

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 142



Number 142 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 25-05-2008**

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

 Transport & Offshore Services	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



**Harms PRIMUS departed with the Heerema Barge H 541 from Flushing
Photo : Willem Kruit ©**

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

newsclippings@gmail.com

CONTENTS

EVENTS, INCIDENTS & OPERATIONS

- EMSA to Launch Tender for Stand-by Oil Spill Recovery Vessels
- Pirates free Dubai-based cargo ship
- Twee grote kotters tegen de kant door hoge gasolieprijs
- Royal Caribbean Selects Oasis of the Seas and Allure of the Seas as names
- Coastguard Officers receive prestigious award for Napoli efforts
- Mijlpaal in restauratie Tres Hombres
- DNV secures more conversions
- Six rescued by lifeboat at Whitby

CASUALTY REPORTING

- Coast Guard Responds To Barge Fire
- Ship collision

NAVY NEWS

- SA Navy needs more technical staff and divers
- Torpedo training in Barents Sea
- 2 dozen sailors treated after carrier fire
- Royal Navy is condemned over crash of nuclear submarine

SHIPYARD NEWS

- "Super tug" under construction in Indonesia
- C&M hires A&P Tyne for ice-breaker conversion

ROUTE, PORTS & SERVICES

- KITTY ROOSMALE NEPVUE CHRISTENED
- Tanjung Offshore to buy more OSVs
- Hapag-Lloyd expands service between Asia and Mexico
- Breydel': Trailing suction hopper dredger named in Belgium
- Officials prepare for Nassau Harbour dredging
- Seanergy acquires bulkers from Restis Group
- Draught of Kiel Canal to Be Increased
- Sleep- en bergingsvloot uitgebreid
- Dubai World seeks to build ports in Thailand
- Ferry route to enhance Turkey-Greece trade
- Eni chose contractors in "Goliath" project
- China ports to raise iron ore storage prices
- JR MasterClass: werk en educatie op zee

EVENTS, INCIDENTS & OPERATIONS



WWW.JUMBO SHIPPING.NL

E-mail: info@kahn.nl

phone: +31 10 413 46 30

E-mail : info@kahn.nl

www.jumboshipping.nl

EMSA to Launch Tender for Stand-by Oil Spill Recovery Vessels

The European Maritime Safety Agency (EMSA) has launched, in addition to the earlier announced tender for the Black and North Sea areas, a second procurement procedure to conclude contracts for stand-by oil spill recovery vessels along the Atlantic European coastal area (from Porto, Portugal to and including Brest, France). The 2008 second tender will establish 3 year renewable contracts with commercial shipowners and/or operators and/or spill response organisations and/or manufacturers. The related "Contract Notice", published on 20th May in the Supplement to the Official Journal of the European Union (OJEU), has the associated "Invitation to Apply" deadline of 27th June.

Source: EMSA

Pirates free Dubai-based cargo ship

Somali pirates released **MV Victoria**, a Dubai-based vessel that was hijacked 40 nautical miles off the coast of Mogadishu, maritime sources in Dubai and Kenya said.

The 21 crew members, 10 Indians and rest from Pakistan, Bangladesh, Kenya and Tanzania, were safe, Andrew Mwangura, director of the Kenyan branch of Seafarers Association told Khaleej Times over telephone from Mombassa. The Jordanian-flagged vessel was hijacked by Somali pirates last Saturday while it was heading for the Somali capital from Mumbai, carrying 4,200 tonnes of sugar sent as aid by Denmark.

Mwangura, however, said it was not clear whether the Dubai-based company paid any ransom to release the ship. "We have no information about any ransom involved. The pirates kept the vessel in an unknown place off the coast of Hobyo. Now the vessel is sailing towards Mogadishu," he said.

Mwangura said two gunmen were on board the vessel to ensure its safe passage to Mogadishu. "The cargo will be offloaded in Mogadishu before the vessel heads for Dubai," he said. Shipping sources in Dubai, too, confirmed the release of the vessel.

Twee grote kotters tegen de kant door hoge gasolieprijs

De twee grote kotters **Breskens 14** en **43** hebben voorlopig voor het laatst vis aan wal gebracht.

De eigenaren vinden het financieel niet meer verantwoord uit te varen vanwege de extreem hoge gasolieprijs en - in verhouding - beperkte vangsten. Hoelang zij hun schepen tegen de kant houden, weten de twee Bressiaanse vissers

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 142

nog niet. Dat hangt van de ontwikkeling van de gasolieprijs af en de besommingen die ze kunnen maken. In deze tijd van het jaar zijn de vangsten in de zuidelijke Noordzee traditioneel laag.



Foto : **Henk de Winde** ©

Vissers in Zeebrugge voerden gisterochtend actie bij de vismijn. Ze deelden duizend kilo vis uit en eisten compenserende maatregelen van de Belgische overheid. Het gros van de Vlaamse vloot vaart vanwege de hoge gasolieprijzen niet meer uit. Franse vissers trokken gisteren op naar de drukke scheepvaartroute in het

Kanaal om - naar verluidt - de zeescheepvaart te belemmeren. Ook zij zijn de hoge gasolieprijzen beu en vragen Parijs daar iets aan te doen.

De accijnsvrije gasolieprijs in de visserij schommelde de tweede helft van 2007 nog rond de veertig eurocent per liter. De laatste weken is die met sprongen gestegen tot een recordhoogte van ruim 69 eurocent per liter. (Info Zeelandnet)

Blijven er nog 4 kleine kotters over waarvan de **BR-10 Johanna** er één is.



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



Royal Caribbean Selects Oasis of the Seas and Allure of the Seas as the Names for Its Project Genesis Ships

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 142

An oasis is commonly defined as a fertile area in an arid region or a place of refuge, relief, or pleasant contrast. Today, Royal Caribbean International adds another use of the term, defining it as the official name for the cruise line's newest and most awe-inspiring class of cruise ships, until now referred to by the code name "Project Genesis."

The name **Oasis of the Seas** was selected from more than 91,000 entries in Royal Caribbean's "Name that Ship" contest, which the cruise line launched on January 18 in partnership with USA TODAY. Entrants were invited to submit two names ending in "of the Seas" that best encapsulate the universe of experiences a Royal Caribbean cruise provides guests. The contest marks the first time members of the general public, outside of the cruise industry, have been given the opportunity to name a cruise ship.

The winning combination of names, **Oasis of the Seas** and **Allure of the Seas**, was submitted by George Weiser, of Livonia, Michigan. Weiser's well-chosen names scored the highest among all contest entries considered by a panel of judges, and earned him the honor of naming not only the world's next largest and most innovative cruise ships, but the entire class of the new ships, the **Oasis-class**. Weiser is joined by Jennifer Conley, of Robertsville, Missouri, who suggested **Mystique of the Seas** and also **Allure of the Seas**. Conley is also a winner in the naming contest for earning the second-highest score.

DNV secures more conversions

Drydocks World Dubai has been very busy recently in the ship conversion sector. Notable jobs recently include the tanker-to-Floating Production Storage Offloading vessel (FPSOs) conversions which has given more work to DNV. "Today, DWD has so many FPSOs on order, we are finding it difficult to accept more," says Eivind Grostad, DNV senior vice president and regional manager for DNV Maritime. The yard is currently involved in four conversions - three of which are tanker to FPSOs (Floating Production Storage Offloading) units. The first is the 274,300 dwt tanker **Gimboa** from Italy's Saipem, the second being the 273,600 dwt tanker **Frade FPSO**, managed by SBM Offshore Contractors and the third being the 145,200 dwt tanker **Knock Allan** for Fred Olsen Production. The yard is also completing the conversion to an FSO (Floating Storage Offshore) of the 68,139 dwt tanker **Deep Producer** from FPS Ocean. "In addition to our FPSO work, we also have worked on the world's biggest semi-submersible drilling rigs. The 16,500-ton hull for the first of the **H-6** semi-submersible offshore rigs, **Rig-Aker-Alpha**, was delivered to Aker Kvaerner in August last year. The second was delivered last month," says Grostad.

The yard is also building a series of new vessels to DNV class. These include the four chemical carriers being built for South Korean owners, due for delivery in spring 2009. In addition, it is constructing two of the most advanced seismic vessels ever built for oil exploration for Dubai owners.

"So advanced are these vessels that they can detect hydrocarbons very quickly," says Grostad and adds, "their greatest advantage is that they can explore in increasingly deeper water, and also eliminate the old 'hit-and-miss' style of exploration."

As reported in Lloyds List, another interesting segment coming up in Dubai is the explosion of sophisticated, high-speed passenger craft to transport people to islands where frenetic construction activity is taking place. Most of them will be built in the United Arab Emirates, and the shipyards to build them are coming up in Sharjah and Ajman – hence more work for DNV. "It can be seen that Dubai on the maritime side is going from strength to strength," says Grostad and concludes, "We should be able to sustain our significant growth for a few more years at least." **Source: DNV**



M3 ride on a sea of creative solutions
www.m3marine.com.sg
mail@m3marine.com.sg
+65 6327 4606

Our Services Sales & Purchase New Builds

The advertisement features three images: an offshore oil rig in the ocean, a blue and white tugboat, and a large industrial vessel being moved on a barge.

Coastguard Officers receive prestigious award for Napoli efforts

The Maritime and Coastguard Agency are pleased to announce that His Royal Highness, The Prince of Wales and Honorary Commodore of Her Majesty's Coastguard, has graciously agreed to bestow Honorary Commodore Awards to Mark Rodaway and Peter Pritchard for their conspicuous role in the **MSC Napoli** incident after its beaching at Branscombe.

The Honorary Commodore Award is a prestigious commendation awarded where the Coastguard involvement has been of a particularly meritorious nature, and in this case is given to the two Coastguard officers above for their involvement in the **MSC Napoli** incident.

It recognizes their outstanding tactical command, leadership and on-scene co-ordination to restore public order and safety on the beach and surrounding area at Branscombe following the beaching of containers from the vessel and for their untiring efforts in the days and weeks thereafter in support of the salvage operation.

The Awards were presented to the recipients at a private ceremony at Clarence House.

Rod Johnson, Chief Coastguard said:

"The Honorary Commodore Award is the highest award a Coastguard Officer can receive for outstanding conduct. The rescue and salvage operation carried out by the Maritime and Coastguard Agency following the loss of the **MSC Napoli** was complex, lengthy and challenging. Mark and Peter have received this award because of their outstanding contribution to the success of the operation, demonstrating commitment, leadership and adaptability to the highest standard."

Mijlpaal in restauratie Tres Hombres

Met het verwijderen van de ongeveer 7 ton wegende hoofdmotor uit de machinekamer van de **Tres Hombres** is een belangrijke stap gezet op de weg naar de volledige ombouw tot schoenerbrik. Onder het motto 'Van A naar B zonder CO2' zal het schip in de tweede helft van dit jaar volledig onder zeil lading gaan vervoeren.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 142

Na het uit het schip hijsen van de motor, wordt het 32 meter lange vaartuig met behulp van de botenlift bij de firma Teerenstra in Den Helder drooggezet. Daar zal de komende vijf tot zes weken het onderwaterdeel van de houten romp van de **Tres Hombres** goed onder handen worden genomen. Hierna gaat het schip weer te water en wordt het in Museumhaven Willemsoord te Den Helder verder afgebouwd en als schoenerbrik getuigd.



Foto: De oude hoofdmotor wordt voorgoed uit de **Tres Hombres** getakeld. Foto: SNM

Om met een traditioneel getuigd zeilschip op een duurzame manier vracht te gaan vervoeren, is een initiatief van de **Stichting Atlantis Zeilende Handelsvaart**. Plan is om vanaf eind dit jaar een vrachtdienst te gaan onderhouden tussen Europa, de Atlantische eilanden, het Caraïbisch gebied en Amerika. Het schip heeft een vrachtcapaciteit van 45 ton en biedt accommodatie aan vier passagiers en zes leerlingen.

Arjen van der Veen, één van de drie oprichters van de Stichting Atlantis: "Voor ons is het voorgoed uit het schip verwijderen van de oude 160 pk hoofdmotor een absolute mijlpaal. Met het straks in de vaart brengen van de **Tres**

Hombres spelen wij in op het toenemende belang van duurzaamheid en de groeiende energieschaarste. Het zeilend vervoeren van vracht is op dit moment geen achterhaalde traditie meer, maar een innovatieve ontwikkeling die onvoorstelbare kansen en perspectieven biedt. Verder is het voor de toekomst een ideale manier om emissievrij vracht van A naar B te vervoeren."

Lading die straks met de **Tres Hombres** zal worden vervoerd, wordt voorzien van een 'Fair Transport' label.

Zie ook: www.zeilendehandelsvaart.nl

Voor nadere informatie:
Stichting Atlantis Zeilende Handelsvaart

Arjen van der Veen
Willemsoord 73
1781 AS Den Helder
Tel.: 06-51988823

Six rescued by lifeboat at Whitby

Six people had to be rescued by lifeboat after being cut off by the tide at Whitby. The group of men and women, believed to be Polish nationals, got into difficulty on the shore below the abbey. A Humber Coastguard spokesman said they got the call at about 2.30pm yesterday. There were six people cut off by the tide east of Whitby harbour, said the spokesman. One of the group raised the alarm on a mobile phone.

Whitby inshore lifeboat was launched to rescue them and Whitby coastguard team was also involved.

Source : **Evening Gazette**



The **TRIDENS** seen towed by the tug **HUNTER** into the port of Harlingen, assisted by the tug **ANITA** of Tuinman, the TRIDENS encountered problems due to her fishing gears which were stuck in her propeller.

Photo : Jan Berghuis ©

CASUALTY REPORTING



Tel: +31 115 645000 - www.multraship.com

Coast Guard Responds To Barge Fire

The Coast Guard is investigating the cause of a fire that occurred during the transfer of fuel on board a barge at the Citgo Bulk Storage and Distribution Facility in Tampa. A 49-year-old man from Daly City, Calif., was on board the 592-ft. barge **SMT Two**, operated by the Jacksonville-based company Intrepid Ship Management Inc., and was monitoring the transfer of gasoline when a fire started in a machinery space below him.

The man was able to evacuate the space but suffered burns on his hands and face. He was transferred to Tampa General Hospital by emergency medical service personnel. His condition is unknown. Another crewmember was able to close the space and put out the fire with installed fire-extinguishing equipment. The SMT Two arrived from Lake Charles, La., and is carrying 75,000 barrels of jet fuel and 15,000 barrels of gasoline. Officials from the Coast Guard, Tampa Fire and Rescue and Intrepid Ship Management are investigating the incident. **Source : MarineLink**

Ship collision

A ferry carrying 206 passengers and 60 crew crashed into a pier on Patmos May 21st but no one was injured. The impact tore a 20-centimeter gash in the ship's stern but there were no reports of any fuel leaks.

NAVY NEWS

SA Navy needs more technical staff and divers

by Edwin Tshivhidzo

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 142

More technical staff and divers are urgently needed in the South African Navy, says Director of Fleet Force Preparation, Rear Admiral Hanno Teuteberg. Addressing journalists a day before (Wednesday) the arrival of the last acquired submarine christened **SAS Queen Modjadji 1**, Admiral Teuteberg said the Navy was currently working on incentives to retain navy employees in the service.

"As part of the incentives, members of the Navy will have an opportunity to travel around the world as part of their duties," he said. The Navy, he said was currently training some of its members to operate the newly acquired war ships in other countries.

He also encouraged members of the public to apply for positions within the Navy irrespective of whether they could swim or not.

"We are not going to turn away someone because he or she cannot swim, what we are going to do is to teach them how to swim," he said.

Admiral Teuteberg said the Navy would continue to plan ahead for the benefit of the country and its people.

He said this was in line with the White Paper on Defence which prioritises the safety and protection of the country.

Regarding the recently acquired submarines, he said they are the best in the world, fitted with the latest technology.

The latest acquisition, **Queen Modjadji** is expected to be united with her two sister ships on Thursday, the **SAS Manthatisi** and SAS **Charlotte Maxeke**, that have already been taken into service by the South African Navy.

She left Germany on 22 April under the full control of the South African Navy. Defence Minister Mosiua Lekota officially handed her over to the Navy on Thursday. The fleet of three submarines was bought as part of South Africa's multi-billion Rand strategic arms acquisition programme.

According to Rear Admiral Teuteberg, the Navy made a proposal for the acquisition of the submarines in 1998.

The Navy also received four new patrol frigates as part of the package, as well as four Super Linx helicopters to be operated by the South African Air Force from the ships.

According to the Navy, the state-of-the-art submarines will among others be used for peace support missions, protection of offshore assets and to conduct search and rescue missions. – **Source : BuaNews**

Torpedo training in Barents Sea

The Russian Northern Fleet is this week conducting torpedo, missile and artillery rehearsals in the Barents Sea, Murman.ru reports. The training is conducted in the presence of representatives from the General Staff Academy, the news site reports with reference to Zvezdanews.ru. The training will be held over several days.

2 dozen sailors treated after carrier fire

A fire broke out aboard the carrier **George Washington** on Thursday morning as it transited off the west coast of South America, according to a Navy spokesman. One sailor received first-degree burns and 23 others were treated for heat stress.

The fire was detected in the vicinity of the ship's aft air conditioning and refrigeration space and auxiliary boiler room, and occurred while the ship was passing fuel to the frigate **Crommelin**, said Cmdr. Jeff Davis, a Navy spokesman at the Pentagon. He added that the fire spread to several spaces via the ship's cableway, causing "extreme heat" in some spaces. The crew initiated an emergency breakaway from the frigate once smoke was detected, he said.

While Davis could not yet say how long the fire raged, the crew was at general quarters for more than 11 hours.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 142

At this point, the fire appears to have mostly affected the ship's communications systems. The propulsion plant was not damaged and there are no reactor safety issues, Davis said. "Fires at sea are taken very seriously," he said. "Every single crew member onboard a Navy ship is trained on firefighting and prepared to respond to this kind of incident."

The cause of the fire is under investigation, and is not at this point expected to affect the ship's schedule.

The ship's next stop is San Diego before heading to Pearl Harbor, Hawaii, where it will conduct a crew turnover with the carrier **Kitty Hawk** next month. From there, the **GW** will head to its new homeport of Yokosuka, Japan, where it will become the Navy's only Japan-based carrier, replacing the **Kitty Hawk**.

The **George Washington** has been at sea since April 7, when it left its old homeport of Norfolk, Va., in preparation for the trip around South America on its way to the Pacific.



www.mammoetsalvage.com

Royal Navy is condemned over crash of nuclear submarine

Use of tracing paper overlaid on charts is criticised by board

The Royal Navy was accused last night of using "Stone-Age technology" to navigate a nuclear submarine which crashed into the seabed off Skye six years ago.

The attack from Western Isles SNP MP Angus MacNeil followed publication of a report on the incident in which HMS Trafalgar hit the bottom at Fladda-chuain during a dive and suffered damage costing £5million to repair.

A Navy board criticised the use of tracing paper overlaid on charts, obscuring vital information about the seabed, substandard chart work, and lack of proper supervision of the three students involved.

Three crew suffered minor injuries in the accident.

The commanding officer, Commander Robert Fancy, and Commander Ian McGhie, who was responsible for the training course, were court martialled and reprimanded for negligence.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 142

Mr MacNeil criticised failing to use modern electronic aids and said: "If you use navigation techniques that are more reminiscent of the Stone Age, don't be surprised when you hit some stone."

And Argyll and Bute Liberal Democrat MP Alan Reid said using tracing paper instead of pencilling in courses directly on to charts "was obviously a false economy". He said: "These submarines are essential to our defence but the Navy has got to learn that making minor savings in the cost of charts does not pay."

Skye councillor John Laing said: "I hope that the Navy have learned a lesson and will not be fooling about with nuclear submarines close to human habitation."

The Campaign for Nuclear Disarmament said the crash was a "near-disaster" and the way it happened during a training dive in October 2002 was "shocking". The report revealed a series of basic navigational errors by the students, including failing to take account of strong tidal streams in the Minches.

In the exercise the submarine dived to avoid a simulated aircraft. A student ordered a turn too soon and unknowingly headed into the shallows. An unidentified voice was heard on a tape recording 90 seconds before the accident shouting: "We're going to have to course-change. This is too dangerous."

Emergency action was taken to bring the submarine to the surface, where checks revealed the hull had not been breached and the radioactive reactor core was undamaged.

A spokesman said: "The Royal Navy requires its submarine commanding officers to be trained in difficult and demanding circumstances in order to ensure that they are fully equipped to command their submarines."

He added: "In this case a number of factors resulted in the incident — however lessons have been learned and appropriate measures put in place to minimise the risk of further incidents."

SHIPYARD NEWS

"Super tug" under construction in Indonesia

PT Batamec Shipyard in Batam, Indonesia, is working closely with the Vik-Sandvik Group to build a multi-functional "VS491 Clean Design" AHTS.



October 2009 and June 2010.

Two MaK 16 M 32 C marine engines, each of 8,000kW, will jointly propel this "Super Tug" with more than 250 tonnes bollard pull.

Hybrid Scana Volda PTO/PTI gearboxes gearboxes will provide flexibility with 4,500kW PTO (power take off) and 2,000kW PTI (power take in) capability. This setup will allow the tug to operate as a diesel-electric vessel when in dynamic positioning mode while using full engine power and electric boost for maximum pull operations.

The first four VS491 Clean Design vessels have been sold by Otto Marine to Mosvold Supply of Norway and will be capable of global operation. Newbuildings number one and two will be delivered in

C&M hires A&P Tyne for ice-breaker conversion

C&M Group has contracted A&P Tyne to convert the former Russian Class ice-breaker into a DP-3 flotel. The 14,000 metric ton (15,432 ton) **Ice Maiden** arrived in South Tyneside on Saturday, May 24.



Photo : Kevin Blair ©

The vessel will be brought to A&P Tyne Ltd. in Hebburn, on the south side of the river Tyne, by the heavy-lift vessel **Fairstar Fjord**. Once finished, it will be the only mono hull vessel of its type and capability, accommodating almost 400 people and able to operate anywhere in the world.



The multi-million dollar contract was awarded by the C&M Group on behalf of the vessel's owners, Silters.

Photo : Kevin Blair ©

"The **Ice Maiden** is a unique vessel capable of operating in the harshest climates in the world," says Jim Eccles, project manager

of the conversion for C&M. "As such, the work necessary to convert her poses a unique set of challenges and expertise which we are confident can be delivered by A&P Tyne."

The final stage of work on the project is under way and scheduled to be complete by early 2009, Eccles said. The project will require the fitting of some 1,400 metric tons (1,543 tons) of new accommodation block steel work, accommodation for 399 people which include all the necessary services to support the personnel to be carried.

There will be a further 1,900 metric tons (2,094 tons) of steel work fabricated and fitted to form new decks and machinery spaces. Eight new generating sets will be fitted to power eight new thrusters, giving the vessel full DP-3 dynamic positioning capability.



When complete, the vessel will be the first of its type to be fully Ice Classed and will be capable of operating in conditions of minus 40° C.

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

KITTY ROOSMALE NEPVUE CHRISTENED



Yesterday (Saturday) in the port of Scheveningen the new lifeboat for this KNRM station, named the **KITTY ROOSMALE NEPVEU**, was christened by Mrs M. E. Roosmale Nepveu - Louis Dreyfus.

Photo : Pim Korver FILM+VIDEO ©

Tanjung Offshore to buy more OSVs

Oil and gas services provider Tanjung Offshore Bhd plans to acquire three or four more offshore support vessels (OSVs) to augment its order for five OSVs last year. The company, which now operates seven OSVs that are contracted out to various oil majors, expects to take delivery in stages the five OSVs it has ordered, beginning in August. Managing director Omar Khalid said the company was finalising acquisition plan. "We're setting aside RM200mil for capital expenditure but we've not decided yet how we'll finance it," he told reporters after the company's AGM yesterday.

The company has a gearing of 2.3 times and will have to be mindful of the way it finances the acquisition. "We have to look at our gearing and concerns of shareholders and rating agencies," Omar said, acknowledging that the lack of funding and vessels was a constraint on the company's expansion.

He said the company still had RM320mil from the issuance of RM400mil of Islamic medium-term notes from which to draw on. The notes have a tenure of up to 15 years. Omar said the acquisition plan would be finalised by the third quarter and that financing might be a mix of equity and debt. "We're still finalising the vessel specifications and have not decided whether the contract will go to a local or foreign shipyard," he added.

The five OSVs ordered last year are being built by Muhibbah Engineering (M) Bhd and Boustead Heavy Industries Corp Bhd. Omar said all the new vessels would be used for the Malaysian market, noting that there was room for growth in the local oil and gas services industries since local companies only took up 35% of existing market share.

"Petronas Carigali Sdn Bhd contributed 20% to our revenue, with the rest coming from other oil majors," Omar said, adding that the company had an order book of RM1.2bil, which would last it for three to four more years.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 142

He said the total value of the contracts under bidding was over RM1bil, of which 95% were from the local market. Going forward, higher charter rates for its OSVs would mitigate the costs of construction, he said, adding: "Charter rates are up 20% to 30% from two years ago."

For the first quarter ended March 31, Tanjung Offshore posted a net profit of RM5.62mil, up 36.4% from RM4.12mil a year earlier. Revenue, however, was lower at RM92.79mil versus RM106.58mil before. Its earnings per share rose to 2.75 sen from 2.07 sen previously. **Source : The Star**



The Z-Tech tug **STAR DIAMOND** seen operating in the port of Singapore
Photo : Piet Sinke ©

Hapag-Lloyd expands service between Asia and Mexico

The Hamburg-based shipping line Hapag-Lloyd will expand the weekly Asia-Mexico Express Service (AME) to two weekly services with slightly different rotations from mid-June. This will give customers improved transport capacities with three additional ports called at (Qingdao, Xiamen and Hong Kong) as well as weekly departures from Ensenada in north Mexico (so far every two weeks).

The new AME I service will call at the following ports: Qingdao - Ningbo - Shanghai - Busan - Yokohama - Ensenada - Manzanillo (MX) - Lazaro Cardenas - Ensenada - Yokohama. The first departure is scheduled from Ningbo on June 19.

The new AME II service will call at the following ports: Xiamen - Hong Kong - Chiwan - Kaohsiung - Lazaro Cardenas - Manzanillo (MX) - Yokohama. The first departure is planned from Hong Kong on June 14.

Transit times for customers will shorten significantly in some cases. The transit time between Kaohsiung and Lazaro Cardenas, for example, will be only 15 days in future instead of the hitherto 23 days. The two services are offered in cooperation with APL. Hapag-Lloyd will deploy six 4,200TEU ships and APL six 5,100TEU vessels in future. Four Hapag-Lloyd and two APL units each of 4,200TEU capacity have so far operated in the AME service.

Breydel': Trailing suction hopper dredger named in Belgium

The name-giving ceremony of the 121.5-metre trailing suction hopper dredger (TSHD) '**Breydel**' took place on Friday, May 16 in the port of Ostend, Belgium. It was built for the Belgian company Dredging, Environmental and Marine Engineering (DEME).

IHC Dredgers and DEME signed the contract for the construction of two trailing suction hopper dredgers in February 2006. They were the '**Brabo**' and the '**Breydel**'. The keel was laid on July 3, 2007, and the 'Breydel' was launched at the IHC Merwede yard in Kinderdijk, the Netherlands, on December 22, 2007. After successful sea trials, the ship was delivered on April 25, 2008.

'**Breydel**' is a 9,000m³ twin-screw trailing suction hopper dredger, with two bow screws for optimum manoeuvrability. It has one suction pipe on the port side with an internal diameter of 1,200mm. Maximum dredging depth is 43 metres. The dredged material can be discharged directly into the sea through two rows of rectangular bottom doors. In shallow water, two front unloading doors can also be used. These are submerged bottom doors that do not protrude under the ship when opened. The load can also be discharged through a self-emptying system, in which the dredged soil is pumped ashore through a floating pipeline, or "rainbowed" through a spraying nozzle.

'**Breydel**' was named after Jan Breydel, a butcher by trade, who was a symbol of the growing freedom movement of the people of Bruges in the early fourteenth century in Belgium as they looked for ways to cast off the yoke of the nobility. Together with Pieter de Conick, he led an uprising against Phillip IV, the Fair. This revolt, known as the Bruges Matins, led to the Battle of the Golden Spurs.

In 1309, the celebrated duo was joined by Jan Heem in the revolt in Bruges against the Athis-sur-Orge peace treaty of 1305. A statue of Jan Breydel and Pieter de Conick has decorated the Market Square in Bruges since 1887.



The 194 mtr long **CLIPPER PACIFIC** seen moored at the Singapore cruise terminal
Photo : Piet Sinke ©

The **Clipper Pearl** replaced Peace Boat's **The Topaz**, it was reported that Peace Boat has chartered the 22,945 GT, 1,258-berth **Clipper Pearl** (formerly named **SONG OF NORWAY, SUNDREAM, DREAM PRINCESS, DREAM**) from International Shipping Partners. The ship was renamed in **Clipper Pacific** and received an refit in Turkey and arrived early May in Yokohama, the ship replaced the 959-berth **The Topaz**, on the world cruise which departed from Yokohama on 14 May.



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

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



Officials prepare for Nassau Harbour dredging

Jones Bahamas (Nassau Journal) reports that dredging work at Nassau Harbour in the Bahamas is expected to start early next year, according to Minister of Public Works and Transport Dr Earl Deveaux.

Dr Deveaux told Nassau Journal that a series of exercises must be completed before the dredging could start.

"We are now in the process of doing simulation exercises to determine the location of the ships, the depths of the dredging and what is likely to happen with the tide and the silt," he said. "We're also doing an environmental impact assessment."

Last month, Secretary General of the Caribbean Tourism Organization Vincent Vanderpool-Wallace reiterated that cruise ships being built nowadays are larger, and require more water depth. He said the dredging of the harbour was necessary if The Bahamas wants to stay in the cruise market.

"The only way you continue to be competitive is if that work (dredging the harbour) gets done, provided you do it in the most environmentally sensitive manner to make sure that the benefits that are going to be received are not outweighed by some of the costs, looking at costs in the broader sense," Mr Vanderpool-Wallace said at the time.

Dr Deveaux said a contract has been signed for the environmental assessment to take place. **Source : Dredging News Online**

Seanergy acquires bulkers from Restis Group

Greek shipping company Seanergy Maritime Corp has acquired six dry bulk ships – two of them newbuilds – from companies associated with the Restis family, owners of South African Marine Corporation, which was once part of the Safmarine shipping group.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 142

The six vessels are two single hull handysize bulkers **AFRICAN ORYX** and **AFRICAN ZEBRA**, two single hull supramax ships still under construction, and two single hull Panamax bulkers **BREMEN MAX** and **HAMBURG MAX**. The as yet unnamed newbuilds are due for delivery this year. The cost of the total purchase has been quoted at USD395 million.

Seanergy has also acquired from the Restis Group the first right of refusal for two additional newbuilds due for delivery next year. All six vessels will enter into time charters with South African Marine Corporation in transporting dry bulk cargoes including coal, iron ore and grain. Average age of the six ships is 10.5 years and they have a combined carrying capacity of 317,743 deadweight tonnes.

In terms of the sale agreement Enterprises Shipping and Trading SA (Restis Group) will provide technical management services and Safbulk Pty Ltd, another Restis Group affiliate, will provide charter party brokerage services to the Seanergy fleet. **Source : Ports.co.za**

Draught of Kiel Canal to Be Increased

And new locks to be built

Germany is to increase maximum draught of the Kiel Canal to 10.5 metres, presently maximised at 9.5 metres or less, DynaLines reports. It is said that the waterway, connecting the North Sea with the Baltic, also invests in the building of new and renovation of existing locks : **Source : SeaNews**

Sleep- en bergingsvloot uitgebreid

De sleep- en bergingsvloot in het Westerscheldegebied wordt deels vervangen en gemoderniseerd. De twee grootste sleep- en bergingsbedrijven op de Westerschelde, **Multraship** in Terneuzen en de **Unie van Redding- en**



Sleepdienst (URS) in Antwerpen, nemen de komende jaren ruim tien nieuwe sleepers in gebruik. Daarnaast wordt een aantal sleepboten aangepast.

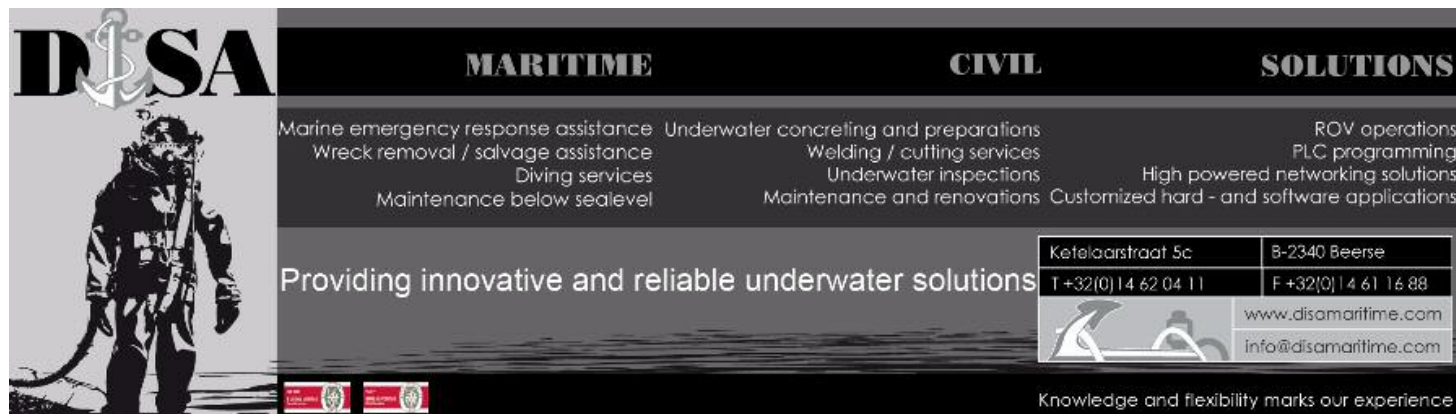
Links : De **MULTRATUG 17** gespot in Turkse wateren, de sleper is momenteel onderweg naar haar nieuwe thuishaven Terneuzen
Foto : Ronald Witteveen ©

Het gaat om een miljoeneninvestering. Multraship verwacht de eerste van twee nieuwe sleepers die in Turkije van stapel lopen, eind deze

maand in Terneuzen. De tweede wordt in oktober verwacht. In februari en mei volgend jaar volgt de oplevering van twee nieuwe carrouselleepers, die in Maleisië worden gebouwd. De URS heeft vier zeesleepers besteld, die tussen nu en 2011 worden afgeleverd.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 142

Daarnaast worden twee nieuwe sleepboten gebouwd voor de haven van Zeebrugge. Ook de vloot in Antwerpen wordt uitgebreid. In Zeebrugge en Terneuzen worden in totaal vier sleepers vernieuwd. De vloot van Multtraship telt nu 35 schepen, die van URS 45. Ze werken wereldwijd.



DISA **MARITIME** **CIVIL** **SOLUTIONS**

Marine emergency response assistance
Wreck removal / salvage assistance
Diving services
Maintenance below sealevel

Underwater concreting and preparations
Welding / cutting services
Underwater inspections
Maintenance and renovations

ROV operations
PLC programming
High powered networking solutions
Customized hard - and software applications

Providing innovative and reliable underwater solutions

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

Knowledge and flexibility marks our experience

Dubai World seeks to build ports in Thailand

Dubai World on Thursday said it has signed an agreement to look at building two ports and a logistics park in Thailand.

The memorandum of understanding with the Thailand government "enables the parties to undertake a feasibility study over the next year," the Dubai company said in a statement, without providing details about its proposed projects.

The ports on the coasts of Andaman Sea and the Gulf of Thailand in southern Thailand will be linked by a land corridor, which will have a free trade zone or business a park. "The corridor could operate as a logistics centre and may include road and rail to handle the transfer of cargo," Dubai World said.

"This is an important first step in developing world class supply chain services that will serve Thailand and the region far into the future. We are very pleased to be working with Thailand on this feasibility study," Dubai World chairman Sultan Ahmad Bin Sulayem said.

Dubai World's port operator DP World manages Laem Chabang International Terminal (LCIT) at Laem Chabang Port. **Source : Gulfnews**

Ferry route to enhance Turkey-Greece trade

A ferry route that will be launched on May 26 between Izmir's Çesme Port and Greece's Chios Island, allowing for the transportation of heavy commercial vehicles, is expected to increase trade between Turkey and Greece.

At a press conference yesterday on board the Chios, the vessel to be used on the new route, Izmir Chamber of Commerce (IZTO) Chairman Ekrem Demirtas stated that the chamber expects the trade volume between Turkey and Greece to increase by \$2 billion within the next two years, a goal, he said, to which the new ferry route will contribute. The ferry has a 190-passenger capacity and can carry six trucks and 20 passenger vehicles.

Metin Akdurak, whose company is partnered with Ege Birlik Tasimacilik, the firm that will operate the ferry, said the trade between the two countries was \$300 million 10 years ago and reached nearly \$3 billion last year. **Source : todayszaman**

Eni chose contractors in "Goliath" project

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 142

Oil company Eni this week announced that the companies Sevan Marine and Aker Solutions will be the ones to



compete for the main engineering and design contracts in the "Goliat" project in the Barents Sea. Eni is determined to build a floating production unit at "Goliat", while regional authorities in northern Norway continue to fight for the landing of the oil with pipelines.

The authorities appear to have lost the fight, however. The floating solution will be far cheaper, and both Sevan Marine and Aker Solutions have presented models for such units.

The two bidders for the "Goliat" equipment still have quite different approaches. While Sevan Marine has a steel unit made in China, the Aker Solutions have a concrete unit which can be built in the region.

The "Goliat" will be the first oil field in operation in the Norwegian part of the Barents Sea. The field is located 85 km northwest of the town of Hammerfest and 50 km southeast of the "Snohvit" field.

China ports to raise iron ore storage prices

CHINESE ports will significantly raise iron ore storage fees effective June 1, in an effort to clear the record stockpiles of ore at the ports. Traders said major ports have informed the relevant firms of the new fees, which are at least double the current standards. At the Tianjin port, the new fees for iron ore imports are CNY0.40 (\$0.06) per tonne per day for stocking periods longer than 90 days, CNY0.2 per tonne per day for 60-90 days and CNY0.1 per tonne per day for less than 60 days, while the first 30 days are exempt from any storage fees, according to a notice from the port seen by Dow Jones Newswires.

"For those iron ore imports that are moved from the port before June 1, the storage fees will follow the earlier standards," the notice said.

Analysts said that the move is likely to help clear the record stockpiles at ports, as it significantly raises the costs to trading firms, and it will help to bring down spot iron ore prices as well - as the government hopes.

China's National Development and Reform Commission, the country's top economic planner, held a joint meeting last week with government departments, steel mills, and trading firms to discuss how to clear the record high stockpiles. Earlier this week, the China Iron & Steel Association also asked its member companies in a statement to clear stocks at the ports and control further imports.

The measures are believed to be part of the Chinese government's latest efforts to increase the bargaining power of Chinese steel mills in talks with miners BHP Billiton and Rio Tinto on iron ore prices. **Source: The Australian**

JR MasterClass: werk en educatie op zee

Met JR MasterClass gaat rederijgroep JR Shipping (Harlingen) beroepsgerichte stages faciliteren voor zeevaartstudenten. Zes nieuw te bouwen schepen worden uitgerust met extra accommodatie en studievoorzieningen. Per schip en per stageperiode kunnen acht hbo-studenten onder professionele begeleiding de vereiste ervaring op zee opdoen. Tijdens de stages vaart een onderwijskundige van Maritiem Instituut Willem Barentsz mee. Volgens deze Hogere Zeevaartschool op Terschelling, die actief bijdraagt aan het initiatief, verhoogt het JR MasterClass stageprogramma de kwaliteit van de opleiding, mede dankzij de mogelijkheden tot uitstekende begeleiding aan boord. Komend najaar zet de rederij zijn eerste speciale 'stageschip' in. De Taskforce Arbeidsmarkt Zeevarenden (TAZ), onder voorzitterschap van oud-minister Tineke Netelenbos, heeft het initiatief gekwalificeerd als 'een schoolvoorbeeld van innovatieve samenwerking tussen bedrijfsleven en onderwijs'.

De Nederlandse vloot groeit. De Koninklijke Vereniging van Nederlandse Rederijen (KNVR) heeft als doelstelling dat de sector in 2016 ruim 1.200 schepen onder eigen nationale vlag en circa 1.000 schepen onder buitenlandse vlag in de vaart heeft. Deze gewenste groei betekent wel dat de komende jaren extra opleidingsinspanningen noodzakelijk zijn om de vloot te kunnen bemannen met voldoende Nederlandse maritieme professionals. Vandaar de oprichting van de

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 142

TAZ. Met Tineke Netelenbos aan het roer (voormalig minister van Verkeer en Waterstaat) heeft deze taskforce een aantal aanbevelingen gedaan om de aantrekkelijke kanten van een zeevaartopleiding en –loopbaan te promoten.

Eén wens: naar zee!

Gehoor gevend aan een van die aanbevelingen, introduceert JR Shipping zijn vernieuwende JR MasterClass stageprogramma. De rederij, die zijn schepen bij voorkeur met Nederlandse maritiem officieren bemant, vergroot het aantal jaarlijks beschikbare stageplaatsen hiermee aanzienlijk en breekt bovendien een lans voor de stagekwaliteit. Studenten krijgen in een vroeg stadium van hun studie de kans om kennis te maken met het beroep. Directeur/eigenaar Jan Reier Arends, zelf ervaren als kapitein: "Zeevaartstudenten willen maar één ding: naar zee. Hoe eerder, hoe beter. Wij willen daar als rederij ruime mogelijkheden voor bieden door op onze schepen meer stageplaatsen te creëren. Bovendien willen we de kwaliteit van de begeleiding optimaliseren. Ons JR MasterClass programma biedt unieke omstandigheden om in groepsverband te beleven wat het is om professioneel zeeman te zijn. Dat kan voor een korte of langere periode. Dit zal studenten in sterke mate motiveren om hun opleiding af te ronden."

Tijdens de stages is een ervaren maritiem officier beschikbaar als mentor. Bovendien vaart er een onderwijsdeskundige van Martiem Instituut Willem Barentsz mee ter uitvoering van het educatieve deel van de stage. JR Shipping en de Hogere Zeevaartschool op Terschelling trekken al langere tijd met elkaar op binnen deze vorm van 'noordelijke samenwerking'. Hoofd Bemanningszaken Peter Jongejans: "Het mes snijdt aan twee kanten. Zeevaartscholen zoeken voor hun studenten professionele stageplaatsen, wij komen als rederij graag in contact met aanstaande maritieme professionals. Door samen invulling te geven aan een structureel stageprogramma dat voorziet in optimale begeleiding, ontstaat een win-win-situatie. Voorop staat dat studenten hun verplichte minimum aantal 'zeedagen' kunnen draaien en voor het maritieme vak behouden blijven. Kiezen deelnemers na hun studie voor onze rederij, dan is dat mooi voor ons. Kiezen ze voor een collega-rederij, dan is dat goed voor de sector in het algemeen."

JR SHIPPING: HANDEN UIT DE MOUWEN

JR Shipping exploiteert 21 moderne containerschepen en heeft zes nieuw te bouwen schepen in bestelling, waaronder het m.s. **Emotion**. Dit Baltic Max containerfeederchip van ruim 170 meter gaat dit najaar als eerste 'stageschip' ruimte bieden aan zeevaartstudenten. Deelnemers worden letterlijk door de rederij aangemonsterd en draaien enkele maanden tot een halfjaar mee op verschillende Noord-Europese diensten. Doen de schepen Nederlandse havens aan, dan bestaat de gelegenheid tot korte stageonderbreking, bijvoorbeeld voor familiebezoek. Tijdens de stage kunnen de deelnemers uitgebreid met de walorganisatie van de rederij, hun studiebegeleider of het thuisfront communiceren. Directeur eigenaar Jan Reier Arends: Met JR MasterClass willen wij hbo-studenten aanspreken, die inzetten op de hoogste rangen die een loopbaan op zee te bieden heeft. Deelnemers verplichten zich tot niets anders dan maximale scherpheid en inzet en tot naleving van de regels en procedures aan boord. Officieren van JR Shipping zijn gewend hun handen uit de mouwen te steken. Dat verwachten we ook van de deelnemers. Dat neemt natuurlijk niet weg dat er aan boord genoeg ruimte is voor ontspanning en een lolletje op zijn tijd. Dat is onderdeel van het leven op zee. Mede daarom is dit zo'n schitterend vak."

MOVEMENTS



The **BUNGA MAS 12** seen departing from Singapore

Photo : Piet Sinke ©

.... PHOTO OF THE DAY



The Chinese Salvage & Rescue tug **NAN HAI JIU 101** seen anchored at Singapore Western Anchorage

Approx. 70 delegates of **ITS 2008** visited China Rescue and Salvage's rescue tug "**Nan Hai Jiu 101**" last week Tuesday evening, 20th May at the Port of Singapore. The 109.7m x 16.5m x 7.6m tug was delivered from Guangzhou Huangpu Shipbuilding Company of China State Shipbuilding Corporation in November 2007 and at 19,000BHP is the most powerful, largest and fastest rescue tug in China. The vessel can reportedly rescue up to 200 persons and is

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 142

fitted for firefighting, towing and helicopter operations. Tug is powered by a pair of Wartsila 6L46F 4SA 6 cylinder 460 x 580mm main engines with controllable pitch propellers providing a bollard pull of abt. 190 to 200 tonnes.

Capt. Song Jiahui, Director-General of the Rescue & Salvage Bureau at the Ministry of Transport, PRC flew in briefly from overseeing operations of their four maritime rescue helicopters involved in the earthquake rescue work to introduce the vessel to colleagues attending ITS 2008. Reportedly the Ministry plans to build two more similar tugs to be used in the East China Sea and North China Sea at a cost of abt. 260 million yuan (abt. \$37.5 million) each. The goal is to have a fleet of rescue vessels of various sizes and speeds in place by 2010 and increase the dedicated maritime rescue helicopter fleet from four to twelve in that time period.

In 1951, China's State Council approved the founding of the People's Salvage Company, the predecessor of China Rescue & Salvage (CRS). Deaths of 282 people on board a capsized ferry in Bohai Bay off Yantai, Shandong Province in 1999 prompted creation of a strong national emergency response team. By 2003 the rescue force had purchased a number of modern rescue vessels and helicopters. At present CRS has almost ten thousand employees including 80% technical professionals, divers and crew and operates over 180 vessels of various types, 10 helicopters (including hired) and one fixed-wing rescue craft. 21 rescue bases, 7 air fields and 77 patrol areas were set up throughout the maritime districts. CRS has under its jurisdiction the Beihai, Donghai, Shanghai and Guangzhou salvage bureaus, related flying services, Wah Tak Marine Engineering (Hong Kong) Ltd. and China Ocean Engineering Corporation.



Photo's : Piet Sinke ©

In 2007 CRS has sent out a rescue team 1,098 times performing 760 rescue tasks. They saved 4,365 people in distress including 414 foreigners. In the same year CRS also salvaged 204 vessels including 31 foreign registered and refloated 7 sunken ships. Value of recovered property totaled 9,495 billion yuan.

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.