

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 160



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**The m.v. "Royal Princess" on her way to Amsterdam in the NorthSea Channel just outside the locks.**

**Photo : Rob van Lieshout ©**

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## EVENTS, INCIDENTS & OPERATIONS

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# Japan urges calm in row over sunken Taiwanese boat

Japan on Monday called for calm in a row over the sinking of a Taiwanese fishing boat which collided with a Japanese patrol ship near disputed islets in the East China Sea.



Tokyo said it was "very regrettable" that a protest boat along with nine patrol ships from Taiwan had entered Japanese territorial waters early Monday to protest the sinking of the vessel last week.

"It is necessary that the people concerned act calmly as we should not let the incident disturb peace in the region," said Japan's top government spokesman, Nobutaka Machimura.

"It was very regrettable that a violation of Japanese waters occurred," he told reporters, noting Tokyo had repeatedly asked Taipei to stop the protest ship coming.

Local media said it was the first time that foreign patrol boats had entered Japanese waters to accompany a protest ship. Japan's coastguard said the protest boat entered its waters near the uninhabited islands, known as the Senkaku in Japanese and the Diaoyu in Chinese, shortly before 6 am (2100 GMT Sunday).

The ship spent some two and half hours in Japanese waters, circling around the main island before leaving, Japanese officials said. Japan administers the disputed chain, which lies near rich energy deposits, but it is also claimed by Taipei and Beijing.

A Taiwanese fishing boat sank in the area on June 10 after colliding with a Japanese patrol vessel. All 16 people on board the Taiwanese vessel were rescued and have been returned to Taiwan. Japanese maritime safety authorities have said the captains of both the coastguard vessel and the Taiwanese fishing boat were suspected of "professional negligence and endangerment".

Hideo Nasu, head of the coastguard operations overseeing waters in the East China Sea, on Sunday apologised for the incident. Taiwan's foreign ministry announced it was recalling its de facto envoy to Japan and demanded an apology and compensation from Tokyo for the loss caused to the captain.

Taiwan's coastguard has filed a criminal lawsuit against the captain of the Japanese vessel over the incident.



The **CLIPPER TAIPAN** seen at Callao (Peru) roads - Photo : Capt. Cesar Pichilingue ©

## Discovery of Body in Welland Canal

On Sunday, at approximately 10:00 a.m. the Laker Vessel "**English River**" was upbound on the Welland Canal, having just passed the Allanburg Bridge when the crew observed what appeared to be a body floating in the canal.

As a result of this discovery, the Thorold Fire Department, Niagara Regional Police and supervisory members of the St. Lawrence Seaway Authority were summoned. Upon the arrival of emergency personnel, the lifeless body of a clothed female was located approximately one kilometer south of the Allanburg Bridge, and about eight feet from the west shore. When Police recovered the female from the water, the body was found to be in an advanced state of decomposition, suggesting that she had been in the water for a period of time.

Members of the St. Catharines District Detective Office, and the coroner were in attendance, and an investigation was commenced. The body was subsequently removed from the scene, and transported to the Hamilton General Hospital, where a post mortem examination was ordered for Monday June 16, 2008. Identification of the female is not known at this time.

Members of the St. Catharines Detective Office are continuing the investigation and are actively searching missing persons reports in the hopes of identifying the female. **Source : Niagara Regional Police News Release**

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## Yemen Waters Invaded

Security sources said that a Somali military ship has been seized on Saturday (14 June) by Yemeni coastguards in Aden Gulf five crewmen onboard, three Somalis and two Egyptians.

The sources added that the ship was carrying about nine sheep and some foods, an investigation is continuing to reveal the real reasons for entering Yemen waters without an official permission.



The **ELEONORA MAERSK** seen reflecting in the windows of the new pilot office at Rotterdam-Europoort  
Photo : Rik van Marle ©

## Archaeologists raise Chinese merchant ship

An 800-year-old Chinese merchant ship carrying a cargo of porcelain has been raised by archaeologists from the South China Sea.

The **Nanhai No. 1** treasury ship dates from the early Southern Song Dynasty (1127-1279) and was raised to the surface of the ocean with its precious cargo in a specially created steel cage, Chinese state news reports.

Believed to have between 60,000 and 80,000 items on board, the ship and its cargo are both in excellent condition and represent the largest find dating from the Southern Song Dynasty. It was discovered in 1987 near the city of Yangjiang, in Guangdong province, lying in over 65ft of water at the bottom of the sea.

The vessel, whose name means **South China Sea No. 1**, will be placed on display in a glass pool at a museum where the conditions will mirror those on the sea bed. Visitors to the new museum, run by the municipal government of Yang Jiang, will be able to watch the excavation of the vessel continue through windows in the sides of the pool from the end of next year.

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Items discovered on board the **Nanhai No. 1** include blue porcelain, green-glazed plates, copper coins, gold and silver containers, belt buckles and jewellery.

The cargoes of a number of Chinese merchant ships were discovered and sold off at auction in the West during the 1980s, including porcelain, gold, silver and antiques. **Source : [uktv.co.uk](http://uktv.co.uk)**

### Vlaanderen vreest uitstel Scheldeverdieping

De Nederlandse Eerste Kamer heeft de ratificatie van de Scheldeverdragen van de agenda geschrapt. De Tweede Kamer keurde de vier verdragen eind vorig jaar al goed. De leden van de Eerste Kamer willen het agendapunt pas behandelen wanneer een onderzoekscommissie een rapport over alternatieven voor de ontpoldering in Zeeuws-Vlaanderen klaar heeft.

Omdat die commissie haar werkzaamheden nog moet aanvatten, zou de presentatie van dat rapport pas in november plaatsvinden. De verdieping van de Westerschelde op Nederlands grondgebied zou daardoor dit jaar niet meer kunnen starten. Op Belgisch grondgebied zijn de baggerwerken wel al aan de gang.

Voor de Belgische krant Gazet van Antwerpen vormde het uitstel van de verdiepingswerken in Nederland met een half jaar de aanleiding om op de voorpagina uit te pakken met de kop 'Nederland torpedeert uitdieping Schelde'. De krant schrijft dat de belofte van het Antwerpse havenbestuur aan reders dat de Westerschelde eind 2009 verdiept zal zijn, niet langer realistisch is.

De Vlaamse minister-president Kris Peeters heeft intussen contact opgenomen met zijn ambtsgenoot Jan Balkenende en zegt dat de Nederlandse regering de ernst van de situatie inziet. De CD&A die eerder instemde met een uitstel van de ratificatie, wil alvast bekijken of de Scheldeverdragen nu toch niet op korte termijn terug behandeld kunnen worden.

De Nederlandse liberalen waren tegen het uitstel omdat ze het als een schoffering ten opzichte van de Vlamingen beschouwen. 'Als Rotterdam een goed bereikbare haven heeft, waarom zou Antwerpen dat niet mogen hebben', aldus VVD-senator Pieter Hofstra. Hij betwijfelt wel of het nog lukt om de Scheldeverdragen nog voor het zomerreces weer op de agenda te krijgen. **Bron : Nieuwsblad transport**

### m/v Lukan under tow to nearest port

Disabled m/v **Lukan**, adrift in Arabian sea from June 11, taken on tow at 13.00 LT June 16 by tug **Makha Oia** ( Sri Lanka flagged), to be towed to Dohu port, Qatar. **Source : [Mike Voitenko](#)**

## Onderzoek export sloopkotters

door **Harmen van der Werf**.

De Vrom-inspectie stelt een onderzoek in naar de export van begin dit jaar gesaneerde viskotters voor sloop in België en Denemarken. Volgens de inspectie zou niet voldaan zijn aan de Europese Verordening Overbrenging Afvalstoffen.

Op grond van die verordening hadden de vissers moeten melden dat zij hun schepen naar een buitenlandse sloper wilden brengen. De Vrom-inspectie had dan kunnen bekijken of er geen gevaarlijke afvalstoffen in zaten en of ze bij een goedgekeurd bedrijf zouden worden gesloopt. Hierop wordt streng gelet, zeker sinds de affaire rond de Otapan. Dat schip bleek op weg van Amsterdam naar een Turkse sloper veel meer asbest te bevatten dan Vrom had opgegeven.

Vier kotters van de Vlissings-Arnemuidse vloot zijn gesloopt bij Van Heyghen Recycling in Gent. De eigenaren zijn door de Vrom-inspectie voor het eerst benaderd in februari, toen de schepen al weg waren. 'Stomverbaasd', was visser Lein de Nooijer. Het ministerie van Landbouw, dat subsidie voor de sanering gaf, heeft vooraf niets laten weten. De sloper

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heeft dat evenmin gedaan. "Viskotters bevatten geen gevaarlijke afvalstoffen", aldus De Nooijer, "en Van Heyghen is een algemeen erkend sloopbedrijf. Ik snap niet waar Vrom mee bezig is." **Bron : PZC**

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## Astoria & Pelorus in St Petersburg



Under the bowsprit of the Tall ship **Mir** with St. Isaacs cathedral as historical background the cruise ship **Astoria** and the private yacht **Pelorus** (owned by Roman Abramovich) seen moored in St.Petersburg

**Photo : Pieter van Vuuren - St. Petersburg ©**

## Taiwan Navy to Escort MPs Visiting Disputed Islands

Naval vessels will be dispatched to escort a group of legislators on their planned visit to the disputed Tiaoyutai Islands in the East China Sea, military spokeswoman Lisa Chi said Monday [16 June].

The Navy has started planning for the proposed trip by a group of lawmakers from the legislature's Foreign Affairs and National Defence Committee, led by ruling Kuomintang Legislator Lin Yu-fang, Chi said. Lin announced earlier in the day that the trip - slated for Wednesday - will be aimed at "finding facts, claiming sovereignty and protecting the rights of Taiwan fishing boats." "It was still uncertain whether Defence Minister Chen Chao-min will accompany the legislators on the trip to the Tiaoyutais," Chi added.

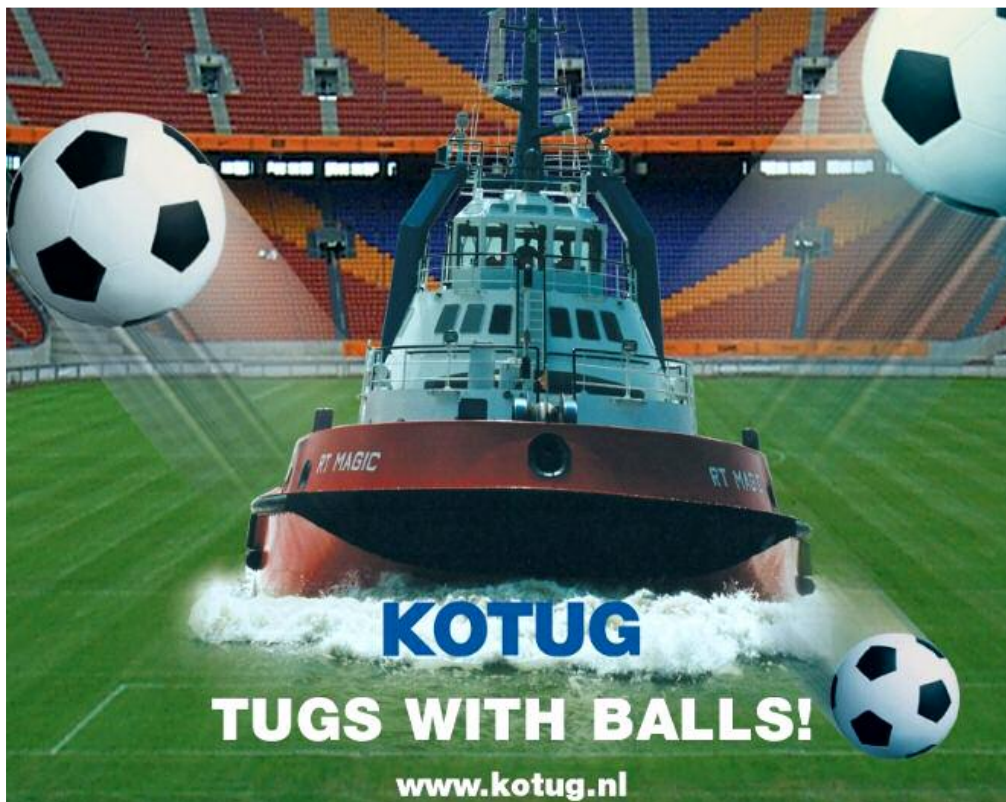
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"Relevant details, such as the type of vessels, the Defence Ministry personnel to be assigned to the mission, and question of whether the convoy will enter the disputed 12-nautical-mile zone around the Tiaoyutais, are yet to be finalized," Chi added.

The Tiaoyutais, located 102 nautical miles to the northeast of Taiwan, have been at the centre of a territorial dispute among Japan, Taiwan and China over the past decades. The waters around the island group have traditionally been a fishing ground for Taiwan fishermen.

Lin said that the legislators are determined to make the trip Wednesday, adding that "the decision will not be changed unless Japan apologizes and offers compensation." Lin was referring to a recent incident, in which a Japanese patrol vessel rammed into a Taiwan sports fishing boat in waters near the Tiaoyutais, causing the fishing boat to sink off the islands June 10.

Taiwan recalled its representative to Tokyo Sunday to protest the Japanese authorities' claim that the accident resulted from a bungled attempt by the Japanese patrol vessel to chase the Taiwan recreational fishing boat away from Japan's territorial waters and that the Taiwan boat was partly to blame. **Source : Central News Agency, Taipei.**



## Russia invests in new icebreakers

The development of a new generation of Russian nuclear-powered icebreaker will be completed in 2009, Rosatom leader Sergey Kiriyenko confirms. He wants to boost goods turnover of the icebreaker fleet by more than 700 percent by 2015. If the goal is met, the icebreaker fleet will ship an annual 16 million tons of goods by 2015, Rosatom reports with reference to a statement made to Interfax. Atomflot leader Sergey Kiriyenko last week visited Murmansk.





The icebreaker **YAMAL** seen in Murmansk  
Photo : Piet Sinke ©

In August this year, the management of Russia's nine atomic icebreakers will be transferred from the Murmansk Shipping Company to Rosatom, thus making Mr. Kiriyyenko a far more powerful man in the Russian North. With the takeover of the icebreakers, Rosatom also takes over the icebreakers' service base, Atomflot, located in the city of Murmansk.

-The main task ahead of us now is to start negotiations with all main shipping operators [in the far north], in order to get an overview of the services which will secure a financial development model for Atomflot, he said in a meeting with the icebreaker captains, Interfax reports.

Last week, Kiriyyenko appointed the experienced manager Vyacheslav Ruksha, a former head of the Murmansk Shipping Company, new leader of Atomflot. During the visit, Mr. Kiriyyenko also confirmed that the model for Russia's next generation of nuclear powered icebreaker will be completed in 2009 and that construction will start in 2010, Interfax reports. By 2015, the new generation of vessels will in operation in the North, he added.



The **50-years of Victory** - Photo : Jan de Bokx ©

Currently, Russia has nine icebreakers, one of which – the **Lenin** – is about to be turned into a museum. Last year, Russia got the icebreaker "**50-years of Victory**", which had been under construction for more than ten years.

Source : BarentsObserver

## Tientallen doden na zinken boot bij Libië

Ten minste veertig mensen zijn verdrongen en nog circa honderd mensen worden vermist na het kapseizen van een boot voor de kust van Libië. Het vaartuig vervoerde illegale immigranten van Libië naar Italië. Dit meldde een Egyptische veiligheidsambtenaar maandag. Veertig lijken zijn geborgen en twee passagiers zijn gered, een Egyptenaar

en een man uit Bangladesh. De Egyptische overlevende liet weten dat zich ongeveer 150 mensen op de boot bevonden, onder wie vijftig Egyptenaren. Het schip vertrok op 7 juni vanuit Libië.

## **m/v “Lehmann Timber” – unfolding drama**

I've got a phone call from m/v “**Lehmann Timber**” Master, Mr. Valentin Bartashev. He told me, that situation is about critical, gang's chief has problems in keeping bandits off the crew. Yesterday shipowner agreed on ransom sum, but later they disagree on so to say, terms of payment. Pirates require money in cash to be delivered directly to Somalian waters, as soon as possible. Shipowner wants some other ways, and what are they exactly, is not clear. Yesterday pirates feasted crew with some fish and Coke, can per person. Today they are very angry and said – no food or water, till shipowner will get the message straight and pay ransom.

While talking, I understood that Master has guns at his back, and he told me pirates would like to inform whoever may be interested – ransom for **Amia Scan** is to be delivered to other gang tomorrow or the day after tomorrow.

Well, looks like shipowner thought and still thinking, situation is exactly the same it was and is with other hijacked vessels in Somali waters, but it definitely isn't. Pirates are tense with fears of being attacked, like it was in May, and they want quick money, like it was in May. So, they decided to press crew and let the crew talk to relatives, with all their woes and fears. Crew is intentionally kept short of food and fresh water (mind you, not for toilet, for drinking), 9 out of 15 hurdled for living (or survival) on the bridge. Condition out of work long time ago, because diesel oil is about to dry out, they'll have to switch off everything because they have to keep some minimal quantity of diesel oil to start main engine. Anchor hardly keeping on because of heavy swell.

Situation is worsening every hour, and unless some States involved would interfere and render shipowner whatever assistance he needs to deliver ransom, we may expect just anything. Shipowner is to get it clear and loud, too, - situation is not like it was before, and it isn't under control. Control is in the fingers on triggers, and those fingers just don't want to play the game under old rules. Not just money, but as quickly as possible, and no excuses taken.

Source : Mike Voitenko

**CASUALTY REPORTING**



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## **Barge with nearly 3,000 tonnes of copper sinks in Russia**

Nearly 3,000 tonnes of copper belonging to MMC Norilsk Nickel, a key Russian nonferrous and precious metal company, ended up on the bottom of a northern Siberian river on Sunday as a barge sank while the metal was being loaded on it, a Norilsk Nickel spokeswoman said on Monday according to Interfax.

The barge's hull broke through as copper was being put on the boat in the Dudinka port, which lies in the lower reaches of the Yenisei River. The barge sank, taking 2,822 tonnes of copper to the bottom with it, Yelena Kovalyova told Interfax.

Kovalyova said no one had been hurt and that the loading had involved no departure from technical rules.

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The copper would be raised from the bottom when the current seasonal high water level in the Yenisei goes down, she said. Since the site of the accident was a river port, it would not delay the loading of metal on sea ships to be carried to other parts of Russia or abroad, the spokeswoman said.

The copper that sank "was intended for the domestic market, the schedule of supplies will not be disrupted," she said. Kovalyova said the Dudinka port would go back to its regular loading and unloading routine when its facilities are restored by mid-July spring after seasonal flooding. Norilsk Nickel is the world's leading producer of nickel and palladium, Russia's top gold producer, and a major producer of copper, platinum and cobalt.

## NAVY NEWS

### France to cut 54,000 defence jobs: Officials

France is to slash 54,000 military and civilian defence jobs over as part of a new security plan to be presented on Tuesday that places greater emphasis on the intelligence war, officials said. President Nicolas Sarkozy is to present a white paper defining a new French defence doctrine for the next 15 years on Tuesday during an address to some 3,000 senior officers, the officials said, speaking on condition of anonymity.

The cuts will pare down the armed, air and navy forces and civilian jobs, paring down the size of defence ministry staff from 320,000 employees. Defence Minister Herve Morin is to announce up to 50 closures of bases and defence facilities in early July.

Written by a panel of 35 experts, the white paper confirms France's goal of returning to NATO's integrated command and places new emphasis on intelligence to confront the threats of the post-September 11 world.

"There is a very strong emphasis on intelligence, recognizing that the world may not be more dangerous than it was in 1994 when we did the previous white paper, but it seems more unpredictable," said Bruno Tertrais, one of the members of the expert panel. The new doctrine reflects a shift for France, which has the largest army of the European Union, to make homeland security part of its defence strategy in the age of terrorism, cyber-attacks and natural disasters.

The last defence review was carried out in 1994 under President Jacques Chirac who focussed on consolidating the gains of the end of the Cold War. A previous one was drafted in 1972. France's defence spending will total 377 billion euros (583 billion dollars) from 2009 to 2020, sources at the Elysee said.

A decision on whether to build a second aircraft carrier, estimated to cost 3.5 billion euros, has been postponed until 2011-2012, as previously announced by Sarkozy. **Source : [economictimes.indiatimes.com](http://economictimes.indiatimes.com)**

### Japan navy plans first visit to China since WW2

A Japanese warship is set to arrive in China next week in the first such visit since World War Two, Japan's Defence Minister Shigeru Ishiba said on Monday. The trip is the latest in a series of events aimed at improving the relationship between the two Asian giants, long at odds over a range of issues, many relating to Japan's invasion and occupation of much of China in the early 20th century.

"China is an important neighbour, and improving defence and other ties will be beneficial not only for us but for peace and stability in the region," a spokeswoman quoted Ishiba as telling reporters. Though the two governments are keen to present a united front, concerns remain among ordinary people on both sides. A proposed Japanese military flight to transport tents and other equipment to victims of the massive quake in China in May was abandoned after an outcry on the Internet in China. President Hu Jintao's visit to Japan last month was marked by demonstrations against

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China's crackdown in Tibet. Japan's ship, the Sazanami, is set to dock at a naval port in Zhanjiang, Guangdong province, from June 24-28, the ministry spokeswoman said.

During that time the crew will take part in friendship events, including a joint concert in the city, Kyodo news agency said. The visit follows a similar trip by a Chinese missile destroyer to Tokyo in November. Japan and China are also pushing to resolve other bilateral issues, and both sides said on Tuesday they were making progress on a row over development of natural gas in disputed waters between the two countries.

## SHIPYARD NEWS

### VT and BAE Agree on Shipbuilding JV

VT Group has finalized its shipbuilding joint venture with BAE Systems. Under the agreement -- the terms of which are substantially unchanged from those set out in the framework agreement in July 2007 -- the BVT Surface Fleet Ltd joint venture will be owned 45 percent by VT and 55 percent by BAE Systems.

The joint venture, under which VT has an option to sell its stake to BAE for at least \$745 million, is key to VT's attempts to focus entirely on support services, leaving behind its origins as a shipbuilder, Reuters said.

Last July, Britain gave the go-ahead for plans to build two aircraft carriers, triggering the deal to merge operations at BAE and VT, Britain's two largest shipbuilders. The formation of BVT comes ahead of the full manufacturing contract for the aircraft carrier programme that will be signed by the UK Ministry of Defence and BVT shortly, VT said. John Parker has been appointed non-executive chairman designate and Alan Johnston chief executive designate of BVT.

Source: Reuters



The **CASPIAN BREEZE** seen outfitting at the Damen shipyard in Gorinchem

Photo : **Ton Grootenboer** ©

## **Todd Shipyards Corporation Announces U.S. Coast Guard Exercise of Option on Overhaul of USCGC Polar Sea (WAGB-11)**

Todd Shipyards Corporation announced that the U.S. Coast Guard has awarded to its wholly owned subsidiary, Todd Pacific Shipyards Corporation a \$6,340,256 modification to previously awarded contract HSCG85-04-C-625509 in support of repairs and alterations performed during the Planned Maintenance Availability ("PMA") of the icebreaker **USCGC Polar Sea (WAGB-11)**. The contract modification provides for the alteration and repair of ship's systems, engines and shipboard equipment. The work will be accomplished at Todd Pacific's shipyard in Seattle beginning immediately and is expected to be completed in September 2008.

The PMA of the **Polar Sea** is being performed pursuant to the Company's five-year Multi-Ship Multi-Option ("MSMO") contract with the Coast Guard for the overhaul and continued maintenance of the two Polar Class Icebreakers stationed at Seattle, Washington. The cost-type contract was awarded to Todd Pacific in 2004.

## **Hellenic Shipyards ink agreement with ABC Maritime**

In a deal that certainly enhances Hellenic Shipyards' fortunes and future prospects, the Thyssen Group company, has signed a deal with Swiss-based ship manager ABC Maritime for the conversion of a VLCC tanker into a Floating Storage Unit. The vessel is owned by the Nigerian company Chalmers Shipping and is operationally managed by ABC Maritime from Switzerland. The Floating Storage Unit will be used as a storage vessel for several types of oil and fuel and will be moored, 10 miles outside the coast of West Africa. As of March 2008, the vessel, to be called "WESTAF" after her conversion is berthed in Hellenic Shipyards SA in Skaramangas. A large amount of conversion works are to be carried out along with the necessary repair works. The conversion works include among others the installation of a mooring system, the installation of ballast & cargo pumps as well as full modification of ballast system piping & pump room piping, the installation of a new IG generator, new diesel generators and a boiler, the installation of blenders/heaters and the like as well as modifications to the switchboard, while also full blast and tankcoating works is to be done. This is the first offshore conversion carried out by Hellenic Shipyards SA under the flag of ThyssenKrupp Marine Systems. The project, is the second conversion booked by Hellenic Shipyards in less than four months and offers a new perspective to the Marine Services of Hellenic Shipyards SA since it creates an opening in the international market of FSO's / FPSO's. In this way, the Marine Services Unit that has been developing since the company's privatization in 2002 proves to be a reliable partner by providing excellent technological services, with high quality and stringent safety standards.

Moreover, the shipyard's development of operations and expertise is seen as a definite boost in the ship-repairing/shipbuilding industry of Hellas and further enhances the efforts undertaken lately by the Ministry of Mercantile Marine, in order to transform Piraeus into a global maritime cluster, providing all services needed. By late August, the first Hellenic P&I Club is also expected to be functional, securing mostly cargo ships, dry bulk carriers and passenger ships. **Source : Nikos Roussanoglou, Hellenic Shipping News**

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## Coast Guard policy would allow lake freighters to keep washing cargo overboard

Federal law and an international treaty prohibit ships from dumping waste into the Great Lakes. But since 1993, an interim policy approved by the Coast Guard and Congress has allowed freighters to wash non-toxic cargo residues off ship decks and into the Great Lakes after leaving port; the practice must be conducted at least five miles offshore. If the Coast Guard doesn't adopt a new policy by Sept. 8, the current rule expires and the practice known as dry cargo sweeping would be banned.

Freighters wash leftover cargo -- iron ore, limestone, salt and coal -- into the lakes as part of routine ship cleaning operations that have been used for the past century, according to federal data. Environmental advocates want the practice stopped.

Banning dry cargo sweeping would cost shippers \$35 million annually without providing significant environmental benefits, according to the Coast Guard. Critics said the practice violates U.S. and Canadian environmental laws and international treaties, including the Great Lakes Water Quality Act.

Under the Coast Guard's interim policy, which the agency wants to extend indefinitely, ships could dump an unlimited amount of cargo residue overboard provided it was non-toxic.

Shipping officials want to protect their the right to sweep cargo residues into the lakes because it's an inexpensive, quick way to clean ships. They claim the materials pose little threat to the environment. The Coast Guard plans to study the issue for another three years to determine if the cargo sweepings contaminate the water quality or harm aquatic life.

"We remain concerned that the potential for risk from any practice, no matter how benign it appears to be, may increase over time," according to the Coast Guard's notice of the proposed rule in the Federal Register. "No matter how minor that risk may be, proper environmental stewardship may require us to take additional steps to reduce the environmental impact of continued dry cargo residue discharges."

Shippers have said banning dry cargo sweeping would be "catastrophic" to the industry. They claim dumping between 500 tons and 1,000 tons of cargo residue into the lakes annually is a minor side effect of ships hauling 165 million tons of freight on each year.

The Coast Guard's proposed policy would encourage shipping companies to reduce the amount of dry cargo residues washed into the lakes and ban the practice in environmentally sensitive areas, such as fish and wildlife refuges and the Thunder Bay National Marine Sanctuary. Shippers would be required to keep records of where dry cargo residues were discarded, but the policy would not require them to reduce the amount of cargo residue washed into the lakes.

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Coast Guard documents noted that shippers could deal with dry cargo residues, with little added cost, by sweeping and shoveling the material off ship decks instead of washing it into the lakes. "Our data suggests it would be the most effective and least expensive method for immediate implementation," the agency said in its public notice.

The Coast Guard is taking comment on the proposed rule until July 22. The proposed rule can be viewed by going to [www.regulations.gov](http://www.regulations.gov) and typing USCG-2004-19621 in the search box. **Source : Muskegon Chronicle**

# Upgrade at Abidjan will enable handling of 4 000 teu ships

Ivory Coast's President Laurent Gbagbo on Wednesday laid the first stone for a new terminal to expand the port of Abidjan which will be able to handle ships carrying up to 4,000 containers.

"The French created and built this port. They inaugurated it in 1950, and 58 years later, we are taking it further," said Gbagbo at a ceremony at Yopougon where a bridge will be built to the island of Boulay.

The port's new terminal will be built on the island, off the coast of the Ivorian economic capital Abijan, at a cost of 100 billion CFA francs (152 million euros, 237 million dollars).

The terminal and bridge are expected to be completed in March 2012. The Ivorian port authority announced a 13 percent increase in commercial traffic last year which reached a record of 21.37 million tonnes.

The port of Abidjan, which saw a decline in business after the Ivory Coast's 2002 rebellion that split the country in two, has been involved for several months in a programme to reclaim its market, especially with countries lacking a seaport such as Burkina Faso, Mali and Niger. **Source: I-Net Bridge**

## Schepen van 14.000 teu voor MSC

De dertien superpanamax-schepen die de Duitse reder Claus Peter Offen vorig jaar bij de Zuid-Koreaanse scheepsbouwer Daewoo bestelde op basis van een lange termijncharter aan MSC, worden groter dan verwacht. Offen zelf meldt nu een capaciteit van 14.000 teu op zijn website. Op basis van de afmetingen van de nieuwe schepen rekende AXS-Alphaliner uit dat deze schepen mogelijk tot 14.700 teu kunnen laden.

Het was aanvankelijk de bedoeling dat deze nieuwe schepen nog door het verbrede Panamakanaal zouden kunnen varen. Daarom werd uitgegaan van een breedte van 49,8 meter, wat overeen stemt met negentien rijen containers in de breedte bovendeks. De schepen zullen uiteindelijk twintig rijen kunnen meenemen en blijven met hun breedte van 51,2 meter dus te groot voor een transit van het Panamakanaal.

Volgens Claus Peter Offen kunnen de nieuwe schepen 6.428 teu in de ruimen laden. Aan dek kan nog eens 7.572 teu mee. Bij een gemiddeld gewicht van veertien ton per teu, zit het schip al met 10.640 teu op zijn maximale diepgang.

Net als bij de meeste andere schepen van 13.000 teu in aanbouw, worden het dekhuis en de machinekamer gesplitst. De brug komt op de voorste helft van de romp, zodat de containers achter het brughuis hoger gestapeld kunnen worden. De eerste schepen van deze reeks komen al volgend jaar in de vaart.

MSC liet eerder al de afmetingen van een zelf bestelde reeks schepen van 9.500 teu bij Samsung aanpassen. Deze eenheden worden 379 meter lang en ongeveer 51 meter breed. De eerste van deze serie, de MSC Daniela, wordt deze zomer opgeleverd en in het najaar voor de eerste keer in Antwerpen en Rotterdam verwacht.

Ondanks de grotere afmetingen van de nieuwe MSC-schepen, komt de positie van de **Emma Maersk** als 's werelds grootste containerschip niet in gevaar. De Emma is net geen 400 meter lang en 56,4 meter breed (22 rijen

containers). Volgens AXS-Alphaliner stemt dat overeen met een capaciteit van 15.200 teu. **Bron : Nieuwsblad Transport**



## **Operator floats plan to take over Rosyth-Zeebrugge ferry**

A FERRY service between Rosyth and the Belgian port of Zeebrugge could be saved and expanded with a link to Norway under plans being considered by the Scottish Government.

Forth Ports and the Government are searching to find a replacement for Greek-operator Superfast Ferries which is stopping its service to Belgium in September. But now Shetland-based ferry operator John White has declared an interest in taking over the twice-weekly passenger route between Rosyth and Zeebrugge, as well as adding a weekly sailing to the Norwegian port of Bergen.

Mr White was recently given the go-ahead to launch a freight-only service between Norway, Zeebrugge and Rosyth later this year.

It is understood Mr White's plans are now on the desk of Transport Minister Stewart Stevenson. He is said to be keen on adding the passenger services to his freight operation and is on the hunt for a second vessel which could take the extra loads. The service to Norway would fill a gap in the market left by DFDS Seaways which is axing its Newcastle to Bergen service in September.

Alex Macaulay, partnership director of regional transport authority Sestran, said the proposals merited consideration.

He said: "We have passed his proposal on to the civil servants who are doing this trawl of operators looking for a Superfast replacement. It is particularly interesting to see the Bergen passenger link included, if he can make the numbers add up then there are opportunities to take over from Newcastle here.

"John is the sort of guy who has this entrepreneurial spirit and if anyone can make this work it will be him.

"At the very least it is great to see such interest in the link at these early stages and we are confident that Rosyth will become this strategic hub for ferry links to continental Europe."

In April approval was given for a freight-only ferry link to be created between the Forth and Norway to be run by ferry operator John White. The weekly "Motorway of the Sea" service will connect Rosyth with Kristiansund via the Belgian port of Zeebrugge and is expected to be in place by the end of the year, depending on EU funding. Professor Alf Baird, the head of the maritime research group at Napier University, was reported as saying : "The Government awarded this Norway tender and now seem to have forgotten all about it.



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"Civil servants are apparently rushing about chasing other operators which seems quite bizarre. They seem to be ignorant of this tender. "Mr White has chartered a vessel and the service is due to start in October but this could be brought forward to September when the Superfast service is ending.

"There is the chance that it could become a daily service again, which was lost when Superfast cut back the sailings.

"Another good aspect of this is that the new group is owned and based in Scotland." Freight is a real growth area at the moment with numbers in Europe up 18 per cent in a year." Mr White could not be contacted for comment.

Source : scotsman

# Saipem awards 380 million euro deal to Samsung for deepwater development ship

Italian oil services company Saipem SpA said it has awarded to Samsung Heavy Industries Co a contract worth 380 million euros for the construction of the new deepwater development ship called Saipem FDS 2.

The construction will take approximately 36 months, it said.

The new ship will strengthen Saipem's competitive position in the deepwater field development market in West Africa, Brazil, and Gulf of Mexico, and will allow it to seize opportunities in the Mediterranean and South-East Asia.

Saipem is 43 pct owned by Eni SpA. Source : forbes



The **ZHEN HUA 19** loaded with 2 container cranes bound for the port of Felixstowe was spotted in Rio Grande

Photo : Marcelo Vieira ©

# Over 90 bulk grain carriers queuing in the River Plate

The Argentine farmers' conflict has the River Plate packed with grain bulk carriers waiting to load in Buenos Aires and Rosario (up the river Parana). An estimated 90 vessels are queuing with the tail reaching the access to the port of

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Montevideo, in neighboring Uruguay. According to estimates from shipping agents published in the Argentine press each vessel "parked" in the River Plate has a daily cost of 50 to 60.000 US dollars per day for whoever chartered it, totaling in the range of 5 million US dollars for the estimated 90 bulk carriers. But waiting in the Rive Plate at least helps to save the Paraná River toll when vessels sail up to Rosario, the world's leading soy export port.

However another problem is looming, who will pay for the delay costs? Experience when similar situations indicate that most probably the importer, who will then bill it on the following freights.

Furthermore the largest grain bulk vessels, of the Panamax class, which can only load a limited volume in Rosario (70%) because of draught problems, normally complete their cargo in Bahia Blanca. But since silos in Bahia Blanca are empty because of the farmers' conflict, vessels prefer to finish loading in Brazilian ports.

Another complication stems from the workings of commodities trade since crops are sold in the future's market with a certain delivery date. But since many providers can not honor delivery, contracts are falling.

Nevertheless in spite of the difficulties reports from Argentina's cereal and oil seed exporters show that to the end of May, shipments of soy were up one million tons over last year and regarding corn, 750.000 additional tons. So far 25% of the total 2007/08 Argentine harvest of 95 million tons has been shipped, equivalent to 9.8 billion US dollars which is 50% above the same period a year ago. But this also means that 70% of the crop remains unsold or non-traded. In Rosario at this time of the year an estimated 500 trucks are unloading in port facilities. But because of the conflict in the last few weeks the number which was in the range of 250/260 dropped to nil, according to Rosario grain dealers. **Source: Merco Press**

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## Ferry cuts to offset rising fuel costs?

CUTS to ferry services and a hike in fares will be considered by councillors in October to help pay for the soaring cost of fuel for the inter-island fleet. They are among the options to be studied over the summer as the infrastructure committee grapples with a projected £1 million over-spend on fuel for the 12 ships this financial year.

Other ways to make savings will be looked at, although infrastructure executive director Graham Spall said efficiencies would yield nothing like enough, particularly since the ferries budget had already been slashed last year by £2m.

"We can squeeze – and we will," he said. "But the pips are out." He told the committee on Tuesday that only significant cuts in service and big fare rises would make the required savings but delivering that message to members in the past had led to "severe reprimands" for officials.

If councillors do not back the action needed to make savings in October it is likely the SIC will have to dip into its reserves to find the £1m extra.

It was councillor Rick Nickerson who persuaded his fellow committee members not to sanction the £1m immediately and to look into the options for savings and decide in four months. Chairman Allan Wishart said there should be no "sacred cows" in the search for savings.

Councillor Caroline Miller won approval for a study of the impact of higher fares or a poorer service on communities dependent on ferries. She said: "If ferry fares go up we're going to have folk moving out – it's as simple as that."

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But councillor Iris Hawkins saw no reason why poorly used ferry runs could not be cut, just as Loganair has done recently with flights with few passengers and the SIC has done itself in recent years with bus runs from Scalloway.

The problem facing the SIC might be even worse by October should the price of oil continue its relentless climb. Since last October, when the ferries budget was being prepared, the price of fuel oil has gone up from 29p a litre to 53p.

The seven SIC-operated crossings are now expected to guzzle up a whopping £2.63m, ranging from £541,000 on the busiest Yell Sound super-ferry Dagalien down to £16,900 on Fair Isle's Good Shepherd. The fuel costs for the Skerries ferry Filla are an estimated £318,000 alone due to the long distance travelled.

The study being done in the coming months will also look at the effect of the fuel price crisis on other forms of transport, including commuters and bus operators. Several councillors, including Gary Robinson and Gussie Angus, had voiced concern that the council might effectively shield ferry users from the fuel cost problem while other transport users, such as commuters from Walls, were left to suffer.

Councillor Laura Baisley called for SIC staff to be asked for their ideas to save on council fuel bills. One of her own ideas is to introduce central collection points for rubbish bags so that essay kerts do not have to thunder up and down every winding side road in Shetland for just a bag or two. **Source : Shetland Times**

## Eurodam Officially Delivered to Holland America Line



**Corrado Antonini**, chairman of Fincantieri, presented **Captain van Donselaar** with a model of **Eurodam's** ship bell.

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Holland America Line and its parent company, Carnival Corporation and plc, officially accepted delivery of its newest ship, **ms Eurodam**, in a formal handover ceremony near Venice, Italy, on June 16. The 2,104-guest ship, built at Italian shipbuilder Fincantieri's Marghera shipyard, is the 14th ship in the premium line's distinguished fleet and the first in its Signature-class series.

"The **Eurodam** is a gorgeous ship," said Stein Kruse, president and chief executive officer, Holland America Line. "We are proud to be the industry's leading premium experience and the addition of this new ship allows us to offer our Signature of Excellence to even more cruisers."

The **Eurodam** will arrive in Southampton, England, on June 27 to begin a series of introductory events for past guests, travel sellers, media and local officials. She then sails to her homeport, Rotterdam, arriving June 29 for three days of festivities including a naming ceremony with Her Majesty Queen Beatrix of the Netherlands officially dedicating the ship on July 1.

The 10-day round-trip maiden sailing departs July 5th from Copenhagen, Denmark, and calls at Oslo, Alesund, Vik, Flam and Stavanger, Norway; Newcastle Upon Tyne, England; and Edinburgh and Invergordon, Scotland.

Following her inaugural season in the Baltic region, **Eurodam** will offer its first transatlantic cruise and sail Canada/New England in the fall, followed by Caribbean sailings for the remainder of 2008. With an additional deck, **Eurodam** has 63 new staterooms more than the latest Vista-class ship. Forty-seven are verandah cabins and ten are a new style with ceiling-to-floor and wall-to-wall panoramic windows. **Eurodam** also features 56 Spa Staterooms, so named because of their proximity to the Greenhouse Spa and Salon and special in-room spa amenities. In total, **Eurodam** carries 1,052 double occupancy staterooms.

Staterooms provide the **Signature of Excellence** premium amenities of plush Euro-top Mariner's Dream beds, deluxe waffle/terry cloth robes, Egyptian cotton towels, flat panel TVs, DVD players, make-up mirrors with halo lighting, massage shower heads and professional grade hair dryers.

**Eurodam** also includes a new pan-Asian restaurant and bar, Tamarind and Silk Den; casual Italian eatery, Canaletto; and Pizzeria Slice. Other additions are an Explorer's Lounge Bar, new atrium bar area, enhanced and reconfigured show lounge with theater-style seating and a new photographic and imaging center.

## Scotia Prince Chartered, But Still Available

ISP arranged the charter of the passenger ferry **Scotia Prince** to COMANAV, Morocco, for the 2008 summer season. The vessel was delivered to the charterer June 10 in Toulon, France.

The vessel has more than 1,000 beds in 327 passenger cabins, and capacity for 200 cars, or a combination of cars and trucks. The **Scotia Prince** is SOLAS 2010 compliant, US Coast Guard and US Public Health certified.

The vessel is available for sale or charter from November 2008. Full technical specification, photographs and GA plan can be found on ISP's web-site: [www.isp-usa.com](http://www.isp-usa.com)

### SHIP SPECIFICATIONS

Tonnage: GT 12087, NT 5973

Length (LOA): 143 Mtr

Beam: 12.7 Mtr

Draft: 5.26 Mtr

Speed: 19 Knots

Capacity: 1200 persons



The **Antarctic Dream** (ex **Piloto Pardo**) of Antarctic Shipping seen in the port of Flushing  
**Photo : Willem Kruit ©**

## **Fuel cell powered passenger ship in operation by summer 2008**

The first passenger ship powered by fuel cells will be service in Hamburg the summer of 2008. The new Alster excursion ship can carry up to 100 passengers at a time. Under the management of the Hamburg State Ministry for Urban Development and the Environment nine partners have come together, to develop the ship. The Alster excursion ship is being built at the SSB shipyard in Oortkaten in Hamburg. It will be operated by ATG Alster-Touristik GmbH, who were responsible for the design of the ships hull.

Germanischer Lloyd (GL) is responsible for safety aspects and quality control in the project. The centre piece of the zero emissions ship (Zemship), a fuel cell hybrid drive, has been developed by Proton Motor Fuel Cell GmbH. The refuelling station for the ship has been developed and installed by Linde AG on the premises of HOCHBAHN AG, who also have experience in operating fuel cell busses. **Source: Fuel Cell Today**

## **Norway's TTS Marine ASA wins NOK130m equipment order from ABG Shipyard Ltd in India**

Norwegian marine and offshore systems and equipment provider TTS Marine ASA (OSE: TTS) said on Monday (16 June) that its subsidiary, TS Handling Systems AS, has landed a NOK130m equipment contract from ABG Shipyard Ltd in India.

The contract covers delivery of shipyard equipment, including a panel line for assembly and welding of steel sections and a ship transfer system for transporting complete ships to and from the launch arrangement (ship lift).

TTS Marine, headquartered in Bergen, Norway, is an international technology group supplying handling equipment to the marine and offshore industry. The group has 800 employees in 11 countries, and has annual sales of NOK1.6bn. One British pound (GBP) is worth approximately 10.19 Norwegian kroner (NOK). **Source: tradingmarkets**

## Petrobras shakes up the South American OSV market

Owners of offshore support vessels (OSVs) working in the Central and South American markets continue to reap the benefits of strong demand for their services brought on by regional operators' needs to boost oil and gas production. In addition, Petrobras has shaken up the market with an announcement that will lead to a new vessel construction boom in Brazil.



The **SAVEIROS ATOBA** seen under construction at the Wilson Sons yard in Brazil - **Photo : Bruno Pricoli ©**

According to ODS-Petrodata's MarineBase online OSV market intelligence service, 260 vessels are working in the region. Supply is very tight, as most of the vessels reported at present as not having contracts are not immediately ready and available to go to work. Brazil's Petrobras is moving to ensure it has sufficient OSVs to support its offshore activities. Petrobras President and CEO Jose Sergio Gabrielli de Azevedo recently announced the company plans to charter 146 vessels for its offshore exploration and production operations over the next six years. Currently, Petrobras has on charter about 128 of the 154 anchor handling tug supply vessels (AHTSs) and platform supply vessels (PSVs) operating off Brazil.

Of the 146 vessels Petrobras intends to charter, 64 are expected to be PSVs, 54 will be AHTSs and the remaining 28 will be oil spill response and general towing vessels. Petrobras has already launched the formal bidding process to charter the vessels, and the intention is that most of the vessels will be newbuilds with 70 to 80 percent Brazilian content. This effectively means the vessels will have to be constructed in Brazilian shipyards. An invitation to tender is currently underway for the charter of 24 vessels. The program entails seven bidding processes through 2014 with eight-year contractual terms. Petrobras expects bidding to take place for the other 122 vessels in the next six years.

One OSV owner told EnergyCurrent that the Petrobras tender would likely be a bonanza for everyone, with the immediate benefactors being the major suppliers of equipment, including the of winches, engines, gears, z-drives and other equipment necessary for outfitting the new vessels. Another said, "The challenge is that Brazil wants these vessels to be built in Brazil. However, the shipyards do not have the capacity to fulfill this ambitious of a schedule."

A Petrobras insider said, "Although there are a lot of difficulties to undertake the plan as a whole, such as training of vessels' crew members, mainly for AHTS, logistic problems, few shipyards, the intention is really to comply with this goal." **Source : EnergyCurrent**

## Ice breakers in St. Petersburg



On the foreground the ice breaker **Krasin** built in 1921 and now a museum. In the background the new buidings "**Sankt. Petersburg**" one day after her launch and the "**Moskou**" launched in autumn 2007. Both scheduled to start their service next winter.

Photo : Pieter van Vuuren – St. Petersburg

## Rederij Doeksen ontkent actiedreiging personeel

Naar aanleiding van de recente CAO-besprekingen bij Rederij Doeksen, heeft het CNV een voorbarig en vooral verwarrend persbericht de wereld ingestuurd, zo meldt Rederij Doeksen.

Bij de veerdienst zouden op korte termijn acties zijn te verwachten. De directie van Rederij Doeksen wil benadrukken dat dit op het moment beslist niet aan de orde is. Ten onrechte wordt door het CNV gesteld dat het arbeidsconflict zich toespitst op de personeelsroosters. Over dit gevoelige onderwerp is juist in de laatste CAO-ronde na zorgvuldig onderhandelen overeenstemming bereikt. Onderhandelaar Jan Kampherbeek namens CNV Rijn- en binnenvaart legt het anders uit: "De onderhandelingen over een nieuwe cao voor de werknemers bij Rederij Doeksen zijn stilgevallen. Doeksen heeft een onaanvaardbaar eindbod neergelegd. Als de rederij daar niet vóór 20 juni op terugkomt, dan zullen wij de leden bij Doeksen vragen of ze bereid zijn (prik)actie te voeren voor een betere cao. Ik denk het wel."

Bron : De Terschellinger

## New-look Stena HSS unveiled following £2m refit

Leading ferry company Stena Line has launched the new-look **HSS Stena Voyager** following a £2m refit which was officially unveiled to the Lord Mayor of Belfast, Councillor Jim Rodgers, during a sailing from Belfast to Stranraer.

The onboard improvements on the **HSS Stena Voyager** vessel include an expansion of the popular Stena Plus service with a 160-seater lounge at the front of the vessel which includes comfortable leather seating, new toilet facilities and a separate family area which now houses Playstation 3 consoles.

Other improvements include a new treatment zone in association with New York City Nails, the addition of two new barista coffee houses, a metropolitan bar stocked with continental beers, wines and cocktails and an extended quiet lounge which seats 170 passengers. All toilet facilities on the refitted ferry to Belfast have been revamped too. For the children there is an expanded Curious George themed play area with kids cinema, soft toy zone and interactive facility with touch screen technology. In addition there is a Teen Town section where teenagers can listen to the latest music on the video jukebox with plasma screens and access internet stations.

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Stena Line's head of onboard services on the Belfast-Stranraer route, Stephen Bryden, said the onboard improvements emphasise the company's commitment to ensuring passengers continue to sail in comfort.

He commented, "We are dedicated to providing a comfortable crossing and continuing to improve our onboard services. Those travelling with Stena Line can rest assured that they will have an enjoyable travel experience. Customers can start their holiday early with Stena Line as they can enjoy a manicure or back massage in the treatment zone, a cappuccino in the coffee house or a comfortable seat to relax in the refurbished Stena Plus lounge. What's more, passengers don't have to worry about extra check-in or baggage charges, they can simply pack the car and drive on."

The Lord Mayor of Belfast, Councillor Jim Rodgers, believes the £2m investment shows Stena Line's dedication to tourism in Northern Ireland. Following the official unveiling, Councillor Rodgers stated, "Tourism in the province has continued to grow and it is dedication from organisations such as Stena Line that has enabled this to happen. The excellent quality services I have seen onboard today demonstrate the commitment Stena Line has shown not only in ensuring customers have a comfortable, enjoyable experience, but also to tourism in Northern Ireland."

The bulk of the refit work was carried out by the Northern Ireland based company MJM Marine, a specialist ship outfitter which has worked on a number of major ship refurbishment projects, including cruise ships. It has also revamped several five-star hotels. Stena Line is the market leader on the Irish Sea, offering the biggest ferry fleet and the widest choice of routes from Ireland to Britain, including Belfast to Stranraer, Larne to Fleetwood, Dun Laoghaire and Dublin Port to Holyhead and Rosslare to Fishguard. The company carries over three million passengers on its Irish Sea routes each year, more than its rival operators combined.



For the first time ever Curacao was present at **Posedonia Exhibition** in Athens Greece held from June 3 till June 6, in cooperation with Holland Marine Equipment following companies presented themselves at the biggest shipping exhibition in the world: Curacao Ports Authority-Curacao Towage Company-Curacao Dry Dock Company-CurOil and Miami Divers



## Second 6.500-TEU containership delivered to IRISL

THE second giant containership with a 6,500-TEU capacity was delivered to the Islamic Republic of Iran Shipping Lines (IRISL), reported The Tehran Times. Iran has ordered 10 mega-containerships. This ship is 304 metres long and 40 metres wide and able to sail at 25.8 knots. The ships will travel from South Korea, passing by China, Singapore, Dubai, and dock in Bandar Abbas Port in southern Iran. The remaining eight containerships will be added to Iran's fleet by March 20, 2009.

## Naming Ceremony of M/V Eastwind Rhine

On the intraday naming ceremony, the new bulk carrier was named as "**Eastwind Rhine**". The conversion project had lasted five months with more than 3700 ton steel plate been renewed. Mr. Gus, Vice President of EASTWIND, Mr. Braco, Site Manager of "Eastwind Rhine", and captains, chief engineers, superintendents of the four EASTWIND vessels being repaired in yard, as well as representatives from the shipyard witnessed the ceremony.

Mr. Liu Yuguo, General Manager of COSCO Shanghai Shipyard and Mr. Braco, Site Manager of EASTWIND Company, gave addresses on the naming ceremony. Mr. Braco said that he was gratified with the capability of COSCO Shanghai Shipyard and wished to further cooperation. Lady Sponsor, Ms. Braco gave best wishes to the new bulk carrier and broke the champagne while launching, which marks the splendid future of "**Eastwind Rhine**".

## MOVEMENTS

**SVITZER**  
OCEAN TOWAGE



**PARTNERS IN POWER**

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The **PRINCE ALBERT II** seen arriving at the river Tyne

Photo : Kevin Blair ©

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



The **FAIRPLAY III** seen assisting the **CONSTANCE N** towards her berth at the EMO in Rotterdam-Europoort  
Photo : Harry van den Berg ©

## Open Dagen 2008 Vliegbasis Leeuwarden

Op vrijdag 20 en zaterdag 21 juni a.s. worden op Vliegbasis Leeuwarden de jaarlijkse Open Dagen van de Koninklijke Luchtmacht georganiseerd. Tijdens de Open Dagen kunt u kennis maken met de mensen, de middelen en de taken van de Koninklijke Luchtmacht.

Zoals elk jaar is er een aantrekkelijk vliegprogramma, een staticshow waar u de vliegtuigen van dichtbij kunt bekijken en is er een tentoonstellingsterrein met vele informatiestands en kraampjes met allerlei leuke spullen.

Voor zowel de vrijdag als de zaterdag is de Vliegbasis Leeuwarden tussen 08.00 en 17.00 uur geopend. Het vliegprogramma begint op beide dagen 09.00 uur en duurt tot omstreeks 17.00 uur.

Het formulier met de vliegtijden van de verschillende deelnemers wordt op de Open Dagen zelf bekend gemaakt en worden gratis uitgedeeld bij de ingang.



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