

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 141



Number 141 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 24-05-2008**

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

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



Kon. Wilhelminahaven zz 22
www.mariflex.net

3134 KG Vlaardingen (Port No 650)
tel (24 hrs) : +31 (0) 10 434 44 45

The Netherlands
info@mariflex.net



The impressive Chinese salvage / rescue tug NAN HAI JIU 101 was in Singapore during the International Tug & Salvage Convention

Photo : Piet Sinke ©

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

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS

**A UNIQUE COMBINATION
OF EXPERTISE**



**ALPHABRIDGE T
INTEGRATED BRIDGE**

radar, chart radar, conning,
ECDIS and AMS



ALPHATRON

**Werken bij Alpatron? www.alpatronmarine.com
E-mail: deepsea@alpatronmarine.com**

NCL FINED US\$1M

CRUISE ship operator Norwegian Cruise Line has been fined US\$1m for gross negligence which caused an explosion on its ship the **Norway** in 2003. According to press reports NCL will also have to pay \$13.75m to the families of eight crew members killed and and to the 10 injured by the boiler explosion on the the 1962-built ship which had been built as the French-flag transatlantic liner France.

NCL said in a statement: "The court ordered amount of restitution formalizes the funds already paid, in full, by the company three years ago to those involved. We are hopeful that resolution of the recent misdemeanour charge will bring this unfortunate incident to a conclusion." The \$1 million government fine will be paid in near future to the Clerk of the U.S. Court, according to a cruise line spokeswoman. The **Norway** eventually went for scrap in India last year.

Source : MarineLog

ITS 2008 CONCLUDED



PSA's **STAR OPAL** escorted during the harbour cruise the delegates and other visitors of the ITS 2008

Photo : Piet Sinke ©

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 141



The **International Tug & Salvage Convention** reached this year new heights when it was held at the impressive Suntec facility in Singapore.

The event, which took place from 19th-23rd May 2008, and was the biggest in its 39-year history, and was focussed to the attention of some of the most eminent figures in the marine industry on what many feel is the most important topic of the age - the environment, and the industry's impact upon it.

Right : Jim and Joyce Iskes of Iskes Tugs from IJmuiden (The Netherlands)



About 400 delegates and more than 100 exhibitors from all around the world gathered to talk tugs, towing and salvage - and listened to 25 papers by leading figures in the field.

The convention was closed Friday evening during a party which was hosted by Smit at their premises in Jurong

Photo's : Piet Sinke ©

NCL FINED US\$1M

CRUISE ship operator Norwegian Cruise Line has been fined US\$1m for gross negligence which caused an explosion on its ship the **Norway** in 2003.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 141

According to press reports NCL will also have to pay \$13.75m to the families of eight crew members killed and and to the 10 injured by the boiler explosion on the the 1962-built ship which had been built as the French-flag transatlantic liner France.

NCL said in a statement: "The court ordered amount of restitution formalizes the funds already paid, in full, by the company three years ago to those involved. We are hopeful that resolution of the recent misdemeanour charge will bring this unfortunate incident to a conclusion." The \$1 million government fine will be paid in near future to the Clerk of the U.S. Court, according to a cruise line spokeswoman. The **Norway** eventually went for scrap in India last year.

Source : MarineLog



The **IOS VICTORY** (former **Smit Lloyd 123 – Jaya 123**) seen anchored off Singapore
Photo : Piet Sinke ©

Blame for grounded ship shared

A FEDERAL investigation into the grounding of the **Pasha Bulker**, the Japanese bulk carrier, on Newcastle's Nobbys Beach last winter is expected today to point the finger of blame at the ship's master with the release of its findings.

But the Australian Transport Safety Bureau is also expected to catch others in the loop of responsibility. Its 110-page report, for example, details communications on the fateful storm morning of June 8 between the ship's skipper and its Japanese corporate owner, Fukujin Kisen.

Those communications are understood to go to the issue of why the ship's master took the negligent actions he is accused of, but has not been charged with because of a lack of proof. Procedures at the Newcastle port and arrangements for the queuing of ships awaiting coal may also be changed because of the bureau's findings.

Its report is believed to draw on, and concur with, much of the December findings of an investigation by NSW Maritime.

The state report found the master failed to heed weather reports, tried to ride out the storm at anchor while most other ships off Newcastle sought refuge further out to sea, and failed to take on ballast water to make the 40,000-tonne ship more manageable in heavy seas. The master, who was on the bridge all night, was also criticised for going below deck for breakfast at a critical time. The bulk carrier, grounded for three weeks at Nobbys Beach, was finally freed on July 2. After major repairs, it resumed its sea life on March 31, now registered as the **Drake**. Source : smh.com.au

Baangarantie voor studenten in de scheepvaart

Nederlandse studenten in de scheepvaart weten zich verzekerd van een baan. De vereniging van Nederlandse reders (KNVR) geeft voortaan stage- en baangarantie af. De maatregel vloeit voort uit een pakket aan aanbevelingen die donderdag door de Taskforce Arbeidsmark Zeevarenden werd gepresenteerd en tot doel heeft Nederland als zeevaartnatie te behouden en het personeelstekort aan te pakken. De Taskforce Arbeidsmark Zeevarenden, een samenwerkingsverband tussen nautische onderwijsinstellingen, de KNVR en Nautilus NL werd eind vorig jaar in het leven geroepen om de teruglopende Nederlandse scheepvaart van nieuw elan te voorzien. Kern van het probleem in de scheepvaart is een chronisch tekort aan geschoold personeel en een slinkende vloot door het ongunstige belastingklimaat.

Om meer studenten te werven geven Nederlandse rederijen nu stage- en baangaranties af. Andere maatregelen zijn onder andere het financieel ondersteunen van zeevarenden die tijdens verlof presentaties geven op middelbare scholen; het gericht werven rondom zeevaartopleidingen en het uitrusten van schepen met internet om het varen voor jongeren interessanter te maken.

Van de overheid vraagt de scheepvaartsector een aanpassing van het fiscale beleid om het voor reders weer aantrekkelijk te maken onder Nederlandse vlag te varen. Zo ziet men graag dat de afdrachtvermindering zeevaart van 40 procent naar 45 procent verhoogd wordt. Tevens vraagt men financiële tegemoetkoming van de overheid in de stagekosten die voor een nautische student veel hoger uitvallen dan voor een 'gewone' student: 24.000 om 2.000 euro. **Bron : Nieuwsblad Transport**



VLIERODAM WIRE ROPES Ltd.

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

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

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

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



Stop for breaking after assassination in Pakistan

SSG-RINGKØBING. The ship breaking industry on the Pakistani Gadani Beach has stopped the work for the coming three days in honour of the chairman of the Pakistani Ship Breaker's Association Azam Malik, who yesterday was assassinated on his way back from Gadani Beach to Karachi. He was travelling in a car with his younger brother, who also is a ship breaker and who was seriously injured, when they were fire upon. So far no one has claimed responsibility for the murder, but it is expected to be business related rather than a terrorist act.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 141

The Pakistani breakers have suspended all work and also all trade, so that no one will negotiate any purchase of ships in the coming days. Over the last couple of years the Gadani Beach industry has been overtaken by India's Alang and Bangladesh' Chittagong.



The **Stanislav Yudin** seen installing West Bukha Jacket in Oman waters .

Photo : **Adri Haasnoot** ©

Zimbabwe arms ship returning: china

China denied yesterday a Chinese ship carrying arms to Zimbabwe had managed to get its cargo to the landlocked African nation, saying the **An Yue Jiang** and the weapons were returning to China. This followed weekend reports the Zimbabwean government had finally taken delivery of a consignment of arms at the centre of controversy since April. South African port workers refused to offload the Chinese-owned ship, saying the weapons could deepen Zimbabwe's political crisis. "These reports are baseless," said a spokesman for China's Foreign Ministry. "The Chinese side has already said many times that the weapons sold to Zimbabwe will return on the **An Yue Jiang**. The ship is currently on its way back to China."

CASUALTY REPORTING

Seven tons of oil spilled in ship collision in north Russia

Around seven metric tons of diesel fuel spilled into a river in northern Russia when a dry cargo ship and a tanker collided in the Vologda region, an emergencies ministry said on Friday according to RIA Novosti. "The collision occurred at around 23:00 Moscow time [19:00 GMT, Thursday] on the Malaya Severnaya Dvina River near a ship

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 141

repair plant in the town of Veliky Ustyug. The barge sprang a leak and about seven tons of diesel fuel spilled into the river," a ministry spokesman said. He said the spill has been contained and is now being cleaned up.

A special commission is working at the site to establish the cause of the incident and determine the resources and funds required for the cleanup operation.

NAVY NEWS

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

Navy Sails into 21st New York Fleet Week

The 21st Fleet Week celebration in New York City began May 21, with the traditional Parade of Ships. The five U.S. Navy ships participating in the Fleet Week commemoration are the amphibious assault ship USS Kearsarge (LHD 3), guided-missile cruisers **USS Leyte Gulf (CG 55)** and **USS Monterey (CG 61)**, and the guided-missile destroyers **USS The Sullivans (DDG 68)** and **USS Nitze (DDG 94)**. Kearsarge and Leyte Gulf arrived in Manhattan at Pier 88 and 90 respectively, and Monterey, Nitze and The Sullivans moored at the Stapleton Piers on Staten Island. A U.S. Coast Guard cutter and three Canadian navy vessels joined the U.S. Navy ships at the Parade of Ships and will also be participating in Fleet Week events.

Hosted nearly every year since 1984, Fleet Week New York is the city's celebration of the sea services. This event also provides an opportunity for the citizens of New York City and the surrounding tri-state area to meet Sailors, Marines and Coast Guardsmen, as well as see, first-hand, the latest capabilities of today's maritime services.

"I'm looking forward to seeing what the Navy does," said Michael Padovano, a New York native and father of an embarked Marine aboard Kearsarge. "I can't wait to hug my son, but I'm also curious to see the ship and see how the crew lives. I never had the privilege to serve, so I'm very interested."

While in New York, nearly 4,000 Sailors, Marines and Coast Guardsmen will participate in Memorial Day parades in all five boroughs; volunteer with local community outreach organizations; and experience the sights, sounds and hospitality of New York City.

"It's great to be back in New York for Fleet Week," said Vice Adm. Evan M. Chanik, Jr., director, Combined Joint Operations from the Sea Center of Excellence for Second Fleet. "This is a great opportunity for the sea services to show the great citizens of New York City their Navy, their Marine Corps and their Coast Guard, and allow them the opportunity to meet the great people who provide a wonderful service to our country." Public visitations of the U.S. Navy ships will commence May 22 and conclude May 27. Additionally, there will be a number of exhibits showing off the technology of our maritime services and the skilled expertise of service members. **Source : MarineLog**



South Africa's latest, and final newbuilding submarine **QUEEN MODADJI** arrived in Simonstown for the first time
Photo : Bob Johnston ©

SHIPYARD NEWS

Weer schip te water bij Krimpen Shipyard

Zaterdag 31 mei om 15.00 uur wordt de **Well Enhancer** gedoopt en te water gelaten bij IHC Krimpen Shipyard aan de Schaardijk in de Krimpense Stormpolder. Het publiek is welkom vanaf 13.30 uur op de werf.

De **Well Enhancer** is een werkschip. Zij wordt ingezet voor onderhoudswerkzaamheden aan onderwater olie- en gasbronnen. Daartoe is het schip uitgerust met kranen, onderhoudssystemen en duikinstallaties. Dankzij geavanceerde systemen en installaties is de Well Enhancer in staat haar werkzaamheden sneller en efficiënter uit te voeren wat resulteert in kostenbesparing. Het schip is gebouwd in opdracht van Helix Energy Solutions Group, Inc. in Houston (USA)

Scheepsindustrie Turkije in zwaar weer

Zwaar weer voor de Turkse scheepsindustrie: afgelopen weekeinde vielen er opnieuw twee doden als gevolg van slechte en gevaarlijke arbeidsomstandigheden. De roep om maatregelen klinkt steeds luider, maar verder dan het sluiten van één scheepswerf deze week is het nog niet gekomen. De werf lijkt veilig. Het gesaneerde asbestschip de **Otapan** is vanuit Nederland onderweg naar Turkse werf om er te worden gesloopt. 'Maar', zo zegt vakbondsleider Cem Dinç, 'het is daar niet zo druk als in het district Tuzla bij Istanbul waar nu alle ongelukken gebeuren. We zullen zien of het goed gaat met de sloop van de **Otapan**.'

In Tuzla waren dit jaar al dertien doden te betreuren. De werf is inmiddels synoniem voor slechte arbeidsomstandigheden, te veel werk en te lange arbeidsuren. Op grote schaal wordt ongeschoold personeel ingezet en vanwege een uitgebreid systeem van onderaannemers voelt niemand zich geroepen de verantwoordelijkheid voor de veiligheid op zich te nemen. Controles worden vooral aangekondigd uitgevoerd, zodat er officieel vaak weinig op de arbeidsomstandigheden valt aan te merken.

De scheepsbouwsector is de afgelopen jaren ontstuijmig gegroeid in Turkije. Onder andere nieuwe internationale regels over de veiligheid van schepen hebben de vraag naar nieuwe schepen opgestuwd. Turkije heeft met een relatief laag arbeidsloon en gevorderde technologie een deel van de markt naar zich toe weten te trekken.

De werf waar de **Otapan** naartoe onderweg is, ligt in het district Aliaga, dichtbij de stad Izmir. Aliaga staat bekend als



veel moderner en veiliger, zo meldt een lokale verslaggever. 'Er is daar flink geïnvesteerd, het voldoet aan de eisen en misschien zelfs wel meer dan dat.' Ook vakbondsleider Cem Dinç heeft meer vertrouwen in Aliaga dan in Tuzla. 'Het is nu niet onveilig, maar dat komt ook omdat er niet zo veel bedrijvigheid is.' Eén van de zorgen over Aliaga is dat de schepen worden gesloopt naast een terrein voor opslag van brandstoffen.

Foto : Piet Sinke ©

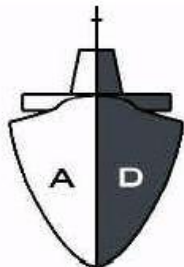
De vakbond probeert zich zo goed mogelijk voor te bereiden op de komst van de **Otapan**. 'Schepen slopen is gevaarlijk werk. In de **Otapan** zit bijvoorbeeld nog steeds asbest', aldus Dinç. 'Aliaga is niet onveilig, maar ik vraag me wel af of alle regels en het toezicht in Turkije voldoende zijn om zo'n klus gegarandeerd veilig te kunnen doen.'

Daewoo Shipbuilding wins \$1.4 bln drill ship order

Daewoo Shipbuilding and Marine Engineering Co Ltd said on Friday it had secured an order to build two drill ships worth 1.44 trillion won (\$1.38 billion) from the Americas.

The South Korean company said in a filing to the Korea Exchange that it will deliver the vessels by April 15, 2011, declining to identify the party placing the order. **Source: reuters**

ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax :+ 32 3 297 20 70
e-mail : anglodutch@pandora.be

Baltiysky Zavod to launch diesel-electric icebreaker Saint Petersburg on May 28

On May 28, 2008, Baltiysky Zavod OJSC will launch diesel-electric icebreaker Saint Petersburg, the company informs. It is the second vessel of the series of multifunctional icebreakers being built to the order of RosMorPort FSUE. The two icebreakers named after the main cities of Russia "Moscow" and "St. Petersburg" are being built at a national shipyard for the first time after a long period. For the last 30 years Russia used to order non-nuclear icebreakers in foreign countries.

The icebreakers of the series are equipped with unique propulsion system. Total power of steerable propellers installed at the vessels will make 16 MWt, which is to ensure the capacity and maneuvering ability of icebreakers to meet the requirements of winter navigation in the water area of the Gulf of Finland.

The vessels are to provide icebreaker assistance in winter periods and to participate in rescue operations all round the year. For that purpose the icebreakers are to be fitted with up-to-date equipment including pneumatic rescue rigs. The vessels' maneuvering ability will make it possible to carry out rescue operations under 4-ball storm conditions. The icebreakers will be also fitted with diving systems for operation at the depth of up to 25 meters. Besides, the vessels will have decks for Ka-32 or Ka-226 helicopters.

Baltiysky Zavod, JSC is one of the leading enterprises in the Russian shipbuilding industry (member of Industry Shipbuilding Corporation). Currently the Baltiysky Zavod shipyard specializes in construction of icebreakers and ice-classed vessels (with nuclear-powered propulsion, as well as conventionally powered), large commercial vessels for carrying various types of cargo, and naval ships. The company also manufactures a wide range of marine propulsion equipment and machinery for equipping ships built at the shipyard, as well as for supplying other yards. Baltiysky Zavod also manufactures heat exchanges for nuclear power plants and is a major producer of non-ferrous and core-mould castings. **Source : PortNews**

S.Korea STX says to build shipyard in Azerbaijan

South Korea's STX Group said on Friday it had agreed to build a \$430 million shipyard in Azerbaijan with local partners. STX said in a statement that the group would hold a 25 percent stake in the shipyard and Azeri state oil company Socar would own 65 percent, with the remainder to be held by an Azeri state investment firm. STX said the dockyard would be completed by 2011. **Source: reuters.**

FESCO Vitim launched

SSG-TALLINN. Far Eastern Shipping Company's 22,750 DWT container carrier **FESCO Vitim** has been launched at the Polish shipyard Stocznia Szczecinska Nowa. She is the fourth in a series of seven vessels, which Stocznia Szczecinska Nowa will deliver up to 2010. The 184.1 metre long and 23.5 metre wide **FESCO Vitim** has a capacity of 1,730 TEUs. The vessel can sail at a speed of 19.7 knots and has ice class E3 according to Germanischer Lloyd. The first vessel in the series, the **Kapitan Afanasyev**, was delivered in 1998. The first three vessels in the series are registered to the Cyprus flag.

Keel of Saaremaa Shipping Company's first ferry laid

SSG-TALLINN. The keel of Keel of Saaremaa Shipping Company's first ferry in a series of three units was laid yesterday in Klaipeda. The joint venture company Fiskerstrand BLRT will complete the first ferry by February, next year, and the vessel will sail between Hiiumaa (Dagö) and the mainland. The 97-metre long and 18-metre wide ferries will have a draft of four metres, which is suitable for service in the archipelago. The ferries will be able to carry 600 passengers and 160 cars. The order is worth EUR 95 million.

Ms. "BLUE SEA" te water gelaten

Bij BARKMEIJER SHIPYARDS te Stroobos is vrijdag 23 mei 2008 om 14.30 uur met goed gevolg een 4500 tons coaster te water gelaten. Na een korte doopceremonie is het schip gedoopt als "**Blue Sea**".



Het schip wordt gebouwd in opdracht van Tristar Shipping uit Kollumerzwaag. De "**Blue Sea**" heeft als thuishaven Lemmer. Het schip kan wereldwijd worden ingezet voor het vervoer van diverse soorten droge lading zoals projectladingen, bulkcladingen, bosproducten, staal etc. Tevens is het schip geschikt voor het vervoer van containers. De doop is verricht door mevrouw Minke Willemsen, echtgenote van een van de eigenaren van Tristar Shipping B.V.

Enkele belangrijke technische gegevens van deze coaster zijn:

| | | |
|-----------------------|---|---------------|
| Lengte over alles | : | 89,99 m. |
| Lengte loodlijnen | : | 84,99 m. |
| Breedte (volgens mal) | : | 14,00 m. |
| Holte | : | 7,15 m. |
| Diepgang | : | 5,68 m. |
| Draagvermogen | : | 4500 ton |
| Inhoud ruim | : | 209.600 cu.ft |
| Hoofdmotor | : | 1820 kW |

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 141

Dienstsnelheid : 12 knopen

De voortstuwing van het schip wordt verzorgd door een hoofdmotor van het fabrikaat MaK type 6M25 met een vermogen van 1800 kW bij 750 rpm. Via de tandwielreductiekast wordt de verstelbare schroef met een diameter van 3000 mm. aangedreven. Als brandstof voor de hoofdmotor wordt "zware olie" (HFO 380 cSt.), voor de hulpmotoren en de warmwaterketel wordt gasolie verstoekt. Het ruim van het schip is "box shaped" en is voorzien van verplaatsbare graanschotten ter verkrijging van een optimale ruimindeling en voor het vervoer van gecombineerde droge ladingssoorten.

Het schip is gebouwd volgens de geldende voorschriften en onder Classificatie van Bureau Veritas. Het schip krijgt van Bureau Veritas de volgende notatie: I HULL MACH general cargo ship Unrestricted navigation AUT-UMS MON-SHAFT Heavy Cargo 105kN/m2 nonhomload 150kN/m2 (max block length 5m; minimum spacing between blocks 2m) STRENGHTBOTTOM

Het schip zal begin juli worden opgeleverd aan Tristar Shipping B.V.. In de tussentijd zal het schip worden afgebouwd te Lemmer aan de afbouwkade van de Gemeente Lemsterland. Dit is het vijftiende schip in deze succesvolle serie van 4500 ton droge ladingschepen.

De **Blue Sea** is zover het laatste schip van dit type. In 2008, 2009, 2010, 2011 en 2012 zullen nog een aantal droge ladingschepen geleverd worden van 5600 ton en 8200 ton. Tevens zal in 2010 een onderhoudsbaggerschip met een hopperinhoud van 2300 m3 geleverd worden aan een opdrachtgever uit Cardiff, Wales.



The **HELCION** seen departing from the drydock at the Sembawang shipyard in Singapore

Photo : Anwar Gijsbetha ©

Shin Yang Delivers Another

Shin Yang Shipyard of Miri, Sarawak, East Malaysia turns out a number of standard designed tugs that find a ready market. A recent example is a 26.8 by 7.32-meter tug with the yard-designated name Danum 82. The boat has a molded depth of 3.65 meters and accommodation for up to ten crewmembers. Classed by Bureau Veritas for unrestricted navigation, the boat was designed by United Ship Design also of Miri. A pair of Cummins KTA19-M3 engines powers the practical vessel with a heavy duty rating of 640 hp (477 kW) at 1800 RPM. The boat was sold in late May to an owner who will use it in the UAE. **Source : MarineLog**

ROUTE, PORTS & SERVICES



Seamanship
Whatever the ship. Wherever delivered.

GLOBAL SHIP DELIVERY & CREWING



REDWISE MARITIME SERVICES B.V.

Amersfoortseweg 12-E

3751 LK Bunschoten-Spakenburg

The Netherlands

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

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

www.redwise.com

Harbour skippers shed light on their deadly fears

ALMOST 60 Sydney Harbour skippers have signed a petition demanding the State Government hire more safety officers, saying it is only a matter of time before more people die due to poor boat lighting. "There will be more deaths on the harbour before something is done about it," said Tom Hughes, a master, licensed to operate commercial craft, for more than 40 years who organised the petition after this month's harbour tragedy.

He is sick of being stonewalled for years by the Government and NSW Maritime. When the fishing trawler and runabout collided on May 1, killing six, it accelerated his thinking, he said. "This petition has been written to avoid death, so that collisions can be avoided and more deaths can be avoided," he told the Herald. "It's purely a matter of saving lives. Because if you can't see a boat, you're going to run over it. It's as simple as that."

There have been 18 harbour deaths since 2000 and 43 injured people have been taken to hospital. Eleven of the deaths have occurred in the past 14 months: the collision between a ferry and the Merinda which killed four, the power-boating death of Peter Eagle, and this month's crash. Last week, Mr Hughes, aged 64 and working as an engineer on a commercial harbour vessel, handed his petition to the member for Pittwater, Rob Stokes. Mr Stokes plans to table the petition when Parliament next sits on June 3.

"[We] have grave concerns about safe navigation on this waterway after dark," the petition reads. "[We] ask the Legislative Assembly to make all necessary provision for sufficient boating services officers to enforce the existing rules regarding navigation lights on vessels using Sydney Harbour."

After this month's tragedy, the Waterways Minister, Joe Tripodi, said night patrols by Maritime's boating safety officers had increased "quite substantially". However, a spokeswoman for the minister later said that while some safety officers had been moved from day to night shifts, there had been no new officers hired. The minister "may have overstated it. If he has, he apologises", she said. Mr Hughes agreed that Mr Tripodi had exaggerated. "It certainly is an exaggeration, a gross exaggeration. Occasionally there is a boat out after dark, but they've got five [safety officers] that cover Sydney Harbour and they're generally rostered to work during daylight."

Mr Hughes has been concerned for more than a decade about what he sees as poorly lit recreational boats. In 2002 he made formal submissions to NSW Maritime and the then transport minister Carl Scully. Both were ignored. "Every night I can report to harbour control, that this boat or that boat is on the harbour in a dangerous position with inadequate lights. Every night of the week I can report that." What is required, he believes, is more policing of vessels

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 141

after dark and "a vast improvement in the standard of navigation lights fitted to vessels so they comply with ... regulations". His demands are similar to those of the Maritime Union of Australia and Sydney Ferries. But recreational boating groups are less concerned.

The Boating Industry Association of NSW's general manager, Roy Privett, said: "I think it's a total overreaction. There are sufficient regulations to satisfy the requirements for recreational boating. I appreciate there have been some recent tragedies ... but I certainly don't believe there's a case to take it any further in increased regulation."



The 2006 built **HANSA LAUENBURG** seen in Rio Grande
Photo : Marcelo Vieira ©

PROCUREMENT / TRACING OF OFFSHORE RELATED MATERIALS AND EQUIPMENT
(for marine related offshore projects and developers of resources)

>>> OUR SERVICES ARE OFFERED WORLDWIDE <<<

www.ircargo.nl
Rotterdam

cargo@ircargo.nl
The Netherlands

Rental of special equipment and machinery (with or without attachments)

Rental of cranes (1 up to 1000 tons)

IR CARGO HANDLING BV

Shipping and Forwarding
Airfreight

Warehousing
Project Cargo

FIFI TRAINING FOR HAL CREWS



Last week **Holland America** launched a new training for their engineers. In Juneau, Alaska they have the opportunity to fight real fires on a land based fire training site of the Juneau Fire Academy. On the site a special building is designed in the shape of a ship with an engine room inside. Experienced instructors will set the place on fire and the teams go in to attack the fire under supervision of the instructors. This way the teams have the opportunity to experience real fires and expend their knowledge by the feedback and de-brief of the instructors. A very good initiative; and a way to extend safety onboard of cruise ships even more.



Neptune Orient to make a cash offer for Hapag-Lloyd

Neptune Orient Lines Ltd. is ready to make a cash offer for Hapag-Lloyd of \$6 billion to \$7 billion and is confident of winning the German container shipper despite an expected bid from a consortium led by the German city of Hamburg, two people familiar with the situation said. They [NOL] are expecting Hapag's formal invitation for bids at the end of this month or early June. Once the request for offers lands, the [NOL] bid will be made," said one of the people. Hapag-Lloyd, the shipping arm of German tourism company TUI AG, has held talks with NOL about a possible takeover since the beginning of the year. A deal would make NOL the world's third-largest container-shipping firm by capacity. NOL Chief Executive Thomas Held confirmed last month that he was interested in buying Hapag-Lloyd, and TUI said it was in the process of approaching potential buyers.

One rival bid likely will come from the city of Hamburg, which has taken a 20% stake in a consortium that plans to make an offer for Hapag-Lloyd, Hamburg Financial Secretary Michael Freytag said Tuesday. While the consortium would give Hamburg an indirect stake in Hapag-Lloyd, Mr. Freytag said the city doesn't rule out taking a direct stake. Other members of the newly formed consortium are German logistics company Kuhne Holding AG and Hamburg private bank M.M. Warburg & Co.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 141

"NOL is not too concerned about the German bid. National feelings aside, the city of Hamburg's offer sounds complicated, and in this process, money and how fast you can dole it out will be the determining factor," the second person familiar with the deal said. Analysts said a tie-up between NOL and Hapag-Lloyd makes sense, as NOL is active on the trans-Pacific route but has little overlap with Hapag-Lloyd's Europe-oriented business. NOL is controlled by Singapore state-owned investment company Temasek Holdings Pte. Ltd. **Source: online.wsj.com**



CMA CGM maintains calls in French ports

As French ports continue to struggle with serious disruptions, Marseilles-based CMA CGM, France's largest and the world's third largest container shipping company, has decided to maintain its calls in ports throughout the French mainland. CMA CGM currently serves the ports of Marseilles, Fos, Le Havre, Dunkirk, Rouen, Brest, Bordeaux and Montoir de Bretagne, making over 40 weekly calls from ports around the world. The Group is doing its utmost to maintain its regular schedule.

With regards to Northern France, if stevedoring operations are suspended for vessels in Le Havre, CMA CGM plans to redeploy vessels first to Dunkirk so that customers will not have to bear the added expense of repatriation and shipment of their cargo to and from foreign ports.

For the Marseilles region, in spite of disruptions, CMA CGM has decided to continue calls in Fos and has set up an emergency response team. This team is charged with providing information to customers and shippers affected by the strikes and, if necessary, finding solutions to their problems. An emergency response team will also be set up in Northern France next week. CMA CGM say that although they are deeply affected by these major disruptions, this initiative reflects the Group's "unswerving dedication to putting French ports first".

"French importers and exporters can count on CMA CGM, which remains committed to transporting their cargo to and from France." the group said in a statement.

Port workers as well as fisherman are staging protests around French ports. Dockers are angered at port privatisation plans and the French fishermen are highlighting the rising costs of fuel.

Source: shippingtimes.co.uk

Total t/c cover for Concordia fleet

SSG-GÖTEBORG. Concordia Maritime has secured long-term charters with ST Shipping and Transport, the shipping arm of Glencore, for three of its P-MAXes. The deal runs for three years for each vessel from delivery from the shipyard, one in 2009 and two in 2010. The deal means that all ten P-MAXes now have long-term time-charter cover. "We are very pleased to have concluded this transaction with ST Shipping and Transport. They have a large shipping operation and we view them as being an innovative and solid provider of oil transportation – a good and interesting customer for long-term business", comments Hans Norén, President of Concordia Maritime.

Maersk raises capacity on Europe/Middle East ME3 service

Maersk Line, the world's largest shipping line by fleet size, is preparing to raise the capacity on its weekly Europe/Middle East ME3 service by phasing in ships of 6,250 TEU to replace the 5,500-TEU vessels presently used on the service.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 141

The service upgrade will take effect from June 7 with the departure of the Maersk Kensington from Algeciras. The Danish carrier said it will also add an extra vessel in order to slow steam to reduce fuel costs. Maersk plans to complete the phase-in of the new ships within four weeks, American Shipper reports.

A Maersk statement said, "The reduced speed on the ME3 will not only ensure a more reliable service to our customers, but it will also provide a more environmentally-friendly transport due to the reduced emissions."

The Port of Tangiers in Morocco was also earlier added as a port of call on the ME3 service, to facilitate connection to ports in the Mediterranean and Africa.

The revised port rotation for the ME3 is: Algeciras, Tangiers, Gioia Tauro, Port Said, Salalah, Jebel Ali, Nhava Sheva, Salalah, Jeddah, Port Said, Gioia Tauro and Algeciras. **Source: schednet.com**

Three operators qualified for Bornholm traffic

SSG-RINGKØBING. Three ferry operators have been pre-qualified to bid for the coming period of operation of ferry traffic to Bornholm. The three operators are Mols-linien A/S, Nordic Ferry Services A/S and Gotlandsbolaget. Nordic Ferry Services A/S is a joint venture between Bornholmstrafikken and Clipper Group. The three companies will now get the condition terms for the period from 2011 to 2016. There will be some changes on the service. One of these is that there will be more fast ferry service to Ystad as the coming operator has to provide two ferries for this service. Also the ro/ro-service to Køge will be enlarged on each sailing (more lanemeters per sailing). The bids have to be at Trafikstyrelsen before September 15 and negotiations will start in the beginning of 2009.



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

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



DOCKWISE



Coscon to start independent CUE loop without Evergreen

Cosco Container Lines is launching its own China-Mexico-Cristobal (CUE) loop in response to a move by Evergreen to restart the CUE service that it previously jointly operated with Coscon under the new name of the Far East-Panama Service (FPS). Coscon plans to launch its own CUE service in early June, reports AXS-Alphaliner News.

It said a total of seven ships of 2,800 TEU will be deployed on the new CUE service. The port rotation will be: Shanghai, Ningbo, Yantian, Hong Kong, Lazaro Cardenas and Balboa.

A train connection will be offered from Balboa to Cristobal, enabling a connection with Coscon's its north coast of South America feeder service (PVX) and thus avoiding possible congestion in the Panama Canal. The transit time from

the Far East to Central America is expected to be reduced by up to four days owing to the high speed of the vessels deployed on the service, the report added. Average freight rates improved on all trade lanes, an average of 14.3 per cent year on year. **Source: schednet.com**

Christian IV sold to Finland

SSG-ÅBO. The Stella Company Group in Finland has acquired the ferry Christian IV from Color Line for EUR 13 million. The ferry will be handed over to its new owner at the beginning of July. The Company Group intends to establish a regular passenger service on the Helsinki-St.Petersburg-Helsinki route later this summer. The vessel will fly the Finnish flag.

MOVEMENTS



The tugboats "**Bison**"(forward) and "**BB Server**"(aft) owned by **Buksér og Berging** seen while shifting two semi submerged tunnel elements in the Oslo Harbour.

Photo : Kees van Schie ©

.... PHOTO OF THE DAY



Three vessels from the A.P. Møller-Mærsk Empire seen at Felixstowe, 22-05-08 - front - **Svitzer Intrepid**; behind - the gas tanker **Maersk Humber** and in the background the Norfolk Line ro/ro **Maersk Flanders**

Photo : David Hazell ©

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 141

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