

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 167



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The MAERSK DUNKERQUE seen moored in the port of Dover

Photo : John van der Linden ©

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Op vrijdag 27 juni is er gelegenheid om afscheid te nemen van 17:00 tot 19:00 uur.

De afscheidsbijeenkomst voorafgaand aan de begrafenis vindt plaats in de Kerkstraat in Midlum (Friesland) op zaterdag 28 juni om 14:00 uur

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EVENTS, INCIDENTS & OPERATIONS

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No P&I cover for stricken Princess of the Stars



Divers have found no survivors at the scene of the **Princess of the Stars** ferry disaster in the central Philippines, meaning the total death toll has surpassed 800.

As the president Gloria Arroyo launches a major probe into the Coast Guard's decision to allow the ship to sail despite the clearly ferocious nature of Typhoon Fengshen Sulpicio Lines, the owner of the stricken vessel, is running for cover; the problem though is it does not appear to have cover. It has emerged that the line had a dispute with Steamship Mutual over a previous casualty and was booted out of the protection and indemnity club. It now seems likely the ship had no P&I cover making it much harder for the

families of the 800-plus victims to gain any significant compensation. Separately, at a press conference Sulpicio Lines said it was delaying any further ship acquisition for the time being. Spokesperson Sally Buaron told reporters it would not now buy two second-hand vessels this year. **Source : Seatrade Asia**

Philippine ferry company suspended after disaster

The Philippine government on Monday barred all vessels belonging to a company involved in the weekend ferry disaster from leaving port, blaming the firm for the sinking. Transport undersecretary Elena Bautista claimed Sulpicio Lines was responsible for the sinking of the ferry with more than 700 people on board, and all of its vessels would be suspended from sailing until further notice. "Definitely Sulpicio Lines is responsible here," Bautista told reporters. The **MV Princess of the Stars** went down at around noon Saturday (0400 GMT) several kilometres off the coast of central Sibuyan Island after being battered by huge waves when its engines failed, officials said.

Thirty two survivors have been found so far with hundreds still missing. President Gloria Arroyo demanded on Sunday to know why the ferry was given clearance to leave Manila on Friday with a typhoon fast approaching.

A coast guard official has said the **Princess of the Stars** was cleared to leave for Cebu island shortly before the typhoon changed its course. With the typhoon approaching, the captain was instructed to take shelter and "attempted to do that," the official said. However, the engine failed and the almost 24,000-tonne vessel was left stranded in waters off Sibuyan's southeast coast. A survivor has told how the ship sank in 15 minutes. A spokesman for Sulpicio Lines has refused to comment on the possible cause of the disaster, saying the company was concentrating on finding survivors. Sulpicio has 22 passenger ships which also carry some cargo, according to its website. **Source : channelnewsasia**

Philippine rescuers locate another 24 survivors from ferry wreck

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Philippine rescue workers have located another 24 people listed as missing three days after their ferry capsized during a typhoon, national media reported on Tuesday, RIA Novosti reports. The **Princess of the Stars** ferry, carrying more than 860 people, sank in central Philippines as Typhoon Fengshen roared through the Southeast Asian country late on Saturday, causing landslides and severe flooding.

Eighteen of the 24 survivors were found on the island of Burias, while another six were located at sea by a plane.

Media reports as to the total number of survivors currently vary between 33 and 81. At least 22 dead bodies have been found inside the ferry. The rest of the passengers are listed as missing, and hopes are fading fast that they will be found alive. The search for the ferry passengers, interrupted on Monday due to poor weather conditions, resumed on Tuesday. The powerful typhoon has claimed at least 229 lives across the country, mostly in central areas. Apart from the ferry passengers, some 700 people are still missing. The typhoon is slowly moving northwest toward southern China.

US to send more ships to help search for 'Frank' victims

The United States Pacific Command has offered to send more ships to help in the search and rescue operations for MV **Princess of the Stars** survivors and victims. This was revealed Tuesday by Armed Forces chief of staff General Alexander Yano who said that the US would be sending a salvage ship and placed on alert a battle group to lend their expertise in scouring the coast of Sibuyan island where the MV **Princess of the Star** capsized Saturday.

He welcomed the help of the US Navy ship **Stockham** which around 3:30 a.m. in Romblon assuring of close coordination between the Coast Guard and the US team. Yano described the US Navy Ship **Stockham** as a container and roll-on, roll-off ship which has on board Sea Hawk helicopters, two 10-meter boats and two 11-meter boats that has already conducted aerial reconnaissance upon arrival.

He also said that a P3 Orion surveillance aircraft had also been used to conduct aerial reconnaissance. "The US Pacific Command also offered additional assistance. They can have a salvage ship which is a platform for divers coming from Japan to sail in 3-4 days towards the country. We also have a battle group of four-five ships in the vicinity west of the Philippines that can sail towards our area in 36 hours when needed," he added.

Defense Secretary Gilbert Teodoro said the US team would stay in Romblon until they are needed. For his part, Philippine Coast Guard Commandant Vice Admiral Wilfredo Tamayo said that aside from the US, Japan Coast Guard had also been helping out in the search and rescue operations. "We will welcome expertise for other countries in the matter of not only retrieval but also search and rescue. They have skills, they have the equipment that we might not have. That's why we also need their competence to help the PCG," he said.

He added that PCG divers had already been able to reach the sunken vessel and retrieve at least one body when the Cabinet-NDCC meeting had been convened. Tamayo also said based on their record, a total of 68 survivors and 27 bodies - both figures not necessarily pertaining to the victims of the **MV Princess of the Star** - had already been recovered.

Tamayo said apart from the **MV Princess of the Star**, a cargo ship and several fishing boats that had sank, been grounded or toppled by the big waves at the height of the typhoon Frank. Because of this, he said that they have yet to sort out and verify which of the survivors and bodies belong to the Sulpicio Lines sunken vessel. The Philippine Coast Guard (PCG) on Tuesday evening said that search and rescue operations for passengers of ships that capsized or ran aground due to typhoon Frank are still ongoing. In a phone interview, Seaman First Alvin Cayago of the PCG Public Information Office said the PCG has deployed four ships to look for sea mishap victims, including those from **MV Princess of the Stars**. Aside from the **MV Princess of the Stars**, the PCG earlier reported that there were eight other sea mishaps due to typhoon Frank. The eight other sea mishaps had claimed the lives of at least six.

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Five people died after MV **Lake Paw Y** capsized off the coast of Burias Island in Romblon on June 21. The remaining 23 survivors have been accounted for, according to Cayago. One casualty was reported from another sea mishap involving the **MV Ocean Papa**, which capsized eight nautical miles away from Culasi, Antique on Sunday. Twenty-four survivors have been recovered while three others are still missing. Other sea vessels that ran aground were **MV Santa Bernardita**, **LCT Navista**, **MV Kinscebu**, **MV Delfin Otso**, **MV Filipinas Cebu**, and **FB Inday Nee**. There were no reported casualties or oil spills from the said vessels. The Philippine Coast Guard said Tuesday afternoon that oil is starting to spill from MV **Princess of the Stars**, which capsized off Romblon last Saturday and killed at least 67 people. – Source : **GMANews.TV**

AMIYA SCAN: CREW AND SHIP RELEASED

Reider Shipping and Scan-Trans are pleased to confirm that the Master and crew on board the **Amiya Scan**, held off the coast of Somalia by hijackers since May 25, have assumed command of the vessel and is under way in the direction of Suez. Release of the vessel was achieved late evening on June 24, however it may be another week before the crew reach a safe port. Somali pirates were in control for 31 days.

All crew members are well and unharmed. Families of the four Russian and five Philippine crew members have all been informed. Reider Shipping and Scan-Trans would like to thank the many parties, agencies and professionals involved for their efforts in achieving the release of the crew and vessel. "We are extremely pleased to be able to report that the **Amiya Scan** and its crew have been released by the hijackers", says Capt. Lixfeld, Managing Director at Reider Shipping in Winschoten, Netherlands. Lars Juhl, Director of Scan-Trans adds: "It was a difficult time but with professional backup we were able to remain calm and focussed on the well being of our crew on board. Also, international diplomatic support, and restraint, contributed to the solution. We cannot stress enough how pleased we are with the release."

The companies wish to thank and acknowledge the courage and strength shown by the Master and crew members on board the **Amiya Scan** during their ordeal. The Captain of **Amiya Scan** has confirmed that he and the crew were treated reasonably well by the hijackers. When the vessel was hijacked on May 25, the vessel was some 80 nm off the northern coast of Somalia. She was on en route from Kenya to Romania, heading for the Suez Canal. Following capture of the **Amiya Scan** by Somali hijackers, she was then taken down the East coast of Somalia and held offshore close to the town of Eyl.

As there have been a growing number of attacks on merchant ships over the past two years and also an increase in the incidence of violent attacks, Reider Shipping and Scan-Trans believe it would be irresponsible to provide any details of the on-going dialogue with the hijackers over the course of this incident, or to release any details of the operational issues involved. Any such details provided in the public domain could, we believe, encourage would-be pirates and add further danger to the victims of such attacks. We hope and trust that the national and international media will respect this point of view



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EU-Hof: Vervuiler betaalt bij olieramp

Het principe van 'de vervuiler betaalt' geldt ook voor het opruimen van de olie na de schipbreuk van een tanker op zee. Dat antwoordt het Europees Hof van Justitie dinsdag op vragen van het Franse Hof voor Cassatie. De Franse rechter wilde een uitspraak van de hoogste EU-rechters in Luxemburg over de vraag in hoeverre de Europese afvalstoffenrichtlijn van toepassing is op de olieramp met de **Erika** in 1999 voor de kust van Bretagne. Daarbij lekte 20.000 ton giftige stookolie in zee. Ongeveer 400 kilometer kustlijn raakte besmeurd. Het gemeentebestuur van het Bretonse Mesquer eist van oliegigant Total dat het de kosten van het schoonmaken betaalt.

Volgens het EU-Hof zijn de EU-regels van toepassing. Het is aan de nationale rechter om te bepalen wie er schuldig is aan de ramp: de olieproducent of de eigenaar van het schip. De rechter kan een bedrijf dwingen de kosten van het opruimen van de olie te vergoeden als het heeft bijgedragen aan het risico op de schipbreuk, in het bijzonder als het geen of onvoldoende voorzorgsmaatregelen heeft genomen.

Een rechtbank in Parijs oordeelde in januari dat vijftien betrokken partijen, waaronder Total en de Italiaanse eigenaar van de 25 jaar oude **Erika**, schuldig waren aan ernstige onachtzaamheid bij de olieramp. De rechter veroordeelde hen tot een gezamenlijke schadevergoeding van bijna 200 miljoen euro. Total moest daarnaast een boete van 375.000 euro betalen.

Het EU-Hof bepaalde onlangs al dat de Europese Unie verder mag gaan dan internationale verdragen bij de aanpak van ernstige vervuiling op zee. De straffen mogen hoger zijn en tankerbedrijven kunnen eerder aansprakelijk worden gesteld voor olierampen.

De EU-rechters stelden dat in een zaak die was aangespannen door onder meer de internationale vereniging van tankerbedrijven (Intertanko). Die claimde dat de EU-regels in strijd zijn met internationale verdragen. Daarin is onder meer roekeloosheid vereist voor straffen, maar de EU vindt 'ernstige nalatigheid' al genoeg.

De Unie wil met de strengere regels de visserijsector en de Europese stranden beschermen tegen olierampen als die met de **Erika**, maar ook die met de **Prestige** voor de kust van Spanje in 2002.

35 ports to take part in World Ports Climate Conference in Rotterdam

35 ports have now registered to take part in the '2008 C40 World Ports Climate Conference', which will be held on 9, 10 and 11 July in Rotterdam. They include most major world ports. They were invited to come and discuss ways of reducing the greenhouse effect and improving the air quality in ports.

Conference director, Pieter Struijs, is pleased that the International Association for Ports and Harbors (IAPH) was prepared to monitor follow-up agreements made at the conference. "A sustainable reduction in CO2 emissions calls for a long-term approach. The conference is an important step on the road to this. Cooperation is needed for the long haul. That's why I am pleased that the IAPH is willing to take over the initiative."

The conference director is not striving to establish stringent agreements between the ports: "Clean and sustainable are relative concepts. Even in California they have different ideas on environmental pollution than in Texas. The organisation isn't trying, therefore, to make a joint stand, but wants to appeal to each participant separately. It is calling for measures to be taken to reduce CO2 emissions, but within the context of the individual situation and responsibilities." The conference is linked to the Rotterdam Climate Initiative. This is the ambitious climate programme in which the municipality of Rotterdam and the Port of Rotterdam Authority are working together to substantially reduce CO2 emissions. This initiative is an expression of Rotterdam's ambition to halve CO2 emissions on its territory by 2025, in comparison with 1990. **Source: portofrotterdam**



Rijk verkoopt Westerscheldetunnel aan provincie

De besprekingen over de verkoop van de aandelen van het Rijk in de Westerscheldetunnel zijn in een gevorderd stadium, heeft minister Wouter Bos van Financiën geschreven aan de Tweede Kamer. Het Rijk heeft 95,4 procent van de aandelen, de provincie de resterende 4,6 procent. De provincie wil de tunnel graag overnemen om met behulp van het verwachte overrendement de aanleg van de zogeheten kanaalkruising Sluiskil te dekken.



Parts of the large tug order for Serco Denholm being built by Damen are beginning to arrive in the UK. The **SD EMILY** arrived by road transport at her new Clyde home.

Photo : Tommy Bryceland. SCOTLAND ©

PALM OIL TANKER HIJACKED, RECOVERED

MALAYSIAN police have discovered the tanker **Blue Ocean-7** which was hijacked on 21 May on passage from Sulawesi to Surabaya, Indonesia. The tanker was located in the East Malaysian port of Sandakan.

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According to the International Maritime Bureau about ten pirates armed with guns and knives boarded and hijacked the vessel which was carrying a cargo of crude palm oil. The pirates took 14 crew members as hostage and sailed the vessel to unknown location.

The owners contacted the IMB's Piracy Reporting Centre in Kuala Lumpur for assistance to locate the vessel. The Piracy Reporting Centre informed all authorities in the region to look out for the vessel and liaised with them regularly. The Royal Malaysia Marine Police located and detained the vessel at Sandakan, where the vessel had discharged the cargo. Six crew members are reported as missing.

However reports from Indonesia suggest that the Malaysian authorities have detained several suspects, possibly including members of the ship's crew. The reports say that the ship's name was changed to the Eka and that the hull had been repainted.

According to an Indonesian report the Malaysian police acted on a tip-off from one of the tanker's crew.

Source : Maritime Global Net

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DNV "TOPS PARIS MOU LIST"

NORWEGIAN-based classification society Det Norske Veritas says that, for the second year running, DNV has come out top in terms of port state control inspection results according to figures to be released by the Paris MoU port state regime in July. "This is really recognition of our shipowners, because it is the shipowners' vessels that are not detained, not DNV's vessels," said Per Wiggo Richardsen, communication manager for DNV Maritime.

"But we are, of course, proud of the results that DNV surveyors and DNV systems achieve. Quality all through the value chain is the main target for DNV. Based on that we are pleased to see ourselves ranked as the number one classification society," added Mr Richardsen.

"The ratings are not solely a matter of prestige for classification societies and flags concerned, as they are taken into account when the Paris MoU decides which ships it will target for port state control inspection. This can be an obvious inconvenience to vessel operators," commented Mr Richardsen. Source : Maritime Global Net

Pilotless ships risk harbour disaster

GOVERNMENT plans to "weaken" harbour safety laws would put Sydney at risk of environmental disaster, the International Maritime Pilots' Association has said. Its Brisbane-based vice-president, Steve Pelecanos, said amendments to the Marine Safety Act currently before Parliament would give NSW the slackest commercial shipping safety requirements in the nation.

The changes would mean commercial vessels bigger than 30 metres would no longer have to be guided in and out of port by experienced pilots. Mr Pelecanos said ships carrying 100,000 tonnes of crude oil regularly came into Sydney Harbour and an accident would have disastrous environmental consequences.

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"By comparison, the **Exxon Valdez**, which had a devastating spill in Alaska, was carrying 30,000 tonnes," Mr Pelecanos said. By allowing the harbourmaster to sanction ship movements without a pilot, the State Government was creating a dangerous loophole, he said.

A Sydney Harbour pilot, who did not want to be named, told The Sun-Herald the changes were a disaster in the making. Pilots attend to about 5000 ship movements in Sydney Harbour each year. "Their skills and knowledge ensures safe passage," he said.

Greens MP Lee Rhiannon accused Ports Minister Joe Tripodi of not being interested in public safety and increasing the likelihood of a major shipping accident. "The crash of a tanker carrying 100,000 tonnes of crude oil could see Mr Tripodi have more than just oil on his hands," she said. "The grounding or collision in any NSW port of a massive tanker would be catastrophic for human life and the environment."

Mr Tripodi insisted the change was designed to make ports more efficient. "I am advised nothing will change for the pilots ... we are cutting red tape," Mr Tripodi said.

He said the law already allowed the harbourmaster to exempt vessels from pilotage. But the Sydney Harbour pilot said this happened only rarely and only in the case of masters who visited the harbour frequently and did a special training course. **Source : Sydney Morning Herald**



De **Maersk Exporter** verlaat een wat ongebruikelijke ligplaats in de Koningin Wilhelminahaven in Vlaardingen. I.v.m. de krappe draai geassisteerd door een Fairplay sleper.

Foto : Jan Simons ©

2,000 stranded in various ports -- Coast Guard

About 2,000 people were stranded in various ports in the central part of the country while at least two cargo vessels ran aground in Eastern Visayas during the initial onslaught of typhoon Frank, the Philippine Coast Guard said.

In a report, PCG commandant Vice Admiral Wilfredo Tamayo said that as of 8:43 a.m. Saturday, their stations reported that a total of 1,764 ship passengers stranded in six ports, namely Batangas (240), Lucena (150) and Real (60) in

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Quezon, Calapan (1,154) in Oriental Mindoro, San Jose (100) in Occidental Mindoro, and and Romblon (60). The figures did not include the number of passengers stranded in vital ferry crossings in Sorsogon, Samar, Leyte and Surigao del Norte, among others.

The PCG said LCT Navistar ran aground in the vicinity of Hindang, Leyte, around 12:20 pm Thursday, while **M/V Delfin Otso** suffered the same fate off Basey, Samar around 4 p.m. Navistar came from Cebu City while Delfin Otso came from Lapu-Lapu City and was headed for Samar.

Around 5:10 pm, also Thursday, storm-induced sea waves flooded **M/V Kins Cebu** while it was moored at Bato Bato Port in Leyte. **Source : Philippine Daily Inquirer**



The tug **FAIRPLAY 22** departed with a loaded Viking barge from Rotterdam with destination Helsinki
Photo Top : Jan Simons © - Photo : Below : Jan Oosterboer ©



Norovirus suspected in Alaska cruise illness

A suspected norovirus outbreak on a Holland America cruise ship left 112 passengers ill in Seward, Alaska, according to the state Division of Public Health. The outbreak affected about 8 ½ percent of the 1,313 passengers on board, with 12 of the 556 crew members also reporting the illness, said epidemiologist Beth Funk.

The rumors of an outbreak followed the **Veendam** from port to port and prompted media inquiries through last week.

But it wasn't until Monday that the Centers for Disease Control and Prevention got the report, which is required to be filed when more than 3 percent of the passengers become ill, Funk said.

Passengers initially began getting sick in Haines, Alaska, when about 20 people reported the illness, she said. The vessel also ported in the Alaska cities of Juneau and Sitka before moving on to Seward. Funk said she didn't think the virus had yet been tested to confirm it was norovirus, but she suspected it was, based upon the symptoms. Norovirus is a gastrointestinal ailment that usually causes vomiting and diarrhea, and lasts between 24 and 48 hours. It's highly contagious, making a closed environment like a cruise ship a prime setting for an outbreak.

Such outbreaks are relatively common on cruise ships for that reason, Funk said, and the vessels are usually sanitized before more passengers board to prevent subsequent outbreaks.

The **Veendam** berthed in Seward Friday and the number of ill passengers prompted a local public health nurse to put out a preventive bulletin about hand-washing, according to Seward city manager Phillip Oates. A spokeswoman for Seattle-based Holland America could not be reached for comment Monday. **Source : Seattle Times**

Somalische piraten ontvoeren vier toeristen

Piraten hebben maandag vier toeristen, onder wie een kind, ontvoerd van hun zeilboot voor de kust van het noorden van Somalië. Dat hebben overheidsfunctionarissen dinsdag laten weten. De vier mensen zijn waarschijnlijk familie en komen mogelijk uit Duitsland of Frankrijk. De functionaris kon echter geen uitsluitsel geven over de identiteit van de ontvoerde mensen. Volgens de woordvoerder kwam het schip te dicht bij de kust, waarna de piraten de twee mannen, de vrouw en het kindje meenamen. De kustwateren voor Somalië gelden als een van de meest gevaarlijke ter wereld. Piraten kapen geregeld schepen voor de kust. Onlangs werd nog een schip van de Nederlandse rederij Reider Shipping uit Winschoten gekaapt.

Japan searches for 13 missing as saved fishermen return

Japan stepped up the search Tuesday for 13 fishermen whose boat capsized in the Pacific Ocean as three survivors returned safely to shore. At least four people died Monday when the boat, which was catching bonito fish, tipped over after anchoring despite stormy weather. Another fishing boat brought the bodies to the northern town of Iwaki along with the three survivors, the coast guard said.

"I wish my son were with them coming back to the port," said the grief-stricken mother of one of the missing fishermen, television footage showed. Five coast guard ships sent out on Monday had arrived at the scene to join the search, a coast guard official said. They were joined by three coast guard rescue helicopters along with 34 fishing boats which were taking part voluntarily, the official said. I've never had the experience of receiving four dead bodies at one time. It's very regrettable," Takayuki Yanai, a board member of the fishermen's union the capsized ship belonged to, told public broadcaster NHK. The area was experiencing waves of two metres (6.5 feet) at the time of the

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accident. The weather was cloudy, with visibility of four to five nautical miles (8.5 kilometres), according to the coast guard.



The **MAERSK KUANTAN** seen departing from Rotterdam-Europoort
Photo : Fred Vloo ©

Net sluit zich rond illegale vissers

Ministers van Visserij van de EU-landen bespreken dinsdag een plan om vissers uit niet-Europese landen scherper te controleren. Dat moet illegale visvangst bestrijden. Naar schatting komt er enorm veel vis aan land buiten de huidige Europese vangstlimieten. Het gaat veelal om niet-Europese schepen die vis hebben gevangen van onduidelijke herkomst.

De ministers beslissen waarschijnlijk dat vissers steeds een certificaat moeten tonen voor importvis. Het land waar het vissersschip is ingeschreven garandeert zo dat de vangst legaal is. Deze werkwijze is al praktijk voor bepaalde soorten vis uit enkele Europese landen. De EU-landen willen ook samen straffen afspreken, om de illegale vissers in de hele EU af te schrikken. De Europese Commissie stelt voor de maximumstraf overall te verhogen tot 750.000 euro en minstens twee jaar celstraf. Nederland verwacht meer effect van straffen zoals het intrekken van de visvergunning. In april besloten de ministers het voorstel al iets te beperken.

Minister Verburg (Visserij) pleitte toen dat de aanpak alleen geldt voor niet-Europese vissers. Ze vroeg verder minder rompslomp bij de controle, om wachttijden in havens te voorkomen. Ze is tevreden dat veel van haar voorstellen zijn overgenomen in het voorstel. Twee jaar geleden legde milieuorganisatie Greenpeace in de Eemshaven het Russische schip **Mumrinskiy** aan de ketting. Volgens Greenpeace was het schip „een bekende overtreder van internationale visserijregels“.



The tug **FRIGGA** departed with the inland water tanker **VUREN** from Rotterdam

Photo : Piet Sinke ©

CASUALTY REPORTING

Container ship sinks off Antique

A CONTAINER ship sank in the vicinity of Maralison islet off mainland Culasi as typhoon Frank battered the Binirayan province of Antique with heavy rains and strong winds on Saturday, the Philippine Coast Guard said yesterday.

Officials said the Oceanic Container Line skippered by Captain Carlos Kho has last contacted his office in Iloilo City 12 noon on Saturday. Since then, they lost communication with the ship.

Yesterday, it was learned that the 19 crew members and the skipper of the ill-fated Oceanic Container Lines have already been rescued by local fishermen in Culasi, while the vessel's cook identified as a certain Leo Geguro died.

The vessel reportedly sailed from Manila on its way to Iloilo City when battered by big waves, drifting the vessel toward the vicinity of Maralison islet at the height of the typhoon. This prompted the ship captain and his 19 crew to abandon the ship.

The Coast Guard, however, said they have no knowledge on what caused the vessel to capsize. The province of Antique, particularly in the northern part of the province, was placed under storm signal number 3 along with neighboring Capiz and Aklan provinces including northern Iloilo province.

Meanwhile, some 13 fishermen were reported missing when big waves whipped their bancas, which capsized while fishing off Miag-ao shore, also in Antique.

One of the fishermen survived while the fate of the 13 others was not known.

NAVY NEWS

US Navy ship departs Hong Kong early due to typhoon fears — and leaves 100 sailors behind

About 100 American sailors were left behind in Hong Kong after a Navy aircraft carrier departed early because of weather concerns, an official said Tuesday.

The **USS Ronald Reagan** and its strike group left a day early Sunday as Typhoon Fengshen headed toward the territory, said Dale Kreisher, spokesman for the U.S. Consulate General. The carrier attempted to recall all sailors enjoying shore leave in Hong Kong, but some were left behind.

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"They have to go by the weather. The situation is that it looked like there was severe weather," Kreisher said.

U.S. officials were working to find flights to return the sailors to the carrier. He declined to say where the strike group — made up of the Ronald Reagan, a cruiser, three destroyers and a frigate — was heading, citing security reasons.

Revival for Siberia's gingerbread houses after long neglect Heavy industries join stampede to raise prices High-technology brain drain takes heavy toll on U.S. military projects With about 6,000 sailors aboard, the nuclear-powered aircraft carrier arrived in Hong Kong last Thursday and had been scheduled to leave port Monday.

Typhoon Fengshen was threatening Hong Kong on Sunday, though its strength weakened to a tropical storm Tuesday.

It's not the first time sailors were left behind. In late December 2004, the **USS Abraham Lincoln** left port early to help with humanitarian efforts related to the Indian Ocean tsunami.

RARI DECOMMISSIONED



After 23 years in the French navy, the tug **Rari** is taken of the French Navy fleetlist 20 June.

Photo's : Jacques Carney ©

D: 1,057 tons light (1,557 fl) S: 14.5 kts
Dim: 51.00 (49.50 wl) × 12.60 × 4.10
A: none Electronics: Radar: 1 DRBN-34 nav.
M: 2 SACM-Wärtsilä UD33V12 M6 (AGO 195 V12 RVR) diesels; 2 CP props;
4,000 bhp—2 2.5-ton side-thrusters
Electric: 600 kw (2 × 300 kw) Range: 6,000/12 Fuel: 300 tons
Crew: 2 officers, 17 petty officers, 7 ratings + 18 passengers

Canadian Coast guard needs better icebreakers, Senate urges

The Canadian Coast Guard needs better icebreakers, tougher regulations and more Inuit involvement to safeguard the country's interests in the slowly opening Arctic seas, says a newly released Senate report.

The report, released Monday, recommends that all ships entering Arctic waters claimed by Canada should be obliged to tell NORDREG, a registry maintained by the coast guard to monitor who's sailing through the Arctic. Registering is currently voluntary.

"To show that we control the water and that these are Canadian waters, to assert our sovereignty, every ship should report and NORDREG is the tool to do it," said New Brunswick Liberal Senator Fernand Robichaud.

Canada should also implement regulations on the construction, manning and equipping of all vessels in the Arctic, the report said. The standing committee on fisheries and oceans also said Canada needs go-anywhere, any time icebreakers. Although that echoes a \$720-million promise made in the Conservative government's last budget, Canada needs more than one, said Robichaud.

"We expect a lot more traffic is going to happen up there," said Robichaud. "Right now, I don't think we have the capacity. "The government should have a long-term program of shipbuilding icebreakers."

Ottawa shouldn't ignore the people who actually live in the Arctic either, the report says. More Inuit should be recruited for the coast guard to take advantage of their unique local knowledge. As well, the government should implement a plan that has been languishing before the federal cabinet for years to build a series of small-craft harbours in Nunavut.

"We believe (Nunavumiut) have not received their proper due with regard to facilities." One Arctic expert praised the report, saying making NORDREG mandatory is "excellent idea." "We've never had the political courage to stand by our convictions," said Rob Huebert of the University of Calgary's Centre for Military and Strategic Studies.

While Canada has strong Arctic environmental legislation, foreign ships have never been required to tell coast guard officials that they're sailing through the waters it protects.

"If you're passing a law like the Arctic Waters Pollution Prevention Act, you're saying here's an indication of our sovereignty over the Northwest Passage," said Huebert. "Well, make the damn thing mandatory."

With new technology such as Radarsat-2 keeping watch, Canada can now see for itself who's cruising the Arctic seas, said Robichaud. Huebert also praised the emphasis on working with northerners.

He said the army already provides a model for working with Inuit communities with the Rangers, small detachments of reservists throughout the North that act as the military's eyes and ears.

New harbours would also enhance Canadian Arctic sovereignty, Huebert said. Harbours are gates, and those who control the gates get to make the rules. "You've got to build the right gates," he said. "But if you build it, you control it."

Japans marineschip op historisch bezoek aan China

Voor het eerst sinds het einde van de Tweede Wereldoorlog heeft een Japans marineschip aangemeerd in China. De

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Japanse torpedootjager **Sazanmi** liep dinsdag de Zuid-Chinese haven Zhanjiang in voor een vijfdaags bezoek, aldus persbureau Xinhua. De 240-koppige bemanning werd met ceremonieel vertoon begroet.

Het schip brengt hulpgoederen zoals dekens en levensmiddelen voor de slachtoffers van de zware aardbeving die het zuidwesten van China begin mei trof. Een concert voor de opvarenden is om veiligheidsredenen verplaatst van het stadscentrum naar de marinebasis, aldus het Japanse persbureau Kyodo. Zeven maanden geleden bezocht een Chinees marineschip voor het eerst sinds de stichting van de Volksrepubliek China (1949) Japan. Dit is het officiële tegenbezoek. De verhoudingen tussen de landen die eens gezworen aartsvijanden waren, wordt de laatste tijd steeds beter.

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SHIPYARD NEWS

Keppel FELS completes new DSS 21 proprietary deepwater rig for Maersk

Keppel FELS Limited and Maersk Contractors have inaugurated the new **DSS 21** proprietary design semisubmersible (semi), which is also the most technically advanced deepwater drilling rig to be designed and completed by Singapore to date.



The '**Maersk Developer**' was named in the presence of Guest of Honour, Mr Lim Boon Heng, Minister, Prime Minister's Office, by Mrs Kari Reinertsen, wife of Mr Øivind Reinertsen, President of StatoilHydro (North America Operations).

The '**Maersk Developer**' is the first in a series of three DSS 21 deepwater semi rigs that Keppel FELS is building for Maersk.

Keppel O&M is the only shipyard group in the world to have its own suite of proprietary deepwater rig designs. The DSS 21 design is jointly developed by the company's Deepwater Technology Group, Marine Structure Consultants of the Netherlands and Maersk Contractors.

"About 30 per cent of jackup rigs and 16 per cent of semisubmersibles currently under construction in the world are designed by Singapore companies," said Guest of Honour, Mr Lim Boon Heng.

"In the semisubmersible category, all the Singapore-designed rigs come from Keppel Offshore & Marine as the result of its investment in research and development since the 1980s."

The two other DSS 21 semi rigs presently under construction in Keppel FELS are scheduled for delivery in the second quarters of 2009 and 2010 respectively.

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The DSS 21 series features a dynamic positioning system, with the ability to attach to a pre-laid mooring system. Capable of operating at water depths of 3,000 metres and drilling down to 10,000 metres, this series of semi-submersibles are well suited for the conditions of offshore Brazil, West Africa, Gulf of Mexico and Southeast Asia.

Designed for maximum uptime with reduced emissions and discharges, the DSS 21 series is an environmentally friendly solution for the offshore industry.

To date, Maersk Contractors has invested US\$2.19 billion worth of projects with Keppel Offshore & Marine. These projects include the construction, repair and conversion of rigs and floating production storage and offloading facilities. In addition to the deepwater semis, Keppel FELS has also been assigned the construction of four jackup rigs for Maersk, the first of which, '**Maersk Resilient**', was delivered in January 2008. **Source : Baird**

Hyundai Heavy's Ship Fins Improve Vessel Performance

Korean shipbuilder Hyundai Heavy Industries has developed another world first in vessel technology -- ship fins. Based on the same principle that allows airplanes to fly, the wing-shaped device is attached to the rudder of a ship to boost thrust and save fuel. HHI first put the fins on a 8,600-TEU container ship delivered to German shipping company Hapag-Lloyd in April. (One TEU is the volume of a standard six-meter-long container). Hyundai says Hapag tried the fins and confirmed their effectiveness, and has asked to have them put on six more ships. Requests from other firms are also coming in.

Hyundai says the fins reduce fuel consumption by 4 to 6 percent, which can result in savings of some \$2.4 million a year for large vessels.

The company began developing the technology in 2004 and registered a domestic patent in 2006. It has since applied for patents in 10 other countries including the U.S. and Germany. **Source: chosun**

Hyundai Heavy posts 16% jump in May sales

Hyundai Heavy Industries Co, the world's largest shipbuilder, said sales last month climbed 16 per cent as it completed orders for oil tankers and container vessels contracted at higher prices. Shipyards in South Korea are expanding capacity as order backlogs stretch into 2012 Sales advanced to 1.55 trillion won (S\$2 billion) last month from 1.33 trillion won a year earlier, the Ulsan, South Korea-based company said in a regulatory filing yesterday. New orders rose 15 per cent to US\$3.55 billion in May, it said.

Vessel prices are set to climb to a record for the fifth year as shipbuilders pass on higher costs to customers and demand for ships to carry fuel and consumer goods outstrips supply.

Yards in South Korea, the world's largest shipbuilding nation, are expanding capacity as order backlogs stretch into 2012.

Sales climbed 19 per cent to 7.48 trillion won in the first five months of the year, Hyundai Heavy said. New orders in the period almost doubled to US\$16.1 billion from US\$8.14 billion a year earlier. Of that total, vessel contracts climbed 87 per cent to US\$9.34 billion and contracts for offshore oil rigs and platforms jumped to US\$1.68 billion from US\$82 million a year earlier. The company delivered 37 vessels to transport oil, consumer goods, liquefied natural gas and other products worth US\$3.82 billion in the first five months, compared with 39 vessels worth US\$2.85 billion a year earlier. Hyundai Heavy had an order backlog for vessels worth US\$36 billion at the end of May. Hyundai Heavy shares dropped 0.5 per cent to close at 328,000 won on the Seoul stock exchange before the announcement. The stock has fallen 26 per cent this year, compared with a 9.6 per cent decline in South Korea's Kospi index.

Source: businesstimes.com.sg

Scheepsbouwer Damen neemt Shipdock over

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Damen Shipyards neemt branchegenoot Shipdock over. Shipdock heeft twee reparatiewerven voor zeegaande schepen in Amsterdam en Harlingen. In totaal werken er ruim 150 mensen, waarvan ruim vijftig productiemedewerkers in Harlingen. Het personeel werd vanochtend geïnformeerd, aldus directeur Frank Seinen van Shipdock Harlingen. „De overname komt als een grote verrassing”, zegt Seinen. Shipdocks is de voortzetting van de oude NDSM- en ADM-werven in Amsterdam. Het bedrijf ging in 2005 failliet, maar maakte een doorstart. Momenteel is het bedrijf winstgevend, mede door de grote vraag naar onderhoudswerk waar de hele scheepsreparatiesector van profiteert. „In de veertien jaar dat wij hier in Harlingen zitten, hebben we het nog nooit zo druk gehad als de afgelopen twee jaar.” Volgens Seinen komt de overname voort uit het eigen succes van Shipdock. „We zijn een aantrekkelijke partij voor Damen, dat toch de grootste scheepsbouwer van Nederland is. Onze aandeelhouders hebben gekozen voor verkoop op een winstgevend moment.”

Damen Shipyards wilde nog niet ingaan op de acquisitie, aldus Het Financieele Dagblad. Ook is er nog geen overnamebedrag bekend. Een belangrijk motief volgens de krant is dat sinds enkele jaren de vraag naar onderhoud en reparatie explosief gestegen is. Veel bedrijven kampen met te weinig dokcapaciteit. Frank Seinen beaamt dat desgevraagd. „Ons personeel hoeft zich dan ook geen zorgen te maken over hun toekomst. Wat betreft orders staan we er goed voor. Door de aansluiting bij Damen zal dat verder commercieel uitgebouwd worden”, verwacht hij. De verkoop van Shipdock aan Damen zal wellicht niet bij iedereen in goede aarde vallen. „Veel van ons personeel heeft zich vaak afgezet tegen de echt grote scheepsbouwers. De overname zal dan ook als een donderslag bij heldere hemel komen. Toch betekent dit voor de werknemers zekerheid op de lange termijn. Ik denk dat er dan ook niet lang ruimte zal zijn voor valse sentimenten, continuïteit van het bedrijf staat voorop.” De scheepsbouw maakt een revival door. De arbeidsmarkt voor de reparatiesector is krap. Gebrek aan personeel remt zelfs de groei van werven.

Cummins Auxiliaries for DP Anchor Handler

Sarawak Slipways of Miri, Sarawak East Malaysia has delivered the 1179 gross tonne FPSO support vessel **OMS Terra Nova**. A pair of Niigata mains engines each generating 1838 Kw (2518 hp) at 750 RPM power the Niigata Z-Drives on the ABS-classed dynamic positioning vessel. In the focsle area a 700 hp Cummins KTA19-M4 engine powers a retractable HRP azimuthing bow thruster as an essential component of the vessel's dynamic positioning system. For electrical requirements, the 50 by 13.8-meter vessel has a pair of Cummins QSM11-powered 250 kW Stamford generator sets.

Aft of the main house a double drum MacGregor Plimsoll double drum anchor handling winch is completely enclosed. A closed circuit television system allows the wheelhouse to monitor action around the winch. The boat has a designed bollard pull of 55 tons forward and 42 tons aft with the mains at 100% MCR. Accommodation on the vessel is provided for up to 23 crewmembers plus an additional sick bay berth. The OMS Terra Nova, registered in Port Klang, Malaysia, is the first of two being built at the Sarawak Slipways Sdn. Bhd. **Source : MarineLink**

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China Buys Four African LNG Cargoes at Record Prices

China, the world's second-largest energy consuming nation, bought four liquefied natural gas cargoes at record prices on the spot market last month to meet increased demand for the fuel on its southeastern coast. The country paid \$13.9 per million British thermal units, the highest to date, for a cargo from Equatorial Guinea, according to calculations from Customs figures released in Beijing yesterday. That compares with the \$3.15 per million Btu China pays for Australian LNG supplied under a 25-year contract.

Guangdong Dapeng LNG Co., operator of one of the nation's two receiving terminals for the fuel, plans to double purchases of cargoes for immediate delivery this year to meet demand. Oil prices have gained more than fourfold since China signed its agreement with Australia's North West Shelf LNG venture in August 2002.

"LNG prices have risen along with crude oil, but as long as they remain at a level users can afford, spot cargo imports will be sustainable," Kevin Zhuang, a gas analyst with Guangdong Oil & Gas Association, said by telephone today. Guangdong will need increasing amounts of LNG to supplement Australian supplies as more import terminals for the fuel open in the southern province, he said.

Guangdong Dapeng, a venture between China National Offshore Oil Corp. and BP Plc, supplies power producers and residents in the nation's manufacturing hub. China National, the nation's largest offshore oil explorer, plans a further two LNG receiving terminals in the province.

China imported 122,467 metric tons of LNG in two cargoes from Egypt for \$87.8 million or \$13.65 per million Btu and 61,069 tons from Nigeria for \$42.3 million or \$13.33 per million Btu, according to today's customs figures.

Guangdong Dapeng bought two individual cargoes in May, a Chinese official said in April. The other two cargoes were recorded last month after they failed to complete registration procedures in April.

Guangdong Dapeng received its first spot cargo this year from Nigeria in late April, Christian Steimler, manager of the LNG Department at BW Gas, a unit of BW Shipping Group, said May 23. China National's second terminal in southeastern China's Fujian province received its first spot cargo from Egypt on April 26, before it starts handling contractual shipments from Indonesia, the Beijing-based company said April 30.

China bought seven spot LNG cargoes last year and resumed imports in April after halting purchases in November because of high prices.

A spot LNG cargo typically weighs between 55,000 and 60,000 tons. LNG is natural gas chilled to liquid form, reducing it to one-six-hundredth of its original volume at minus 161 degrees Celsius (minus 258 degrees Fahrenheit) for transportation by ships to destinations not connected by pipeline. Oil, which touched a record \$139.89 a barrel in New York on June 16, cost less than \$30 a barrel at the end of August 2002. **Source: Bloomberg**

Maersk Orders 18 Box-ships At Hyundai Heavy Industries

The Copenhagen-based owner says it has ordered 18 new boxships at Hyundai Heavy Industries (HHI), a move which TradeWinds exclusively uncovered earlier this month.

The 4,500-teu vessels, which are thought to part of a \$3.5bn order for 34 ships, will be delivered in 2011 and 2012, reports TradeWinds. It is believed each ship will cost around \$91m, but Maersk has yet to put a figure on the deal.

New charter contracts for Farstad

Farstad Shipping has announced new charter commitments amounting to approximately Nkr 540 million.

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Apache Energy Ltd has secured the AHTS vessels **Far Grip** (UT722, 14,400bhp) and **Far Sky** (ME 303 Mk2, 14,400bhp) to support their 700 day drilling campaign off South-East Australia, which will be carried out by the semi-submersible rig **Ocean Patriot**. The programme is due to commence in late September this year.

Woodside Energy Ltd will commence a two year charter this month of the AHTS vessel **Far Saltire** (UT728, 16,600bhp) to include in the pool of vessels the charterer has supporting their operations off the North-West coast of Australia.

Farstad said the new charters all evidence a continued improvement in charter rates. **Source : Offshore Shipping Online**

SPECULATION MOUNTS OVER NOL AND HAPAG LLOYD

SPECULATION is rife that Singapore-based Neptune Orient Lines is set to bid for Hapag-Lloyd. Reuters reports that TUI ceo Michael Frenze is touring Asia to market his company's container shipping business, Hapag-Lloyd, which could be worth about \$7bn.



"NOL is a potential bidder for Hapag-Lloyd," Reuters quotes Equinet broker Jochen "It should be seen positive for TUI that NOL is in talks to take up \$5 billion to \$7 billion."

The **CHICAGO EXPRESS**
Photo : **Rik van Marle** ©

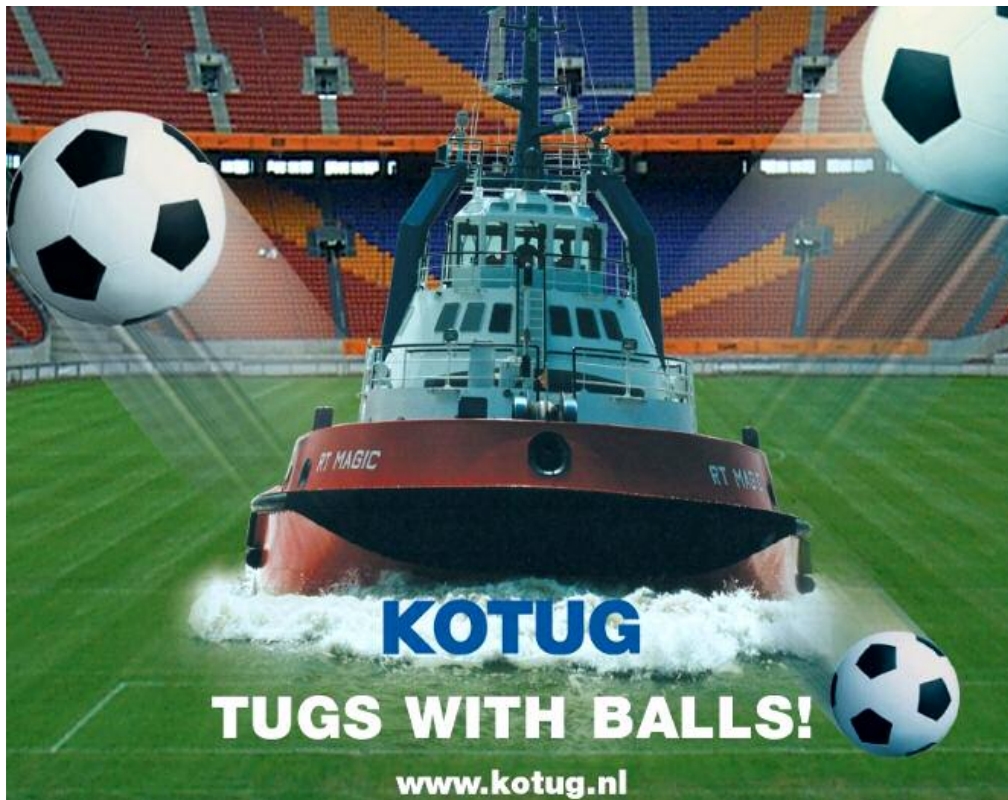
A spokesman for Neptune Orient Lines declined to comment. In April, the company's chief executive, Thomas Held, said the company was looking at a merger with Hapag-Lloyd as an option for growth.

Media reports are speculating that NOL is putting together the finance to make an all-out bid for the German container Shipping company. **Source : Maritime Global Net**

Ageing Philippines ferries need replacements

Ferry operators in the Philippines need to upgrade their ageing fleets, a top transportation official said Tuesday, after the sinking of a large passenger ship left more than 850 people feared dead. "We really have to modernise, our average age of the ships is about 28 years old," Transportation and Communication Secretary Leandro Mendoza told a news conference.

The 24,000-tonne **Princess of the Stars**, a 181-metre (594-foot) vessel built in 1988, sank Saturday in the eye of Typhoon Fengshen after its engine failed and it ran aground off the central island of Sibuyan. Rescuers continued to look for its passengers and crew, most of whom have not been found.



Dutch trade mission to Arkhangelsk

A Dutch business delegation headed by General Consul of the Netherlands Mr. V.M. Hoeks this week pays a visit to Arkhangelsk. The Dutch are interested in the shipyards and mechanical industry of the region. The business visit comes as Dutch industry displays an apparently increasing interest in Northwest Russian project. As BarentsObserver previously reported, the Dutch general consul just few weeks ago visited Murmansk where he got an introduction in the Shtokman gas project.

According to the Arkhangelsk regional administration, this trade mission was initiated by the regional administration and the Consulate General of the Netherlands, with the active participation of the Arkhangelsk Regional External-Economic Association and the Association of Dutch suppliers in the shipbuilding industry.

The mission is aimed at extending partnership between Arkhangelsk Oblast and the Netherlands and creating direct business contacts, mainly in the shipbuilding and metal industries. The Dutch companies are already engaged in industrial projects of importance for Northwest Russia. This week, the company N.V. Nederlandse Gasunie became shareholder of the Nord Stream AG.

The committee on international affairs and tourism development of the Arkhangelsk Oblast regional administration will host a presentation of the economic potential of Arkhangelsk Oblast. Dutch businessmen will also visit some enterprises of the shipbuilding and ship repair industry. On June 24 the business center of the Pur Navolok hotel will host a seminar-presentation on Dutch companies. Then, Russian and foreign businessmen will be able to meet and discuss prospects of bilateral cooperation. **Source : BarentsObserver Arkhangelsk**



The **CYMBERLINE** seen at the Westerscheldt River – Photo : Henk de Winde ©

Navios Maritime Holdings Inc. Announces Acquisition of Two Ultra Handymax Vessels

Navios Maritime Holdings Inc. a large, global, vertically integrated seaborne shipping and logistics company, announced today that Navios Holdings has entered into agreements to acquire two ultra handymax vessels for its wholly owned fleet. Total consideration for the vessels is approximately \$152.5 million.

The first vessel is a 2007 built, 55,728 dwt, ultra handymax built in Japan. The vessel is expected to be delivered by October of 2008. The second vessel is a 58,500 dwt, ultra handymax under construction at Tsuneishi-Cebu. The vessel is expected to be delivered in the first quarter of 2009.

Ms. Angeliki Frangou, Chairman and CEO of Navios Holdings stated, "We believe that it is a good time to deploy cash from our balance sheet to secure quality, charter-free tonnage, particularly in light of the current strong short-term rate environment. As such, we anticipate employing these newly purchased vessels in the spot market to complement the continued stable cash flow generated by our existing long-term charters-out."

DOCKWISE signs letter of intent with VYBORG Shipyard for 2 float- overs for Shtockmann Gas Field

Dockwise Ltd. announces that, through one of its subsidiaries, it has signed a letter of intent with Vyborg Shipyard for the transportation and installation of two topside structures. The topside structures are part of the contract that Vyborg Shipyard signed with Gazflot (the operating company for Gazprom) for the construction of two semi-submersible production platforms that were designed to operate in arctic conditions. Only as soon as Vyborg Shipyard and Dockwise have signed the contract the project will be added to the order book.

The first topside structure is scheduled to be loaded at the end of April 2010 for installation between July and August 2010; the second at the end of October 2010 for installation somewhere around February 2011. The structures will be transported from Geoje Island Korea to the mating location in the Barents Sea. The final mating locations are expected to be in the Murmansk area. The weight of each topside is estimated to be around 22,000 tons.

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André Goedée, CEO of Dockwise Ltd., comments: "The strategy of Dockwise aims presence in more phases of the oil- and gas upstream production cycle. This letter of intent can be considered a new milestone in this endeavour but also in the desire of Dockwise to build lasting relationships with important Russian clients. Eventually this could require a more permanent presence of Dockwise in the area". **Source: Dockwise Ltd**

Port Qasim

Four ships scheduled to load/offload containers, cement, acetic acid and iron ore were accommodated berths during the last 24 hours, said a PQA press release on Friday.



Meanwhile, another container vessel also arrived at the outer anchorage.

Eight ships, **Khalid Ibn Al-Waleed, CMA CGM Kingston, Mustafa Bey, Santiago, Alexi-3, Aktin, Southern Unicorn** and **Yasa Ilhan**, were busy in loading and unloading container cement, palm oil, chemicals and iron ore.

Left : The **SMIT LOIRE** seen doing her first assistance in Pakistan after her arrival

Photo : via Imram Farooq

A cargo volume of 38,428 tons comprising 24,222 tons of import and 14,206 tons of export tonnage was handled.

CMA CGM Kingston, Kia Waleed, Southern Unicorn and **Mustafa Bey** sailed out.

MARCON SOLD MR JACK

Marcon International, Inc. of Coupeville, Washington is pleased to report another U.S. flag, 120' crewboat, the "**Mr. Jack**", was sold to private Panamanian buyers - this one by Jambon Boat Rentals LLC of Golden Meadow, Louisiana.

"**Mr. Jack**" was built in 1978 by Gulf Craft, Inc. of Patterson, Louisiana originally as a 100' aluminum crewboat, but was lengthened slightly along with the addition of a new house at Progressive Shipyard in 1992. Presently she is 120' x 26' x 9', with a current U.S. Coast Guard Certificate of Inspection for 54 passengers and a crew of five. She can carry 50 Tons of deck cargo on her 45' x 22' open aft deck. "Mr. Jack" also carries 2,800 gallons of fuel and 10,000 gallons of fresh water in her below deck tanks.

She's powered by four Detroit Diesel 12V71TI engines providing total of 2100 BHP with a top speed of abt. 22 knots. Ship's electrical power is provided by a pair of 30 kW / GM3-71 generators. Vessel carries a full complement of navigation equipment.

New Owners will be delivering the vessel on her own bottom to Panama. The vessel has had a long series of Owners over the years and borne the ex-names of "**Seminole**", "**Thunderbolt**", "**Seabulk Aransas**", "**Marsha-G**", "**Christy Jett**", and "**Capt. Tim**".

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This is the fifth crewboat sold to the Buyer in the last month and the first vessel sold from the Seller. Marcon acted as sole broker in the transaction.

Marcon International, Inc. has sold or chartered a total of 34 vessels and barges to-date this year. Sales of several additional tugs and barges are pending.

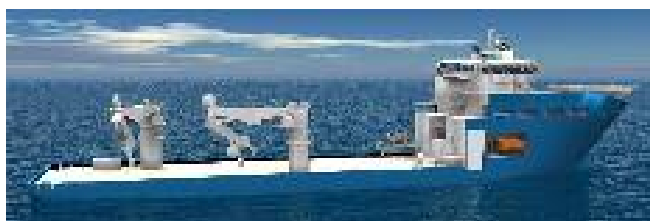


The **CARNIVAL SPIRIT** seen moored in Skagway (Alaska)
Photo : Dennis van Harten ©

Nautilus Minerals enters into agreement for mining support vessel

Nautilus Minerals has announced that it has entered into a binding agreement with North Sea Shipping Holding to provide a specialist Mining Support Vessel (MSV) for Nautilus' Solwara 1 Project in Papua New Guinea. North Sea Shipping will provide a 160m dynamically positioned specialist newbuild ship, on a five year charter basis with options to extend for another five years.

Stephen Rogers, Nautilus' CEO commented: "The MSV award is a key milestone for the Solwara 1 Project. Our exhaustive and highly competitive selection process has yielded an excellent MSV which could not be a better match to the specified requirements. The working relationship developed with North Sea Shipping through the negotiation process has created a solid foundation for the future. The MSV award keeps Nautilus on track for commencement of production in 2010, subject to timely permitting and approvals." North Sea Shipping was selected from a shortlist after a competitive engineering evaluation. The build of the hull is already well advanced at one of Turkey's leading shipbuilders RMK Marine, based in Tuzla south of Istanbul.



On completion of hull fabrication in July 2009, the vessel will be outfitted by Astilleros Barreras, at its Vigo yard in Northern Spain, with completion scheduled in June 2010. The 160m vessel has a breadth of 30m, draft of 7m and displacement of 14,200 tonnes. It has some outstanding features which make it ideal as a candidate for seafloor

mining. These include a 400 tonne heave compensated crane which is capable of working at 2,500m water depth and total installed power of 21MW which will allow it to satisfy both ship and mining equipment demands. The vessel can accommodate 120 people which is more than adequate for the marine and mining crew and has a deck area of 2,900m² which will accommodate the mining equipment. The value of the MSV contract is approximately US\$125 million over the initial five year period.

MOVEMENTS

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The "**Cap Arnauti**" (1740 TEU) is sailing at present for Hamburg Süd at the Mediterranean-Europe (Southern Route).
At the photo the vessel is seen enroute Antwerp

Photo : **Henk Claeys** ©

.... PHOTO OF THE DAY

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The **SVITZER BISON** (ex **AYTAK**) seen during trials
Photo : **Joop Marechal** ©

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