

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 153



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**Svitzer tug ROTTERDAM seen in Galveston getting ready for a tow.  
Photo : John Driscoll ©**

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## **CONTENTS**

### **EVENTS, INCIDENTS & OPERATIONS**

- **U.S. cruise ship pays record to cross Panama Canal**
- **Pirates attack cattle carrier off Philippines**
- **Sailors injured after Nigerian militants seize vessel**
- **Lifeboat tows vessel to safety**
- **Alarm bells ringing over crude oil price**
- **Russian coast guards seize Norwegian ship for border violation**
- **Een nieuwe speler op de toeristische markt**
- **PHILIPPINE COURT RULINGS**
- **Man trapped on cruise ship dies**
- **Medevac voor Hoekse redders**
- **DE HOOP EVEN TERUG IN IJMUIDEN**

### **NAVY NEWS**

- **German Navy ship visits Doha**
- **UK military says its stricken nuclear submarine is in Crete for damage assessment**
- **Int'l exercise Baltops 2008 begins in Baltic Sea**
- **Hyundai Heavy launched the third 1,800 ton class submarine**
- **Crane from 9/11 crash site to be used in Navy ship**
- **New submarine lands catch of the day**
- **Submarine repairs costing Canadians millions**
- **Waarnemers stelen van marineschip**

### **SHIPYARD NEWS**

- **Diana Shipping's CEO says dry docks in short supply**
- **Russian dockworkers stage walkout**
- **Aker shipyard delivers VOLSTAD PRINCESS**
- **Russia starts building new missile frigate for Indian Navy**
- **Launch of R&D Partnership for Production Chain**

### **ROUTE, PORTS & SERVICES**

- **Cosco Pacific provides further details about its offer for port of Piraeus**
- **Port to add new power supplies for big ships**
- **8,530-TEU Xin Mei Zhou docks at Hamburg on maiden voyage**
- **Mission ship makes its farewell visit**
- **Newbuild on Far East – West Africa service docks in Durban**
- **JANUS FIXED BY ACERGY**
- **Action Place to Be Changed**
- **MOL Names New 147,000m3-Type LNG Carrier Energy Navigator**
- **CKYH Alliance to modify Asia-US West Coast services**
- **EVERGREEN IN ENVIRONMENT PROJECT**
- **Evergreen's new Adriatic service**

## EVENTS, INCIDENTS & OPERATIONS

HIGH  
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### CORRECTIE

Na aanleiding van het bericht over het tragisch overlijden van Piet de Nijs, laat ik U allen weten dat de crematie plechtigheid zal worden gehouden **MAANDAG 16 juni 2008 om 12:30 uur in Crematorium de Beukenhof, Burg. van Haarenlaan, Schiedam**

## U.S. cruise ship pays record to cross Panama Canal

A U.S.-owned cruise ship has paid a record \$331,200 to cross the Panama Canal as vessels fight for space in the increasingly congested waterway, authorities said on Tuesday. The 295-meter -long **Disney Magic**, owned by a subsidiary of Walt Disney Co, broke the transit record on May 16, the Panama Canal Authority said. The ship sails out of Port Canaveral, Florida, and is registered in the Bahamas. Three container ships have also recently paid more than \$313,000, the previous record price set in October 2007 by NCL Corp Ltd vessel **Norwegian Pearl**. NCL is an affiliate of Star Cruises Ltd. Non-reserved slots for crossing the canal are sold at auction to the highest bidder, with yachts, cruise liners and container vessels all competing for limited spaces on the 50-mile (80-km) waterway between the Atlantic and Pacific.

Companies shipping goods between Asia and the U.S. East Coast are willing to pay higher prices to cross the canal to save time and avoid docking goods at ports in Mexico and Central America and transporting them over land. The canal also allows cruise ships to journey from the Caribbean to the Pacific. The **Disney Magic** vessel offers cruises from Florida to Los Angeles, and crossing the Panama Canal is one of the highlights for tourists. Last year, the U.S.-built canal started a \$5.25 billion expansion plan, but work won't be completed until 2014. Waiting times to enter the canal increased by a third in the first three months of this year, compared with the same period in 2007, due to a high traffic levels at the canal. The number of passenger and cruise ships crossing the canal increased by 30 percent in the same period. Panama is trying to establish itself as a cruise ship destination. But an increase in cruise ships using the canal worries shipping firms that container carriers may be forced to pay ever-higher prices, or face waits of up six days, to receive a canal slot. The price of buying a slot does not include the normal tariff, which varies according to weight.

Source : **REUTERS**



Life boat launch at the **L2-FA-1 platform** in May 2008. Two of the boat builders are inside the life-boat to test the launch arrangement, the launch was a success!

Photo : Pat McCardle ©

## Pirates attack cattle carrier off Philippines

A 4,634 grt livestock carrier, the **Hereford Express**, has had to return to the Philippines after sustaining damage to the bridge windows, radio mast, navigational equipment and other items in a pirate attack last Saturday.

The Philippines-flag vessel is owned by a subsidiary of Vroon B.V. of the Netherlands.

According to Australian media reports, on Saturday morning the ship was heading from General Santos City, Philippines on a regular run to Broome, Western Australia, to pick up cattle when it was fired on about 70 nautical miles south of Balut Island.

A Philippines Coast Guard source reportedly said the attack by pirates in four speedboats lasted two hours but none one of the ship's crew of 22 Filipinos was injured.

"The vessel did not stop and tried to maneuver to escape the attack by changing course to the northwest, away from the island," the Coast Guard source said. The vessel returned to port at Mindanao's General Santos City to formally report the attack and for repairs to its bridge, which was badly damaged by the shellfire.

Broome Port Authority CEO Vic Justice said he got a call from the Philippine Coast Guard shortly after the incident was reported, saying the ship had been attacked and would not be arriving as scheduled later this week.

In a radio interview, Mr. Justice said the pirates were frustrated that the high sides of the vessels prevented them boarding. They subjected the bridge area to heavy gunfire. **Source : MarineLog**

## **Sailors injured after Nigerian militants seize vessel**

Militants in southern Nigeria ambushed a vessel belonging to Canada's Addax Petroleum Corp on Monday but were repelled after a gunbattle in which several naval personnel were injured, security sources said.

Gunmen in speedboats ambushed the vessel and eight navy seamen escorting it as they travelled from the Calabar area near Nigeria's southeastern border with Cameroon towards Rivers state in the Niger Delta, home to Africa's biggest oil industry.

Navy spokesman Henry Babalola said there had been only a brief exchange of gunfire when the militants boarded the ship, because of the "combustible nature" of the cargo. A senior state security official said the attackers had been repelled and the vessel had docked at Bonny, where one of the country's largest oil export terminals is located. "Three naval personnel and one civilian were injured. One other naval personnel is missing and is presumed dead," the state security official said, asking not to be named. Addax said it would make a statement later.

A private security contractor working in the oil industry confirmed there were casualties and said the injured were being treated for gunshot wounds at a clinic in Bonny. Militants who say they are fighting for greater local control of the delta's natural resources launched a campaign of violent sabotage against the oil industry in early 2006 which has forced the world's eighth-biggest exporter to cut output. But the line between political agitation and criminality has become blurred, with gangs kidnapping oil workers for ransom and funding themselves by stealing crude oil. President Umaru Yar'Adua's year-old administration has said it plans to hold a summit with Niger Delta communities to try to address the root causes of the unrest but has also promised a crackdown on militant camps in the region.

**Source : REUTERS**

### **Addax Petroleum statement**

It is with regret that Addax Petroleum reports the death of a Nigerian Navy personnel member following the defense of a vessel which had been contracted by the Corporation to provide security services on OML126, offshore Nigeria.

During the incident four other Navy personnel and crew were injured. Addax Petroleum would like to extend its sympathy and sincere condolences to the family of the deceased over this very sad loss and extend our support for a full and speedy recovery for the injured. OML126 is located approximately 90 kilometres offshore south of Port Harcourt, and approximately 40 kilometres from the Nigerian coastline, in water depths averaging 130 metres. At approximately 11:45 pm on Sunday, June 8, 2008, the Navy vessel on OML126 was approached and attacked by unknown assailants in two speedboats. The two speedboats departed without any adverse effect on the Corporation's operations or technical infrastructure in OML126.

The Navy personnel and vessel have been taken to LNG Bonny Island where the injured personnel are receiving medical attention. Commenting, Jean Claude Gandur, President and Chief Executive Officer of Addax Petroleum said: "We are deeply saddened by this incident and our thoughts and prayers are with the victim's family and those of the injured personnel. Since commencing operations in Nigeria a decade ago, Addax Petroleum has established a practice to proactively build excellent relationships with the local communities and has fostered a climate of open dialogue and mutual respect. We strongly believe that this unfortunate incident was a pre-meditated act by criminal elements seeking personal benefit and is inconsistent with the socially responsible relationship that exists between Addax Petroleum and the local communities." Full investigations into this criminal incident are underway by local and federal security and government agencies and by Addax Petroleum.



The **FANOULA** seen in Santos (Brazil)  
Photo : Bruno Pricoli ©



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## Lifeboat tows vessel to safety

Red Bay RNLI were called to the scene at Fairhead

A CRUISER narrowly avoided serious damage after being rescued within metres off rocks on the County Antrim coast. The boat sustained engine failure on Monday evening near Fairhead and was towed to safety by an RNLI lifeboat.

The cruiser, which had one passenger on board, was believed to be travelling from Ballycastle to Larne before the mechanical problem.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 153

Paddy McLaughlin, who was involved in the rescue operation commended the male occupant for carrying out the "correct procedures" before lifeboat personnel arrived.

"Red Bay RNLI Lifeboat towed a 26ft motor boat to safety after it suffered engine failure close to Fairhead off the North Antrim coast on Monday night," he said. "Red Bay Lifeboat was launched and was quickly on scene and towed the boat to safety."

Mr McLaughlin confirmed the rescue operation was coordinated by Belfast Coastguard. **Source : Newsletter**

# Alarm bells ringing over crude oil price

ALARM bells are ringing worldwide with indications crude oil prices are set to reach the \$US200 mark per barrel and Papua New Guineans have been warned to reassess their fuel consumption habits. They have also been told there is nothing the Government or the consumer watchdog, the Independent Consumer and Competition Commission (ICCC), can do to cushion the effects of massive fuel price increases.

With that warning, consumers can expect to pay more for food items in the months ahead. Also, workers can expect the threat of some being laid off because their employers cannot make enough money to pay their wages. InterOil, the country's fuel refiner and supplier, has indicated alarm bells are ringing worldwide and consumers are entering a new era where everyone will need to reassess their fuel using habits. A major company has indicated it may start laying off some of its employees as fuel prices shoot up again this month to previously unimagined rates. Port Moresby's largest taxi company, Comfort Taxis which employs nearly 60 drivers, says nearly half of those drivers will have to be put off the payroll.

Owner Nathan Milyo said he is spending K10,000 to K15,000 on fuel every week, something he says he can no longer accept and will consider laying off some of his drivers because much of the money is spent on fuel. "After almost five years operating this business, this is the worst thing that has happened to my business," he said. "Please, I beg the Government to do something about it, like help me subsidise the cost of fuel," he added. ICCC has announced that petrol will be selling at K4.06 toea per litre in Port Moresby after an increase of 25 toea from last month's price. Diesel has increased by 36 toea per litre to K3.97 toea a litre while kerosene is selling at K3.79 a litre after increasing by 38 toea. Fuel prices for other parts of the country are expected to be much higher than Port Moresby.

Commissioner Thomas Abe said InterOil calculated the Import Parity Price (IPP) of fuel supplied from its Port Moresby Napa Napa refinery based on the interim pricing agreement it has with the Government. He said the IPP for this month was influenced by the endlessly escalating price of crude oil, the international shipping freight rate and the average monthly exchange rate of the kina against the US dollar. While the ICCC sets the wholesale and retail margins on an annual basis, InterOil does changes to the IPP every month under the interim pricing agreement it has with the Government. The IPP for this month is K2.59 per litre for petrol after an increase of about 22 toea a litre and K3.06 a litre for diesel after increasing by almost 33 toea. Kerosene's IPP increased by about 35 toea a litre to K2.96 per litre. After taking into consideration the IPP, excise duty, domestic freight charges, wholesale margins, retail margins and a 10 per cent goods and services tax (GST), the retail fuel prices for this month were set.

InterOil president Bill Jasper has described the effects of the soaring crude oil prices as widespread and indiscriminate. "The forces of international supply and demand are running riot and fuel prices are shooting sky-high," he said. Mr. Jasper warned that the worldwide trend dictated that consumers were entering a new era where everyone would need to reassess their fuel using habits.

He also said the world's biggest energy banker, Goldman Sachs, had estimated that crude oil prices could rise to \$US200 a barrel within a year. "I reiterate, neither the ICCC, the Government nor InterOil is responsible for the powerful worldwide forces that determine the price of crude oil on the international market. **Source: portnews.com/**



## Een nieuwe speler op de toeristische markt

Door Els Kroon



Dit is ze dan, de "**Zeelandia**", een stalen schip van 35 meter lang, in 1936 gebouwd in Millingen en als transportschip gebruikt in de Zeeuwse wateren.

De naam wijst er nog op, maar de bestemming is anno 2008 een hele andere: De **Zeelandia** is officieel een liveboard, een cruiseschip waarop meerdaagse trips kunnen worden gemaakt. De eigenaren richten zich vooral op duikers uit Nederland, die de duikcruises via diverse touroperators kunnen boeken, apart of als onderdeel van een totaal reispakket waarbij de vliegpreis is inbegrepen.

Het klassieke stalen schip gaat varen langs de mooiste plekjes van Curaçao, inclusief Klein Curaçao, en biedt een all-inclusive duikreis. Al naar gelang de wensen van de gast kan er drie, vier, zeven of elf dagen worden geboekt.

Combinatietrips met bijvoorbeeld drie dagen hotel zijn ook mogelijk. De **Zeelandia** heeft zeven tweepersoonshutten en een vierpersoonshut, allen voorzien van een eigen douche en toilet. Er varen vijf vaste bemanningsleden mee. De Curaçaose kapitein **August Neumann** staat voorlopig aan het roer. In overleg met de bemanning kunnen de gasten meerdere duiken per dag maken. Het schip heeft een eigen vulstation aan boord.

Vrijdag maakte gedeputeerde **Ruggenaath** met enkele genodigden een proefvaart door de haven en op zee waarbij bleek dat de "oude dame" de nogal ruwe Curaçaose wateren uitstekend aankan. De **Zeelandia** zal tijdens de duikcruises meestal binnen een paar honderd meter van de kust liggen. De eigenaren vinden het uitermate belangrijk dat er geen schade wordt aangericht aan het koraal. Er zal worden aangelegd aan speciale boeien.

Op de foto rechts : vlnr eigenaar **Rob Schöttelndreier**, gedeputeerde **Eugène Ruggenaath** en manager **Ron Meekel**





## Russian coast guards seize Norwegian ship for border violation

Russian coast guards have detained a Norwegian ship in the Barents Sea for illegally crossing the Russian maritime border, the Federal Security Service said on Wednesday, RIA Novosti reports.

"The freighter crossed the Russian border some 40 miles from its declared coordinates, and five hours earlier than scheduled," an FSB spokesman said.

The ship, traveling from northeast Norway's port town of Kirkenes, had failed to respond to Russian border authorities' attempts to communicate. The ship was headed for the Russian city of Murmansk. The vessel's captain has admitted to violating border rules and has agreed to pay a fine, the spokesman said.

Russia and Norway have been involved in a decades-long dispute over maritime boundaries in the Barents Sea, which is rich in oil and gas reserves, as well as fishing resources.

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The advertisement features a large 'M3' logo in blue and white. Below the logo is the tagline 'ride on a sea of creative solutions' in a dark blue font. Contact information is provided in a smaller black font: 'www.m3marine.com.sg', 'mail@m3marine.com.sg', and '+65 6327 4606'. The bottom section of the ad is divided into three vertical panels. The left panel shows an offshore oil rig in the middle of the ocean with several smaller support vessels nearby. The middle panel shows a large blue and white cargo ship docked at a pier. The right panel shows a large orange and black vessel being moved along a concrete slipway. At the bottom of each panel, there are labels: 'Our Services', 'Sales & Purchase', and 'New Build' respectively.

## PHILIPPINE COURT RULINGS

THREE recent decisions by the National Labour Relations Commission in the Philippines have followed the Crystal Shipping Resolution of February 12, 2007 in measuring disability by a grading base don severity and in terms of number of days incapacitated. The courts have ruled on the premise that the fact that complainants are incapacitated for more than 120 days does not in itself entitle them to the maximum disability benefit.

Although these cases are not precedent setting they will hearten shipping bodies which have been warning that the 120-day rule could lead to companies turning away from Filipino seafarers due to a surge of large injury and illness compensation claims.

The Maritime Advocate reports that, In *Dado v Magsaysay*, an able seaman was repatriated with malaria and was treated for eleven months. The company doctor assessed the seafarer's disability at Grade 12, but his own physician assessed him at Grade 1. He argued that he should be awarded Grade 1 disability not only because of his physician's assessment but also because he was ill for more than 120 days. The NLRC Commission noted that, in two Supreme

Court decisions, the findings and assessment of the company-designated physician had been upheld, as this was the doctor who had monitored and supervised the seafarers' medical condition.

Ruben Del Rosario, reporting these decisions in the Del Rosario Pandiphil Inc Philippine Shipping Updates, says, "These three cases are pending motions for reconsideration in the NLRC Commission. It should be noted that the decisions are not considered 'judicial precedents' under Philippine law. Other courts and tribunals are not bound to follow NLRC decisions." **Source : Maritime Gobal Net**

## **Man trapped on cruise ship dies**

**Rescuers battled for more than an hour to save the crewman**

A crewman has died after becoming trapped and losing consciousness in the hull of a cruise ship in Hampshire.

Emergency services were called at about 1430 BST to reports two men were locked in the ballast tanks of the **Saga Rose** docked at Southampton Cruise Terminal. One of the men remained conscious and was pulled to safety through a small hole on a rope and taken to hospital. But the other man was declared dead at about 1600 BST. Efforts were still being made to recover his body. Fire crews spent more than an hour battling to save the man, who had the use of an oxygen mask, the fire service said. A Hampshire Constabulary spokesman said: "The man in his 40s has unfortunately died.

"His body has not been pulled out and a recovery operation is in progress. "A man in his 30s was rescued and taken to hospital. He was confused but did not appear to have any other injuries." The pair were trapped in the ballast tank, which is a compartment at the bottom of a ship which holds water to control a ship's buoyancy and stability.

Water is discharged when the ship is heavily laden and then taken on again when travelling with light cargo.

Paul Green, spokesman for Saga, could not confirm whether there was any water in the tank at the time. He said the cruise ship, which holds 600 passengers, was due to set off for a cruise at 1600 BST and the passengers were already on board. They were being informed of events. The ship should have set sail from Southampton on a 14-night cruise to the Baltic stopping at Amsterdam, Kiel, Riga, St Petersburg.

Mr Green confirmed the vessel was not in dry dock or undergoing repairs. He added: "There is going to be a full and independent investigation to find out the circumstances of the accident to ensure something like this never happens again. "It is a very sad tragedy because the crew is very closely knit and it will be a great sadness to all concerned."

There are around 300 crew on board the **Saga Rose** and anyone wanting to go inside the ballast tank would need written permission and a safety officer as it is an out-of-bounds area, the spokesman said.

James Duguid, managing director of Saga Shipping, arrived at the scene later in the afternoon. The ship was built in 1965, and has been operating as **Saga Rose** since 1996. **Source : BBC**

## **Medevac voor Hoekse redders**

**Door : Ron Zegers – KNRM**



Vrijdag avond 6 juni kregen de Hoekse redders alarm van het kustwachtcentrum Den Helder voor een medevac in ankergebied 4, nabij het lichteiland Goeree. Na 50 minuten was de reddingboot **Jeanine Parqui** van de Koninklijke Nederlandse Redding Maatschappij langs zij het schip **Vanessa**, welke geankerd lag. De patiënt betrof een 21-jarige Libanees die een vishaak dwars door de duim en nagel had en derhalve geëvacueerd moest worden. Om 20.40 uur lag de KNRM reddingboot **Jeanine Parqui** gemeerd in de Berghaven en was de patiënt onderweg naar het ziekenhuis voor deskundige verwijdering en desinfectie.



## DE HOOP EVEN TERUG IN IJMUIDEN



Shippingnewsclippings lezer **Koos van der Bent** zag in de haven van IJmuiden een schip met wat bekende vormen en dat bleek het oud **Hospitaal Kerkschip De Hoop** te zijn, wat tegenwoordig onder de naam **TIMOR CHALLENGER** rond vaart. Jaren geleden heeft Koos als prenter op de visserij eens een kerkdienst op zee aan boord van dit ( voor de visserij ) historische schip mogen meemaken. Een heel aparte ervaring. Koos schrijft dat hij rond 16 jaar oud was, en meevoer op één van de Katwijkse hektrawlers. Op zondag werd er toen niet gevist en ging de spijker erin in de buurt van het Hospitaal Kerkschip. Vele Nederlandse vissermannen hebben goede herinneringen aan dit schip.

Foto : Koos van der Bent ©

## NAVY NEWS

### German Navy ship visits Doha

The German Navy vessel **FGS Emden**, currently visiting Doha, will conduct a number of official engagements before departing on June 13. The ship, based at Wilhelmshaven as part of the 4th Frigate Squadron, has been deployed in the Arabian Sea, Red Sea, Arabian Gulf and Indian Ocean since mid-February.

The 122-class multi-purpose frigate which carries a 225-member crew, two Sea Lynx helicopters, a boarding and force protection team and a medical team with surgeon and dentist, is currently operating as part of the international antiterrorism operation '**Enduring Freedom**.' "We spend most of the time of course at sea in order to fulfil our mission. But it is also of the utmost importance for us to visit important countries and ports in the area in our standing role as "ambassadors in blue", underpinning the good and relations between Germany and countries such as Qatar," explained FGS Emden's Commanding Officer, Michael Giss.

Nicknamed "**Tiger of the North Sea**," the ship has several official events scheduled, such as courtesy calls to local authorities, meetings with Qatar Naval Forces representatives, a luncheon on board hosted by the German Ambassador and the Commanding Officer, as well as a formal Cocktail Reception, explained a spokesperson. **Source : Gulf Times**

## UK military says its stricken nuclear submarine is in Crete for damage assessment

Britain's military says its stricken nuclear-powered submarine has arrived in Crete for essential repairs and a damage assessment.

The **HMS Superb** hit an underwater mountain while diving in the Red Sea on May 26. The crash knocked out the vessel's sonar and damaged its ballast tanks although the submarine's nuclear reactor was unaffected.

The damage has confined the 32-year-old vessel to the sea's surface. The Ministry of Defense said Tuesday that the submarine was now at NATO's facility at Souda Bay in Crete.

The ministry said the nuclear submarine would stay there for a short while but did not go into specifics. **Source : Herald Tribune**

## Int'l exercise Baltops 2008 begins in Baltic Sea

The international naval exercise **Baltops 2008** (Baltic Operations 2008) has begun in the Baltic Sea on Monday.

As assistant commander of the Baltic Fleet Captain Yuri Kuroyedov told Itar-Tass, after a pre-cruise assembly at the Polish port of Gdynia, where a meeting of the exercise participants was held, ships of 13 countries left for the area of exercise holding in the Baltic Sea.

Among them are: the patrol ship **Neustrashimy** and the big landing ship **Kaliningrad** that represent the Russian Navy. A unit of marines, as well as eight armoured pieces are on board **Kaliningrad**. **Neustrashimy** carries a Ka-27 helicopter, the crew of which made 10 training landings on board **Neustrashimy** on the way from its base in Baltisk to Gdynia.

A total of 35 surface ships, two submarines, two support ships, as well as aircraft are involved in the active sea phase of Baltops-2008.

Thirteen countries take part in the exercise: Russia, the United States, Great Britain, France, Germany, Netherlands, Denmark, Finland, Sweden, Poland, Latvia, Lithuania and Estonia.

According to the exercise plan, on Monday, actions of anti-submarine support of ships, search for and tracking of a submarine with the use of helicopters will be drilled.

The active sea phase also envisages artillery firings at air and sea targets, drilling of manoeuvring within a detachment of ships, holding of exercises on communication, air defence, search for and destruction of a submarine of the simulated enemy, holding of examination actions with regard to a simulated border crosser ship, as well as fight with terrorism at sea. **Source : itar-tass**

## Hyundai Heavy launched the third 1,800 ton class submarine

Hyundai Heavy Industries Co., Ltd. Has completed and launched the third 1,800-ton class submarine for the Korea Navy.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 153

In honor of the Mr. An Jung-geun, who worked for the Korean independence, the submarine was named the **An Jung-geun Ham** by Jung Ok-geun, Chief of Naval Operations.

The submarine will go through naval operational tests and be delivered and deployed to the sea operations in November of 2009. It is 65.3m long and 6.3m wide, with a top speed of 20 knots.

The submarine can continue its underwater operations for two weeks by improving submersible depth up to 400 meters through the application of high tensile steel to the hull body and substantially increasing the capability of underwater cruise with the Air Independent Propulsion (AIP) systems.

Since constructing and delivering the first indigenous Korean frigate in 1980, Hyundai Heavy has the highest performance records among the Korean shipbuilders. It also delivered 7,000-ton class KDX-III AEGIS destroyer in May, 2007. **Source: Hyundai Heavy Industries**



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**NEXUM**  
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## Crane from 9/11 crash site to be used in Navy ship

A crane used in coal mining at the southwestern Pennsylvania site where United Flight 93 crashed during the Sept. 11, 2001, terrorist attacks will be melted down and used to build a Navy ship. The ship will be called the **USS Somerset** after the county where the flight hijacked by terrorists went down.

Twenty-two tons of steel from the dragline crane have been taken from the site. The steel will be melted down and sent to Mississippi, where the ship is being built by Northrop Grumman. The ship is expected to be completed by 2012.

Northrop Grumman is also using more than 21 tons of steel from the ruins of the World Trade Center in New York to build what will become the **USS New York**. - AP

## New submarine lands catch of the day

The South African Navy has launched a stringent deterrence campaign against foreign vessels fishing illegally in the ecologically sensitive waters of Marion and Prince Edward islands, following its first successful submarine patrol there.

The **SAS Charlotte Maxeke**, a year-old submarine, made her debut patrol of the area around the two islands last month, becoming the first to succeed in gathering sufficient intelligence in these waters.

The region is renowned for its rough seas, spurred on by stormy weather. With waves commonly reaching five metres, ships have previously been unsuccessful in patrolling the islands, which lie about 2 300km off the False Bay coast.

The waters surrounding Marion and Prince Edward islands, which were annexed by South Africa in 1947 and 1953 respectively, have been declared an Exclusive Economic Zone (EEZ), making the marine resources available to South Africa only.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 153

However, the SA Navy, mandated to protect the area, has aimed at investigating "the possible involvement by a foreign company or country in pillaging (the) marine resources" there, a SA Navy statement said.

Commander Roland Shortt, the **SAS Charlotte Maxeke's** captain, said the operation had kicked off on May 22, when the submarine had left for Marion Island with a crew of 32. They had made a "discreet transit" to and from the Simon's Town Naval Base, making them undetected by any foreign vessels they were investigating.

He said they "gained intelligence", or evidence of illegal fishing, on a number of vessels, which would then be referred to Marine and Coastal Management and the police.

This information had been gathered mainly using equipment such as still cameras and an optronic mast, an advanced type of periscope that was able to use heat-detecting infra-red technology to catch illegal fishers in the act, day or night.

They were not, however, in the position to divulge the information they obtained. Rear Admiral (Junior Grade) Hanno Teuteberg, the director of Fleet Force Preparation, said the patrol had not been successful before because they did not have the required equipment, including the submarines.

This had become possible with the arrival of the final deliveries of new frigates and submarines, which are included in the Strategic Defence Package. They now had three submarines, two of which would be available for patrols, while the other underwent maintenance. In light of the **SAS Charlotte Maxeke's** triumph, Teuteberg said they would carry out many similar operations. **Source : Cape Argus**

## Submarine repairs costing Canadians millions

It's been 10 years since Jean Chretien's Liberal government doled out \$900 million to the British in return for four used diesel powered submarines -- today only one is operational, the others dry-docked and will cost taxpayers millions in repairs.

Rob Huebert, associate director at the Centre for Military and Strategic Studies, says the vessels are vital to Canadian sovereignty and in desperate need of maintenance.

According to Huebert, the fleet's current state of disrepair can be attributed to inactivity. He compares the submarines to a car left outside for years without being driven. "They stayed in water way too long," Huebert told Canada AM on Thursday from Calgary.

Huebert says the British government was intent on selling six submarines to Canada, but the transaction took three years, and in the end only four were bought.

Former Liberal defense minister, David Collenette, has said the delay was due to fear of political backlash.

"Chretien had always been a strong supporter of the submarine proposal, but he worried about the timing of an announcement when so many sectors of Canadian society had borne the brunt of deficit cutting," Collenette told the House of Commons defence committee in 2004.

Eventually, Canada purchased the **HMCS Chicoutimi, Corner Brook, Victoria** and **Windsor** -- but they've been plagued with problems.

On its maiden voyage in 2004, fire aboard the **HMCS Chicoutimi** killed Lieut. Chris Saunders and injured eight others. It is expected to be out of commission until 2012, two years after its initial re-launch date.

Only the **HMCS Corner Brook** is believed to be cruising the ocean, and the **Victoria** needs \$195 million in repairs if it is expected to be on duty in 2009. The **HMCS Windsor** is also undergoing repairs.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 153

"Submarines are incredibly difficult technologies to run," Huebert said, pointing to Russia's beleaguered fleet and an explosion aboard a U.K. vessel off the coast of Alaska in 2007.

"Unfortunately, the technology is not only valid, it is necessary," he added. Huebert cites the Asia-Pacific region as an example of the "huge growth" in submarine procurement. Japan has 14 subs, while China, South Korea and Taiwan are all expanding their fleet.

Once they are operational, the submarines are some of the best, according to Huebert. Diesel-powered subs are slower than nuclear powered vessels but are also harder to detect under water.

Huebert says it's difficult to convince Canadians that submarine capabilities are important to the country's sovereignty. In the Arctic, the mere presence of a Canadian sub means other countries must inform our government of their whereabouts.

"The submarines are very important for underwater surveillance in Canadian waters, particularly in near-ice conditions for our North," he said. **Source : CTV**

# Waarnemers stelen van marineschip

Internationale defensiewaarnemers hebben vorige week aan boord van het Nederlandse amfibisch transportschip **Hr. Ms. Rotterdam** objecten als spiegels, dekbedhoezen en kussenslopen gestolen. Maritieme experts uit tientallen landen, variërend van de VS tot India, waren door de Koninklijke Marine uitgenodigd aan boord van het schip dat tijdens de onderzeebootoefening Bold Monarch als commandocentrum fungeerde. Gedurende de training bood de voor de Noorse kust gestationeerde Rotterdam onderdak aan honderden gasten. Nadat de laatste waarnemers afgelopen weekeinde waren vertrokken, bleek uit een inventarisatie dat de nodige roerende goederen aan boord waren verdwenen.

Complete spiegels bleken uit de gastenverblijven gesloopt. Ook het beddengoed was flink in trek als souvenir bij de buitenlandse gasten. Volgens marinezagsman Richard Keulen wordt er wel vaker gestolen aan boord van marineschepen. "Dat gebeurt dan bij open dagen, maar nu waren we wel erg verbaasd, gezien de achtergrond van de gasten aan boord." Volgens de overste is de schade niet groter dan bij een gemiddelde publieksopenstelling tijdens bijvoorbeeld de Vlootdagen in Den Helder.

Omdat er zo veel mensen aan boord zijn geweest, heeft de marine geen idee in welke richting ze de 'diplomatieke dieven' moeten zoeken. De gastvrijheid was ook niet altijd even bevorderlijk voor de riolering van het transportschip. Omdat veel gasten handdoekjes mee spoelden in de chemische toiletten, waren er diverse verstoppingen.

## SHIPYARD NEWS

# Diana Shipping's CEO says dry docks in short supply

Dry docks were not expanding fast enough to match the growth of the global shipping fleet, delaying repairs and possibly bolstering hire rates, said Diana Shipping's chairman and CEO, Simeon Palios. Ships need to dry-dock routinely for repairs to remain acceptable for customers including grain shippers. A shortage of dry docks would cause delays and reduce the number of ships available, buoying rental costs "The size of the fleet has doubled but the brand new ships don't dry-dock," Palios said in Athens. "When these vessels come to dry-dock, it's going to be a problem."

The Baltic dry index, a measure of shipping costs for commodities, has risen 31% this year due to port congestion in nations such as China and Australia. Demand for commodities is rising, with the UBS Bloomberg CMCI index of 26 raw materials up for the seventh day in a row. Diana's 19 iron ore, coal and grain carriers were on average 3,9 years old, Palios said. The shipping line may consider selling shares for a seventh time to fund vessel acquisitions, he said. The

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 153

company listed in March 2005 and has raised \$600m through five further sales. "The appetite in the capital markets is coming back," Palios said. Demand for Diana's ships is "huge" and "supply is also huge but it seems it can't catch up".  
Source: Bloomberg

### Russian dockworkers stage walkout

Dockworkers on Russia's Pacific coast staged a one-day walkout on Sunday to demand pay rises to keep up with double-digit inflation. Workers in Nakhodka and Vostochny in the Primorsky region, 9,500 kilometres east of Moscow, massed in the ports to protest about lack of increases in wages for experienced workers.

'These actions are a condition of management inactivity that ignores labour union demands for collective bargaining negotiations,' said Russian Dockworkers' Union regional head Vasily Kozarenko. 'It's a question of paying labour according to its worth.'

Russia's inflation hit 15 per cent in May year-on-year, way above the government's target of 10.5 per cent, causing some high-placed financial officials to sound warnings that the economy is overheating. Kremlin officials, on the other hand, have dismissed such talk, saying the economy's pace of growth is sustainable.

Prices for everything from bread to fuel to apartments are soaring, and wages are not keeping pace as record prices for oil - Russia's biggest export - flood the country with petro-dollars. Russia's far east is particularly hard hit, as transport adds to costs of goods from western Russia and tariffs increase prices of goods from nearby China and other Asian exporters. Source : Reuters

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### Aker shipyard delivers VOLSTAD PRINCESS

Ship handed over three weeks ahead of schedule...

Aker Yards has delivered the platform supply vessel, **Volstad Princess**, to Volstad Shipping AS. This delivery is the third vessel of this type from Aker Yards facility in Brattvaag to Volstad Shipping within a one year periode. Designed for world wide operations, the ship is delivered three weeks before schedule. The vessel will operate on charter for StatoilHydro.



"We in Volstad Shipping are highly satisfied with both design and yard. The sister ships **Volstad Viking** and **Volstad supplier** have been very well received in the market. The three year contract and options with StatoilHydro for **Volstad Princess** strengthen this picture.

"The work that has been done on **Volstad Princess** holds a very high standard. In addition the yard has set an example of very flexible and solution oriented conduct. New technological challenges have been



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 153

solved in an excellent way, and that the delivery in addition fine place three weeks ahead of contract date is no less that impressive in today's market situation, where long delays are more common", says Eivind Volstad, Managing Director of Volstad Shipping.

The vessel has the designation ST-216L CD with focus on environmental friendly and safe operations. The vessel features a diesel-electric fuel saving propulsion system, engines with low emissions to air and SCR catalysts reducing the NOx level. New developed designs of switchboards and IAS are delivered by Aker Yards Electro.

**Volstad Princess** meets the latest regulations for spilled oil recovery operations (ORO) by the NOFO 2005 standard and can also perform rescue operations for up to 300 survivors. In particular, the vessel is also prepared for future operations in the northern cold areas, with ice strengthened hull and propellers and also DE-ICE notation.

The accommodation onboard is of a high standard with high comfort, and the ship meets all the latest criteria for the crew onboard. The hull has been built at Aker Yards, Tulcea in Romania, and has been commissioned at Aker Yards Brattvaag in Norway.

Yard No. 129  
Yard Aker Yards, Brattvaag  
Design ST-216L CD by Skipsteknisk AS

Length over all 93.40 m  
Breadth moulded 19.20 m  
Depth to main deck 8.40 m  
Draught max 6.85 m  
Gross tonnage 4183 t  
Cargo capacity 5000 t  
Speed approx. 18.4 knots at draft 4.8 m  
Accommodation 28 pers.

Class: DNV +1A1 SF, E0, DYNPOS AUTR, CLEAN DESIGN, COMF-C(3)/-V(3), DK(+), HL(2,8), OIL REC (NOFO 2005), LFL\*, ICE-1B , DE-ICE, NAUT OSV (LoC).

Source : [shippingtimes.co.uk](http://shippingtimes.co.uk)

## Russia starts building new missile frigate for Indian Navy

The Yantar Shipyard in Russia's Baltic exclave of Kaliningrad will start on Wednesday the construction of the third Project 11356 frigate for the Indian Navy under a second contract, the company said according to RIA Novosti.

India and Russia signed a contract for the purchase of three additional Project 11356 Krivak IV-class guided missile frigates for the Indian Navy on July 14, 2006. Russia previously built three Krivak-class frigates - **INS Talwar**, **INS Trishul** and **INS Tabar** - for India, and delivered them all by the end of 2004.

"The Yantar Shipyard will hold an official ceremony to mark the beginning of the construction of the third [Krivak-class] frigate for the Indian navy," a company spokesman said, adding that the work on the first two frigates was progressing according to schedule.

All three ships will be delivered to India by 2012. They will feature the BrahMos supersonic anti-ship cruise missile system instead of the Club-N/3M54TE missile system, which was installed on the previous frigates.

The Krivak-class frigate has deadweight of 4,000 metric tons and speed of 30 knots, and is capable of accomplishing a wide range of missions in the sea, primarily hunting down and destroying large surface ships and submarines.

## Launch of R&D Partnership for Production Chain

The R&D Integrated Partnership Cluster Project programme was launched on 28 May 2008. The following companies from the maritime production industry signed the partnership agreement:

- Bakker Sliedrecht Elektrotechniek (system integration, medium and high voltage)
- Brabant Mobiel (application of paint systems)
- Croon Elektrotechniek (system integration, low voltage)
- Damen Shipyards (shipbuilding, miscellaneous)
- GTI Suez (electrical engineering, mechanical engineering and piping)
- Heinen and Hopman (climate regulation)
- IHC Merwede (shipbuilding, miscellaneous)
- Johnson Controls (HVAC systems)

Together, they represent approximately 6,000 people working in the sector. The cluster project is open to the participation of other companies active in the Dutch maritime production industry. The main aim is to strengthen the competitive position by developing improved partnership models and instruments. The three principal targets of the programme are: innovative enterprise, technological innovation and social innovation. Communication, awareness and self-awareness, training, information technology, process optimisation, information management and process transparency are a few of the core concepts being tackled. The cluster project links up with the strategic research agenda of Maritime Innovation Programme that was launched last year, and that is supported by the Ministry for Economic Affairs and SenterNovem.

The sector itself is running the programme in terms of content, implementation and management. It is working closely with the maritime research groups of Delft Technical University. The broad involvement of competing companies makes this the largest (pre-competitive) development project in the area of process optimisation that has ever been undertaken in the Netherlands.

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## Cosco Pacific provides further details about its offer for port of Piraeus

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 153

The Board noted the difference in the Bid price for the Project of approximately Euro 498 million (referred to as approximately Euro 500 million in the Announcement) as stated by the Company and the amount of approximately Euro 4.30 billion as described by the PPA, and wishes to state that the Board understands that such difference arise principally as a result of different accounting methodologies used in determining the amount of the Bid and the different categories of costs included in such amount. In early February 2008, the government of Greece, PPA and the Thessaloniki Port Authority SA ("TPA") in Greece launched internationally competitive tenders inviting companies from around the world to submit bids for concessions to upgrade and operate Piers 2 and 3 of the Piraeus Port and Pier 6 of Thessaloniki Port.

In terms of throughput, the Piraeus Port and the Thessaloniki Port are the two largest container terminals in Greece, and the Piraeus Port is one of the top ten container terminals in Europe. More importantly, Piraeus is located in the commercially and strategically important shipping lane used to service Europe, North Africa and the Mediterranean. An investment in the Piraeus Port and the Thessaloniki Port offers the Company an excellent opportunity to invest in major terminals outside of China, which in turn aligns with its corporate strategy of becoming a leading global port operator.

The Company submitted separate bids to PPA and TPA for the concessions of the Piraeus Port and the Thessaloniki Port in May 2008. As at the date of this announcement, the Company has not received any formal notification from PPA and TPA on the results of the tenders.

In a press release issued by PPA dated 3rd June, 2008 and as reported in various press articles, the Company's total bid for the Project was approximately Euro 4.3 billion, whereas in the Announcement, the Company stated that the price offered under the Bid for the Project was approximately Euro 500 million.

The Board noted the difference in the Bid amounts for the Project as stated by the Company and by PPA, and wishes to state that the Board understands that such difference arises principally as a result of different accounting methodologies used in determining the amount of the Bid and the different categories of costs included in such amount.

The Board wishes to clarify that the Bid amount of approximately Euro 498 million (referred to as approximately Euro 500 million in the Announcement) refers to the financial offer price component of the Bid ("Financial Offer Price"), which is calculated on a present value basis. The Financial Offer Price is the only component under the Bid that would vary among different bidders, whilst all other components of the Bid are the same for all bidders. The Board also understands that, in selecting the provisional highest bidder among participating bidders to move to the subsequent stages in the tender process, the evaluation committee of PPA would take into account the financial offer price component of the bids submitted by bidders. The Bid amount of Euro 4.30 billion as described by the press release of PPA includes, in addition to such financial offer price mentioned above, all other non-variable fee commitments comprising the bid, including an upfront concession fee, an annual rental fee based on the container terminal's length of the berthing dock and an annual rental fee for the container terminal's surface of quays. Those fees must be paid by the successful bidder under the rules of tender issued by PPA, calculated on a nominal value basis and payable annually over the entire 35-year concession period of the Project.

The Board also noted that, as stipulated under the rules of the tender issued by PPA, after a provisional highest bidder for the Project is selected by the evaluation committee of PPA, the tender process would proceed to certain further procedures, including, among other things:

Negotiation of the terms of the formal concession agreement between PPA and the selected provisional highest bidder; Upon successful completion of negotiation, execution of formal concession agreement with PPA; and Ratification of the executed concession agreement by the Hellenic Republic, which would involve hearings and public debate by the relevant committee(s) and plenary session of the Greek Parliament and final vote by the plenary session of the Greek Parliament.

The Company will issue further announcement(s) regarding the latest development of the Bid as and when appropriate and in compliance with the requirements of the Listing Rules. To conclude, the Board will continue to formulate strategies to strengthen the Company's terminal portfolio in overseas and China and aim to further enhance the Company's profitability and maximize its returns for its shareholders. Suspension and resumption of trading At the request of the Company, trading in the shares of the Company has been suspended from 9:43 a.m. on 10th June, 2008 pending release of this announcement. An application has been made by the Company to resume trading of its shares from 9:30 a.m. on 11th June, 2008. **Source: Cosco Pacific**

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## Port to add new power supplies for big ships

Tankers coming into Port Angeles for topside repairs won't be left in the dark. Port of Port Angeles Commissioners agreed yesterday to buy two heavy-duty transformers. They'll go in at Terminal One, where most topside repairs take place. When a big cargo ship is in for topside repair at Terminal One, it costs a great deal for the ship's power system to function, and even more so now, given the high cost of fuel. Ship's officers would rather go "cold iron", which means shutting down the engines for the amount of time they are tied up, which could be up to 30 days. But they still need power to operate. Recently, the Port installed a borrowed 15-hundred KVA transformer to service two Alaskan Tanker Company vessels, but the transformer must be returned in August, when the work on the second vessel is complete. Now, looking to the future, when most ships will need auxiliary power from shoreside, the Port will begin negotiating for two new transformers, at a combined cost of \$277-thousand dollars, which includes the cost of wire, labor, conduits and everything else involved in installation. With budgetary restraints, the Port might not buy both transformers this year, but the first one could be purchased and installed by late July or August, depending on availability. Port Commissioners say shoreside power availability for ships in for repairs, is the coming thing, and many other ports are working to install those facilities. The daily fee to the ships is estimated at \$325-dollars, much less cost than keeping the ship's engines in operation while in Port. **Source: KONP**

## 8,530-TEU Xin Mei Zhou docks at Hamburg on maiden voyage

THE 8,530-TEU *Xin Mei Zhou* (Chinese for "America") built at China's Hudong Shipyards, recently called at the Port of Hamburg after its maiden voyage from Ningbo. Carrying a cargo for northern Europe, the vessel is part of the AEX-1 Far East-Europe service operated by the China Shipping Container Line (CSCL) that also provides slots on behalf of CMA CGM, ZIM and IRISL.

Via Barcelona, Valencia and Felixstowe, the voyage next took in Hamburg, Europe's leading seaport for Far East cargo, which was handled by the Eurogate Container Terminal Hamburg (CTH). The ship is 334 metres long, 42.8 metres wide and has more than 700 reefer plugs. It is powered by a 68,250-KW MAN B&W 12-cylinder main engine, and can do 24.5 knots. Full loaded draught is 13.9 metres. The ship has since started on its return voyage to China, on a rotation that includes Antwerp, Port Kelang, Malaysia, Hong Kong, Shenzhen, Guangzhou, Ningbo and Shanghai.

**Source: schednet.com**

## Mission ship makes its farewell visit

The 94-year-old **MV Doulos** arrived at Auckland's Princes Wharf, carrying 320 members of Operation Mobilisation, an international Christian ministry working in more than 110 countries.



Photo : Nico Ouwehand ©

The **Doulos**, built in 1914, will be replaced because of new regulations, says project co-ordinator Lenhert Plaatjies.

"This is our farewell visit to New Zealand. The ship will not be able to pass the maritime regulations coming in in 2010 and for us to replace the parts of the ship will amount to the same as a new ship." An appeal for a four-year extension so that the **Doulos** could celebrate its 100th birthday was not successful, but Mr Plaatjies is still optimistic about the ship's future.

The **Doulos** started off as the **Medina**, the **Roma** and the **Franca C**.

In 1977, after it was bought by OM International ministries, it was christened the **Doulos** - after a Bible reference meaning "to serve". Since then it has travelled the world preaching the word of God, with more recent ports of call including Shanghai, Madagascar and the Arabian Peninsula in 1995.

Missionary Sven Benseler, who has been on board with his wife and two young sons for six months, says going to places where Christianity is not the main religion can be difficult but rewarding. "Most people are accepting of our individual stories and how Christianity has helped us."

Auckland City Mayor John Banks was on board yesterday for the official Auckland opening of the ship's bookstore - the biggest floating bookstore in the world, where people can buy books of many kinds.

The public can view the ship and bookstore until June 30, when the **Doulos** will sail to Wellington and stay there until July 4.

## Newbuild on Far East – West Africa service docks in Durban

China Shipping Container Lines (CSCL) is in the process of introducing several newbuilds to the Far East – South Africa – West Africa service (WAX), with the first of these, CSCL Panama, arriving in Durban at the weekend.

The 2 500 teu ship is one of ten vessels deployed on the WAX service which now includes regular Durban calls on the eastbound service as well as the westbound. **Source : cargoinfo.co.za**



The Jan de Nul Trailing Hopper Dredger "**DE BOUGAINVILLE**" seen operating at Callao.  
Photo : Percy Alfaro ©

## JANUS FIXED BY ACERGY

Harms 220 ton bp long distance AHT **JANUS** is fixed by Acergy MS Ltd. UK to tow and assist the Laybarge **Acergy Piper** from Las Palmas to Sao Sebastio (Brazil) and after abt 40 days hard anchor handling work the **JANUS** will bring her tow back to Europe. Harms have awarded the contract in April 2008. The AHT **JANUS** will arrive in Las Palmas next Monday, 16.06.08 and departure of the convoy is scheduled for the 23rd of June 08.

## Action Place to Be Changed

**Passenger carriers to change a berth place**

The so-called informational artillery preparation in advance of launching the first stage of the passenger port of Saint-Petersburg, which is being built in the framework of the Sea Facade project, continues.

It became known that the first cruise ship - "**Norwegian Jewel**" - would call at the new berth on September, 10. The owner of the ship is NCL.

As a rule such cruise ships call at Lesnaya harbor and passengers do the sights beginning with the buildings of Kirovsky plant. Before September, 10 "**Norwegian Jewel**" will call at Lesnaya harbor some more times. **Source :** SeaNews

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## MOL Names New 147,000m<sup>3</sup>-Type LNG Carrier Energy Navigator

Mitsui O.S.K. Lines, Ltd. held a naming ceremony for a new liquefied natural gas (LNG) carrier called the **Energy Navigator** at the Kawasaki Shipbuilding Co., Ltd. Sakaide Shipyard. Tokyo Gas Co., Ltd. President Mitsunori Torihara named the new vessel. MOL and Tokyo LNG Tanker Co., Ltd. (wholly owned by Tokyo Gas) co-own the **Energy Navigator**, with MOL holding a 30% share and Tokyo LNG Tanker 70%. After its completion at the end of June, the vessel will transport LNG from Malaysia, Australia, and Sakhalin to supply Tokyo Gas Co., Ltd., Toho Gas Co., Ltd., and Shizuoka Gas Co., Ltd. **Source: MOL**



ISKES latest, the **TRITON** arrived in her homeport IJmuiden

Photo : Joop Marechal ©

## CKYH Alliance to modify Asia-US West Coast services

The CKYH Alliance (Coscon, "K"Line, Yang Ming and Hanjin Shipping) has announced the modification of its PSW (Pacific South West) and PNW (Pacific North West) services between Asia and US West Coast, effective from the end of this month. The Alliance has decided to integrate the existing YPS (PSW2), CUX (PSW4), and CWS (PSW5) into two services considering the destinations. Also, it will re-arrange the calling ports of YPN (Yang Ming- Pacific North West) and link KPN ("K"Line - Pacific North West) with JES (AES-2) in order to provide a Pendulum service covering North America and Europe.

CKYH Alliance has stated that "the rationalisation of its current Asia-US West Coast services will upgrade customer service with improved schedule and reduced transport time between China and US West Coast". The Alliance added that it "will further discuss and study the Trans-Pacific services and set up a series of strategies for better service quality in order to satisfy customers' needs".

Details of new services are as follows:

YPS (PSW2 - Pacific South West 2): five vessels of 4,300teu that will call at: Hong Kong - Yantian - Kaohsiung - Keelung - Los Angeles - Oakland - Keelung - Kaohsiung - Hong Kong

CUX (PSW4 - Pacific South West 4): five 5,500teu vessels that will call at: Shanghai - Ningbo - Qingdao - Los Angeles - Oakland - Kwangyang - Shanghai

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 153

YPN (Yang Ming - Pacific North West): five 3,300teu ships that will follow the port rotation: Kaohsiung - Shanghai - Ningbo - Pusan - Tacoma - Vancouver - Kaohsiung

KPN / JES ("K"Line - KPN-W / AES-2 Pendulum): Transformed into pendulum covering North America/Europe that will deploy 13 vessels of 5,500teu each calling at: Kobe - Tokyo - Nagoya - Hong Kong - Singapore - Port Said - Rotterdam - Felixstowe - Le Havre - Port Said - Singapore - Hong Kong - Yantian - Xiamen - Nagoya - Tokyo - Tacoma - Vancouver - Portland - Kobe. **Source: SeatradeAsia Online**

## EVERGREEN IN ENVIRONMENT PROJECT

IN a move the Taiwan-based container giant says reflects its commitment to a better environmental future, Evergreen Line is to cooperate with Cambridge University in the UK and the National Central University in Taiwan on the Pacific Greenhouse Gases Measurement (PGGM) project.

The PGGM project is currently combining data from the FORMOSAT-3/COSMIC satellites and commercial aircraft. Now data will also be collected from Evergreen containerships to build a three-dimensional distribution of greenhouse gases over the Pacific. Evergreen says in statement: "This data will be extremely valuable for scientists now estimating the total emissions of greenhouse emissions in the Pacific region and represents one of the key contributions from Taiwan in the context of global warming and climate change."

Evergreen is planning to assist in gathering data on two specific routes: Europe to Asia and Asia to Australia with the data recorder to be fitted on a S-type vessel and a P-type vessel. Installation of the instruments will take place in late 2008.

The company says its series of S-type container vessels already exceed many national and international regulations regarding environmental protection. **Source : Maritime Global Net**

## Evergreen's new Adriatic service

TAIWAN-based container shipping giant Evergreen Line is launching a new regional service to the main central Adriatic and Balkan ports this month. Evergreen says the Adriatic Feeder service (AFS) will significantly improve the existing Intra Mediterranean feeder network based on a hub in Taranto, Italy. The first sailing is scheduled to depart from Taranto on June 13 and will be operated by the 974 TEU vessel **Iris Bolten**.

Ports of call on the seven-day rotation are: Taranto – Ancona (Italy) – Ploce (Croatia) – Bar (Montenegro) – Durres (Albania) - Taranto.

A company spokesman says: " The Adriatic Feeder service will provide customers with greater capacity, more port coverage in the Mediterranean and a more flexible service in the central Adriatic and Balkan markets".

**Source: mglobal.com**



## MOVEMENTS



The **ANASTASIA** seen passing Maassluis outward bound  
Photo : Cees Kloppenburg ©

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



KOTUG's latest newbuilding the **SD SEAL** was spotted in the Bosphorus enroute Rotterdam  
Photo : Ian Edwards ©

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