew under Finnish flag. She was built in the Netherlands in 2005 and is powered by two CAT-diesel engines with a total output of 5,000 bhp. Alfons Håkans has also taken delivery of the Dutch-built high speed RIB (Rigid Inflatable Boat) **Lucky Luke** to be operated by the pilot company Baltic Pilot. The new pilot boat may also be used in deep sea pilotage. The **Lucky Luke** is the first of five similar boats to be delivered during the summer of 2008.

Tug "Triton" Built in Holland (12/2005)  
Lloyds +100A1 Ice class 1B  
main engine 2 x CAT 3516B – total 5,000 bhp



thruster Rolls-Royce Aquamaster US 255  
Firepumps 600 cbm/h  
FiFi 2 x 300 cbm/h  
Bollard pull 55,5 tonnes ahead

## **Intermarine adds eight newbuilds**

Project cargo specialist Intermarine, managing agent of Industrial Maritime Carriers, says that the carrier concluded agreements for the long term charter of eight more newbuildings for heavylift cargo. The new ships are being built by ENVC (Estaleiros Navais De Viana Do Castelo) in Portugal with the first expected to deliver in the fourth Quarter of 2008.

The first four ships in the series are the "E-Class" vessels which are similar in design to the C and D vessels currently in the Intermarine fleet but with a longer LOA. This will provide a greater cargo carrying capacity at 10,000 DWT. They also feature dual 250-ton cranes combinable for 500 ton lifts. The newbuildings have been named Industrial Eagle, Industrial Echo, Industrial Edge, and Industrial Egret.

The next four ships (as yet unnamed) will be 12,000 DWT vessels with dual 400-ton cranes combinable for 800 ton lifts. These ships are schedule for deliveries starting in 2010.

Andre Grikitis, President of Intermarine, commented, "There is a demand for higher capacity cranes as the size of reactors, fractionators, and cracking towers at refineries and chemical plants has grown. These newbuildings will have a slightly greater cargo and lifting capacity than our current ships to better meet these cargo projections while retaining the shallow draft capability that allows us to service smaller ports and undeveloped areas."

Intermarine provides regular project transportation in the Americas and Asia as well as customized services worldwide. It has offices in Houston, New Orleans, Caracas, Buenos Aires, Seoul, Shanghai and Mumbai. **Source : MarineLog**

## **HELLENIC FIXES PANAMAX AT US\$71,000 A DAY**

GREEK-based dry bulker Hellenic Carriers Limited says it has fixed a panamax vessel time on a charter with Rizzo Bottiglieri-De Carlini Armatori for a minimum period of 11 months to 13 months at a gross rate of US\$71,000 per day. The charter is due to commence by 25 June 2008 with delivery of the vessel in the Middle East. The 69,601 dwt **Hellenic Breeze** was built in 1993 by Tsuneishi Shipbuilding, Japan.

Hellenic's CEO Fotini Karamanlis "Hellenic has achieved an impressive fixture at a gross rate of US\$71,000 per day, which exemplifies our strategy of opportunistically seeking medium term coverage in conjunction with long term employment providing visibility of cash flows. This fixture with an established charterer is at a much higher rate than the vessel's previous short term employment at a gross rate of US\$64,000 per day. We estimate that this charter will generate about US\$23m within the 11 month time frame. With this fixture we have increased our time charter coverage for the whole of 2008 to 88% and are continuing to build a solid time charter base for 2009 with 48% already covered by existing charters." **Source : Maritime Global Net**

## **Neptune to Buy Support Vessel for Austral-Asian Waters**

Neptune Marine Services Ltd signed a memorandum of agreement (MOA) with Singapore-based Nor Supply Pte Ltd for the acquisition of the vessel Nor Sea. Featuring 5506 BHP, FiFi class one capability and accommodation for 42, the **Nor Sea** is a specialist anchor handling, towing and supply (AHTS) vessel.

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The purchase price of the vessel is US \$30 million, conditional upon Neptune raising sufficient funds to complete the purchase within 90 days.

"The vessel is also an intrinsic component in the progression of Neptune's business strategy of acquiring assets, technologies and expertise that seamlessly add value to our unique integrated subsea services model," said Christian Lange, managing director and CEO of Neptune Marine.

The vessel will be permanently fitted with a 135HP Swift XL Free Swim Construction Support ROV system and associated hydrographic survey system. The Nor Sea will be applied to ROV, survey and light construction support works throughout the Austral-Asian region.

While the **Nor Sea** will predominantly service the Australian market, it will provide support to the Southeast Asian market in conjunction with Neptune's existing IRM support vessel, the MRV ROV Supplier, that will predominantly operate in Asia, due to be delivered on June 4, 2008.

## Nordic Heavy Lift to make 5,000 tonne crane vessel

Nordic Heavy Lift ASA (NHL) is building a state of the art mono hull 5,000 tonne heavy lift crane vessel with deep water installation capabilities at Sembawang Shipyard, Singapore. The Vessel is due to be delivered by the end of the first quarter of 2010.

The basic design of the Vessel and the 5,000 tonne Huisman crane is now finalized. The detailed engineering by Sembawang Shipyard is progressing well and the hull construction has started January 2008. As a result of completing the basic design certain improvements and adjustments to the Vessel and outfitting have been recommended to the Board of Directors. The Board has approved an amount of USD 10 million in additional capex investments.

The additions relate to improvements such as the increased use of high tensile steel in certain areas, investment in a back-up deep water reference system, additional requirement for power supply to the deep water lowering system, improved dynamic positioning functionality, taking critical spare parts on stock and required consumables at start of operations.

In reference to the future long term debt requirement the Company is currently engaged in detailed discussions with a banker s consortium. The Company is also progressing with setting up its Operation Company, Nordic Heavy Lift Management (NHLM) located at Rotterdam. NHLM will support the business development and engineering /operations required for the deployment of the Vessel. NHL is encouraged by the strong market for offshore heavy lift and deep water installation operations.

Recent contract awards within the industry support the positive outlook for 2010 and onward. **Source :** [scandoil.com](http://scandoil.com)



## Hurtigruten to focus on cruise operations

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According to Aftenposten, Norway's passenger and cargo shipping line Hurtigruten is contemplating the sale of its ferries after reporting losses of around NOK600 million (US\$120 million) over the past three years.



The **FRAM** seen in the port of Hamburg  
Photo : Piet Sinke ©

Managing director Olav Fjell told news bureau NTB the line must focus on reducing debt and improving operations. "We must get more people on board, and get them to spend more money," he said. "Costs are too high. That's the reason we're looking at the possibility of selling off businesses outside our core operations."

Hurtigruten has evolved from being a coastal passenger and cargo service for numerous small towns between Bergen and Kirkenes to a cruise operation attracting tourists from around the world.

## Aker Solutions Wins FPSO Deal

Aker Solutions has been awarded the contract for Goliat FPSO Design Competition FEED by Eni Norge AS. The Goliat project is located in the Barent Sea north west of Hammerfest at about 400 meters water depth. The Aker Solutions alternative is based on a Condeep® MonoFloater design (Geo-stationary FPSO).

"We are very enthused by winning the front-end design work for the Goliat Development Project; Goliat is considered a strategically important project for Aker Solutions underpinning our position as a leading supplier of floating production platforms. Our Condeep® MonoFloater concept is developed for the harsh weather conditions that apply in the Barents Sea," says executive vice president Nils Arne Hatleskog in Aker Solutions. Contract party for Aker Solutions is Aker Engineering and Technology AS. The engineering work has already started and will continue through early Autumn 2008. Approximately 70 engineers will be working on the study at peak manning. **Source : MarineLink**

## Euroseas Buys a Containership

Euroseas Ltd. declared a dividend of \$0.31 per common share for the first quarter of 2008. The dividend is payable on June 18, 2008 to all shareholders of record as of June 06, 2008. This dividend is \$0.01 above the previous quarterly dividend and \$0.07 above the dividend paid for the same period last year.

The company also signed a memorandum of agreement to purchase the M/V **Maersk Noumea**, an intermediate containership of 34,677 dwt and 2,556 TEU built in 2001 in South Korea. The M/V **Maersk Noumea** was acquired for \$43.5m and comes with a period charter attached with a major container liner company at \$16,800 per day until August 2011 with charterer`s options to extend the charter for three additional years at \$18,735, \$19,240 and \$19,750 per day, respectively. The vessel is expected to be delivered to the Company`s fleet around May 21, 2008. Following this acquisition, 100 % of Euroseas total containership fleet days in 2008 and about 47% for 2009, are fixed under period charters. Overall, including the Company`s dry bulk fleet, about 92% of the total fleet days in 2008 and about 34% in 2009 are covered under period charters, already concluded spot charters, or, otherwise protected from market fluctuations **Source : MarineLink**

## TOTAL Increases Le Havre Options with New Barge

Total Marine Fuels has increased its bunkering capacity at the port of Le Havre and at the Port 2000 container facilities with the delivery of its new bunkering barge, **FS Sara**. At the same time, TMF is also making low-sulphur fuel oil available at the French port for the first time. The double-hulled seagoing FS Sara has capacity for 7,500 MT of fuel oil and 500 MT of MGO, and is to start work immediately.

TMF products now available at Le Havre include RMK700 (500cSt), IFO 380 / 180, LSFO 380 / 180 and MGO DMA 0.1 percent. TMF Director Christophe Girardot says, "At Total, we are committed to investing in new services to meet growing customer demand, with the emphasis where necessary on the need to supply low-sulphur fuels to key markets. This new investment in barging at Le Havre is aimed at addressing our customers' needs for bigger unit sizes and at securing availability of logistics."

## EVERGREEN REJIGS ASIA SERVICES

TAIWAN-based major container carrier Evergreen is replacing its existing North Asia-China-Australia Express Service (NCA) with a new Taiwan-China-Australia Express (TCA) at the end of this month. This new service will, Evergreen says, effectively link East Asia with Australia for the first time.

An Evergreen spokesperson, says: "Evergreen Line is always keen to promote the Australian import and export business and the new Taiwan-China-Australia Express (TCA) will help address the need for additional capacity on East Asian trade routes. This move has further been designed to meet the growing cargo needs of customers."

The company says that the move will not only enhance and improve the overall transport capacity and port coverage but will also provide a more convenient and efficient service. The service will be particularly attractive to those shippers and consignees who wish to combine the ease of fixed-day sailings with efficient transits between major ports.

The ports of call are: Kaohsiung - Ningbo - Shanghai -Yantian - Hong Kong - Melbourne -Sydney - Brisbane – Kaohsiung. **Source : Maritime Global Net**

## Dubai Ports World to build 10 billion container terminal at Port Qasim

The Dubai Ports (DP) World is constructing a new container terminal with a draft capacity to accommodate mother ships at Port Qasim at an estimated cost of 10 billion rupees. A portion of the terminal would be financed by a banking syndicate under the Islamic finance facility.

According to sources, the international port developer was building the "QICT-II" next to Qasim International Container Terminal (QICT) under an agreement it had signed with the Port Qasim Authority in 2006.

On May 15, a tripartite banking syndicate comprising National Bank of Pakistan, Dubai Islamic Bank Pakistan Limited and Standard Chartered Bank Pakistan Limited inked a deal with the QICT, a company of DP World, for Rs 5 billion Musharika finance facility to expand its infrastructure.

DP World has started work on the project, which would be completed in three phases with the first phase to be completed by 2010, a QICT official told on Friday. He said the new terminal, which would be made operational by the end of the first phase in 2010, would have a capacity to handle around 0.3 million TEUs. Currently, the cargo handling

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capacity of the QICT stands at 0.8 million TEUs, while total number of containers handled in the country stands at 1.8 million TEUs.

The official said the terminal would be developed on built-operate-and-transfer (BOT) basis with a 21-year transfer period adding that the second phase of construction would be completed by 2013. The QICT official said the terminal would have a 13.5-meters draft and would have the capability to accommodate the mother vessels. However, a PQA official confirming visit of mother vessels to the new terminal, said the draft issue would be decided by the authority after undertaking capital dredging.

He recalled that a five-member delegation had visited Dubai sometimes in the second quarter of 2006 to negotiate the Rs 10 billion project with DP World. The two sides after discussing all modalities had signed an agreement in August 2006 in Islamabad. Pakistan Daily **Source: daily.pk**

## Maersk Line to shelve Med/Brazil Itajai Express in June

The world's largest container shipping line by fleet size, Maersk Line, plans to scrap its Mediterranean/Brazil Itajai Express service in June, and compensate for the loss of capacity by slot chartering space aboard a Hamburg Sud service in the North Europe/east coast South America trade.

"Vessels on this string [Itajai Express] have not been fully utilised and the closure is as an effort to match the actual requirements of the market and allow for an acceptable return on investments in this trade," said a Maersk statement. The Itajai Express deploys three 2,800-TEU ships, instead of the five needed to maintain a weekly frequency. The port rotation for this service is: Gioia Tauro, Algeciras, Vitoria, Santos, Paranagua, Itajai, Rio de Janeiro, Tangiers and Gioia Tauro.

The last southbound sailing will be undertaken by the **Maersk Jamestown**, which is scheduled to set sail from Algeciras on June 20. The same vessel will also cover the last northbound sailing leaving Rio de Janeiro on July 6, American Shipper reports. It said that following the termination of the Itajai Express, Maersk will load all cargo from Brazil to the Mediterranean on its L-class and SAMEX services via Tangiers, Morocco, where sister company APM Terminals has recently opened a new facility.

Furthermore, once the Itajai Express has been terminated Maersk will take slots on the River Plate Express service operated by Hamburg Sud, starting from the southbound departure of the **Monte Cervantes** from Rotterdam on June 20.

The River Plate Express deploys six 5,552-TEU vessels on a port rotation of: Rotterdam, Tilbury, Hamburg, Antwerp, Le Havre, Santos, Buenos Aires, Montevideo, Rio Grande, Santos, Sepetiba and Rotterdam. Said Maersk: "This product, which covers main destinations on the east coast of South America and in Europe, will provide reliable service that includes adequate time for operational contingencies and ensures sufficient space during peak seasons." **Source: schednet.com**

## 'K' Line starts direct calls to Aqaba Container Terminal

The giant Japanese shipping company, 'K' Line has called Aqaba Container Terminal this month through one of its main line vessel M.V **'Durban Bridge'**. "To have a leading Japanese shipping line start direct calling ACT further enhances our leading position and highlights that the terminal is becoming the number one choice in the region for many global shipping companies," said Mr. Jerry Rickcord, ACT CEO.

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He also pointed out that this step truly reflects the high and professional level the sole container terminal in the Kingdom has reached to and the reputable name it has built for itself through combining between the deployment of state-of-art technology and providing services that meet the international standards to ensure clients' satisfaction. On this occasion, the master of the vessel captain Lu Lan Xiang was provided a plaque commemorating this call, this was done in the presence of the line local agent, showing ACT's appreciation for calling the terminal. "K" Line, which is also known as Kawasaki Kisen Kaisha, Ltd, was established in 1919 and is the tenth largest container transportation and shipping company in the world. It owns and/or controls large fleet of cargo ships, including dry cargo ships, container ships, gas carriers, RoRo ships and tankers. **Source: ameinfo.com**

## MOVEMENTS

**SVITZER**  
OCEAN TOWAGE



**PARTNERS IN POWER**

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The **STATESMAN** was spotted off Cape Town  
**Photo : Aad Noorland ©**

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



The **Sea Cloud II** seen at Brest with onboard 55 American passengers.

Cruise: 03, Port Vendre - 04, Las Palmas - 06, Valence - 08, Malaga - 09, Cadix - 11, Lisbon - 12, Leixoes - 13, La Caruna - 15 and 16, Bordeaux-Pauillac - 20, Brest - 21, Saint-Malo.

**Photo : Jacques Carney ©**

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