

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 222



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



**The MAIN HIGHWAY seen departing from Zeebrugge
Photo : Henk Claeys ©**

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EVENTS, INCIDENTS & OPERATIONS

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Coalition steps up anti-piracy efforts

Coalition naval activities have thus far done little to deter Somali pirates.

Last week, however, U.S. Naval Central Command has directed the establishment of a Maritime Security Patrol Area (MSPA) in the Gulf of Aden. A force of Coalition Navy warships will patrol the area, and aircraft will fly in the airspace above.

Commodore Bob Davidson (Canadian Navy), commander Combined Task Force 150, will command naval forces in the patrol area.

Central Command says the MSPA is being established in support of the International Maritime Organization's (IMO) ongoing efforts. It says coalition actions will "give the IMO time to work international preventative efforts that will ultimately lead to a long-term solution."

"Coalition ships are in the area as part of our continual presence in this region. While they have conducted routine operations in the area in the past, the establishment of the MSPA will focus the efforts to counter destabilizing activities in the region and improve security while long-term initiatives mature," says Central Command

Meantime, a bleak picture is painted by a Marad advisory that warns all operators of U.S. Flag, Effective U.S. Controlled vessels, and other maritime interests alerts mariners to be vigilant in the Gulf of Aden, where four vessels were hijacked and two attacked August 19-21.

It says that ONI (Office of Naval Intelligence) advises mariners to be on high alert when transiting this area, particularly through to the end of November, when mild weather is conducive to small boat operation.

The Marad advisory also says that a U.K. Maritime Trades Office alert advises that vessels transit the region maintaining 35-40 nm off the Yemen coast and keep clear of the area bounded by 12:40N-046:40E south of the Somali coast and from 14:30N-53:00E south to Socotra (remaining at the very least 50 nm from the island). It adds that the most recent hijacking has taken place north of the northern attack line.

The Marad advisory quotes from an International Maritime Bureau warning in which IMB Director Pottengal Mukundan says:

"the situation in this region is grave. We are seeing at least one attack every couple of weeks. These pirates are not afraid to use significant firepower in attempts to bring vessels under their control. Unless further action is taken, seafarers remain in serious danger whilst navigating the Gulf of Aden. In all reported instances, vessels have been

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approached by speedboats containing men armed with machine guns and RPG launchers. In their attempts to slowdown and board the vessels, the pirates have opened fire against the unarmed merchant ships."

It also quotes Mr. Mukundan as saying that "whilst the intervention of coalition navies has helped in isolated cases, it is by no means a long-term solution. It is clear that the threat or presence of coalition navies has done little to stem the tide of attacks in this region." **Source : MarineLog**



4 former lifeboats seen at the **SAIL 2008** in Den Helder
Photo : Karel Stompé ©

Ship pollution in ports on rise, says researchers

Dirty smoke from ships cruising at sea and while running engines in port in order to generate electricity affects the air quality of coastal cities like Houston, according to researchers belonging to University of California. Scientists from the University of California at San Diego report that the impact of dirty smoke from ships burning high-sulfur fuel can be substantial, on some days accounting for nearly one-half of the fine, sulfur-rich particulate matter in the air known to be hazardous to human health.

Until now, air quality experts have been unable to quantify the specific contribution of ship smoke to the air pollution of coastal cities.

"Ships are really unregulated when it comes to air pollution standards. What we found was a surprise, because no one expected that the contribution from ships of solid sulfur-rich particles called primary sulfate would be so high," said Mark Thiemens, dean of the division of physical sciences and a professor of chemistry and biochemistry at the university at San Diego.

Primary sulfate, or SO₄, is produced when ships burn a cheap, sulfur-rich fuel called "bunker oil." Although more sulphur is typically found in other particles produced by ships, SO₄ particulates are particularly harmful to humans because they are especially fine microscopic particles that can remain in the lungs. The tiny particles can also travel long distances.

The scientists developed a chemical fingerprinting technique that distinguished ship smoke primary sulfate from the tailpipe emissions of trucks, cars and other sources.

These techniques should help regulators in other states and countries monitor the impact of ships off their coasts as new restrictions on bunker oil burning by ships are implemented, the researchers said. International rules requiring clean-burning ship fuels are set to take effect in 2015.

"Because a large part of the world's population live in major cities with shipping ports - such as Houston, New York City, San Francisco, Hong Kong and Singapore - and global shipping is expected to increase in the decades to come, this should help policy makers around the world make more informed decisions about improving the health of their citizens," Mr Thiemens said. **Source : India Times**

Norway arrested another Russian vessel

The Norwegian Coast Guard this weekend detained the second Russian trawler in less than a week. The vessel was detained by coast guard vessel "**Svalbard**" in the waters outside Spitsbergen.

The big Russian trawler "**Nikolay Afanasyev**" was arrested because of a suspected failure to register catch. The ship was later released after the issue had been "sorted out with Norwegian authorities", B-port.com reports.

The detention comes less than a week after the Coast Guard detained the trawler "**Korund**" on suspicion of catch of small-size fish. So far this year, a total of five Russian vessels have been arrested by the Norwegians.

The "**Nikolay Afanasyev**" has from before a record with the Norwegian Coast Guard. In early October last year, the ship was detained for illegal interception into Norwegian waters. The trawler was then accompanied to the port of Tromsø. **Source : BarentsObserver**



SVITZER is internationaal een toonaangevende maritieme dienstverlener met 600 sleepboten wereldwijd voor haven- en terminal assistenties, zeesleepvaart en berging.

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SVITZER Euromed BV verantwoordelijk voor de ontwikkeling en realisatie van haven- en terminalsleepdiensten van de Europese regio (m.u.v. Scandinavië en het Verenigd Koninkrijk). Momenteel is SVITZER Euromed BV het regiokantoor voor de havensleepdiensten in Amsterdam en Lissabon.

Voor onze gedreven teams zoeken wij een fulltime:

QHSE Officer

De functie

In deze duale functie rapporteer je direct aan de Managing Directors van beide bedrijven. Je bent verantwoordelijk voor het creëren van een veilige werkomgeving op onze vloot en op de verschillende locaties welke voldoen aan de wettelijke- en ondernemingsvoorschriften. Je implementeert de laatste procedures ten aanzien van veiligheid, gezondheid en milieu. Tot je taken behoren onder meer het opzetten en onderhouden van het veiligheidssysteem, het uitvoeren van audits en inspecties, het gevraagd en ongevraagd verstrekken van veiligheidsadvies aan alle medewerkers, het bijhouden en verstrekken van relevante rapporten en cijfers aan het management.

Het profiel

Om deze functie succesvol te kunnen vervullen heb je een opleiding genoten op MBO+ niveau, bij voorkeur gericht op veiligheidskunde. Je bent communicatief vaardig en kunt managers en medewerkers met tact overtuigen van het belang van QHSE binnen de organisatie. Je bent analytisch ingesteld en hebt oog voor detail. Je hebt daarnaast een goede kennis van zowel de Nederlandse als Engelse taal in woord en geschrift. Ervaring in de scheepvaart of maritieme dienstverlening is een must, kennis van ISM is een pré.

Wij bieden

Een zelfstandige en afwisselende functie met doorgroeimogelijkheden. Bereidheid om te reizen is een vereiste. Ons bedrijf kent goede primaire en secundaire arbeidsvoorwaarden. Dit houdt naast een marktconform salaris onder andere in: 13e maand, bonusregeling, flexibele werktijden en zowel interne en externe opleidingen.

Contact informatie

Stuur binnen 10 dagen na het verschijnen van deze advertentie je sollicitatie inclusief CV, bij voorkeur per e-mail naar: diana.manshanden@svitzer.com. Je kunt je sollicitatie ook per post versturen naar: SVITZER Euromed BV, t.a.v. mevrouw D. Manshanden, Jupiterstraat 37, 2132 HC, Hoofddorp. Zie ook onze websites www.svitzer.com en www.svitzer-coess.com.

HEEREMA schenkt € 15.000 aan Stichting Sailing Kids

een initiatief tot stand gekomen uit het 'Veilig Werken Voor Goede Doelen' fonds van Heerema Vlissingen

Heerema Vlissingen, een van de drie fabricagewerven van Heerema Fabrication Group (HFG), schenkt een bedrag van € 15.000 aan Stichting Sailing Kids. Door deze bijdrage is het mogelijk om twee zeiltochten aan te bieden en zieke kinderen, hun ouders, broertjes en zusjes een onvergetelijke zeilweek te bezorgen. De schenking is voortgekomen uit het fonds 'Veilig Werken Voor Goede Doelen'.

Zaterdagochtend heeft de officiële overhandiging van de schenking plaatsgevonden aan boord van de Meridiaan voor haar vertrek vanuit de Bataviahaven te Lelystad. In het bijzijn van de kinderen met hun ouders en/of broertjes en zusjes, is door Heerema Vlissingen aan de heer Ruud Stam, oprichter van Stichting Sailing Kids, de cheque ter waarde van € 15.000 overhandigd. Met dit bedrag worden twee afvaarten gesponsord met de tweemast klipper de Meridiaan. Tijdens de komende week zal op het IJsselmeer worden gevaren en als het weer het toelaat wellicht naar een van de Waddeneilanden. De Meridiaan is van alle gemakken voorzien. Door de aanwezige helpende en deskundige handen, zoals verpleegkundige e/o arts en activiteitenbegeleid(st)er, wordt het voor alle gezinsleden genieten van een welverdiende week van rust en ontspanning.

Waarom een donatie aan Stichting Sailing Kids?

Vanuit de vele activiteiten binnen HFG ter bevordering van de veiligheid, milieu en gezondheid stimuleert Heerema Fabrication Group activiteiten zoals die van Stichting Sailing Kids. HFG beschouwt maatschappelijk verantwoord ondernemen als een integraal onderdeel van de bedrijfsvoering en wil hierin haar sociale verantwoordelijkheid nemen. Deze donatie is hier een goed voorbeeld van. Door middel van de aansporingsregeling "Veilig werken voor goede doelen" stimuleert HFG, tezamen met haar klanten, de veiligheid binnen de organisatie door veilig werken te belonen. Door dit initiatief wordt het mogelijk gemaakt om jaarlijks diverse goede doelen in Nederland te ondersteunen.

Lifeboat alert for Bank Holiday

LIFEBOAT crews are preparing themselves for a bumper bank holiday weekend of rescues.



The August bank holiday weekend is traditionally one of the busiest times of the year for RNLI volunteers as families flock to the coast. But this weekend could be busier than most as coastguard staff are taking part in industrial action over pay.

Photo : Piet Sinke ©

Despite the action, RNLI members said they would be on hand to deal with any emergencies, but feared lives could still be lost.

Tynemouth RNLI volunteer Adrian Don warned people to take extra care if visiting the coast. He said: "What people really need to watch out for are weather conditions which are

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really unpredictable, especially at this time of year”

Last August bank holiday weekend, the RNLi nationally launched lifeboats 230 times. RNLi chief executive Andrew Freemantle said: “Anything that causes a break in the communications chain between those requiring assistance at sea, HM Coastguard and the rescue resources could potentially put lives at risk.

“Therefore, we are monitoring the situation closely and liaising with the coastguard over their contingency plans.”

Reducing pollution in Gulf waters

Special area status is now in force in the 'Gulfs area' under the International Convention for the Prevention of Pollution from Ships (Marpol 73/78) following ratification by the Gulf countries. South African waters are also similarly protected.

The area was designated as such in 1973 when Marpol was adopted by the International Maritime Organisation. The slow process of ratification and indeed, inadequate provision of reception facilities for waste oil have meant that 35 years have elapsed before these mandatory provisions for ships in Gulf fully apply.

Specifically defined areas under Marpol (such as the Arabian Gulf) are seen as particularly vulnerable to environmental deterioration because of oceanographical and ecological factors and require extra protection.

The requirements of the status applies to the discharge of oil and to the discharge of garbage. Of all the special areas that remain to 'enter into force', three out of four are in the Middle East region for either oil discharge, or garbage, or both.

The situation perhaps underlines how the Middle East region is falling behind in protecting the marine environment. The lack of reception facilities for waste from ships in ports means that potential pollutants undoubtedly end up in the sea.

However, the UAE, Bahrain, Iran, Iraq, Kuwait, Oman, Qatar and Saudi Arabia, as part of the Regional Organisation for the Protection of the Marine Environment (Ropme) have displayed a commitment to address the problem through an emergency response arm - Marine Emergency Mutual Aid Centre (Memac).

A 10-year regional project on the implementation of Marpol organised and administered by Ropme has helped. Ropme seeks to promote awareness about the marine environment and underline the 'special area' status given to the Gulf. Memac exists to provide joint cooperation and leadership in the event of a major oil spill in Gulf waters.

However, tardiness by some states in ratifying Marpol has hindered the development of proactive environmental management in the region.

In order for the Ropme/Memac arrangements to be executable, each participating government needs to have a viable National Oil Response Plan in place. Unfortunately, not all the governments have such a plan.

Each Memac member is reported to have response equipment to be pooled in the event of an emergency, but its physical availability appears minimal. This equipment remains largely with the private sector - particularly the oil industry!

The 'special status' should not be considered an 'end' achievement, but rather a point from which to begin effective measures. Windfall oil revenues could be used to meet the costs. **Source : GulfNews**

Salvage operation – Seawin Sapphire

The salvage operation to remove the grounded fishing vessel '**Seawin Sapphire**' from the beach at Derdesteen (south of Melbosstrand) is being conducted in accordance with an approved Environmental Management Plan and an Environmental Control Officer is overseeing its implementation.



In the past few days, plants located on dunes between the parking lot at Derdesteen and the grounded vessel have systematically been identified, removed, preserved and transported to a temporary and suitable storage facility in Melkbosstrand where they will be maintained until they can be replanted once the dunes have been reinstated. The area affected will be rehabilitated to the satisfaction of the Bio-Diversity Branch of the City of Cape Town.

Photo : Glenn Kasner ©

Meanwhile, technical preparations continue for the removal of the

casualty. The **'Seawin Sapphire'** will be moved up the beach towards the parking lot in a controlled manner utilising a strand jack pulley system. During the operation, which should begin towards the end of this week, the vessel will be moved approximately 1 metre every 7 minutes and the operation will take place over two days. The vessel will then be lifted onto a flat bed trailer utilising a gantry system and transported by road to the synchrolift in Cape Town.

Members of the public are requested to stay well clear of clearly demarcated areas which are being monitored by security and the City's Bio-Diversity staff. An area extending some 600 metres away from the operation and including the parking lot at Derdesteen is out of bounds to non-essential personnel until such time as the 'Seawin Sapphire' has been removed. Restricted access to Derdesteen is a precautionary measure and has been implemented for reasons of public safety as well as to protect the environmentally sensitive sand dunes adjacent to the beach. Members of the public are thanked in advance by the relevant authorities for their co-operation in this regard.

Two fishing vessels – **'Weskus I'** and **'Seawin Sapphire'** ran aground in the vicinity of Derdesteen, south of Melkbosstrand, on the afternoon of Thursday 31 July. **Salvors SMIT Marine South Africa** were appointed by the vessels' owner Indo-Atlantic Seafoods Limited to proactively protect the marine environment by removing all possible pollutants from both vessels and then removing the vessels from the beach. All pollutants were removed by the end of Sunday August 3rd. The **'Weskus I'** broke up on Tuesday 12 August and debris and machinery from this vessel has been successfully removed from the beach. **Source : ports.co.za**

Stranded West Coast trawler awaits permit to move

The 190 ton fishing trawler, the **Seawin Sapphire**, that is stranded at Derde Steen beach on the Cape West Coast is to be moved either this afternoon or tomorrow morning, depending on the granting of a special traffic permit. It is expected that when it is moved it's going to cause a huge traffic disruption along the route to the Cape Town Harbour.

The heavy transportation and lifting company contracted to conduct the move from the ecologically sensitive beach says the traffic permit is essential for the slow move. A spokesperson of the company, Johann van Zyl, says the route has been checked and cleared.

The trawler was lifted onto a flatbed yesterday. The 30km journey from the beach to Table Bay Harbour in Cape Town will take approximately four hours. The stranding of the vessel three weeks ago caused a lot of headache as it was washed out during very high tide and could not be moved from the beach with tug boats. The steel vessel had its 10 ton tuna cargo confiscated by the Marine Coastal Management on suspicion that poaching laws were violated.



Photo : Glenn Kasner ©

The fish cargo has since been auctioned off while an investigation is continuing. The trawler will be repaired and back in the water for tuna fishing within months. **Source : sabcnews.com**

Najib: Crew of hijacked tanker safe

Negotiations are ongoing to secure the release of all hostages after a Malaysian vessel was hijacked by heavily-armed pirates in the Gulf of Aden last Tuesday.

"Our hostages are safe and negotiations are going on to secure their release," Deputy Prime Minister Datuk Seri Najib Tun Razak told reporters after closing a seminar here on Monday. He, however, did not disclose the parties involved in the negotiations.

The tanker, MV **Bunga Melati Dua**, owned by MISC Bhd, which was carrying palm oil, was hijacked by pirates off the coast of Somalia with 29 Malaysians and 10 Filipinos onboard. The fully-laden vessel with 32,025 dead-weight-tonne was heading for Rotterdam from Dumai, Sumatra, when the incident occurred. **Source : Bernama**

NSRI sea rescue update

The following reports have been received from the National Sea Rescue Institute (NSRI).

Geoff McGregor, NSRI East London Station Commander reports: "We were activated at 05h45 (on 22 August) following a request from John Fish Agencies, local shipping agent for the 270 metre LPG Gas ship, **GALLINA**, to casualty evacuate a passenger from the ship, an approximately 25 year old female from Manchester, United Kingdom, suffering dehydration.

"At the time of the request the ship, whose last port of call was Cape Town and next port of call the United Arab Emirates, was 175 nautical miles off-shore of East London and heading towards East London's Port.

"We launched our rescue craft **ACSA Rescuer I** accompanied by a Metro Rescue paramedic and a Netcare 911 paramedic and rendezvoused with the ship 10 nautical miles off-shore.

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"On arrival on-scene our NSRI rescue paramedic (who is also a Metro Rescue paramedic) was transferred aboard the ship to stabilise Rachel Weldon and she was then transferred aboard our rescue craft, accompanied by her boyfriend, who is an Officer on-board the ship.

"The patient was brought to our NSRI rescue base in a stable condition and transported to a local hospital by private transport where she was treated for dehydration caused from motion sickness and released in a satisfactory condition by doctors."

Darren Zimmerman, NSRI Simonstown Station Commander reports of an unusual incident on the same day as the East London rescue: "We were activated at 14h43 following a request for assistance from CMR (Cape Medical Response) paramedics attending to 21 year old Owen Davies, from Simonstown, who had lacerated his right Femur with an electrical angle grinder, while working with his father on a construction site with his family's construction company at a house at Smitswinkelbaai, near Cape Point.

"CMR paramedics and an ER-24 ambulance crew were attending to the patient and requested NSRI assistance to evacuate the patient from the sea side rather than attempting to walk the patient quite some distance to the nearest road point where the ambulance was standing-by - after learning that the Metro Red Cross AMS helicopter was committed to another call elsewhere and was not immediately available.

"The Metro Ambulance and Rescue Services and EMT (Emergency Medical Training) paramedics were placed on alert.

"We launched our rescue craft Spirit of Safmarine III and Spirit of Mandela and on arrival on-scene our rigid inflatable rescue craft Spirit of Mandela took the patient on-board from the shore and once at sea he was then transferred onto

Spirit of Safmarine III and in a stable condition, with a 15 cm laceration into muscle tissue of the right femur, he was brought to our NSRI rescue base and then transported to a local hospital by an ER-24 ambulance, where he is recovering after the injury was sutured."



Supercat being battered against the west breakwater at Port Alfred. Photo : Roger Bailey ©

At Port Alfred in the Eastern Cape a yacht named Supercat which was being battered against West Pier, Port Alfred has been pulled clear by NSRI crew on board the rescue craft Kowie Rescue.

The initial report from Keryn van der Walt, NSRI Port Alfred Station Commander said: "We were activated at 07h20 (on 20 August) following reports of the approximately 40 foot Supercat yacht Supercat in difficulty in the Kowie River Mouth, with one local male on-board, in 3 to 4 metre swells and moderate Easterly breeze.

"The big surf has been brought in by strong Easterly winds that prevailed during the night.

"We launched our rescue craft **Kowie Rescue** and **Arthur Scales**. "The SA Police Services and the Ndlambe Protection Services responded to stand-by on-scene to assist if necessary.

"It appears that the yacht had broached in the big surf while approaching the harbour and had smashed against the West Pier (apparently while moving at a speed of 25 knots) and on our arrival on-scene the casualty yacht remained against the West Pier being battered against the Pier by the incoming waves. The port side bow and port side aft of the casualty yacht are smashed off.

"Under extremely difficult circumstances an NSRI rescue swimmer, Juan Pretorius, was put into the surf from our rescue craft and he swam to the casualty yacht, climbed aboard the casualty yacht, and secured a tow-line to the

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casualty yacht and Kowie Rescue pulled her free from the West Pier but the casualty yacht, holed in both port side aft and on port side bow, was at risk of sinking.

"We managed to tow the yacht onto a sand bank, made possible with an outgoing tide, and at present the casualty yacht is hard aground, but safe, on the sand bank.

"During the operation a 29 foot Supercat motor boat **Sliver 29**, (the motor version of the Supercat yacht), with the skipper of the casualty yachts son on-board, (who had launched earlier to go out and meet his dad who was returning from Mozambique), was attempting to assist in the rescue operation but Sliver 29 almost collided with the East Pier and was at risk of being battered against the East Pier. NSRI rescue swimmer Neil Burger was put into the surf, from our rescue craft, and he swam to Sliver 29 and climbed aboard to assist the skipper to bring Sliver 29 out of harms way and safely into the harbour.

"The skipper of the casualty yacht, Dennis Schultz, 55, from Port Alfred, was not injured and is reviewing options of salvage. He reports that he had been returning to Port Alfred from Mozambique after a 5 month leisure voyage. Dennis's son, Clinton, 29, from Port Alfred, has now joined his dad on-scene, to welcome him back from his voyage, and to assist with the salvage of the yacht. Neither Dennis nor Clinton were injured in the incident. We remain on-scene to assist as necessary.

"Attempts are being made to secure floatation buoys to the holed port side and re-float the casualty craft as the tide comes in and hopefully get her safely into the harbour."

NSRI volunteers assisted the owners to float the craft. pontoons and flotation buoys were placed and secured into the holed sections of the yacht and the two NSRI Port Alfred Rescue craft Kowie Rescue and Arthur Scales towed the yacht into the harbour where later, with high tide, the owners managed to get the yacht onto her trailer and she has been towed to the Supercat Factory in Port Alfred.

Dennis Schultz, the skipper of the yacht Supercat is also the owner of the Supercat yacht and Supercat motor boat builders in Port Alfred. **Source : ports.co.za**

Engine Trouble in Hijacked Ship

The hijackers have taken the ship '**Iran Deynat**' to a place called Eyl on the Somalia coast, sources informed on Sunday, August 24. Pirates had abducted all 24 crew members of the ship including three Indians.

The pirates have seized all the laptops and mobile phones in the possession of the crew and 17 pirates armed with guns are in command of the ship, sources added. Owing to engine trouble, the pirates have been unable to take the ship to their intended destination. It is believed there is also a shortage of drinking water on board the hijacked ship.

The same pirates have hijacked another ship along with the '**Iran Deynat**,' but the details of that ship are as yet unknown. The ship has encountered tumultuous sea and high velocity winds.

The Mumbai-based officials of '**Iran Deynat**' have assured the relatives of the abducted crew members that they are negotiating with the pirates to allow all of them safe passage to their respective countries. **Source : daijiworld**

Cruise ship rescues 44 Haitians at sea

A Carnival cruise ship rescued 44 Haitians from a sinking boat Friday morning, the Miami-based company said. The **Carnival Liberty**, one of the fleet's largest ships, was off the northeast coast of Cuba when it encountered the sinking boat, according to Tim Gallagher, a spokesman for Carnival.

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Gallagher said the crew sent a rescue boat to the sinking vessel and took the passengers onboard the **Liberty**. After giving them medical care, Gallagher said the crew contacted the Coast Guard and turned them over to a Coast Guard ship later on Friday.

The **Liberty** had departed from Miami on Aug. 16 for a tour of the western Caribbean. **Source : miamiherald**



The Brixham & Tor Bay (Halmatic-Talisman type 49) pilot boat seen in Brixham port

Photo : Piet Sinke ©

Iran launches submarine production line

Iran has launched a submarine production line to ensure its forces are equipped to maintain security in the vital oil shipping route, the Strait of Hormuz waterway, the defence minister said on Monday.

Iran, embroiled in a standoff with the West over its nuclear ambitions, has said it could respond to any military attack by closing the strait at the southern end of the Gulf through which about 40 percent of the world's traded oil passes.

The United States, whose navy Fifth Fleet is based in the Gulf state of Bahrain, has vowed to keep shipping lanes opened. The West accuses Tehran of seeking to build nuclear warheads but Iran, the world's fourth largest oil producer, insists its aim is to master technology to make electricity. Washington has not ruled out military action if diplomacy fails to end the row.

Iran's armed forces "have been the protector of the security of the strategic Strait of Hormuz and regards the security of this waterway as vital for itself and the countries of the region," Defence Minister Mostafa Mohammad Najjar said.

Najjar, whose remarks were carried by Iran's ISNA news agency, was speaking at the inauguration of a submarine production line. The agency said it was for a "semi-heavy" class of submarine called Qaim but did not give details.

The agency said the submarine could "carry and fire various kinds of torpedoes and subsurface missiles, as well as transport special operations personnel". He said Iran had invested in domestic production to meet its security aims along its coast.

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Iran's state-owned Press TV website quoted Iranian Rear Admiral Habibollah Sayyari last week saying a new submarine using domestic technology had been added to Iran's fleet. But the report did not give details.

Military experts say Iran rarely reveals enough detail about its new military equipment to determine its efficacy but say the Islamic Republic, despite having much less fire-power than U.S. forces, could still cause havoc in Gulf if it was pushed.

In 2005, Iran said it had launched a production line for midget submarines that experts said would most likely be used for troop transport in amphibious operations.

The experts say Iran's navy has three Russian Kilo class submarines and other smaller submersibles, including the Qadir. Press TV said Iran also operated a submersible called the Nahang, a word meaning whale. **Source :** [africa.reuters](#)

Dronken schipper ramt brug

Een dronken schipper heeft met zijn schip, geladen met stenen, in de nacht van zondag op maandag de Schellingwouderbrug in Amsterdam geramd. Dat heeft het Korps landelijke politiediensten (KLPD) maandag gemeld. Het schip raakte lek, maar kon door pompen boven water worden gehouden. De 40-jarige schipper is aangehouden omdat hij onder invloed van alcohol aan het roer stond. Hij bleek 1,9 promille in zijn bloed te hebben. Wettelijk is op het water 0,8 toegestaan. De schipper bleek zich ook niet aan de vaar- en rusttijden te hebben gehouden. Het binnenschip liep bij de botsing een scheur van 1 meter onder de waterlijn op. Na provisorische reparatie kon het schip doorvaren.



The ferry **WILLEM BARENTSZ** seen moored at Terschelling
Photo : Helen Hoogendijk ©

CASUALTY REPORTING

Man Dies After Fall from Ship in Oakland Port

A 77-year-old dock worker died after falling into the water from a cargo ship in the Port of Oakland, the U.S. Coast Guard said.

The Coast Guard said Delmont Blakeney was overseeing the offloading of shipping containers from the ship **NYK Starlight** late Saturday night when he was knocked into the water.

A locking device came loose and caused a container to spin out of control. The container hit Blakeney and briefly pinned him against the rail of the ship before he tumbled into the water.

Pier workers pulled Blakeney out and performed CPR until paramedics arrived and took him to a nearby hospital, where he was pronounced dead, likely from drowning, the Coast Guard said.

Craig Merrilees, a spokesman for the International Longshore and Warehouse Union, said this is the third death on the Oakland docks in the past year.

Merrilees said Blakeney spent 30 minutes in the water because there was no rescue equipment, such as ladders, available to the workers attempting the rescue. **Source: AP**

NAVY NEWS

A new Royal New Zealand Navy ship has been named Taupo.



PROUD HISTORY: The Royal New Zealand Navy has named its latest inshore patrol ship, Taupo.

Taupo is the last of four inshore patrol ships built by BAE Ship Builders in Whangarei. The navy say this is part of seven new ships under its Project Protector.

The first was multi role ship **HMNZS Canterbury** and it was followed by the offshore patrol ships Otago and Wellington. Navy head Rear Admiral David Ledson welcomed the new name.

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"**Taupo** is a name with a proud history in the navy - first of a Loch Class frigate and then a Lake Class patrol craft," he said. "These ships have a valued place in the navy's story - and made a valuable contribution to it."

The Inshore Patrol Vessels will be used to conduct maritime surveillance in support of other Customs and Fisheries. **Taupo**, 340 tonnes, has a range of 3000 nautical miles with a ship's company of 20 and space for up to 36.

A Northland man, Lieutenant Jonathan Clarkson will command her. **Source : stuff.co.nz**

Canadian government cans two shipbuilding procurements

Canada's Conservative government has ended the procurement processes for two major shipbuilding programs: the \$2.9 billion Joint Support Ship program and the acquisition of twelve midshore patrol vessels for the Canadian Coast Guard.

Minister of Public Works and Government Services Canada (PWGSC) Christian Paradis, announced the termination of the procurements in a statement issued late Friday. If Paradis thought the timing of the statement meant it would escape public attention--he was wrong. It appears to have received plenty of adverse press and comment over the weekend! The CBC report of the cancellation attracted over 200 comments.

"After receiving and evaluating the mandatory requirements for the Joint Support Ship Project from the bidders, the Crown has determined that the proposals were not compliant with the basic terms of the Request for Proposals (RFP). Among other compliance failures, both bids were significantly over the established budget provisions. This project was initiated to replace the Protecteur Class Auxiliary Oiler Replenishment vessels with three multi-role ships to be delivered to the Canadian Forces between 2012 and 2016," said a statement.

PWGSC also announced the cancellation of a competitive process for the acquisition of the twelve mid-shore patrol vessels on behalf of the Canadian Coast Guard. A Request for Proposal was issued in December 2007. However the bid prices exceeded the anticipated costs.

"These vessels are a key priority of the Government of Canada," said Minister Paradis. "However, the government must ensure that Canadian taxpayers receive the best value for their money. The Department of National Defence and the Department of Fisheries and Oceans are currently considering the next steps. The government is committed to procure, repair and refit vessels in Canada according to the government's Buy Canada policy." **Source : MarineLog**

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US warship docks in Georgia port

A United States warship pulled into Georgia's Black Sea port of Batumi on Sunday, delivering humanitarian aid in a gesture of support for the ex-Soviet republic in its conflict with Russia. The USS **McFaul** destroyer unloaded 55 tonnes of aid including bottled water, blankets, hygiene kits and baby food for the tens of thousands displaced by the confrontation that erupted on August 7-8 over Georgia's breakaway South Ossetia region.

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The Stars and Stripes flying from its stern, the **McFaul** dropped anchor in waters just off Batumi, 80km south of the small oil shipment port of Poti, where Russian soldiers have been digging in for days.

The Russian Defence Staff said on Saturday its troops would continue to patrol Poti, after the Russian military pushed deep into Georgia proper this month on the heels of retreating Georgian forces.

Poti lies outside a "buffer zone" where Russia plans to station peacekeepers indefinitely.

"The United States is our great friend," Georgian Defence Minister David Kezerashvili told reporters in Batumi as a giant crane lifted the cargo onto Georgian boats. "They arrived at such a difficult time. It means we're not alone."

Washington has been Tbilisi's strongest ally in its confrontation with Moscow, which blew up when Russia rolled troops and tanks over its southern border to repel a Georgian offensive to retake the South Ossetian capital from pro-Moscow separatists.

Hundreds have been killed and about 80 000 displaced. The **McFaul's** arrival puts the US Navy in close proximity to Russia's Black Sea fleet based in the Ukrainian port of Sevastopol.

The fleet's flagship, the **Moskva**, followed two smaller ships back to base on Saturday having patrolled waters off the coast of Georgia's other breakaway region, Abkhazia. "Other Black Sea fleet ships dispatched to the Abkhazian coast continue carrying out their task of ensuring security, safety of sea traffic and maintaining a favourable operative situation near the Abkhazian coast," chief Navy spokesperson Igor Dygalo told Russian news agencies late on Saturday.

Asked about the arrival of US warships, he said: "The Russian Navy is aware of the arrival of the NATO ships. Black Sea ships will continue carrying out their duties of ensuring safety of sea traffic near the Abkhazian coast." Two other US ships are due to follow the **McFaul**. The United States has already delivered aid by military cargo plane. **Source : IOL.co.sa**

Indian Navy to position men on French aircraft carrier

The Indian Navy, poised to acquire its biggest aircraft carrier with the **Admiral Gorshkov**, will soon position its men on the French Navy's aircraft carrier **Charles de Gaulle** to get exposure to big vessels and how they function, a senior official said.

'We will position our men on the French naval ship to study large ships. This would also be an exposure for them in terms of how large carriers work,' said the naval official. 'The nuclear powered **Charles de Gaulle** would be good exposure for the Indian naval officials as there are many issues, like nuclear propulsion, involved in operating a large aircraft carrier at sea,' the official added.

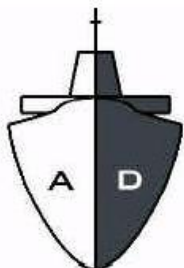
The training on board the French aircraft carrier will begin in October next year. A 45,000-tonne carrier, **Admiral Gorshkov**, renamed **INS Vikramaditya**, was to be delivered in late 2007 or early 2008 but this has now been pushed back to 2012.

By 2022, the Indian navy aims to have a fleet of 160-plus ships, three aircraft carriers and 400 aircraft of different types. The Indian Navy has increased cooperation with the leading navies of the world, including the Royal Navy of Britain, the US Navy and the French Navy.

Earlier this month, the Indian Navy conducted a combined patrol with the French Navy off the Horn of Africa to understand the situation in the area. In May this year, the Indian Navy held a bilateral exercise called Varuna with the French Navy off India's east coast. The French Navy had fielded its Landing Platform Dock-**Mistral**. **Source : sindhtoday**

SHIPYARD NEWS

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Still no sign of Richards Bay dry dock

Developers told a Zululand newspaper last week they have no idea when work will commence on the much hyped dry dock facility at the port of Richards Bay. The dry dock and ship repair facility, to be built by a Chinese and South African BEE consortium at a cost of around R2 billion was announced in early 2004 but apart from occasional reports little or no progress has so far been revealed.

The article in the Zululand Observer quoted a spokesman for Imbani Construction, the BEE element in the consortium as saying that they were waiting for the finalisation of the memorandum of Understanding from the National Ports Authority.

"In the light of protracted delays we instructed our attorneys to write to the NPA and received a prompt reply inviting us to a meeting in Durban. 'We are now negotiating new lease agreement issues that have been raised which have significant cost implications,' he told the newspaper. He called the delays 'one sided' and said Imbani and its partners were ready to begin with construction.

"All our partners, including funders IDC and the Development Bank as well as the consortium from China and Singapore are still 100 percent committed." The article added that an NPA spokesman said that plenty was happening behind the scenes in meetings with the developers and that progress was anticipated within two weeks. – **source Zululand Observer**

Dockyard delay leads to US\$30 million discount

Delays at China's Huarun Dadong Dockyard in China have pushed back the delivery of Norway-based Ocean HeavyLift's vessel to next month.

The 54,000DWT '**HeavyLift Hawk**' is now expected to come along with a US\$30 million discount on the two vessels as yard delays have pushed back the delivery of the second vessel. The vessel, which was originally due to have completed conversion last year, is costing its seller Songa Ancora US\$60,000 per day. **Source : Baird Online**

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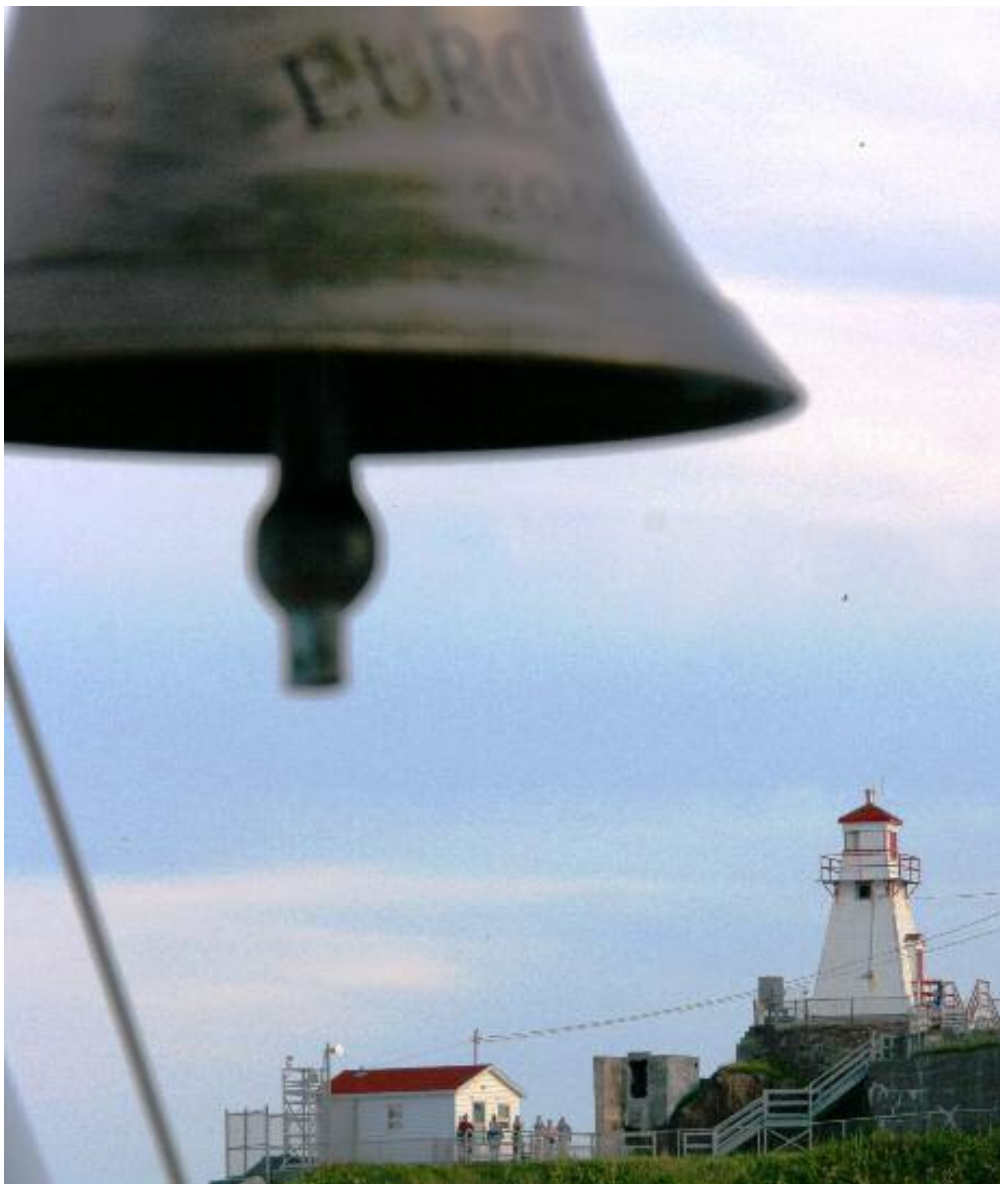
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The **Eurodam's** bell passing the very first light house (1810) in Newfoundland at **St John's Fort Amhersts.**

Photo : Sofie ©

The Sleipner A Platform Turns 15

On August 24, one of the world's most profiled platforms turned 15. Sleipner, also known as the carbon dioxide (CO₂) platform, does not look its age.

Sleipner had a tough start. The construction of the first installation became one of the most dramatic in Norwegian oil history.

Shortly before the deck and the concrete substructure for the **Sleipner A platform** were to be connected, the substructure sank to 200 metres depth in the Gands fiord.

With good assistance from Norwegian Contractors, which constructed a new substructure in record time, Sleipner was able to start its gas deliveries at the agreed time.

Since then, the gas has flowed steadily all the way to Zeebrugge and Emden, while the condensate stream has been sent to Kårstø.

During the last years, Sleipner has strengthened its position as the second largest gas machine in the North Sea next to the Troll field.

Sleipner stands out as a modern and robust gas hub thanks to frequent upgradings, tie-ins of other fields such as Sigyn and Volve and the connection to the Troll and Ormen Lange fields.

The field plays a significant role in ensuring reliable gas deliveries to the continent and the UK.

Production from Sleipner is no longer on plateau, but the field still delivers around 10 percent of StatoilHydro's total equity production. In the 1990ies the Sleipner field became world-famous for applying technology separating CO₂ from the gas stream and reinjecting it into the seabed.

The gas is injected into the gigantic Utsira formation, 1000 metres below the seabed. This year, Sleipner passed 10 million tonnes of reinjected CO₂. The pioneering work of carbon capture and storage has attracted much attention worldwide.

Los Angeles Times has had Sleipner on their front page and National Geographic, BBC and Time Magazine have used Sleipner as an example to be followed in the effort of reducing the greenhouse gas effect.

"Sleipner has a positive and enthusiastic crew both onshore and offshore," says vice president of operations Sjur B Talstad. "The size of the field and the complex facility provide many challenging and interesting tasks, which are the main reasons why people enjoy working here."

Sleipner's equity production comes from the Sleipner East and Sleipner West fields, but Sleipner is a versatile horse and innovative solutions are currently being sought for infrastructure and reception of CO₂ from onshore facilities.

"Our own gas production is declining, but as a gas hub with many discoveries in the vicinity, it could be economically wise to use Sleipner's robust facility and good capacity also in the future. We can also use the carbon experiences to process and inject carbon dioxide from other discoveries in the area. Our production permit was earlier this year extended to 2029, and we are therefore working intensely to find good solutions for the future," says Mr Talstad.

Source : [MarineLink](#)

Winst ECT neemt met ruim eenderde toe

De operationele winst (ebit) van ECT is tijdens de eerste zes maanden van 2008 met 39 procent gestegen. Dat staat in de halfjaarcijfers die moederbedrijf Hutchison Whampoa heeft gepresenteerd. De containerterminal in Rotterdam is financieel een van de best presterende terminals binnen de divisie Hutchison Port Holdings (HPH). Het halfjaarverslag vermeldt geen absolute winstcijfer van de verschillende terminals.

De totale operationele winst van HPH nam met 19 procent toe tot 6,9 miljard Hongkong-dollar (537 miljoen euro). De omzet groeide met 10 procent tot omgerekend 1.533 miljoen euro.

De totale overslag kende in het eerste halfjaar een groei 4 procent tot 32,8 miljoen standaardcontainers (teu). Bij ECT werden 5 procent meer containers overgeslagen. **Bron : Nieuwsblad Transport**



POSH-SEMCO's **SALVERITAS** visited the port of Cape Town for bunkers
Photo : Aad Noorland ©

Throughput of Murmansk Commercial Seaport up 2.4% to 8.1 mln t in Jan-July 08

In January-July, 2008, Murmansk Commercial Seaport handled 8.1 million tonnes of cargo (+2.4%, year-on-year) including 7.7 million tonnes of dry bulk (+2.6%), 448,500 tonnes of general cargo (which has not changed during the reported period), the company's press center reports.

Transshipment of coal amounted 6.3 million tonnes (stayed at the level of the previous year), apatite - 915,900 tonnes (-16.9%), iron ore concentrate - 342,900 tonnes (in January-July 2007 no iron ore concentrate was handled by the port), non-ferrous metal -124,700 tonnes (-7.8%), pellets - 48,900 tonnes (+55.2%).

In July, the port increased cargo handling by 19.1%, year-on-year, to 1.1 million tonnes including 1.06 million tonnes of dry bulk, 58,900 tonnes of general cargo. Export cargoes accounted for 96%, the company's press center reports. In July, the port increased coal handling by 20.1%, year-on-year, to 892,700 tonnes, apatite – by 33.6% to 154,700 tonnes, pellets – by 88.6% to 6,600 tonnes.

Murmansk Commercial Seaport OJSC is a stevedoring company operating at the port of Murmansk. Murmansk Commercial Seaport is the largest coal transshipment point in the North Sea Basin. Besides, the company specializes in transshipment of apatite and general cargo including containers.

New contracts for Dockwise in military segment

Dockwise Ltd. announces that its subsidiary Dockwise Shipping has entered into contracts with the Spanish naval shipyard Navantia for the transport of two Canberra-class amphibious helicopter carriers (LHD) and with the Russian naval shipyard Zvezda for the transport of two nuclear powered submarines.

Navantia, located in Ferrol, Spain, a naval shipyard, is building the two LHD's for the Australian Navy. The hull of the vessels and its outfitting will, to a large extent be completed by the Spanish yard. The final construction, outfitting and

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commissioning will be performed by Australian contractors. In this arrangement the transport to Melbourne on the deck of a semi submersible transport vessel is the preferred option. To accommodate the 231 meter long LHD's, Dockwise and Navantia have agreed the use of the Blue Marlin for each of the two transports. Execution of the contracts will take place in 2012 and 2014.

Naval shipyard Zvezda, located in Bolshoi Kamen, Russia, will dismantle the two nuclear powered submarines. This project is sponsored by the Canadian Government under the Global Partnership Programme, originally established by the G8 to stop the proliferation of weapons and materials of mass destruction. The submarines, located in Kamchatka, form part of a larger number of nuclear powered submarines to be dismantled by Zvezda. Dockwise will involve nuclear experts in this project in which safety and security have absolute priority. Execution of the contract will take place in 2009.

The combined value of the contracts is almost 40 million USD. Dockwise's Chief Executive Officer André Goedée is pleased with the contracts:

"Throughout the years Dockwise has been engaged in projects for different international navies, with a large variety of naval equipment involved. Mobilizing or demobilizing military naval equipment on its own power is, for different reasons, not always possible. The capacity of the Dockwise vessels often allows for creative and unorthodox solutions, apart from other arguments such as safety, security, reduction of wear and tear and predetermined arrival targets. The contribution of these contracts once again indicates the importance of the market diversity on which the Dockwise strategy is built."



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MMM to buy new double-hulled tankers

MALAYSIAN Merchant Marine Bhd (MMM) is selling two of its hybrid tankers and the sale proceeds will be used to acquire new double-hulled tankers.

Executive deputy chairman Datuk Ramesh Rajaratnam said the hybrid vessels could be traded for higher returns.

"Both **Dayton** and **Kingston** are hybrid vessels where two of their tankers are double hulled and the remaining two tanks are single hulled," he told StarBiz. He said MMM planned to utilise the sale proceeds to acquire tankers possibly from its agreement with Oceanic Shipping Pte Ltd or some other vessel operators. Early this year, MMM entered into

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an agreement with Oceanic Shipping to operate four new 9,000 deadweight tonne (dwt) double-hulled tankers under a bare boat charter with a conditional option to purchase.

The vessels are valued at about RM280mil. The first tanker is expected to be delivered between December and February while the remaining tankers would be delivered by November 2009. Oceanic Shipping is a subsidiary of Titan Petrochemicals Group Ltd, a company listed on the Hong Kong Stock Exchange.

Ramesh said the positive outcome of the agreement would only be seen in the next financial year. "MMM derives revenue from chartering the vessels but the lease payment (bareboat charter payment) goes to the vendor, which remains the legal owner until we exercise the option to purchase the vessel," he said.

Ramesh said: "Until we renewed our fleet to a newer and sizeable size, the existing old vessels are not economically cashflow positive. He said the group had dry docked for both Kingston and Dayton vessels this year.

This explains the significant increase in the overheads relating to the process. The vessels will be able to attract better charter rates or disposal value.

So far this year, MMM had sold a tanker, the Ashton, for US\$11mil. For third quarter ended May 31 (Q3), MMM suffered a net loss of about RM4mil on the back of RM18.3mil in revenue.

MMM's cash and bank balances stood at RM52.3mil in Q3. Last month, the company announced the change of its financial year end from August 31 2008 to March 31, 2009.

Malaysian Rating Corp Bhd (MARC) has also recently affirmed its A- rating on MMM's RM120mil Al Bai' Bithaman Ajil Serial Bonds (BaIDS) following the company's plans to undertake an early redemption of the remaining RM24mil outstanding BaIDS within this quarter with proceeds from the contracted sale of a vessel.

Ramesh said the management would always find ways to maximise the company's cash reserves.

"We have not embarked on significant cash consuming activity or acquisitions that are not synergistic with our business. "While earnings of 3% in fixed deposit may seem lame, given the anticipated tough times, we believe that cash conserving strategies will bode well for the company. "The focus is to expand our fleet size gradually and within our means," he said. **Source : The Star**

Bondsregering stapt niet mee in Duits scenario voor Hapag-Lloyd

De Duitse federale minister voor Economie Michael Glos heeft er geen twijfel over laten bestaan dat wat hem betreft iedereen die in Hapag-Lloyd geïnteresseerd is, de rederij mag kopen. Volgens Glos heeft de bondsregering niets te maken met de verkoop; hij gaat daarmee in tegen een eerder schrijven van staatssecretaris Dagmar Wöhrl. Dagmar Wöhrl staat ook in voor de coördinatie van 'Maritieme Zaken' bij de federale overheid en zij had in een schrijven gezegd dat om strategische maritieme redenen de bondsregering achter het behoud stond van in Hamburg gelokaliseerde arbeidsplaatsen en knowhow van Hapag-Lloyd.

De bondsregering heeft in navolging van de VS en Frankrijk een wet klaar die kan beletten dat activa die van nationaal veiligheidsbelang zijn, volledig in handen komen van bedrijven of fondsen van buiten de EU. 'Het algemeen belang en de veiligheid' zullen hierbij doorslaggevende criteria zijn, had minister Glos al eerder bepaald. Het lijkt erop dat Hapag-Lloyd voor hem niet voldoet aan die criteria. **Bron : Nieuwsblad Transport**

Guidry Family and The Jordan Company Complete Acquisition of Harvey Gulf International Marine

Harvey Gulf International Marine, Inc., a leading marine transportation company, today announced the closing of its purchase by two of its previous owners and executives, in partnership with The Jordan Company, a leading middle market private equity firm. The total purchase price was approximately \$500.

Founded in 1955, and headquartered in Harvey, Louisiana, Harvey Gulf International Marine is a third generation, family-owned and operated company marine transportation company. The company specializes in towing drilling rigs and providing Offshore Supply and Multi-Purpose Dive Support vessels for deepwater operations in the U.S. Gulf of Mexico, including surveying activities, offshore and subsea construction and pipeline inspection and repair.

Shane Guidry will stay on as Chairman of the Board and Chief Executive Officer, while Shawn Guidry continues as the Executive Vice President and Chief Operating Officer. Robert L. Gwinn has been promoted to President and Chief Sales Officer.

"Harvey Gulf is the leader in towing the largest drilling rigs in the Gulf of Mexico. In addition, Harvey Gulf has been known for providing customers with a consistently high level of service while meeting strict safety standards. With financial and operational support from The Jordan Company, we will be able to continue to invest in the new generation of technology, services and capacity needed to serve the growing needs of the marine and oil industry," said Shane Guidry.

"We are very excited to be backing Harvey Gulf and the Guidry family as they have built this company into a leader in the marine and oil industry. Building upon their success, we believe there are opportunities to further grow the business, meeting the increasing needs of its customers," said Richard Caputo, Managing Principal at The Jordan Company. Mayer Brown LLP advised The Jordan Company on the investment.

Maersk expects H1 net profit of \$2.03 billion

Danish shipping and oil group A.P. Moller-Maersk is expected to post a 22.8 percent rise in half-year 2008 net profit, driven by its oil and gas division, a Reuters poll showed on Friday. The average forecast in the poll of 15 analysts was for a net profit of 10.2 billion crowns (\$2.03 billion) compared with 8.3 billion crowns in the corresponding period last year. The company is expected to post a rise of 15.5 percent in half-year sales, to 151.5 billion crowns. Maersk operates the world's largest container shipper, Maersk Line, and controls about 85 percent of Danish oil production in the North Sea together with partners Shell and Chevron.

"The focus in the report will be on its main business areas, Maersk Line and Maersk Oil and Gas. While Oil and Gas has benefited from high oil prices, Maersk Line has suffered due to declining demand." Jyske Bank said in a research note. Maersk Oil and Gas EBIT is seen more than doubling to 25.4 billion crowns while operating earnings for the Container and Shipping arm are seen dropping 62 percent to 445 million crowns.

Handelsbanken Capital Markets said in a research note that container shipping rates on Asia-Europe routes were now falling year-on-year and volumes were weakening.

"The outlook for ... (the) second half of 2008 seems weaker than three months ago. On the other hand, the oil price is somewhat higher. In total, APM will need trim its 2008 net profit outlook." the bank said.

The conglomerate also has a retail arm, a tanker business, and an offshore oil services company, as well as a 20 percent stake in Danske Bank.

Maersk's big shipping competitors are Taiwan's Evergreen Marine Corp., Japan's Mitsui O.S.K Lines Ltd., Korea's Hanjin Shipping, Germany's Hapag Lloyd and privately-owned MSC. Maersk is due to release results on Wednesday, Aug. 27.

Source: reuters

Two Japanese firms to build Vietnam terminals

Two Japanese joint-ventures have signed contracts to build the two main cargo and container terminals of the planned Cai Mep - Thi Vai International Port in southern Ba Ria-Vung Tau Province.

The two venture partners are Toa and Toyo and Penta and Rinkai, according to the Thai News Service.

The port will be built on the Thi Vai River in Tan Thanh District at a cost of US\$718 million, \$328.5 million of which will come from Japanese official development assistance through the Japanese Bank for International Co-operation, and the remainder from the Vietnamese Government.

Construction work is scheduled to begin in October and is expected to be completed by 2012.

The contracts cover two main project, the Cai Mep container terminal and the Thi Vai general cargo terminal.

The 48ha Cai Mep terminal will have an overall berth length of 600m. The terminal is designed to receive container vessels of up to 80,000 DWT and a total annual capacity of 600,000-700,000 TEUs. The project will be handled by Toa and Toyo. The 27ha Thi Vai general cargo terminal, which is being built by the Penta and Rinkai joint venture, will have an overall berth length of 600m and will be able to receive cargo vessels of up to 75,000 DWT. It is designed to have a handling capacity of 1.6 million to two million tonnes of cargo per year. **Source: cargonewsasia.com**



The **CMA CGM ORPHEO** seen approaching Rotterdam-Europoort for the first time

Photo : Rik van Marle ©

ALBROS shipping company takes delivery of new 4,416-dwt dry cargo carrier

ALBROS shipping company (Director General of the company - Raim Alekperov) has accepted into operation new dry cargo vessel **Modulus 1** with deadweight of 4,416 tonnes, Marine Engineering Bureau (Odessa) reports.

Modulus 1 (building number H-31) is the first modified vessel of project 003RSD04/ALB03. It was designed by Marine Engineering Bureau (initial project) and ALBROS company (modification of project ALB03). The dry cargo carrier was built at Aksoy Shipyard, Gelibolu (Turkey). The class of Russian Maritime Register of Shipping - KM (*) Ice3 R1 AUT3. Overall length is 89.17 m, breadth – 15.6 m, draft – 6.80 m.

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The capacity of the vessel's only hold is 5,486 cubic meters. This box-shaped and smooth-walled hold is convenient for carrying out the freight works and placing a cargo without shifting. This function makes vessels of project 003RSD04/ALB03 attractive for delivery of equipment needed for Caspian shelf development. Non-standard cargo may be delivered directly from any European port or any port of the Persian Gulf by inland waterways of Russia to the Caspian Sea.

Modulus 1 was keel-laid on July 7 of the previous year. It was launched on March 3, 2008.

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Shipowners spend \$6.8 billion on second hand vessels until July

A total of 146 second hand vessels have been acquired by Hellenic shipowners during the period from the beginning of the year and up to the end of July, according to data compiled by shipbrokers Allied Shipbroking. Of them 86 were dry bulk carriers, 51 were tankers and nine were container ships. These figures place the country's maritime industry in the top spot for second hand sales, while at the same time point out the continued large popularity of dry bulk carriers among a booming second quarter in terms of freight rates. On a global basis, the value of second hand deals reached almost \$25 billion, for a total of 819 ships, bearing a capacity of 38.3 million tons. Dry bulk carriers were the most popular with 416 of them changing hands. They were of an aggregate capacity of 16.4 million tons and their value stood at \$12 billion. Tankers followed with 272 of them changing owners. They were worth \$8.9 billion and their capacities stretch at 19.3 million tons. As expected, container ships come in third place, with 77 being bought for a total of \$2.5 billion.

China comes in second place, with the country's shipping companies acquiring 67 ships worth \$2.2 billion. Of them 28 were bulk carriers and 36 were tankers. German ship owners took third place with purchases of 38 second hand ships in total. Container ships were the most popular with 18 being added, while owners took an additional 14 tankers and six dry bulk carriers.

On the contrary, new building order activity hasn't been that intense, at least when compared with the relevant period of 2007. For the first half of 2008, Allied places the total number of orders to a total of 119 vessels, worth \$8.2 billion and carrying 1.4 million tons. During the same period of 2007, a total of 303 ships of 25.3 million tons and worth \$16.8 billion had been contracted. **Source : Nikos Roussanoglou, Hellenic Shipping News**

GMMOS subsidiary gets US\$46 million financing for twelve OSVs

Standard Chartered Bank and Noor Bank have jointly arranged a US\$46 million eight-year financing facility for Stanford Charter, a subsidiary of the GMMOS Group.

The financing plan will cover the refinancing, construction and purchase of twelve OSVs.

GMMOS Group is jointly owned by Abraaj Capital and Waha Capital, and is an oil and gas services and industrial group which operates in the Gulf and Caspian markets. **Source : baird Online**



The **SEA DREAM II** seen moored in Bonifacio
Photo : Giovanni Paolo Risso ©

MOVEMENTS



A heavy rolling **SIGAS CHAMPION** seen approaching Zeebrugge
Photo : Henk Claeys ©

OLDIE – FROM THE SHOEBOX



Tug **Barking** seen passing Tilbury on the 20.8.08, on passage to London. Built by James Pollack & Sons as a motor tug in 1928 at Faversham Kent UK, for the Gas Light & Coke Co, she spent all her working life on the Thames towing coal laden Lighters.

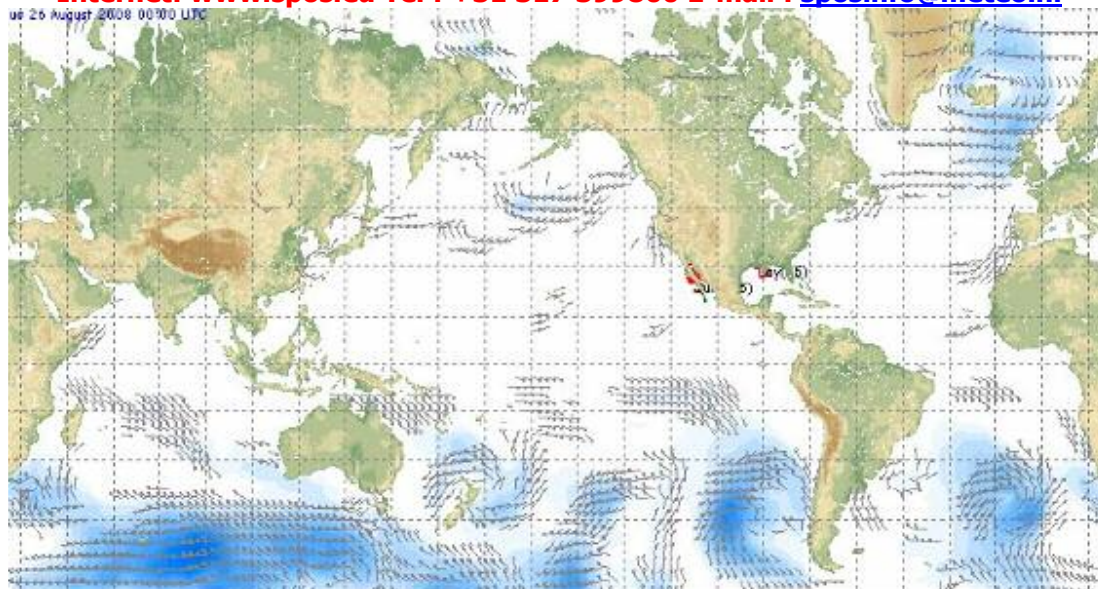
Photo : George Munnings ©

MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The Polish **ATLAS II** seen towing the **TARPON** into the IJmuiden locks
Photo : **Joop Marechal** ©

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