

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 205



Number 205 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 09-08-2008
News reports received from readers and Internet News articles taken from various news sites.

FAIRPLAY TOWAGE

www.fairplay-towage.com



The **ARA ATLANTIS** seen moored in Antwerp
Photo : Helen Hoogendijk ©

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

newsclippings@gmail.com

CONTENTS

EVENTS, INCIDENTS & OPERATIONS

- German offer for Hapag Lloyd beats other bidders?
- Ballinamore man on board burning ferry
- Indonesian 'ghost ship' up in flames
- PIGEON BIRD RACING FROM SHIPS
- Trawler holed in encounter with whale
- Fishermen turn to human trafficking as fish profits drop
- Cruise control: ships cut fuel cost

CASUALTY REPORTING

- URANUS BROKE DOWN IN HARWICH PORT

NAVY NEWS

- CURTIS WILBUR VISITS PUERTO PRINCESA CITY (PALAWAN)
- Growing concerns over U.S. nuclear submarines leakage
- 'Two U.S. Aircraft Carriers Head for Gulf Region'
- Singapore says radiation leak by U.S. submarine within safety limits
- Kitty Hawk makes last visit to North Island
- Indian submarine sails for home after refit in Russia

SHIPYARD NEWS

- China & Brazil Sign \$1.6B Shipbuilding Pact
- CELEBRITY SOLSTICE WILL LEAVE BUILDING DOCK
- Australia's Plan to Sell Submarine Unit 'On Track,' Review Says
- Aker Yards Board recommends STX mandatory offer
- Aker Yards signed contract for the biggest ferries in the English Channel

ROUTE, PORTS & SERVICES

- Shipping lines imposing unreasonable fees
- The SeaFrance Molière in Calais on 6th August 2008
- New contracts for Dockwise
- Fairplay and Multraship join forces
- STOLT-NIELSEN GETS FUNDS FOR NEWBUILDS
- Environmental protection, waters systems - Cousteau Society
- Q2 WARNING FOR NOL
- No big container shipping consolidation ahead - NOL chief
- KPT shelves plan to privatise pilotage, tugging operations
- Restored lifeboat is star of show

EVENTS, INCIDENTS & OPERATIONS

HIGH
DEEP
HEAVY



EURO DEMOLITION BV
Lijndenweg 5, NL 1948 ND BEVERWIJK
www.eurodemolition.com



German offer for Hapag Lloyd beats other bidders?

According to a report by the German newspaper Frankfurter Allgemeine Zeitung, quoted by AXS Alphaliner, the so-called Hamburg Alliance is believed to have made the highest offer for the takeover of Hapag-Lloyd. The article claims that the German offer beats the one filed by Singapore's Neptune Orient Lines, as well as a bid by an unnamed private equity company. The Hamburg Alliance was formed by a group of German interests and it is backed by the city state of Hamburg's government, which agreed to contribute a three digit million Euro sum to the takeover bid. **Source :** cargoinfo

Ballinamore man on board burning ferry

A routine ferry trip from Wales to Ireland turned out to be anything but ordinary for Ballinamore haulier Gearoid Gilheany last week as he and over 200 other passengers and crew were told to prepare to evacuate their ship, Irish Ferry's **Isle of Inishmore**, after a fire broke out in one of the engine rooms.

The alarm was raised at around 2.30am on Tuesday, July 28 last while the ship was still docked at Pembroke Dock, West Wales. Gearoid had only bedded down in his cabin for the routine four-hour crossing, something he'd done numerous times before. Then the general alarm sounded on board. "I knew there must be something serious happening because the captain made an announcement telling the crew this alarm wasn't an exercise," Gearoid told the Leitrim Observer following the blaze. "The crew then got us to go to the muster stations and we were told to wait there.

"Everything was quite calm. I think that was because of the fact we were still in dock. The captain was very good and he kept us well informed about what was happening." From their vantage point on the higher decks the passengers could see the arrival of at least seven fire engines and watch as the firemen entered the ship to extinguish the blaze.

"We weren't actually able to see any fire," admitted Gearoid. "The captain just told us there was a fire on board and we could see the firemen with their breathing apparatus. Everyone was very calm. Of course if the ship had been out at sea when this happened it would have been a lot more frightening for everyone. As it was we were just kept at the muster stations for two and half hours and then we were told we could go back to our cabins." Despite the damage to one of the engine rooms, the ship eventually left port at 2.45pm for the four-hour crossing to Ireland. "This is certainly nothing I've experienced before in all my 30 years. Thankfully it wasn't any more serious," acknowledged Gearoid. **Source :** leitrimobserver



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)
Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



Indonesian 'ghost ship' up in flames

Fire has all but destroyed a 'ghost ship' abandoned at one of Bali's most famous surf breaks, triggering fears of more environmental damage. It was not clear who started the blaze aboard the 30-metre fishing boat on Tuesday night, but police did nothing to stop it and are not treating the fire as suspicious, a local politician says.

"The water police are not investigating. They told me that there's no problem with the shipwreck burning," said Puspa Negara, the local member for Badung Regency, which includes Padang-Padang.

"It's a bit of a nightmare. "People are trying to chop up the (remains of the) boat and steal the engine and generator, and I am worried there will be pollution into the ecosystem."

The boat burned all Tuesday night until lunchtime on Wednesday, when the tide rose high enough to extinguish the flames, said a spokesman for ROLE Foundation, which runs marine projects in the area and has been working with authorities over the last month to salvage the vessel.

The burning of the Taiwanese fishing boat, which was discovered on July 12 abandoned on a reef at Padang-Padang, some 20km from Kuta beach, happened just days after a World Surfing Championship event was held at the break.

Negara said the incident was potentially embarrassing for Bali, and he was seeking support from the local government to pressure the water police to "take full responsibility to clean up the beach". Mystery surrounds the 50-tonne fibreglass vessel amid allegations of mutiny and murder.

Its Taiwanese captain is missing, presumed dead, and Taiwan sought the help of Indonesian police to search for the Indonesian crew members who fled when it ran aground. However, their investigation stalled with no body, no witnesses and a crime scene compromised by looters who took fish, fuel and equipment.

The vessel has also posed a major environmental problem for authorities since it washed up on the reef leaking petrol and oil. Early attempts to tug it free failed and a large swell pushed it onto rocks at the base of the cliff, where its charred remains sit.

ROLE chairman Chris Moore, a shipbuilder by trade, said that when he heard it had been set alight he had just obtained permission from the ship owner's insurer in Taiwan to allow scrap merchants to take it apart piece-by-piece.

"We are a bit distraught," Moore said. "Somebody decided the best way to deal with it was to torch it. "It's an easy way of doing it, but not a very environmentally friendly way of doing it. "They stripped all the railings off the top and then burnt the cabin and top of the hull to get into the engines; that's the only scrap value left, the engines and the steel."

He said the fire had caused another petrol leak in the area, which was cleaned by ROLE last month before the Rip Curl Pro SEARCH event, contested by the world's top 45 male surfers. "There's petrol spilt in the ocean again and there's a big heap of black smouldering fibreglass mess in the lower half of the hull, which could be dragged across the reef," he said. "We're there to pick up the pieces as usual."

The vessel was above the high tide mark for the moment, but would likely start to sink in coming days, he said.

Source : theage.com.au

PIGEON BIRD RACING FROM SHIPS



Above seen a special vessel in use for pigeon-bird races moored in the port of Keelung (Taiwan), in the **20 cages** on deck thousands of pigeon-birds are loaded, the vessel will sail approx 500 nm offshore Taiwan where the birds are released, and the race starts when the birds fly back to Taiwan, I learned in Taiwan that a lot of money is involved in this sport, even taking a photo of the cages with the birds inside get me some angry Chinese people behind me and I had to leave the area soon-as-possible !!

Photo's : Piet Sinke ©

Trawler holed in encounter with whale

After a second close encounter with a whale in just four months, a fishing vessel and its crew were towed into Hout Bay harbour on Wednesday after it began taking on water.

Still a bit shaken from the ordeal, considered rare, the ship's captain Christiaan Smith said it had not been the first time his ship had encountered a whale, the last being in April in Saldanha Bay when a whale lifted the ship out the water.

"The first time I was scared, but I was calm today." He said he and his crew had "felt and seen" the ship hit the whale. "I thought the boat was going to sink." Brad Geysler, station commander of the National Sea Rescue Institute in Hout Bay, said the 12-metre fishing trawler, **Tamara**, with five people on board, had collided with the whale off Scarborough.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 205

"There's quite a big hole in the vessel and it took on water fast," he said. The whale swam off. Rescuers searched for the whale and spotted it off Kommetjie. Geysler said the Metro Red Cross Air Mercy Service helicopter had rushed out to the vessel and had dropped a pump on deck.

At the same time, two other vessels, the **Penjamin** and the **Hiram**, started towing the stricken trawler. Two NSRI boats had also rushed out in case more help was needed. Speaking while flying in a rescue helicopter above Kommetjie, Ian Klopper, the NSRI's helicopter rescue co-ordinator, said the whale was spotted "swimming nicely".

"It's a Southern Right whale that seems to be in good health. We haven't determined her age yet," he said. Klopper said he had heard of similar incidents, but in 25 years had not been involved in such a rescue. Nan Rice, chairperson of the SA Whale Disentanglement Unit's executive committee, said two incidents of trawlers bumping into whales were reported last year.

"Whales sometimes rest just below the surface and people on the vessels don't see them and they get bumped. It's an accident. It's not just with trawlers that this happens, it's also with smaller vessels like ski boats.

"The whale can get injured or even killed, but they're very powerful. They can lift a vessel out of the water. I heard there was a hole in the vessel. The whale might be hurt, but it will depend on where it was hit," Rice said.

She warned that people should stay at least 300 metres from whales. "If the whale comes closer, they should move away." Smith said he wasn't scared to venture out again because he "was a fisherman and must go out to sea".

In another sea rescue involving an animal on Wednesday, a dog, a German short-haired pointer, was steered back to shore by a jet skier after witnesses feared it would be washed out to sea at Doodles Beach in Table View.

NSRI spokesperson Craig Lambinon said a small crayfish boat with four people aboard had to be towed to safety after it had engine trouble at Rocky Banks at the False Bay mouth. **Source : Cape Times**

Fishermen turn to human trafficking as fish profits drop

As the profits to be made from fishing diminish with rising fuel costs and poor management of the sector, fishermen are increasingly turning to drug and people trafficking to boost their meager incomes, fishermen in Bissau and the Bijagos islands told IRIN (UN Integrated Regional Information Networks).

"Fishermen get involved [in drug trafficking] because they can earn more money from illegal activities," said Mody Ndiaye, special adviser at the UN Office on Drugs and Crime (UNODC) in Guinea Bissau.

According to Ndiaye, large boats head from Latin America to the Bijagos islands, an archipelago of 90 islands 60 km off the coast from the capital, where they divide up their large hauls into many smaller fishing boats which proceed along the coast to unload their cargo in the Gambia, Senegal and Guinea-Conakry.

Guinea Bissau has increasingly become a transit hub for organised criminal networks trafficking drugs from Colombia, Venezuela and Brazil through West Africa to Europe.

The UN Office on Drugs and Crime (UNODC) estimates several hundred kg of cocaine go through the country each week, while according to 2004 figures from the International Office of Migration, one million West and Central Africans head clandestinely to Europe every year.

Bijagos archipelago is an ideal ground for disembarking large quantities of cocaine according to Ndiaye. "For traffickers the rule is to make a maximum profit with a minimum risk. This area is difficult for police to control because of its geographical configuration which make it a place from which drugs can be transported relatively safely."

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 205

"Lots of my friends have left fishing to get involved in illegal activities such as transporting people or drugs," said Abdullah Dieng, a fisherman in the capital, Bissau. Other factors favouring illegal trafficking are the lack of judicial police units across Guinea Bissau, the low numbers of police patrolling the borders, and widespread corruption which means much of the trade is overlooked by the authorities, according to Ndiaye and the International Crisis Group. An ongoing armed rebellion in southern Senegal also fuels the trade.

While fishermen 'regularly' run at a loss when fishing he said they can earn up to USD720 for each person trafficked northwards up the coast to Senegal. "If you have a big boat you can take up to 60 people at a time and you're guaranteed a profit," Dieng said.

Transporting drugs can be even more profitable, said a fisherman who asked not to be named. "We know the sea very well so it's obvious they'll look to us to help them," the fisherman said. "I know there are risks but I think it's worth it to take them."

While fishermen stand to earn several thousand or more dollars to transport people and drugs, the income from fishing is inconsistent. Before setting out to sea fishermen must fork out up to USD336 for the two tones of ice needed for a short trip, USD86 for the required 60 litres of fuel which must be procured on the black market, as well as boat hire charges. If their catch is not good or much of it goes unsold as is "often the case," they may even run at a loss, "which happens more and more regularly," said Dieng.

Fishermen tend to be contracted out to a manager who rents their boat, feeds and houses them, and pays them once a month. "We live a hand to mouth existence - I live on scraps of change for cigarettes and drinks," said Ndiaye.

One problem is no one is buying their fish. The lack of decent roads into the interior of the country combined with prohibitive fuel prices makes it too difficult for fish-sellers to transport fish any further than Bissau, creating a saturated market. Fishermen cannot increase the price of fish any further because people simply cannot afford to buy it at inflated prices.

"Fishermen here have no financial power - they can't further increase the price of fish because no one will buy it," director general of the ministry of fisheries and maritime economy Cirillo Vieira told IRIN. For those who traffic, it's a different story. "If you want fast money and are willing to take the risk, that's the only way to get it," said Dieng.

The UNODC is starting to work with the government to help it build up its security and justice system so that the authorities have a better chance of catching and punishing these traffickers. Some security forces patrol the seas for cargo, but they are few and far between and according to a fisherman on the island of Bubaque in the Bijagos, trafficking around the islands is on the increase.

Vieira is taking a different tack. He hopes to tempt fishermen back to fishing by making the industry more profitable. He has received USD1 million over two years from the European Union to improve management of the industry and market conditions. But even he knows his options are limited. The fishing ministry receives just 5 percent of the government's paltry annual budget, despite fishing bringing in 40 percent of the country's annual revenues, and most of this money can only cover staff salaries.

"Fishermen face so many problems nowadays so there's a lot we need to do to give them more incentives," he said.

For fisherman Dieng the temptation to traffic is always there. "Me, I am here to fish... if I have bad months the temptation is there, but I try to resist it," he said. (This report does not necessarily reflect the views of the United Nations) **Source : ports.co.za**



Vroon's newbuilding **BASE EXPRESS** seen fitting out at the Damen yard in Galati

Photo : Hans van der Ster ©

Cruise control: ships cut fuel cost

The average consumer can trim back on road trips and turn up the thermostat a few degrees to conserve energy. But imagine tackling energy management for a company with a projected 2008 fuel bill of \$772 million.

Clobbered by soaring fuel costs, Miami-based Royal Caribbean Cruises has brought in a vice president of energy management, tasked with scouting the company for ways to save energy and spend less for it.

"You can't have an impact without this jumping to the top of the agenda," said Patrick Sinclair, whom Royal Caribbean hired this spring to do the job.

Sinclair, 39, a South African with a shock of red hair and a ready grin, acknowledges the position is so new that his responsibilities are still being defined. But what's clear is that his search for energy savings has no limits, and that he'll take good practices from one ship to others in a fleet that includes five brands and 37 ships, with another seven under construction.

So far, the line is doing things big and small to save energy, ranging from revamping cruise itineraries and slowing ships down to using energy-efficient light bulbs and appliances.

Tweaking itineraries typically involves adjusting departure and arrival times and sometimes dropping one port in favor of another. "The idea is to optimize port sequences so you get the most efficient voyage at the lowest possible average speed," said Bjorn Brock Johansen, captain of Royal Caribbean's **Majesty of the Seas**. He designed a software program to help itinerary planners create trips that save energy while maintaining passenger appeal.

"You need to shorten the time in port, but not too much, because it will affect the customer experience -- and shore-excursion revenue," he said. A key factor in selecting home ports is the cost and availability of air service, since many airlines have trimmed flights and raised fares. "Airfare has gone through the roof, so it doesn't help to change an itinerary if the air [service] isn't easily available," Sinclair said.

As part of a conservation effort, Sinclair also is pushing a variety of small steps that the average consumer could apply at home, such as installing more efficient shower heads and kitchen appliances. He is asking simple questions like ``Do hot plates have to be fired up an hour or two before [meal] service?''

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 205

Royal Caribbean is replacing thousands of halogen and incandescent light bulbs throughout its ships and its headquarters with energy-efficient LED and fluorescent lights. Timers, motion detectors, and dimmers are planned.

LED lights, he said, generate far less heat, thus having less impact on air conditioning. Heating ventilation and air conditioning are "quite a significant drain," said Sinclair. Royal also is checking ship doors and windows for leaks and installing window tinting.

Royal Caribbean has high hopes for its new ships, which are designed to be more energy efficient -- from the hull shape to the type of propeller and rudder system used. On the **Oasis of the Seas**, which is slated for her maiden voyage in December 2009 as the world's largest cruise ship, the fuel cost per available passenger cruise day -- a standard industry measure -- is roughly 25 percent of that on some older ships.

Some of the latest efficiencies can be added to older ships. The company's Celebrity Cruises unit, for example, uses silicone hull paint that reduces resistance of ships moving through the water. A group of managers work closely with ship and engine manufacturers to explore new technologies and even to look beyond fossil fuel. Like most big fuel-dependent companies, Royal Caribbean has an active oil hedging program to reduce the risk of price fluctuations. Still, based on recent oil prices, it estimated its fuel expense for 2009 will be about \$890 million. It is being more careful about where it buys fuel, since prices vary widely around the globe, Sinclair said.

A central element of Sinclair's post is ensuring the company has the best metrics to track energy usage. One system tracks megawatt hours by department. The company can tell by ship, by brand, and by date how much fuel, electricity, and water is used. "We need to go after the things that matter," he said. "You can't manage if you can't measure." The No. 2 cruise operator already has employees' attention on the energy management issue: In July, it cut 400 jobs to slash operating costs by \$125 million. Behind the layoffs were soaring energy costs.

Royal's fuel bill has climbed by \$180 million since the beginning of the year, which could mean an annualized increase of about \$300 million, reported Richard D. Fain, the chairman and chief executive. As a result, second-quarter net income plunged 34 percent to \$84.7 million, or 40 cents a share, from \$128.7 million, or 60 cents a share, a year earlier.

"There were a lot of initiatives under way [when I started]," said Sinclair, who joined Royal Caribbean in 2006 as vice president of information-technology strategy and global applications. "Now the idea is to get them all moving forward." Miami-based Carnival Corp., the world's largest cruise operator, has similar initiatives under way, although it hasn't named a sole executive to oversee the various efforts. **Source : miamiherald**

CASUALTY REPORTING

URANUS BROKE DOWN IN HARWICH PORT



The "**Uranus**" broken down in Harwich harbour seen being towed by the "**Grey Test**" and "**Svitzer Melton**"
Photo : Paul Smith - Harwich lifeboat coxswain ©

NAVY NEWS

CURTIS WILBUR VISITS PUERTO PRINCESA CITY (PALAWAN)



The US Arleigh Burke class guided-missile (Flight I) destroyer **54 CURTIS WILBUR** seen anchored in the bay of Puerto Princesa City (Palawan – Philippines) this (Saturday) morning.

Photo : Piet Sinke ©

Technical Details ARLEIGH BURKE (FLIGHT I) destroyers.

D: 6,731 tons light (8,850 fl)

S: 31+ kts

Dim: 153.77 (142.03 wl; 135.94 pp) × 20.27 (18.0 wl) × 6.31 (9.35 over sonar; DDG 72–78: 6.60 hull/9.90 over sonar)

A: 2 Mk 41 Mod. 0 vertical-launch groups (1 61-cell, 1 29-cell; 90 Standard SM-2 MR Block III SAM, VLA ASROC and Tomahawk missiles); 4–8 Harpoon SSM; 1 127-mm 54-cal. Mk 45 Mod. 1 DP; 2 20-mm Mk 15 Mod. 12 Phalanx gatling CIWS; 2 single 25-mm 75-cal. Mk 38 Mod. 1 Bushmaster guns; 4 single 12.7-mm mg; 2 triple 324-mm Mk 32 Mod. 15 ASW TT (Mk 46 and Mk 50 torpedoes)

Electronics:

Radar: 1 Raytheon SPS-64(V)9 nav.; 1 AIL SPS-67(V)3surf. search; 1 Lockheed Martin SPY-1D 3-D search/weapons control; 3 Raytheon SPG-62 target illumination; 2 Mk 90 Phalanx f.c.

Sonar: SQQ-89(V)4 suite: SQS-53C(V)1 bow-mounted; Kingfisher mine-avoidance; provision for SQR-19B(V)1 towed array,

TACAN: URN-25

EW: Raytheon SLQ-32(V)5 (DDG 68–on: SLQ-32(V)3) active/passive; DDG 72–78 only: Sanders SRS-1A combat D/F; all: Mk 36 Mod. 12 SRBOC decoy syst. (4 6-round Mk 137 RL); SLQ-25A Nixie towed torpedo decoy (with SSTD Phase I); SLQ-39 decoy buoy launch system; DDG 52 also: 4 twin Mk 53 Nulka decoy RL

E/O: Kollmorgen Mk 46 Mod. 0 optronic director

M: 4 G.E. LM-2500-30 gas turbines; 2/5 bladed CP props; 105,000 shp (90,000 sust.)

Electric: 7,500 kw tot. (3 Allison 501-K34 gas turbines driving) Range: 4,400/20

Fuel: . . . tons

Crew: 21–22 officers, 315 enlisted

Growing concerns over U.S. nuclear submarines leakage

The **USS La Jolla**, a 6,927-ton Los Angeles-class nuclear submarine, pulled into the U.S. naval base at Sasebo (located in the city of Sasebo in Nagasaki prefecture) at around 10 a.m. Monday, or August 4, and the main purpose of the docking is reportedly for the rest and recreation of its crews. As the news was just released two days earlier that another vessel, the Los Angeles-class fast attack submarine USS Houston, had leaked minimally with radioactivity, the port call of La Jolla has given rise to aversion of local resident groups instantly, and they held protest rallies Monday afternoon.

A US navy commander disclosed on August 1, or last Friday, that the Los Angeles-class submarine **USS Houston** that had called at a U.S naval base in Sasebo in late March, and that water from a valve slowly dripped from its nuclear power plant during its docking. The U.S. army notified the Japanese government of the outlined process of the accident last Thursday, or July 31.

The Submarine **USS Houston** visited a U.S. naval base in Sasebo, Japan for a week in late March, and then stopped in Guam from late May to mid-June. The Submarine sat in Pearl Harbor in Hawaii for about three weeks before it was dry-docked in Mid July. When it had a routine checkup in Hawaii, it was found with a possibility of an accident involving a leakage of little radioactivity. A physical checkup of its crew members who had been in contact with dripping water, nevertheless, indicates that they were not affected in any way by radioactivity, noted a senior US Navy officer. The leakage of **USS Houston** was reported to a health department with the State of Hawaii on July 25, but the Japanese government was notified about it one week later.

There have been a chain of accidents or mishaps with the U.S. military relating to nuclear matters since early this year. A massive fire broke out aboard the nuclear-powered aircraft carrier George Washington in May with a claimed loss of up to 70 million U.S. dollars. It appeared to be caused by smoking and the nuclear-submarine commander was removed from duty. In June, a U.S. Air Force unit's nuclear weapons security was found with problems and two top U.S. air force officials resigned. The accident of Submarine USS Houston was exposed with an instance of water dripping from its nuclear power plant, and this has added aggravated worries to Japanese public over the deployment of nuclear-powered carriers in Japan.

U.S. nuclear submarines have visited most frequently a U.S. navy base at the White Sandy Beaches in Okinawa prefecture. They made 26 port calls to the base so far this year, as against 24 visits for the whole of last year, itself an annual record. Altogether, more than 1,200 U.S. nuclear-powered submarines have called at the port of Yokosuka in Kanagawa prefecture, Sasebo port in Nagasaki prefecture and the White Sandy Beaches port in Okinawa prefecture in the last 44 years since 1964. Consequently, there were ensuing security worries and growing concern to populace in Japan in the wake of these port visits.

The deliberate dual delay by the U.S. side and the Japanese Foreign Ministry on their respective reports with regard to the nuclear leakage accident in the Submarine **USS Houston** has filled residents in various areas of Japan with anger and suspicions. A ranking Japanese Foreign Ministry official disclosed on August 2, or last Saturday that they had been informed of the mishap by the US navy a day earlier but they failed to relay the related areas promptly for the reason that they believed it did not affect human bodies so they thought they were not in need of notifying it immediately. As for the cause of its failure to notify on the nuclear leakage accident, the Japanese Foreign Ministry declared on August 4 that they would work to make improvements in dealing with possible similar accidents in the future and will report to the related agencies in the prime time when they are briefed on them by the U.S. side.

The frequent occurrence of nuclear-related accidents shows that "the safety myth the U.S. Navy (equipped with nuclear-powered submarines) has been boasting has collapsed," says a noted Japanese commentator on world affairs. And Japan should beef up the exercise of its sovereignty over safety supervision and keep improving its notifying mechanism. Moreover, along with the lengthening of the Iraq war, an excessive recruitment of GIs with their service

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 205

duration extended in Iraq, he acknowledged, their morale has been sinking low, with lax disciplines and a disarrayed military order, so that accidents of this sort are on rise. **Source : People's Daily Online.**

	Crewing Solutions	<ul style="list-style-type: none">• Ship Delivery• (Inland) Shipping• Offshore• Dredging• Shore Based Jobs
		
www.tos.nl	TOS Rotterdam (+31)10 – 436 62 93	E-Mail info@tos.nl

'Two U.S. Aircraft Carriers Head for Gulf Region'

Two additional United States naval aircraft carriers are heading to the Gulf and the Red Sea, according to the Kuwaiti newspaper Kuwait Times. Kuwait began finalizing its "emergency war plan" on being told the vessels were bound for the region.

The U.S. Navy will neither confirm nor deny that carriers are currently en route. U.S. Fifth Fleet Combined Maritime Command located in Bahrain said it could not comment because of what a spokesman termed "force-protection policy." While the Kuwaiti daily did not name the ships it believes are heading for the Middle East, The Media Line's defense analyst said they could be the **USS Theodore Roosevelt** and the **USS Ronald Reagan**.

Within the last month, the Roosevelt completed an exercise along the U.S. east coast focusing on communication among navies of different countries. It has since been declared ready for operational duties. The Reagan, currently with the Seventh Fleet, has just set sail from Japan.

The Seventh Fleet area of operation stretches from the East Coast of Africa to the International Date Line.

Meanwhile, the Arabic news agency Moheet reported at the end of July that an unnamed American destroyer, accompanied by two Israeli naval vessels traveled through the Suez Canal from the Mediterranean. A week earlier, a U.S. nuclear submarine accompanied by a destroyer and a supply ship moved into the Mediterranean, according to Moheet.

Currently there are two U.S. naval battle groups operating in the Gulf: one is an aircraft carrier group, led by the **USS Abraham Lincoln**, which carries some 65 fighter aircraft. The other group is headed by the **USS Peleliu** which maintains a variety of planes and strike helicopters.

The ship movements coincide with the latest downturn in relations between Washington and Tehran. The U.S. and Iran are at odds over Iran's nuclear program, which the Bush administration claims is aimed at producing material for nuclear weapons; however, Tehran argues it is only for power generation.

Kuwait, like other Arab countries in the Gulf, fears it will be caught in the middle should the U.S. decide to launch an air strike against Iran if negotiations fail. The Kuwaitis are finalizing details of their security, humanitarian and vital services, the newspaper reported.

The six members of the GCC – Kuwait, Saudi Arabia, Bahrain, Qatar, the UAE and Oman – lie just across the Gulf from Iran. Generals in the Iranian military have repeatedly warned that American interests in the region will be targeted if Iran is subjected to any military strike by the U.S. or its Western allies.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 205

Bahrain hosts the U.S. Fifth Fleet, while there is a sizeable American base in Qatar. It is assumed the U.S. also has military personnel in the other Gulf states, TML's defense analyst said. Iran is thought to have intelligence operatives working in the GCC states, according to Dubai-based military analysts.

The standoff between the U.S. and Iran has left the Arab nations' political leaders in something of a bind. The TML analyst said they were being used as pawns by Washington and Tehran.

Iran is offering them economic and industrial sweeteners, while the U.S. is boosting their defense capabilities. Presidents George W. Bush and Mahmoud Ahmadi Nejad have paid visits to the GCC states in a bid to win their support. **Source : themedialine.org**

Singapore says radiation leak by U.S. submarine within safety limits

A U.S. nuclear-powered submarine which has steadily been leaking a small amount of radiation for over two years stopped at a Singapore port but the radiation leak was within safety limits, Singapore's Defense Ministry said on Thursday.

The Ministry said in a statement that it was informed by the United States Navy (USN) on Thursday that the nuclear-powered submarine **USS HOUSTON** had been leaking trace amounts of radioactive water since June 2006.

The ministry confirmed the **USS HOUSTON** made a port call at Changi Naval Base (CNB) from Sept. 22 to 26, 2006, but it said the radioactivity level in the Base was normal and within the safety limits during the port call.

"During the port call, the radioactivity readings registered by the Integrated Environment Monitoring System (IEMS) in CNB were within the safety limits set by the Center for Radiation Protection and Nuclear Science-National Environment Agency (CRPNS-NEA)," said the defense ministry.

It added that the radioactivity level in the naval base is jointly monitored by the Republic of Singapore Navy (RSN) and the radiation monitoring body.

The statement also said Singapore's environment monitoring system, which has been in place at the naval base since 2003, is a continuous real-time radioactivity monitoring system that monitors radioactivity in both the air and water.

The **Houston** radiation leak caused a big media stir in Japan last week. The U.S. and Japan said on Thursday that it stopped at three Japanese ports but the radiation leak was too small to cause harm. **Source : Chinaview**

Kitty Hawk makes last visit to North Island

Veterans who served on the aircraft carrier **Kitty Hawk** during its long history and families of current sailors welcomed the ship Thursday as it arrived at North Island Naval Air Station around noon. "It's good to see her coming back home, finally," said Manny Corral of El Cajon, who served on the **Kitty Hawk** in the early 1980s. "She holds a lot of memories for a lot of men out here."

The vessel had spent a decade overseas, running missions out of the 7th Fleet headquarters in Yokosuka, Japan. It stopped at the base in Coronado as part of its voyage to Bremerton, Wash., where it will be decommissioned. It is the Navy's oldest active ship. Although the 47-year-old **Kitty Hawk** was named for the North Carolina dunes where the Wright Brothers flew the first motorized glider, it spent the first three-fourths of its career out west in San Diego.

The ship is expected to remain for the rest of August to turn over gear and sailors to the carrier George Washington, which will replace the **Kitty Hawk** next month in Japan. The changeover has been delayed by two months because the George Washington suffered a fire and is undergoing repairs at North Island.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 205

Tom Fahy's most searing **Kitty Hawk** memory is the flash of an atomic blast in 1962. He was 20 years old at the time, assigned to a heavy attack fighter squadron. One day, he and other **Kitty Hawk** crew members were ordered onto the deck.

Officers told them to turn their backs and put their hands over their faces. Those measures didn't block out the fierce white light from the blast. "It was like daylight," said Fahy, now 66 and living in Coronado. "It was the greatest thing that ever happened in my Navy career."

Sergio Frost of Otay Mesa remembers a tight-knit crew that seemed to revel in its tasks when he took over as command master chief – the ship's senior enlisted sailor – in 1987. "People worked together, they helped each other," said Frost, 65. "They'd polish the brass, and they'd be humming."

The **Kitty Hawk's** milestones include its combat missions during the Vietnam, Afghanistan and Iraq wars. **Source :** [SanDiegoCom](#)

Indian submarine sails for home after refit in Russia

The **INS Sindhuvijay** diesel-electric submarine departed for India early Wednesday after an extensive overhaul at a shipyard in northern Russia, the Zvezdochka shipbuilding company said.

The Project 877EKM Kilo-class submarine had been undergoing a refit at the Zvezdochka shipyard in Severodvinsk since 2005. "The **Sindhuvijay** diesel-electric submarine has been handed over to the Indian navy," the shipyard said in a statement.

The submarine is expected to sail for three months until it reaches India. The **Sindhuvijay** was built in October 1990 at a shipyard in St. Petersburg. In March 1991 it joined the Indian navy and remained in service until 2005. On June 3, 2005 the submarine docked in Russia for repairs and upgrades.

The overhaul was delayed for six months due to the unacceptable performance of its new SS-N-27 Club-S cruise missiles. In six consecutive pre-delivery test firings in late 2007, the Club missiles failed to find their targets and India refused to accept the delivery until the problems had been resolved.

The Club-S subsonic cruise missile is designed for launch from a 533 mm torpedo tube, or a vertical launch tube. It has a range of 160 nautical miles (about 220 km). It uses an ARGS-54 active radar seeker and Glonass satellite and inertial guidance.

New trials were successfully completed in mid-July. The upgrade program also involved a complete overhaul of the submarine, including its hull structure, as well as improved control systems, sonar, electronic warfare systems, and an integrated weapon control system. The upgrades reportedly cost about \$80 million.

Sindhuvijay is the fourth Indian navy submarine to have been refitted at the Zvyozdochka shipyard.

Russia's Kilo-class diesel-electric submarines have gained a reputation as extremely quiet boats, and have been purchased by China, India, Iran, Poland, Romania and Algeria.

SHIPYARD NEWS



The **SVITZER FALCON** (Panama flag) seen under construction at the ASL shipyard in Singapore
Photo : Piet Sinke ©

China & Brazil Sign \$1.6B Shipbuilding Pact

Brazilian mining giant Companhia Vale do Rio Doce (Vale) reportedly signed a \$1.6 billion agreement with Chinese Rongsheng Shipbuilding and Heavy Industries to build 12 large ore carriers, according to a report on Xinhua. The ships, each with a 400,000 dwt capacity, are the largest ore carriers to be built in the world. The fleet will have an estimated capacity to carry 30.2 million metric tons of iron ore per year, which represents 31 percent of Vale's shipments to China in 2007, Vale said. According to Vale, the new ships have high safety standards and will reduce the high cost of long haul maritime transportation of iron ore to steelmakers. The first of the carriers is due to be ready in early 2010. All 12 carriers should be ready by 2012. The fleet will be part of Vale's Brazil-Asia shuttle service, which currently has six large ore carriers. Vale has an investment program of \$59 billion during 2008 to 2012 period.

Source: Xinhua

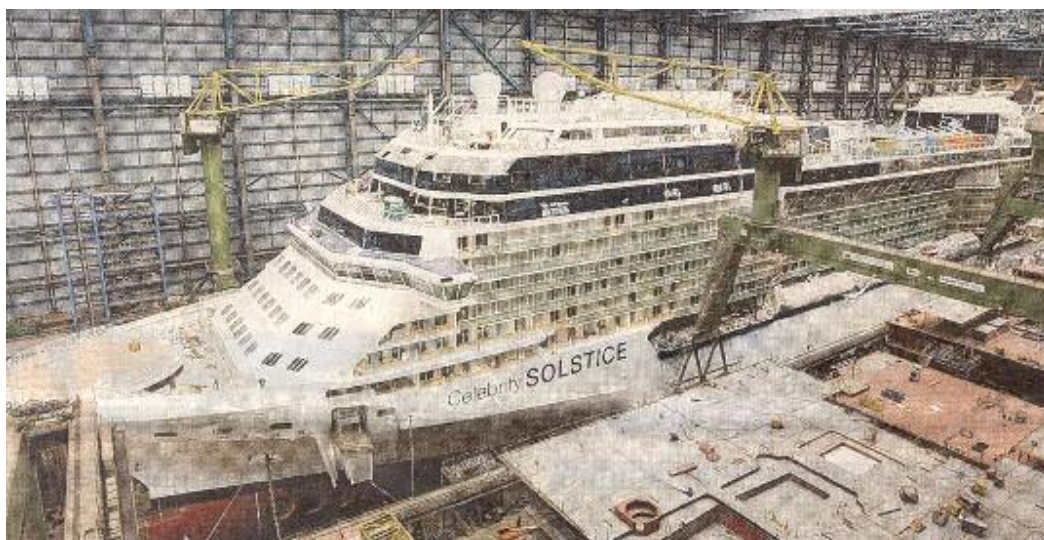
Australia's Plan to Sell Submarine Unit 'On Track,' Review Says

The government's sale of a stake in the A\$700 million (\$636 million) Australian Submarine Corporation will proceed, even as recent market turmoil may limit the number of potential buyers, the Australian Financial Review said.

The sale is "on track," said Greg Combet, parliamentary secretary for defense procurement, according to the Review.

Finance Minister Lindsay Tanner in January backed plans to sell as much as 49 percent of the submarine maker to a foreign trade buyer, the newspaper reported. Naval shipbuilding in Australia is dominated by ASC and Melbourne-based Tenix, the Review said. Source : bloomberg

CELEBRITY SOLSTICE WILL LEAVE BUILDING DOCK



The newbuild passengerliner **CELEBRITY SOLSTICE** is scheduled to leave Sunday August 10th, the building dock at the Jos Meyer werft in Papenburg, pending on the weather, the operation will start at 07:30 hrs in the morning and it is expected that the vessel will be moored around 14:00 hrs alongside the outfitting quay of the yard, it is also expected that the passengerliner on Sunday September 27th will leave the yard with destination Eemshaven.
www.meyerwerft.de

Aker Yards Board recommends STX mandatory offer

Europe's largest shipbuilder seems set to come under Korean control.

The Board of Aker Yards has recommended that shareholders "seriously consider" the mandatory offer for the company's outstanding shares made by Korea's STX.

The Board believes that the offer price values the company below the long-term value potential identified by the Board and management, but can be considered as fair in today's market conditions.

Board chairman Svein Sivertsen, who holds 15,000 shares in the company, Vice Chairman Ole Melberg, who holds 12,500 shares, CFO Ole Heggheim, who holds 26,500 shares and EVP Roy Reite, who holds 12,500 shares intend to tender their shares pursuant to the terms of the STX Mandatory Offer.

Meantime, Aker Yards said there was "need for further improvement" in reporting second quarter results that showed an EBITDA result of NOK 72 million for the continuing operations, up from NOK-162 million in the same period last year. For the first half of 2008 Aker Yards had an EBITDA result of NOK 282 million. Earnings per share (EPS) were NOK -0.48 for the quarter and NOK -0.10 for the first half of 2008. With the deliveries of another three ferries during the quarter, the execution of the ferry orderbook in Finland is progressing as planned.

In the second quarter of 2008, Aker Yards' continuing operations had revenues of NOK 7 922 million, an increase of 31.4 percent compared with NOK 6 027 million in the corresponding period of 2007. The EBITDA result for the second quarter was NOK 72 million, giving an EBITDA margin of 0.9 percent. The EBITDA result in the quarter is negatively

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 205

influenced by an ongoing project within Offshore & Specialized Vessels. The project, consisting of a series of ten vessels, has suffered from late and poor quality deliveries from sub suppliers affecting the results for 2008. Further, one-off charges of a total of NOK 90 million in Other Operations have affected the EBITDA result in the quarter negatively. Revised guidance for 2008 is an expected EBITDA margin for Aker Yards of two to three percent.

For the first half of 2008, revenues were NOK 15 393 million, an increase of 19.3 percent compared with NOK 12 900 million in the same period of 2007. The EBITDA result was NOK 282 million, compared with NOK 297 million in the corresponding quarter of 2007. The EBITDA margin for the first half of 2008 was 1.8 percent.

Earnings per share (EPS) were NOK -0.48 in the quarter, compared with NOK 1.97 in the same period in 2007. For the first six months of 2008, EPS were NOK -0.10, compared with NOK 4.11 in the same period in 2007.

Order intake was NOK 592 million in the quarter and NOK 1,462 million for the first half of 2008, giving an order backlog of NOK 55, 211 million comprising 92 vessels at the end of the period. **Source : MarineLog**

Aker Yards signed contract for the biggest ferries in the English Channel

Aker Yards and P&O Ferries have signed a contract for building two large car-passenger ferries for the Dover-Calais service. The total contract price for both vessels is approximately EUR 360 million.



The vessels are scheduled for delivery in 2010 and 2011 respectively and the contract includes options on a further two vessels of the same design.

The vessels will be built in Aker Yards, Rauma, creating some 1,800 manyears of work. Becoming the

largest ferry in the English Channel means a 49,000 GT vessel with the length of 210 metres and having 2,700 lane metres of vehicle space.

There will be space for more than 180 freight vehicles and additionally for up to 195 tourist vehicles. The vessels will be capable of carrying up to 2,000 passengers.

The ferries will be as environmentally friendly as possible, offering significant advances in fuel efficiency through a hydro-dynamically efficient hull form that will optimise vessel performance with minimum fuel consumption.

"The common requirement for Aker Yards' newbuildings is both environmental and energy efficiency", says Juha Heikinheimo, President of Aker Yards, Cruise & Ferries. "These new large ferries represent both, incorporating the latest environmental technology", he continues. Aker Yards, Cruise & Ferries, consisting of three yards in Finland and two in France, has today a total of 15 vessels in the orderbook.

As one of the world's two largest cruise ship builders and the leading ferry builder, the company has for years set new standards in vessel design, size, and comfort, both in the cruise industry and the ferry transportation market. **Source : MarineNorway**

ROUTE, PORTS & SERVICES



REDWISE MARITIME SERVICES B.V.

Amersfoortseweg 12-E

3751 LK Bunschoten-Spakenburg

The Netherlands

Phone : +31 (0) 33 42 17 860 (24 hr)

Fax : +31 (0) 33 42 17 879 - info@redwise.nl

www.redwise.com

Shipping lines imposing unreasonable fees

On August 1, Japan based Mitsui O.S.K Lines (MOL) announced that it would impose an additional fee on exports transported from Vietnam to the US and Canada, starting from September 1. MOL and other shipping companies said the fee, ranging from US\$50 to \$100 per ton, was for extra costs due to delays at ports.

The company said its introduction of the fee was in accordance with an agreement by the Transpacific Stabilization Agreement (TSA), a forum of major container shipping lines that carry cargo from Asia to the US. However, a representative of a foreign shipping line in HCMC who wished to be unnamed said the agreement has not been updated and it didn't reflect the current situation at Vietnam's ports.

On Monday, representatives of most ports in the city said that backlogs at the ports have already been cleared. For example, Saigon Newport Company, the operator of both Tan Cang and Cat Lai ports in HCMC, said there are no delays at the two ports.

At a recent meeting with shipping companies, including Wan Hai Lines, NYK, Maersk and SYMS, the city administration said the fees for delays are unreasonable. Nguyen Thi Hong, deputy chairwoman of the HCMC People's Committee, said all the goods at HCMC ports were now transported normally, after traffic peaked in April and May.

An inspection by the committee showed that Tan Cang and Cat Lai ports were now using only 70 percent of their handling capacities and Vietnam International Container Terminals (VICT) Port less than half of its capacity.

Tran Ngoc Liem from the HCMC division of the Vietnam Chamber of Commerce and Industry (VCCI) said it was hard to determine whether fees at ports are legitimate. Although infrastructure at ports was admittedly poor, it was not a good enough reason for shippers to impose whatever fees they want, said deputy minister of Industry and Trade Nguyen Thanh Bien.

The deputy minister also said next week a government task force would visit HCMC to solve the problem once and for all so that businesses no longer had to carry this burden. In mid July, shipping lines in the city started asking businesses to pay additional "blockage" fees for exports.

Saigon Newport Company, then said it opposed the fee, adding that shipping companies should do more to support export businesses. Maersk Line was among the few companies to withdraw its introduction of the fee at HCMC's ports.

Source : thanhniennews

The SeaFrance Molière in Calais on 6th August 2008

The **SeaFrance Molière**, the first ferry more than 200 metres long in service on the Channel, sailed into Calais harbour on Wednesday 6th August 2008.

More slender and longer than the **SeaFrance Berlioz** and **SeaFrance Rodin**, her outline makes her easily recognisable in the Straits of Dover.

The new ferry belonging to the French company operating on the Calais/Dover route left Dunkirk last night and ran in its engines for fifteen hours. Over the next few days, the SeaFrance Molière will have to trial a number of berths, take on stores and be cleaned before being ready for its first passengers.

"We are particularly demanding when it comes to quality of service and we are therefore bringing our ship into use in two stages. The **SeaFrance Molière** will begin by making three freight crossings a day then, once her operating programme has been perfected, she will operate five ferry trips a day," explained Eudes Riblier, Chairman of the SeaFrance Board.

The **SeaFrance Molière** measures 203.3 metres in length and can carry 110 trucks or 480 cars and 1,200 passengers.

Once the **SeaFrance Molière** is brought into service, the SeaFrance fleet will be homogeneous with three large ferries and two freighters, including the **SeaFrance Cézanne** which can also replace the ferries when they are unavailable.

-**SeaFrance Molière**: 1,200 passengers, 110 trucks or 480 cars

-**SeaFrance Berlioz**: 1,900 passengers, 120 trucks or 700 cars

-**SeaFrance Rodin**: 1,900 passengers, 120 trucks or 700 cars

-**SeaFrance Nord-Pas de Calais**: 120 passengers, 85 trucks

-**SeaFrance Cézanne**: 78 trucks, 240 passengers or 1,000 passengers when used as a ferry.

In 2007, SeaFrance carried 3,733,500 passengers, 722,600 cars, 22,000 coaches and 770,600 trucks.

New contracts for Dockwise

Dockwise Ltd. announces that two new contracts have been awarded to their subsidiary Dockwise Shipping for the transportation of one of the largest semi submersible drilling rigs and various floating equipment.

Dockwise Shipping will transport the new build 6th generation semi submersible drilling rig Noble Dave Beard in 2009 as well as various floating docks and other equipment in 2008.

The total value of the contracts is approximately USD 18 million.

All contracts will contribute to the aim of Dockwise Shipping to continuously employ its vessels at the highest possible utilization. **Source : Dockwise**

Fairplay and Multraship join forces

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 205

Dutch towage and salvage specialist Multraship and Hamburg-based Fairplay Towage have joined forces to create a platform for expansion. Under the agreement Fairplay BV, the Dutch arm of the Fairplay group, will take a 50 percent shareholding in Muller Maritime Holding, the holding company for Multraship. The two companies joined forces in order to strengthen their strategic position and intend to expand their activities jointly.

Leendert Muller, managing director of Multraship, says, "Joining forces with Fairplay creates a strong platform for growth for Multraship. Both companies are owned by families with deep experience in towage and salvage. We have had good relations for some time, we have the same mindset, we have vessels on charter to Fairplay, and this investment makes good sense by delivering us better access to capital, resources and the market. In an increasingly globalised market this allows us to move our already strong company up a notch."

Under the agreement Multraship will continue to be managed by the existing family board and management. Expansion of the office staff and tug crews is anticipated as the company takes delivery of new vessels and expands into new markets.

MULTRASHIP is a leading Dutch towage and salvage company. Run by the Muller family, it draws on more than ninety years of experience. Its core operations include salvage, wreck removal, harbour towage, coastal and deep-sea towage, services to the dredging and offshore industries and support for inland navigation. It operates and manages a fleet of thirty-two tugs, salvage vessels, floating sheerlegs and other craft equipped with modern towage, salvage and fire-fighting equipment and manned by experienced and highly-trained masters and crew. Three new tugs are scheduled for delivery from late 2008 onwards. www.multraship.com

FAIRPLAY TOWAGE today comprises of a group of companies engaged in the towage industry in Hamburg, Rotterdam, Rostock, Wismar, Swinoujscie and Szczecin. Besides harbour towage it is involved in deep sea and coastal towage, off-shore towage / support and salvage work. www.fairplay-towage.com

PROCUREMENT / TRACING OF OFFSHORE RELATED MATERIALS AND EQUIPMENT
(for marine related offshore projects and developers of resources)

>>> OUR SERVICES ARE OFFERED WORLDWIDE <<<

www.ircargo.nl
Rotterdam

IR CARGO HANDLING BV

cargo@ircargo.nl
The Netherlands

Rental of special equipment and machinery (with or without attachments)

Rental of cranes (1 up to 1000 tons)

Shipping and Forwarding
Airfreight

Warehousing
Project Cargo



STOLT-NIELSEN GETS FUNDS FOR NEWBUILDS

OSLO-listed parcel tanker company Stolt-Nielsen says that it has received commitments in excess of the US\$625m required for the financing of eight 43,000 dwt K-43 class parcel tankers currently on order from SLS Shipbuilding, Korea. According to a company statement the approximately 16-year pre- and post- delivery financing covers 80% of the cost of the ships, and will have 95% comprehensive insurance from the Korean Export Insurance Corporation (KEIC). The financing was arranged by joint bookrunners Citi (as coordinator), Deutsche Bank and Fortis, and

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 205

represents the largest financing ever undertaken by Stolt-Nielsen. The company's chief financial officer Jan Engelhardt says, "We are pleased to have arranged this loan transaction in an exceptionally difficult credit market worldwide. This KEIC-guaranteed financing is a testament to SNSA's excellent credit standing and strong balance sheet." Stolt-Nielsen says the new facility completes SNSA's existing newbuilding financing requirements, which total \$1.24 billion. It currently operates a fleet of 158 sophisticated parcel tankers, product tankers, river tankers and barges, ranging in size from approximately 1,000 to 44,000 dwt. The company says: "The K-43 class acquisitions represent a cornerstone of the Company's newbuilding strategy, enabling Stolt-Nielsen to continue to meet the growing demands of its sophisticated global client base." **Source : Maritime Global Net**

Environmental protection, waters systems - Cousteau Society

Since 1985, **Alcyone** has been **The Cousteau Society's** expedition ship. La Rochelle, France, is her home port.

Alcyone's success celebrates not just the wedding of hydrodynamics and aerodynamics, it also marks the entry of electronics and computers into the maritime world. Beginning in 1980, Captain Cousteau's teams, in France and in the US, began refining a concept of economical propulsion for ships using the wind as a supplementary energy source. This revolutionary system, the Turbosail™ allows for fossil-fuel savings of up to 35 percent. The ship's designers sought a compromise between a monohull and a catamaran, which would be perfectly adapted to the mixed propulsion system.



Captain Jacques-Yves Cousteau realized his dream of capturing the wind to propel a ship when, in 1985, from La Rochelle, France, **Alcyone**, called the "**Daughter of the Wind**", crossed the Atlantic and arrived triumphantly in the port of New York. Her missions have taken her all the way down the Americas to Cape Horn, then along the Pacific coast to the Sea of Cortez (Mexico) in 1986, where the crew watched a school of fin whales feeding, then elephant seals being tagged in the Channel Islands (California) in 1987 and, in 1988, attempted to follow the migration of humpback whales from the Hawaiian islands to Alaska. In 1989, Alcyone arrived in Papua New Guinea. In 1990, she studied Australia's great white sharks, explored Madagascar in 1994, and met more white sharks off Namibia in 1996. In 1998, she documented the status of the enclosed Caspian Sea; it was the first time in forty years that a foreign vessel was authorized to enter the sea. She traveled to her US home in Virginia for much-needed maintenance on her Turbosails, then left for the St. Lawrence River in 2000 to observe conditions of marine mammal exploitation. In 2001, **Alcyone** returned to her home port, La Rochelle, for a complete overhaul, including new engines.

Inside the ship, a servosystem runs the Turbosails completely automatically. Comprised essentially of a multitask computer and a graphic interface, the central system manages and steers 21 electronic, electromagnetic and hydraulic controls based on data collected by 43 analog or digital sensors. Equipped with a DVonSat system, Alcyone can transmit images instantly by satellite all around the world to the Internet and television. Alcyone prefigures the navigation of tomorrow. **Photo's : John Awater ©**

Q2 WARNING FOR NOL

SINGAPORE-based global container shipping, terminals and logistics group Neptune Orient Lines (NOL) made a first half net profit of 2008 of US\$196m, a rise of 45% over the same period of 2007 but its Q result was down 19% on Q2, 2007. NOL said Q2 was marked by "deteriorating market conditions and significant cost pressures".

NOL Group president and CEO, Ron Widdows, said: "The Group has reported a positive operational and financial performance for the first half, despite a significantly more challenging business landscape. The second quarter was impacted by a large run up in bunker costs and a deterioration in core rate levels in the Asia-Europe trade."

He continued: "At the top line, the company has generated more than US\$900 million in additional revenue for 1H08 compared to the same period last year, showing the benefits of higher volumes carried and a focused approach to fuel cost recovery. A major achievement was the outcome of Transpacific contracting where we implemented floating bunker fuel surcharges on a majority of customer contracts that took effect in May. Overall, the company's bunker recovery was much higher than in the previous year." **Source : Maritime Global Net**

No big container shipping consolidation ahead - NOL chief

The boss of Singapore container shipping line Neptune Orient Lines said on Thursday he did not expect a wave of mergers and acquisitions as the group pushes ahead with a possible multi-billion dollar takeover of a German rival.

"The remaining players in our industry are all very large and diverse groups in terms of their business models. Short-term earnings softness isn't likely to compel consolidation. I don't think we will see significant consolidation in the industry because of the nature of the industry," NOL Chief Executive Ron Widdows told a results briefing.

NOL, 66 percent-owned by Singapore sovereign fund Temasek [TEM.UL], last month submitted an indicative bid for Hapag-Lloyd, the shipping arm of Germany's TUI - **Source : aastocks.com**

KPT shelves plan to privatise pilotage, tugging operations

The Karachi Port Trust (KPT) has shelved a plan to privatise or outsource its pilotage and tugging operations for which it had invited international tenders from the prospective bidders having expertise in this highly specialised harbour activity, it is reliably learnt. In this regard, the KPT has not asked two foreign bidders, **Switzer** (Denmark) and **SMIT Harbour Towing** (Holland) for extension in their bank guarantees that expires on Friday.

Sources told Business Day that during the last week of April this year, the KPT wrote a letter directing both the bidders to extend their bank guarantee for a period of three months as their cases was under active consideration by the competent authority. The bank guarantees of both the bidders expired on May 7, and after receiving extension letters both the bidders extended it till August 8. Sources said, "It seems that the KPT management is not willing to further proceed to privatise its pilotage and tugging operations due to pro-labour government and other issues that was being carried out in the last eight years on account of surplus pools, over-staffing and inefficiency in the organisation.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 205

During the last eight years, the ex-chairman bluntly harassed the employees and had taken various steps to convert the Karachi Port, a commercial organisation, into a naval establishment.

The KPT had invited international tenders for privatisation of its pilotage and tugging operations on July 28, 2007 with an aim at catering to the future mega projects that bring more shipping traffic with large vessels.

The KPT issued tender documents on August 1, 2007 to four interesting bidders; **Svitzer** (Denmark), **Miancom** (Germany), **Marine Services** (Pvt.) Ltd. (Operator of Pakistan International Container Terminal-PICT), and **SMIT Harbour Towing** (Holland). The Karachi Port gave November 12 as the submission date for bids. Two companies, **Svitzer** (Denmark) and **SMIT Harbour Towing** (Holland) submitted their bids. The KPT opened financial bids on December 10 last year and issued Letter of Intent (LoI) to only one bidder, **Svitzer** (Denmark). Since the issuance of LoI to the **Svitzer**, the fate hangs in balance to finalise the operation contract.

The contracting company allowed to decide to retain or discharge (layoff) the employees that were working under the Deputy Conservator who looks after the affairs of the pilotage and tugging operations at the port.

According to the documents, "Presently, around 300 employees and officers, including 12 pilots, are engaged in pilotage operation. The contractor will be required to take over these employees or at least some of them."

The sources also said, "For the last many years, the KPT was not sensing the gravity of the situation that it required modern towing and tugging crafts for its future operations and it only focused to purchase dredgers and allied crafts." "Basically, the on dredgers and allied crafts would not earn foreign exchange for the KPT, the tugs and pilot boats is the major revenue earner for the Operation Division of the KPT," the sources said, adding, "The dredgers only save the dredging cost when needed."

The harbour tugging and towing facilities would be required for handling at the outer anchorage and needs at the Karachi Harbour to the vessels on 24 hours, 7 days a week and 365 days a year, which are required to be upgraded and modernised according to the international standards. The plan for privatisation of pilotage and tugging operations also provide tugs for assisting berthing, unberthing of vessels. This requires four tugs with 45 to 65 tonnes of Bollard Pull.

The operator also provides pilot boats (two pilot boats) for embarkation and disembarkation of pilots. The port parameters to be provided to the operator depends upon the depths on various berths, except where the vessels are constrained due to their drafts, shipping is to be carried out round-the-clock, including berthing of tankers, car carriers, etc. The average ships arriving at the port is about 1,830. The average pilotage acts are around 4,000 per annum, including shifting in the harbour channel. **Source : Masroor Afzal Pasha**

Restored lifeboat is star of show

PLEASURE mixed with pride amongst the bumper crowds at Caister Lifeboat Day on Sunday. More than just an enjoyable day out, it was an opportunity for people to show their support and appreciation for the crewmembers who risk their lives saving others.

More than a 1,000 visitors attended the event, which was a celebration of the past and present, with the recently restored Shirley Jean Adey that served as lifeboat from 1973 to 1991 on view.

There was also a chance for visitors to step onboard Bernard Matthews II and imagine what it is like to get behind the wheel of Britain's fastest lifeboat. On a smaller scale Gorleston Model Club's display of boats and ships included an impressive version of the Titanic, which took its creator Robin Burrows six years to complete.

A planned fly-past by the RAF Wattisham rescue helicopter was cancelled when it was called out to save the crew of a ship sinking off Southend. But there was a warm welcome for Great Yarmouth and Gorleston lifeboat crew who came ashore to join in the fun.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 205

Live music and a disco added to the lively atmosphere throughout the fete held at the lifeboat station on Beach Road.

Caister Lifeboat chairman Paul Garrod said: "It was an absolutely fantastic day and we are hoping to break the record for the amount of money raised. "I would like to thank everyone who came along and the crew who all pulled their weight to make it such a success and all the businesses that have supported us."

"We have to beg and borrow to put this together and are very grateful to provided items for the stalls and prizes for the tombola." The lifeboat, which celebrates its 40th anniversary next year, relies entirely on donations and costs £120,000 a year to keep running. **Source : Great Yarmouth Mercury**

OLDIE – FROM THE SHOEBOX



The Coast Guard Cutter **GENTIAN (WIX 290)** was decommissioned on Friday, June 23, 2006, at Causeway Island, Miami Beach, FL. She was originally commissioned on November 3, 1942 as the fourth in a succession of the Cactus class (180 foot) Buoy Tenders. She was the second oldest cutter in the Coast Guard fleet and the oldest in the Coast Guard's Atlantic fleet. The **GENTIAN** was the Coast Guard's only cutter with a multi-national crew, with 16 members of other countries' maritime services joining 29 U. S. Coast Guard members in completing numerous multi-national exercises and disaster relief missions throughout the Caribbean.

Photo : Els Kroon ©

www.tandtbisso.com **COVERAGE WORLDWIDE** +1 713-534-0700

.... PHOTO OF THE DAY



The **CARNIVAL DESTINY** seen moored in Antiqua

Photo : Els Kroon ©

BOEKBESPREKING

Door : Frank NEYTS

“De Encyclopedie van Onderzeeërs”.



Bij Veltman Uitgevers verscheen een zeer interessant naslagwerk over onderzeeboten. Onderzeeërs hebben altijd al tot de verbeelding gesproken. In de diepte van de oceaan opereren onderzeeboten ongezien en ongehoord. We weten dat ze zich onder water bevinden maar niemand weet wanneer en waar ze zullen toeslaan. Bovendien zijn moderne onderzeeërs uitgerust met de meest gesofisticeerde intercontinentale raketten en hypermoderne navigatie- en wapensystemen en vormen dus de grootste slagkracht van 's werelds machtigste legers. Maar tussen de onderzeeboot van vandaag en de eerste onderzeeërs ligt een wereld van verschil. Dat alles komt in het boek aan bod.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 205

Het boek vormt dan ook een gids met meer dan 140 per land behandelde onderzeeboten van over ter wereld. Het boek biedt een beeld van ruim een eeuw onderzeeërontwikkeling, vanaf de allereerste pogingen om onder water te reizen via twee wereldoorlogen en de koude oorlog tot de ongelofelijke machines van de 21ste eeuw.

Met ruim 700 historische en moderne foto's die elk type onderzeeër illustreren, met artistieke impressies van geselecteerde boten in kleur en een gedetailleerde beschrijving van elk type onderzeeboot biedt dit boek een niet geziene schat aan gegevens, voor elke onderzeebootliefhebber een onmisbaar naslagwerk. Bovendien moet onderstreept dat de prijs gezien de kwaliteit van het boek echt laag mag worden genoemd.

"De Encyclopedie van Onderzeeërs" (ISBN 9-789059-207448) werd als hardback uitgegeven en telt 256 pagina's. Het boek kost **22,50 euro**. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com.

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.