

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 195



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

A central circular logo for "T&T BISSO RESPONSE" is surrounded by a collage of maritime-related images. The logo is blue with yellow text and a yellow border containing the following services: EMERGENCY RESPONSE, OP90, SALVAGE, DIVING, CASUALTY MANAGEMENT, POLLUTION RESPONSE, FIREFIGHTING, RESCUE TOWING, and LIGHTERING. The collage includes images of a ship at night, an offshore platform, a ship's deck, a ship's hull, a ship's deck with equipment, and a ship's hull.

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The Chinese tug DE DA seen at Maaspilot station enroute Rotterdam

Photo : Hans Hoffmann ©

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EVENTS, INCIDENTS & OPERATIONS

100 jaar oud-reddersvereniging

Moed, Volharding en Zelfopoffering

Op donderdag 7 augustus 2008 herdenkt de oud-reddersvereniging **Moed, Volharding en Zelfopoffering** in Huisduinen (Den Helder) de oprichting van deze unieke Nederlandse vereniging. De herdenking vindt plaats in het Huisduiner kerkje. Na afloop zal door de voormalige reddingboot Prins Hendrik een krans in zee worden gelegd ter hoogte van Huisduinen.

Op zaterdag 9 augustus volgt een reddersdag bij het Reddingmuseum Dorus Rijkers in Den Helder, waar een grote vloot oude reddingboten het zeegat uit gaat voor een korte demonstratievaart ter hoogte van de Zeedijk. De reddingboten zijn 's morgens te bezichtigen bij het Reddingmuseum. Dorus Rijkers

In 1908 werd in Utrecht de vereniging "**Moed, volharding en zelfopoffering**" opgericht, met als doel het behartigen van belangen van oud-redders. De eerste afdeling van de vereniging werd in Den Helder opgericht. De eerste president van deze afdeling was Dorus Rijkers. De meest gedecoreerde en bekendste roeiredder van Nederland. Hoewel de vereniging nog zes andere afdelingen heeft gekend is alleen de Helderse afdeling overgebleven. De oud-redders bestonden hoofdzakelijk uit roeiredders, die door hun lidmaatschap van de vereniging in aanmerking wilden komen voor een toelage. Tenminste, als de kas van de vereniging het toeliet. Door de jaren heen heeft Moed, volharding en zelfopoffering rond Den Helder bekendheid opgebouwd door jaarlijkse feestavonden als fondsenwervende methode.

Tegenwoordig bestaat de vereniging uit 250 actieve en voormalige redders van reddingstations van de KNRM uit heel Nederland, alsmede redders die gedecoreerd werden vanwege reddingen op persoonlijke titel of in dienst van andere organisaties. Van bijstand voor redders is geen sprake meer. De vereniging heeft een sociale functie. Samenkomsten en uitstapjes houden de onderlinge band sterk. Hoe de vereniging in een eeuw trachtte haar doelstelling te verwezenlijken heeft Jaap van den Berg, de huidige voorzitter van Moed, Volharding en Zelfopoffering, aan de hand van de traditioneel handgeschreven notulenboeken beschreven. Het is een sprekend document geworden van het wel en wee van een unieke vereniging. Het boek komt te koop bij het Reddingmuseum.

Intermanager Condemns Hebei Spirit Crew Detentions

InterManager, the international inhouse and third party shipmanagement association, has roundly condemned the continuing detention in Korea of the Master and Chief Officer from the tanker **Hebei Spirit**.

The 1993 built **Hebei Spirit** was at anchor waiting for a berth when a crane barge broke its tow in stormy weather and smashed into her side, holing three cargo tanks. About 10,500 tons of oil spilled into the sea, causing Korea's largest ever oil spill.

Two South Korean tug masters were jailed for their part in the incident but the two **Hebei Spirit's** officers, Indian nationals Capt Jasprit Chawla and Syam Chetan, were cleared of all charges on June 23rd. However, they have since been prevented from leaving South Korea pending a retrial that is not expected to take place until early next year. Under South Korean law, prosecutors have appealed to the country's high court against the decision by a district court in the Daejeon area of Korea that exonerated the men of blame. Depending on the outcome of the high court trial, prosecutors may appeal to South Korea's Supreme Court, which would result in another retrial which is unlikely to take place until the middle of next year.

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The two men have received support not just from their shipmanagement company, V.Ships, but also from other seafarers in messages and telephone calls.

Capt Chawla, who has 17 years of exemplary seafaring service, said in a recent interview that he felt he had done nothing wrong and that he was reluctant to return to sea, fearing that any future decisions he took at the helm would be colored by this experience.



The TSHD **SANDON 7** seen moored in Bangkok - Photo : Piet Sinke ©



Del Monte asked to help retrieve toxic ship cargo

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The joint House of Representatives committee looking into the **MV Princess of the Stars** sea tragedy last month yesterday asked Del Monte Philippines to help retrieve the endosulfan from the sunken vessel to save the seas from the highly toxic chemical.

During the congressional hearing on the incident, members of the House Committees on Transportation and on Oversight grilled officials of Del Monte about the allegedly illegal shipment of 10 metric tons of endosulfan. Parañaque City Rep. Roilo Golez said Del Monte should be held liable for the damages on the environment that might be caused by the shipment.

"It is the responsibility of owner of the cargo to check where the cargo is being shipped. I would like to inform Del Monte that it is not only liable to penalties but also to consequential damages," Golez said. "The cargo may endanger the environment also." Golez said that Del Monte did not take precautions when they learned that the cargo was shipped in a passenger vessel. But Del Monte Chief Operating Office Luis Alejandro insisted that the company has no responsibility in the incident since it executed proper steps not only in the packaging but also in the submission of pertinent requirements and labeling of the cargo. Alejandro said that the company has been exporting and shipping endosulfan for the past several years with a permit from the Department of Agriculture (DA). In fact, Alejandro said, the cargo directly came from Israel where it was packaged in a safe container and was only transported to Cebu.

Bacolod City Rep. Monico Puentevella, who presided over the hearing, said that Del Monte should help the salvage operations instead of passing responsibility to the Sulpicio Lines Inc. (SLI), the owner of the vessel. "Whether or not you are liable, I asked you to help in the salvage operations. All concerned should help. No more finger pointing this time, we are appealing to you, even though you are saying you are not accountable," Puentevella said.

Golez asked the Department of Transportation and Communications (DoTC) to secure a copy of the financial statement of Sulpicio and Del Monte and ensure that the two will shoulder the salvage operations and not the government. SLI has announced that it already hired a foreign firm, Titan Salvage, to undertake the salvage and retrieval operations of the toxic wastes. During the hearing, it was revealed by the Task Force **MV Princess of the Stars** headed by DoTC Undersecretary Elena Bautista that aside from the endosulfan, the overturned vessel is also carrying four chemicals owned by Bayer Philippines.

According to Bautista, the Department of Health has informed them that two of the four chemicals are highly toxic. They are metamidophos (150 liters) and carbofuran (501 kilos). The other chemicals are propinop, 392 kilos, and niclosamide, 17.5 kilos. Official of Sulpicio said that owners of these chemicals did not inform the ship that some are highly toxic. Bautista stressed that there is something wrong in the declaration of hazardous materials either by the cargo owner or the manifesto of the ship.

Anakpawis party-list Rep. Rafael Mariano blamed politics inside the DA, and its attached agency, Fertilizer and Pesticides Authority, on the extreme dangers posed to health and the environment by endosulfan, the highly toxic cargo of the sunken **MV Princess of the Stars**.



The **LAURA ANN** seen enroute Rotterdam - Photo : Lenie Kleingeld ©

Five abducted crew from offshore tug **Herkules** in Nigeria freed

Swedish operator of tug **Herkules** confirmed Reuters news on five crew – they're freed and now transferred to Saipem a subsidiary of ENI group of Italy base, for medical check and recovery. Among those five master and ce are russians, Ab and oiler are ukrainians, and cook is polish. All of them unharmed. Saipem rejected to give any details on a deal, but looks like they paid or donated in some other way. Anyway, it's a happy end till next accident, which is to come sure thing.

Leaking Mississippi barge to be removed

Maritime officials say a crippled barge that spilled 400,000 gallons of fuel oil into the Mississippi River at New Orleans could be removed soon.

The collision between a Liberian-flagged tanker and the barge Wednesday created a massive ship traffic jam on the vital commercial waterway, as well as a 100-mile oil spill. Officials said Sunday the river is slowly being opened up to more traffic as the oil-removal project proceeds, the New Orleans Times Picayune reported.

Test ships showed traffic could move through the contaminated part of the river without spreading the oil, so the U.S. Coast Guard is starting to allow more ships through the river. Ship-cleaning stations were set up at New Orleans and near the mouth of Mississippi to scour vessels in an effort to decontaminate them.

A salvage plan to remove the still-leaking barge has also been put in place, the Times-Picayune said. An A-frame crane will be brought in to lift the barge from the water, officials said, perhaps as soon as Monday night.

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Stowaways survive 14 days outside ship

Three African stowaways survived a hazardous journey to Durban perched in the rudder trunk of the reefer vessel **BELGIAN REEFER**.

They were spotted after the ship went to anchor in the Durban outer anchorage, having boarded the ship in Benin in West Africa 14 days earlier.

Members of the Border Police went out by boat to make the arrest and remove them from the ship which was able to enter port only later. A source told Ports & Ships it had been a miracle that the three men had survived such a long journey down the Atlantic and round the Cape into the Indian Ocean.

A subsequent search of the vessel in port revealed no other stowaways. **Source : Ports.co.za**

QUEEN ELIZABETH 2 HANDS OVER STICK TO QUEEN VICTORIA



left the port, the **QUEEN VICTORIA** to resume her cruise whilst the **QUEEN ELIZABETH 2** set sail for Southampton for her decommissioning. - **Photo's : Henk Claey's** ©

Saturday July 19th, in the port of Zeebrugge (the last stop of the **Queen Elizabeth 2** prior stopping her service with Cunard) the stick was taken over by the **Queen Victoria**, in the evening both vessels



Foreign Aid

Foreign nationals are likely to come to the rescue of Indian ship-owners even as there is a shortage of qualified Indian seafarers to work on board Indian ships. The Directorate General of Shipping has given Indian ship-owners permission to hire foreign nationals to meet the shortage of qualified seafarers — over 1,000 officers, at present. The Indian Shipowners' Association (INSA) has been seeking this consent for a long time.

Foreign nationals were serving on Indian ships in the 1970s. But this was stopped due to amendments in the 'Continuous Discharge Certificate' — seafarer's identity document required to board a ship — rules in the 1980s.

"The DG Shipping is convinced that there is a serious shortage of qualified seafarers. This is proving to be detrimental to the growth of Indian (shipping) tonnage and adversely affecting the smooth operation of the Indian fleet," says a Department circular.

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It is learnt that of the total number of Indian officers, at 26,900, only 8,900 are employed on Indian flag vessels, while the remaining 18,000 in foreign flag vessels. Indian ship owners have been demanding recruitment of foreign nationals in both nautical and engineering disciplines. "This is a reasonable request and in the larger national interest," the DG Shipping noted.

According to the DG Shipping, the Indian National Ship-owners' Association (INSA) contended that despite all the steps taken to recruit and retain Indian seafarers, its members are unable to get qualified Indian seafarers on a regular basis to work on Indian vessels. This has adverse implications such as increased accidents / incidents and higher detention of vessels.

Indian ship-owners said they have to trade in the international arena, facing global competition, but do not have flexibility to recruit seafarers from other nations while foreign shipping companies can recruit manpower from India.

In its 2007 annual report, INSA said that Indian companies are affected by the drift of personnel from Indian ships to foreign ships because of a peculiar taxation problem of 'discrimination' faced by Indian seafarers working on board in Indian ships vis-à-vis their compatriots on foreign vessels.

The situation has become so grave it is threatening to disrupt the movement of cargo as a result of long detention of Indian vessels on account of non-availability of suitable officers.

Mr S. S. Kulkarni, Secretary, INSA, said although the circular is a welcome measure, it is restrictive in nature. Some of INSA's suggestions were not reflected in the circular. For instance, the circular states that no more than two foreign national seafarers shall be engaged in a ship at a time, and the master must be of Indian nationality.

INSA had suggested that the foreign officer may be a third officer or second officer, or equivalent in the engineering ranks. He could even be an additional senior officer.

The DG Shipping has given an approved list of 12 countries — Bulgaria, Croatia, Estonia, Georgia, Latvia, Lithuania, Italy, Malaysia, Romania, Russia, the UK and Ukraine — as sources for recruiting foreign nationals. However, INSA suggested the inclusion of nine more countries — Sri Lanka, Bangladesh, Myanmar, Singapore, Hong Kong, Indonesia, Vietnam, Thailand and the Philippines — from where possibilities of getting foreign officers are better.

In addition to foreign nationals, INSA requested the DG Shipping to permit Indian nationals with 'Certificates of Competence' from countries such as Australia, New Zealand, Singapore, Hong Kong and Philippines to sail on Indian vessels, he said. It is impractical to expect a foreign national to visit, Mumbai, and do a three-day course on Indian maritime legislation since the officer is likely to join the ship at some port abroad.

Further, as this officer cannot be the master or the second in command (chief officer of the ship), the knowledge of legislation or Indian Administration may not be too important, at least initially.

It should, in fact be the responsibility of the company to ensure that the foreign officer is familiarised with the maritime legislation of the flag state and the ISM requirements and documentation procedures of the company.

Considering that foreign flag vessels with foreign nationals are freely moving in and out of our ports and plying on our coasts, approval from Ministry of External Affairs/Ministry of Home Affairs should be insisted upon only if the vessel is likely to call at any Indian port.

If the vessel trades continuously abroad, there should be no need to seek such permission. Procedure for taking permission from both the ministries should be well-laid-out and be on a fast-track method, says Mr Kulkarni.

Source : ShipTalk

Fishing vessels Paloma V and Antillas Reefer accused of illegal fishing linked to single joint venture

Namibia says it is still waiting for information about a Namibian registered fishing vessel, **ANTILLAS REEFER** that was caught fishing illegally in Mozambique waters recently.

The vessel was operating off the coast of Zambesia in late June and instructed to put into Maputo, where fishery inspectors discovered 43 tonnes of shark, 4 tonnes of shark fin, 1.8t of shark tail, 11.3t of shark liver and 20t of shark oil.

The vessel was also carrying illegal fishing gear.

A fine of USD4.5 million was imposed on the ship's owners and the vessel has been confiscated along with its contents.

Meanwhile Namibia's Minister of Fisheries and Marine Resources, Abraham Iyombo said he was still waiting for official confirmation from the Mozambique authorities before Namibia could take any action.

Last week the Namibian ministry took action against the fishing vessel PALOMA V, a sister ship to the Antillas Reefer but registered to a separate company and has stripped the vessel of its registration. Paloma V is accused of illegally fishing Patagonian Toothfish in the southern Atlantic and had previously been detained in New Zealand. It appears that both the Paloma V and the Antillas Reefer are owned by a joint venture company involving a Walvis Bay based outfit and a Uruguayan company named Mabenal.

The consequent New Zealand court action is likely to result in the Paloma V being blacklisted by the Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR), which will effectively prevent it from entering any port of a signatory country, including those in Mauritius. **Source : Ports.co.za**

PANAMANIAN VEHICLE CARRIER REFLOATED

DUTCH towage and salvage specialist **Multraship**, working in co-operation with Belgian salvage operator **URS Salvage & Maritime Contracting**, has refloated the 25,615 gt, Panamanian-flag vehicle carrier **Grand Dubai**, which grounded in the River Scheldt on July 18 while outbound from Antwerp in ballast.

Operating under an LOF agreement, the salvors mobilised tugs and salvage teams which succeeded in refloating the 1973-built **Grand Dubai**. They then towed the vessel to Flushing where, upon inspection, no serious damage was found. The salvors also retrieved the vessel's anchor & chain, which it had let go at the casualty site. **Source : Maritime Global Net**

CASUALTY REPORTING

Cruise ships collide in Greece

Two cruise ships with hundreds of people on board collided in Greece's main port of Piraeus Monday causing damage but no injuries, the Merchant Marine Ministry said.

The Malta-flagged **Zenith**, carrying 1,819 passengers and 619 crew, was trying to tie up in port when it hit the Greek-flagged **Aegean Pearl**. The **Aegean Pearl** was carrying 504 passengers and 349 crew members, the ministry said.

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Port authorities were not allowing the ships to sail until the damage was assessed, the ministry said. It said passengers remained on board as the ships were not in danger.

The **Aegean Pearl** had been due leave Piraeus Monday morning for a cruise to Turkey and the Greek islands. The **Zenith** had arrived in Piraeus on a cruise that started from Venice, Italy.

NAVY NEWS

Anti-submarine warfare skills are tested in Northern Eagle

Russian anti-submarine ship Severomorsk, **USS Elrod (FFG 55)** and Norwegian Coast Guard Cutter **Senja (W321)** worked together to simulate tracking and destroying a decoy submarine July 23, as part of Exercise Northern Eagle 2008.

Northern Eagle is a 12-day trilateral exercise including the U.S., Russia and Norway that began July 17. The exercise, held in the Norwegian and Barents seas, focuses on maritime interdiction operations, search and rescue and tactical interoperability to improve maritime safety and security in Northern Europe.

"The exercise tested all of our crews abilities to work together in a coordinated environment, using our anti-submarine warfare skills, to achieve a common goal," said Navy Lt. j.g Kevin Shannon, Elrod's Assistant Operations Officer.

The scenario involved all three ships searching for a decoy submarine that sent out acoustic signals as an actual submarine could. A Norwegian P-3C aircraft dropped a decoy submarine into the water along with sonobuoys, small sonar systems which track underwater contacts.

The sonobuoys sent data back to the P-3, relaying information to the ships, allowing it to track and locate the decoy submarine. As the ships searched for the decoy, a U.S. P-3C from VP-16 relieved the Norwegian plane.

"Three different types of ships, from different counties and navies worked together communicating with the P-3's to successfully locate and destroy an undersea contact," said Commander Task Force 69, Navy Capt. Jeff Trussler. "Working with our partner nations, we can leverage each other's strength's and abilities, to improve maritime safety and security anywhere in the world."

The P-3 aircraft communicated data to the ships which were able to locate the decoy submarines position within a few hours.

Northern Eagle 2008 marks the third time the Russian Federation Navy has hosted the exercise, and the first time the U.S. and Russian navies have invited Norway to participate.

Elrod, a 453-foot Oliver Hazard Perry Class guided missile frigate, is home ported in Norfolk, Va. The ship departed for a regularly scheduled deployment to the European theater June 2. **Source : eucom.mil**



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SHIPYARD NEWS



At the SEMCO yard in Singapore the **SEA CHOCTAW** was named / christened
Photo : Capt. Jelle de Vries ©

Keppel to build environment friendly vessel

Keppel Singmarine Pte Ltd. has secured a \$132.8-million contract to build a multi-purpose heavylift / pipelay vessel for Romanian drilling contractor, Grup Servicii Petoliere SA (GSP).

To be classed by the American Bureau of Shipping, this vessel will meet international environmental standards. The vessel will be certified with the new environmental safety notation, which provides stringent guidelines on preventing pollution, minimizing the discharge of harmful substances and emissions, and the treatment of sewage.

GSP's new vessel is scheduled for completion in 3Q 2011, and will be deployed to the Black Sea and Mediterranean regions.

"Customers are seeking more sustainable means of mining oil and gas, and we are seeing a gradual increase in orders for specialized ships that are environmentally safe," says Hoe Eng Hock, executive director of Keppel Singmarine.

With accommodations for 290 people, the heavylift / pipelay vessel will be equipped with three offshore cranes, the largest of which has a lifting capacity of 1,800 metric-tons (1,984 tons), and it will be fitted with a 10-point mooring anchor system.

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The machinery systems onboard will include three units of Voith Schneider propellers for main propulsion, five retractable azimuth thrusters for positioning, and a DP-3 system. Some of the equipment will be supplied by the owner.

Keppel receives three contracts

Keppel Shipyard has secured contracts totaling \$110 million to upgrade, modify, and convert three vessels.

Bumi Armada Berhad has awarded Keppel a contract to upgrade and convert a tanker into an FPSO. Keppel's work includes the fabrication, installation, and integration of a 12-point spread mooring system, riser balcony, topside facilities, and accommodation and auxiliary support systems upgrades.

The FPSO Armada Perdana, expected to be complete in the first half of 2009, will be able to store 1 MMbbl of oil, and process 40,000 b/d of oil.

Boskalis Westminster Shipping B.V. has contracted Keppel for the upgrade of a dredger. Keppel will enhance the dredging capabilities of its trailing suction hopper dredger, Queen of the Netherlands.

When completed in 1Q 2009, the vessel's hopper capacity will be increased from 23,347 to 35,500 cu m (824,491 to 1,253,671 cu ft).

The third contract, from BW Offshore Ltd., is to upgrade and modify an FPSO for the Tupi field in Brazil. The FPSO BW Peace will be converted to meet Petrobras' requirements and renamed **BW Cidade De Saõ Vicente**. It will be the first FPSO to enter the Tupi deepwater field outside Rio de Janeiro, expected to be complete by the end of 2008.

India's Bharati Shipyard Q1 net up 33.5 pct; wins \$67.86 mln order

India's Bharati Shipyard Ltd. posted a 33.5 percent rise in first-quarter net profit, benefiting from the performance of its Dabhol greenfield shipyard, and said it has won a repeat \$67.86 million (or about 2.93 billion rupees) order from Norwegian Offshore Shipping I Ltd. For the June quarter, the shipbuilding company's net profit rose to 296.8 million rupees from 222.3 million a year earlier, while total revenues grew 39.5 percent to 2.05 billion rupees. Its order book stood at 48.7 billion rupees, comprising 51 vessels.

Bharati Shipyard will supply Norwegian Offshore with two AHTSV, which function as a support vessel in rig operations. Before the announcement, Bharati Shipyard shares closed Monday 0.18 percent up at 275.45 rupees on the Bombay Stock Exchange, while the benchmark Sensex ended 0.52 percent higher at 14,349.11. **Source: Thomson Financial**

Guangzhou Shipyard to buy Wenchong for RMB3B

Guangzhou Shipyard International has entered into an agreement with its parent company, China State Shipbuilding Corporation (CSSC) for the acquisition of 100% equity interest in Guangzhou Wenchong Shipbuilding Limited (Wenchong) at a consideration of RMB3.04 billion.

The major business of Wenchong is building small to mid-sized vessels, its major products are cargo ships, dredging vessels, oil tankers and multi-purpose vessels. **Source: quamnet.com**

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The **EDT PROTEA** seen operating near the **NAM L9-FF-1** platform

Photo : Johan Luijks ©

Perisai in talks to buy navy vessel for FSO conversion

Perisai Petroleum Teknologi Bhd is looking to finalise the purchase of a supply tanker that the company plans to convert into a floating storage offloading vessel (FSO) to support production in marginal oil fields. In June, Perisai entered into an exclusive option agreement for the vessel purchase with FPSO Shiraz Pty Ltd, a special purpose company owned by Helix ESG and AGR.

FPSO Shiraz Pty Ltd was formed for the purpose of converting the former Royal Australian Navy supply tanker, **Westralia** into a floating production storage offloading vessel.

BOUNDARY JOINS OCEAN AFRICA CONTAINER LINE

Ocean Africa Container Line (OACL), the Durban-based feeder carrier serving the southern African coastline from between Angolan ports and Mozambique, has taken the **BOUNDARY** into service, a Maria Rickmers-owned 10,778-gt container ship and the fourth of this particular type on charter to the company.

Boundary recently underwent a maintenance overhaul in the Eldock floating dock in Durban and is due to enter full service on the West Coast service this week (Durban, Cape Town, Luderitz, Walvis Bay). **Source : Ports.co.za**

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Hoekse KNRM verhelpt probleem bootje op 20 mijl buitengaats

Door : Ron Zegers – KNRM Hoek van Holland



Zaterdag 26 juli, de bemanning van de Koninklijke Nederlandse Redding Maatschappij, reddingstation Hoek van Holland werd om 13.12 uur gealarmeerd door het kustwachtcentrum. Op de Noordzee, voor de Hoekse kust had een sportvisboot digitaal alarm gegeven via VHF 70, DSC. Dit alarmsignaal bleef aanstaan en stoorde zo de noodfrequentie op VHF 70.

De KNRM reddingboot **Jeanine Parqui** voer om 13.20 uur de Berghaven uit, richting het noodlijdende vaartuig in de positie 52.04 Noord en 003.34 Oost, 18 mijl West van de Hoekse pieren. Om 14.20 uur waren de redders bij het scheepje aangekomen. De visser hadden het gepresteerd om in de duo prop van de aandrijving hun ankertouw en

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ketting te wikkelen. Twee opstappers van de **Jeanine Parqui** gingen voor deze mensen te water met gereedschap en hadden de klus binnen tien minuten geklaard. Na een korte proefvaart voldeed alles buitengewoon goed.

Na deze klus moest ook nog het noodsignaal tot zwijgen worden gebracht. De vrij nieuwe boot werd al snel van wat dekplaten ontdaan om toch vooral de VHF te laten zwijgen. Na 20 minuten alles te hebben nagelopen en gecontroleerd is de stroom er maar afgehaald en heeft de eigenaar het advies gekregen deze door een vakman te laten repareren. De mannen van de visboot waren geholpen en de reddingboot **Jeanine Parqui** hoefde geen 3 uur terug te slepen met het schip. De vissers bleven blij achter op zee en de KNRM reddingboot meerde om 15.30 uur weer aan in de Berghaven.

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Angebot für TUI-Tochter Hapag-Lloyd

Eine Gruppe von Hamburger Kaufleuten und Investoren hat ihr Angebot für den Kauf der Container-Reederei Hapag-Lloyd abgegeben. Das von dem früheren Hamburger Finanzsenator Wolfgang Peiner und dem Privatbanker Christian Olearius koordinierte Bieterkonsortium habe der TUI AG als Verkäuferin nach einigen Wochen intensiver Arbeit ein wettbewerbsfähiges Angebot vorgelegt, teilte die Privatbank M.M.Warburg am Montag mit. An diesem Tag sollte die Bieterfrist ablaufen.

«Unser Konsortium sichert die Eigenständigkeit von Hapag-Lloyd langfristig ab», sagte Peiner. Die «Hamburger Lösung» vereine institutionelle und private Investoren. Sie verfolgten mit einem Erwerb der Hapag-Lloyd AG klar definierte finanzielle und strategische Ziele: Hapag-Lloyd solle als eigenständige Reederei mit Sitz in Hamburg erhalten werden und den wirtschaftlichen Erfolg fortsetzen und ausbauen.

Als Berater für das weitere Erwerbsverfahren wurden KPMG und Latham & Watkins sowie M.M.Warburg & CO beauftragt, hieß es in der Mitteilung. Neue Mitglieder des Konsortiums wurden nicht genannt.

Bislang ist bekannt, dass sich der Transportunternehmer Klaus-Michael Kühne mit einem Teil seines Privatvermögens an der Reederei beteiligen will. Die Stadt Hamburg hat zudem eine Beteiligung in dreistelliger Millionenhöhe in Aussicht gestellt.

Der Preis der Reederei wird auf bis zu fünf Milliarden Euro geschätzt. Börsennotierte Reedereien haben allerdings in den vergangenen Monaten bis zu ein Viertel ihres Wertes verloren. Die Hamburger Gruppe ist bislang der einzige Interessent, der sich zu seinem Angebot bekennt. Es sollen auch Reedereien aus Asien, namentlich NOL aus Singapur, sowie Finanzinvestoren am Kauf der Hapag-Lloyd AG interessiert sein. Offizielle Bestätigungen gibt es dafür bislang nicht.



The **SPRING BOB** seen enroute Rotterdam
Photo : Henk Wadman ©

Nieuw calamiteitenvaartuig gaat dienst doen op de Westerschelde

Hij is knalgeel, van aluminium, volgestouwd met de modernste apparatuur en kan pijlsnel aanwezig zijn bij calamiteiten op de Westerschelde. Hoondert in 's Heerenhoek laat bij VDS staal- en machinebouw in Vlissingen-Oost een nieuw calamiteitenvaartuig bouwen. Afgelopen week werd het te water gelaten. VDS heeft het schip ontwikkeld.

Foto: PZC



Driekwart jaar hebben vijftien man gewerkt aan het 12 meter lange en 6 meter brede schip. Hoondert zet het schip straks in als bijvoorbeeld schepen op de Westerschelde zijn vastgelopen, er brand is uitgebroken of olie is gelekt. Het scheepje kan assistentie verlenen, schepen leegpompen of branden blussen. Voorheen had Rijkswaterstaat soortgelijke schepen in de vaart. Maar die heeft de taken uitbesteed aan Hoondert.

NAME CEREMONY "SOUTHERN VALOUR"

During the past week the two new Unical bunker tankers, **SOUTHERN VALOUR** (Cape Town) and **SOUTHERN VENTURE** (Durban) were named at ceremonies held in their respective ports.

Both vessels arrived in South Africa on 2 June from the builders yard in China as deck cargo on board a semi-submersible barge hauled by a tug after a 42 days voyage to Richards Bay. From the Zululand port the two bunker vessels made their way under their own power to Durban from where Southern Valour later departed by herself for Cape Town, where she is to be stationed.

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At ceremonies in both ports the two tankers were 'christened' and given their names by Mrs Lungi Faku, wife of the chairman of Calulo Services, who named **Southern Valour**, and Mrs Saskia Voet, the wife of Sapref managing director Bart Voet.



Unicorn Calulo Bunkering Services (Unical) may be new to bunkering services but the joint venture between Unicorn Shipping, a division of South Africa's largest shipping and logistics company Grindrod, and Calulo, a leading empowerment company, brings its own kind of experience. Unicorn Tankers has a long history of delivering oil on behalf of the oil companies along the South African coast and operating tankers



internationally, operating such vessels as the handysize tankers **SOUTHERN UNITY** and **RAINBOW** on the South African coast.

At the photo left Capt Gus Mostert, with Mrs Lungi Faku and Alan Young
Photo's : Aad Noorland ©

With two of the new vessels building in China Unicorn Shipping made the decision to build a third here in Durban, an identical vessel but with greater local input in terms of equipment. Unicorn held an option for a third newbuild with the Chinese yard but the costs of delivering a single vessel to South Africa outweighed any savings on building in Asia.

Southern Valour in Cape Town has already gone into service but final approval from SAMSA was being awaited before the Durban-based vessel, Southern Venture could also commence operations.

Neither vessel is small, hence the decision to refer to them as bunker tankers instead of barges. With a deadweight of 4,700 tonnes each vessel is larger than a previous coastal tanker in service with Unicorn Tankers, the ORANJEMUND, which operated for about 30 years along the South African coast delivering fuel and other supplies.

The new bunker tankers are capable of delivering bunker fuels – heavy marine oil, marine diesel oil and gas oil in 11 segregated tanks and systems at rates of up to 1000 tonnes per hour. They have been deliberately 'over-designed' in the sense of using thicker steel plate and having additional 'ribs' capable of absorbing the many knocks these small ships will endure by having to come alongside other ships while delivering fuel on numerous times a day. Robert Young, Unicorn Shipping's marine director described them as virtual miniature versions of the handysize tankers Southern Unity and Rainbow.

The third tanker which will be built here in Durban will be identical in design and main components and will continue a long but interrupted tradition of Unicorn having its ships built locally.

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All three bunker tankers are fully South African-owned, operated and crewed. **Source : Ports.co.za**

Donjon adds tug



Hillside, NJ. based Donjon Marine Co., Inc. has purchased the tugboat **Meagan Ann**, formerly the **Scorpius**, from Constellation Maritime, a subsidiary of Foss Maritime.

The 81 ft **Meagan Ann** is a twin-engine, 2,250 HP coastal towing tug, built in 1975 and rebuilt in 1988.

The Meagan Ann will join Donjon's tug fleet and support its marine transportation and dredging operations.

"The acquisition of the Meagan Ann to Donjon's fleet combines good, strong horsepower with compact size, and is a continuing illustration of Donjon's commitment to the

increased needs of our customers," said Steven G. Newes, Donjon's Vice President, Marine Transportation. **Source : MarineLink**

Wärtsilä koopt groot ontwerp bureau

Wärtsilä neemt voor 132 miljoen euro de Noorse scheepsontwerpgroep Vik-Sandvik over. Het familiebedrijf Vik-Sandvik is gespecialiseerd in het ontwerpen van complexe offshoreschepen, speciale schepen, chemicaliëntankers en producttankers. Afhankelijk van de bedrijfsresultaten kan het aankoopbedrag de komende drie jaar met 38 miljoen euro toenemen.

Vik-Sandvik zette vorig jaar 55 miljoen euro om en is zeer winstgevend. Er werken 410 mensen. Met de aankoop versterkt Wärtsilä zijn positie als aanbieder van complete maritieme oplossingen.

Wärtsilä kan met het ontwerp bureau meer toegevoegde waarde aan zijn klanten leveren. Doel is een leidende leverancier te worden van scheepsontwerpen in de segmenten waarin het Noorse bedrijf sterk is. Wärtsilä lijkt met de aankoop in de voetsporen te treden van Rolls Royce, dat al langer met succes offshoreschepen ontwerpt rond zijn voortstuwingssystemen en andere componenten.

Het scheepsontwerp is steeds belangrijker geworden vanwege de hoge eisen die klanten aan de prestaties van de schepen en de steeds verder integrerende systemen stellen. Ook de milieu- en emissie eisen spelen tegenwoordig al bij het ontwerp een belangrijke rol.

Met de aankoop van het ontwerp bureau wil Wärtsilä op dit gebied efficiëntere oplossingen ontwikkelen met lagere emissies van CO2 en NOx en lagere kosten over de levensduur van het schip.

'Vanuit strategisch oogpunt is de acquisitie van Vik-Sandvik een erg belangrijke stap', zegt vice-president Jaakko Eskola van Wärtsilä. 'We komen zo dichterbij de klanten te staan, zowel de scheepseigenaren als de werven. We praten in een eerder stadium met ze, het stadium waarin over de basispecificaties wordt beslist waaraan het schip moet voldoen. Dat leidt ertoe dat we met meer concurrerende oplossingen kunnen komen.'

Boskalis acquires €145 million contract in Australia

Royal Boskalis Westminster has been awarded a contract with Rio Tinto for the expansion of its iron ore port facility at Cape Lambert in Western Australia. The contract will be worth approximately €145 million and is due to be completed in the second half of 2010.

The assignment includes the dredging of new berth pockets, turning and departure basins and an access channel. and will be executed with a combination of cutters and hoppers.

The contract is conditional on Rio Tinto obtaining various approvals, including environmental.

"Global demand for maritime infrastructure continues to be strong," said Boskalis. "Specifically, large scale projects in such as Cape Lambert are driven by the strong demand for energy and natural resources. Boskalis can successfully capitalize on these developments through its global presence and its selective contracting policy."

Peter Berdowski, Boskalis CEO, said:" As a consequence of the recently acquired projects in Dubai and Australia, our fleet is well utilized through 2009. The margins on these new projects are healthy despite increases in operational cost items such as fuel and steel. Furthermore, the margin development on current projects is in line with our previous expectations."

Maersk to deploy bigger vessels on Europe-West Africa route

Maersk Line will deploy larger vessels on its routes between Europe and West Africa, Danish newswire RB-Borsen reports. The larger ships will have a capacity of 3,430 TEUs and each will operate routes connecting the southern Spanish port of Algeciras and the northern Moroccan port of Tanger with African ports such as Abidjan, Tema and Dakar. The capacity of the ships previously used did not exceed 2,800 TEUs The new vessels are set to be the largest ever deployed on routes between Europe and West Africa. **Source: Cargo NewsAsia**

DP World to invest \$239.5m in Australia port

Dubai Ports World said it signed a 40-year lease deal with the Port of Brisbane and is looking to invest A\$250 million (\$239.5 million) in the port in response to market demand. Under the deal, DP World will lease a container-only terminal for an initial 20-year term, with a 20-year option, Port of Brisbane chief executive Jeff Coleman said in a statement. DP World currently leases three container terminals at the port, it said.

"DP World is looking at investing around A\$250 million at Fisherman Islands over time to expand and to re-engineer the terminal in response to market demand," DP World chief executive Mohammad Sharaf said in the statement. However, the port operator did not give a timeframe for the investment. **Source: reuters**

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SVITZER's **ROTTERDAM** seen enroute Rotterdam

Photo : **Lenie Kleingeld** ©



The **LEISURE WORLD** seen cruising the Singapore Straits

Photo : **Capt. Jelle de Vries** ©

.... PHOTO OF THE DAY



The SMIT operated jack-up work-platform **LISA-A** seen standing on her legs alongside in port
Photo : Jonathan Webb - www.webbaviation.co.uk ©

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