

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 233



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



**The WOLRAAD WOLTEMADE seen pulling alongside the AKPO FPSO**

**Photo : Pierre-Yves Jaunatre – o/b FPSO 'AKPO' – TUPNI ©**

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## EVENTS, INCIDENTS & OPERATIONS

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## Wereldhavendagen

De Rotterdamse wereldhaven houdt dit weekend weer open huis. Met kadepresentaties met onder meer Maasvlakte 2 in Madurodamformaat, een overvol arbeidsplein waar banen voor het oprapen liggen en een gouden container met bijzondere inhoud. Kraak de container en je mag de inhoud mee naar huis nemen...

De Koninklijke Marine presenteert zich in volle glorie aan de Parkkade, net zoals veel andere bijzondere havenbedrijven. En vergeet de excursies niet; die brengen je per boot, bus, trein en zelfs vliegtuig bij de meest uiteenlopende bedrijven. De elementen water, lucht, ijs en vuur spelen vanavond (vanaf 21.30) een hoofdrol. Lichten en Spots. Vuur en Illusie. IJsdansen & Expressie. Geluid en Muziek. Beweging & Laserstralen. Tall Ships en Hoogwerkers. Het klinkt, het spettert, het raast, het schaatst, het vaart, het knalt, het straalt, het spuit. De hele show werkt met een langzame opbouw toe naar een spannend hoogtepunt. Holiday on Ice zal op een bijzondere manier een voorproefje laten zien van hun nieuwe ijsshow 'Mystery'. De show eindigt om 22.40 met vuurwerk op de Maas.

Adres: Wilhelminakade (naast World Port Center). Info: [www.wereldhavendagen.nl](http://www.wereldhavendagen.nl)

## 3 navy vessels deployed to protect Malaysian ships from pirates in Gulf of Aden

Malaysia is dispatching three navy vessels to the Gulf of Aden to protect its merchant ships following a sharp surge in pirate attacks off the coast of Somalia, an official said Friday.

The frigates, carrying an unspecified number of soldiers and several helicopters, will provide security for five ships owned by Malaysian shipping line MISC Berhad, Deputy Prime Minister Najib Razak was quoted as saying by The Star.

The move came after two MISC tankers were hijacked by armed pirates in the gulf last month, prompting the company earlier this week to ban its ships from the region until additional security measures were in place.

A defense ministry official — who declined to be named because he is not authorized to speak to the media — confirmed Najib's comments.

Two of the navy ships will reach the gulf in the next few days, said the official. A third will leave Malaysia soon. The Gulf of Aden is already patrolled by an international naval force, but the Malaysian vessels will focus on escorting MISC ships. Soldiers will not launch rescue operations for the two hijacked MISC ships because negotiations were ongoing to release the ships and crew, the official said. No further details were immediately available. MISC officials declined to comment when contacted.

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The Gulf of Aden, which connects the Red Sea and the Indian Ocean, is one of the world's busiest waterways with some 20,000 ships passing through each year. But it has become notorious for an increasing number of attacks by apparently Somali pirates.

Somalia's 1,880-mile coast is the longest in Africa. The impoverished country has not had a functioning government since 1991. Pirates seized the Malaysian palm oil tanker, **MT Bunga Melati 2**, in the gulf between Somalia and Yemen on Aug. 19, resulting in the death of a Filipino sailor. Another MISC tanker, **MT Bunga Melati 5**, was hijacked 10 days later in the same waterway. It was the eighth ship hijacked in the Gulf of Aden since July 20.

Pirates have reportedly demanded a \$3 million ransom for the two ships and 79 crew, including 14 Filipinos, local newspapers said.

The surge in pirate attacks has prompted the U.S. Naval Central Command to establish a security corridor in the gulf patrolled by an international coalition of warships and aircraft.



The **QUEEN ELIZABETH 2** seen anchored off Monaco - Photo : Giovanni Paolo Risso ©

## Bulk Carrier arrives in CT harbour

The 45 000 ton bulk carrier **Nina J**, which got into difficulties in rough seas off the Cape this week, has been towed into Cape Town harbour.

David Main of salvage company **Smit Marine** said the tug **Smit Amandla** brought the **Nina J** in on Thursday afternoon. The vessel, carrying steel pipes, had been sheltering in False Bay, but when she left on Sunday, her main engines broke down.

The **Smit Amandla** rushed to her aid near Danger Point and connected a tow, but the line snagged on what salvors suspected was an uncharted wreck and it snapped, causing minor damage to the tug's working deck.

The tug had to go back to False Bay for minor repairs, while the **Nina J** anchored off Quoin Point, a few kilometres west of Cape Agulhas. Mains said the tow was re-established on Tuesday evening. The **Nina J** would undergo engine repairs, he said. Source : **News24**



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## **Fists fly at Egyptian ferry disaster appeal**

A Mamdouh Ismail is removed from the court after a scuffle with victims' relatives. Victoria Hazou for The National Hurghada, EGYPT // Scuffles broke out in an Egyptian courtroom yesterday after a lawyer tried to keep relatives of some of the 1,034 victims of a ferry disaster from hearing an appeal they had brought against a non-guilty verdict.

Mohammed Hamouda, a lawyer for the owners of the **Al Salam 98** ferry, asked the judge on the first day of the appeal not to allow the families to attend the trial. It provoked a violent reaction from relatives, many of whom had been waiting outside the court since early morning, fasting and mourning their loved ones who drowned more than two years ago. Punches were thrown and obscenities hurled at the lawyers for a few minutes until security guards intervened.

The three-judge panel, led by Ahmed Mosaad, left the court room in protest at the chaos.

None of the five defendants, including Mamdouh Ismail, the owner of the ferry, and Amr, his son, were in the crowded and dusty courtroom yesterday. Ismail, the father, fled to Britain shortly after the ferry sank on Feb 3 2006 in the Red Sea on its way to Safaga on Egypt's west coast from Saudi Arabia.

The defendants were cleared of any responsibility on July 27 that year. It was a verdict that shocked the victims' families and many in the country.

Gamal el Ghitany, the editor of the literary weekly Akhbar el-Adab, said it was a black day for Egypt, comparable to the 1967 war with Israel. Other intellectuals have described it as a mass killing for which someone should be found guilty.

The victim's families had been joined outside the Safaga courthouse by members of the opposition group, Kefaya, or Enough. On the opposite side of the street were supporters of Ismail, who carried banners cheering the innocent verdict. Police in anti-riot gear stood outside the courthouse with tear gas at the ready.

"Unlike other tragedies, my catastrophe is increasing with time," said Mohammed Abdel Halim Eid, who lost his wife, three daughters and a son when the ferry sank. "The feeling of loneliness is growing, I moved to live with my parents," he said, tears welling up in his eyes as he sat on the court steps carrying a portrait of his drowned family.

Mr Eid, 55, has left his job as a doctor and his only concern now, he said, is "fighting corruption which killed my family". He has refused to accept any compensation. "I'm not very optimistic about the appeal," he said.

Ismail was a member of the upper house of parliament and was stripped of his immunity after he left the country.

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Tareq Sharaf el Din, 47, also lost his wife, two sons and two daughters aged between 19 and six. He is now living with his son Ahmed, 19, who stayed with him in Saudi Arabia when the rest of his family took the ferry back home.

"The innocent verdict was horrendous, how can 1,034 people die and no criminal [be held responsible]? So was it just mass suicide?," said Mr Sharaf el Din. "Mamdouh Ismail is acting like he's above law, no one among Egyptian people believe he is innocent."

Maha about Magd, who lost her mother and her brother and his family in the ferry accident, said there was little faith in the government. Lawyers, relatives and many in Egypt have criticised the former general prosecutor for referring the case to Safaga's misdemeanours court instead of a criminal court, blaming him for making it easier for the court to acquit Ismail and other executives.

Abdel Meguid Mahmoud, the general prosecutor, appealed the verdict and ordered a new trial.

"Until now, the appeal seems an attempt to defuse public anger," said Yasser Fathi Mahmoud, chief lawyer for the victims' families, before yesterday's court session.

A parliamentary investigation in April 2006 said the ferry failed to meet minimum safety standards and that the agency responsible for maritime safety allowed it to sail despite being aware of its state. The ferry apparently did not have enough lifeboats or firefighting equipment.

The lawyers and relatives have also complained that the trial is taking place in Hurghada, more than 550km to the southeast of Cairo, which has made it difficult and expensive for them to attend the court sessions. Before yesterday's scuffle, the prosecution had asked that the investigations be reopened and that the case be referred to as "intentional killing crime, as laxity was intentional".

The prosecution also demanded an investigation into the claims of some of the families that their relatives had survived the sinking but then disappeared to prevent them from testifying. Shabaan Saeed Mohammed and the parents of Ali Mohammed Ibrahim tearfully recounted how their sons called them a few days after the accident to say they were alive but in hospital, and how they never heard from them again. "We are dying every day by not knowing where are our sons, are they still alive or dead," said Mr Mohammed. "Sometimes I feel that those who know their loved ones are dead are in a better situation than us."

The prosecution concluded by demanding the highest penalty in the law against the defendants. "The prosecution made a great speech and stance," said Asaad Hayka, one of the victims' lawyers. "It's a political case, and we're handling it as such ... we will continue the fight."

The judge adjourned the case until Oct 8. **Source : [thenational.ae](http://thenational.ae)**

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## Tanker near damage in the Åland Sea



The Maltaregistered chemical tanker **Havi Trader** was minutes from land, when a military serviceman supervising the traffic in the area noticed that the vessel deviated from its ordinary course. After repeated calls the maritime surveillance at the Muskö military base got radio contact with an officer on board the tanker, which turned at the last minute. It is suspected that the officer had fallen asleep.

**Photo: Swedish Coast Guard**

The incident happened the night before Sunday off Björkö at the

Väddö coast. The Swedish Coast Guard boarded the vessel west of Gotland and the officer was taken into custody in Visby, suspected for seriously reckless driving. **Havi Trader** continued its voyage from Finland to Agadir in Morocco.



The **Zwerver 1** alongside Allseas **Audacia** during **Reliance Dhirubhai Project**, in vicinity of Kakinada Roads.

**Photo : Bastiaan Klasens – o/b Audacia ©**

## Mooring plan under fire following Industrial Canal wreckage episode

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Hurricane Gustav laid waste to a plan agreed to by the U.S. Coast Guard and a scrap company to secure vessels in the Industrial Canal during major storms, calling into question a decision to allow boats to be moored in the northern half of the waterway.

Gustav, while carrying far less of a destructive punch than Hurricane Katrina did, carried a major impact on the Industrial Canal. Dozens of junked ships and barges owned by Southern Scrap Recycling were ripped from their moorings on the east side of the canal, north of the Florida Avenue bridge, and were swept to the canal's west side. A few of the vessels slammed into a floodwall and a warehouse.

The damaged floodwall posed no threat to the city's flood protection because it is an added layer of protection for industrial facilities, inside the U.S. Army Corps of Engineers' floodwall. The federal floodwall runs several hundred yards inland at that point.

Even if the wall along the canal's banks had breached, the federally built Orleans Levee District system was still there to stop the water, said the levee board's Jerry Gillen.

"The good news is this didn't affect any of our floodwall," he said. But not far away, a cluster of about a dozen crashed vessels could be seen Tuesday, with no structure standing between them and the federal floodwall.

Southern Recycling President Joel Dupre said Gustav was "catastrophic" for Southern Scrap because its intermittent squalls and southeasterly water surge ripped 20 to 30 of the company's vessels from their anchors. The vessels that careened across the canal included three large naval ships, he said.

"I know everyone says this was not as bad as Katrina," said Southern Scrap President Joel Dupre. "Well, it was for us."

There appeared to be as many as 60 vessels still loose in the canal at the end of Tuesday afternoon. Push boats managed to corral two 700-foot naval vessels by midday, but Southern Scrap was still waiting for other teams of tugboats to help gather barges.

Dupre confirmed that at least two of the barges that made contact with the canal floodwall, across from the scrap yard, were his. A third barge that broke a hole in the wall may be Southern Scrap's also, Dupre said.

Southern Scrap is also responsible for two oceangoing barges that were launched into a warehouse beside the waterway, Dupre said.

"That's Pontchartrain Material's (warehouse)," Dupre said. "We'll be paying them some money." But he defended Southern Scrap, saying it followed a plan, approved by the Coast Guard, for mooring the vessels - called an Obsolete Vessel Afloat Mooring Plan.

"Where are you going to put them if not here?" he said.

As others blame Southern Scrap, Dupre said governing bodies, such as the Corps of Engineers and the Coast Guard, must reassess the best way to secure vessels during such a storm.

"We need to have some kind of coil system on these anchors, because it just broke the anchor chains," Dupre said. "I mean, who's heard of that?" The chains in use were believed to be sufficient for tropical storm conditions, he said.

Coast Guard officials are investigating what happened with the mooring plan.

After canal wall ruptures during Hurricane Katrina on the southern end of the waterway, the Coast Guard changed its rules to bar the mooring of vessels south of the Florida Avenue bridge. But there is no restriction to the north, where the additional industrial zone floodwall is on the west side and the Gulf Intracoastal Waterway enters from the east.

Senior Corps of Engineers officials investigated the damage to the Port of New Orleans floodwall Tuesday afternoon.



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"It's ugly," said Col. Al Lee, commander of the corps' New Orleans District office, during a staff briefing early Tuesday. "These are 75-foot wide ships that are 500 feet long and huge barges."

Lee is equally concerned about the grounding of several vessels on a natural gas pipeline buried beneath the canal.

"We've been working for two days to try to get tugs from the navigation industry. As you probably know, two ships and two of those huge barges are now atop a 16-inch natural gas pipeline that services the entire United States and cannot be relocated."

"We could have affected the price of natural gas in the United States," said Brigadier Gen. Robert Van Antwerp, chief of the corps, on Monday after inspecting the canal.

Ship and barge owners in the canal had fewer options for removing their vessels immediately before the hurricane because the corps was renovating the Industrial Canal lock, which meant vessels couldn't enter the river.

The renovation is being done in advance of plans to close the Mississippi River-Gulf Outlet at Pass a Loutre, and was to be completed in October. The lock work also delayed the arrival in the canal of a 5,000-ton oceangoing tug that chased down two of the Southern Scrap ships on Tuesday. The tug had to go nearly to the end of the river to Baptiste Collette Bayou and then through the MR-GO to get into the canal.

The lock renovations began Aug. 11.

Dupre had choice words for the Corps of Engineers for scheduling the 60-day outage for the lock during the height of hurricane season. "This one didn't make sense," he said. "Good for you, Corps, you did the levees right, now why didn't you do it with the locks?"

Capt. Lincoln Stroh, New Orleans sector commander for the Coast Guard, said the agency of the Department of Homeland Security will investigate why the vessels broke loose. He said the Coast Guard checks mooring plans each year and did so for Southern Scrap before Tropical Storm Fay threatened the area in August.

"We will go back and investigate to see if they did institute the plan," Stroh said.

The plan generally requires a doubling of mooring lines and setting of anchors. In some cases, the plan could require the ship to "bow down," putting water in the bow to partially sink it in place.

"We will re-evaluate that, that's for sure," Stroh said of the decision to allow ships and barges to remain in the northern end of the canal.

But he said the canal incidents should be placed in the larger context of the large number of vessels in the New Orleans area - 2,300 barges and 70 ships were in the Mississippi River, Industrial Canal and Intracoastal Waterway as Gustav bore down south Louisiana .

"There were many other ships breaking anchors and barges breaking away during Gustav," he said. "They just didn't get much press."

This is not the first time that a runaway vessel from Southern Scrap has caused problems during a storm. In 2005, a ship being scrapped by Southern Scrap sank at the height of Hurricane Katrina, blocking the canal's shipping channel.

According to a recent U.S. 5th Circuit Court of Appeals ruling, Southern Scrap refused to remove the barge because its approximate value of \$350,000 was much less than the removal costs.

The Corps of Engineers hired Boh Bros. Construction Co. to remove and cut up the ship, at a cost of \$8 million, and the appeals court ruling found that Southern Scrap was liable for the removal costs.



The **LIVERPOOL VIKING** seen moored in Dublin - Photo : Frans de Lijster ©

## Burning tugboat disaster averted on river

Emergency workers reached a burning tugboat on the Hudson River as the vessel and two barges drifted downstream, perilously close to the footings of the Tappan Zee Bridge.

"Big black column of smoke coming up 150 feet. And you could see flames from the shoreline coming from the boat," Nyack Fire Chief Jim Scully said. The fire call came in just after 5 p.m. About five workers on the Capt. Zek abandoned the southbound boat and waited for help on the barges, Scully said. No one was injured.

About 50 firefighters and emergency workers from Rockland and Westchester counties attacked the fire from rescue boats, shooting the blaze with foam while the tugboat and barges drifted in the water.

To add to the danger, the tug had about 1,200 gallons of diesel fuel in its tanks. A Coast Guard boat was used to push the tug away from the Kingsland Point Lighthouse in Sleepy Hollow to keep it from running aground, said Detective C.J. Westbrook of the Westchester County police Marine Unit.

"We had a lot of concern about the barges and the tugboat taking out the piling on the Tappan Zee Bridge," Scully said. The fire was extinguished in about 20 minutes and the boat's crew was able to start the engine to slow the barges' movement toward the bridge.

A second tugboat, the Donald C, was called in from Yonkers and arrived "just in the nick of time" to steer the barges back away from the bridge, Scully said. When emergency personnel arrived, the tugboat and barges were four miles from the Tappan Zee - when the second tug came, the vessels were just three-quarters of a mile away.

The blaze appeared to start in the upper engine room and damaged the whole interior of the tugboat, which is owned by Bridge Construction Services Inc. of Huntington, Long Island.

On the riverbank, several people watched the fire from miles away. "You could see the flames from over here," Adam Seigel, 30, of New City said while walking by the river at Nyack Beach State Park.

Seigel and a friend said they saw black smoke coming from the tugboat, then fire, then watched several boats rush toward the flames. Around 6 p.m., they could see the tugboat and barges being towed closer to the Westchester shore, off Sleepy Hollow.

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"There was a lot of black smoke," Martin Shulman, 74, of New City said at the park. "And it took quite awhile" to put out the flames. Fire departments from Nyack, Piermont, Haverstraw, Stony Point, Irvington, Tarrytown and Sleepy Hollow responded. They were assisted by the Coast Guard, the Sleepy Hollow police, and marine units from Rockland County, Westchester County and Yonkers. The Coast Guard is investigating the cause of the fire.

"I just have to commend the crews that were out there," Scully said. "They were able to knock down the main body of the fire to make sure this wasn't a big disaster."



The **BELUGA GRAVITATION** seen passing Schiedam outward bound  
Photo : Bas Schipper – MAMMOET ©

## Fishers stopped Aussie oil exploration ships off Cebu

Fisherfolk and residents against the offshore mining activities of an Australian oil and gas exploration firm in Cebu-Bohol Strait drove away **MV Gemini II** and two other ships from conducting survey tests in Sibonga town in Cebu province, the group Pamalakaya said on Friday.

Pamalakaya national chair Fernando Hicap said reports reaching the group's national headquarters in Quezon City revealed that the protest action off Cebu waters was spearheaded by Pamana-Sugbo, Pamalakaya's provincial chapter in Central Visayas.

"Some 10 fishing boats with 100 fishermen and residents aboard barricaded the offshore site this morning and successfully sent away the three ships commissioned by NorAsia Limited to conduct seismic surveys," Hicap said.

NorAsia could not be immediately contacted for comment.

Pamana-Sugbo spokesperson Wilbert Dimol reported that at around 10 a.m on Friday, fishermen and residents in barangay Simala, Sibonga town kicked off their fluvial protest and barricaded the site where a seismic test would be conducted by NorAsia oil and gas exploration ships.

Dimol said as early as 2:30 a.m, they received a report that NorAsia ships started their seismic survey. Upon learning the news, the people started to gather at the Simala shore to discuss the protest action.

Dimol said fishermen and the residents engaged in a verbal tussle at the survey site with representatives of the Department of Energy (DOE-Region VII), the PNP- Criminal Investigation and Detection Group of the province, the Philippine Maritime Police and officials of NorAsia, and proceeded to barricade the survey site.

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"The three ships of NorAsia decided to leave the exploration site before 1 p.m. today," Dimol said in his report.

"The NorAsia people said the Mayor of Sibonga allowed them to conduct the seismic survey, but the Mayor denied that he issued any permit to NorAsia. The fishermen were not informed about the survey, and their payaos (gangos or fish traps) were dismantled by NorAsia operatives," the Pamana-Sugbo leader added.

Dimol said they will not let their guards down, adding that NorAsia may resume its seismic surveys at any given time.

He warned that "some 444,000 hectares of marine waters will be subjected to seismic testing and blasting, oil and gas drilling ... in the name of transnational plunder at the expense of people's patrimony and the environment" if NorAsia is allowed to pursue its surveys. **Source : GMA News.TV**

## CASUALTY REPORTING



The **MSC Prague** was aground at Port of Rio de Janeiro navigation channel while being attended by local pilot for berthing purposes, the container vessel was re-floated later.

**Photo : Maremar**

## Helicopter crash suspends field operations off Dubai

International oil and gas facilities service provider Petrofac, the service operator of Dubai Petroleum's offshore fields, has confirmed a helicopter crash on Wednesday night in Rashid field, 70 kilometers (43 miles) offshore Dubai.

The accident happened in a routine infield flight during take-off of an Aerogulf Bell 212 helicopter. It crashed onto the deck of the **Resilient**, Maersk's jackup drilling rig. A fire broke out on the main deck of the rig which was immediately contained and extinguished. There were no survivors in the helicopter crash that carried on board two crew members and five passengers. The casualties were contract personnel and are non-UAE nationals. No Petrofac personnel were among the deceased.

Operations on Rashid field have been suspended following the tragedy. The Dubai Police and the Dubai Civil Aviation Authority has begun an investigation on the incident.

## NAVY NEWS



Above seen the Australian warship **HMAS Manoora** arriving at Dunedin for a five day visit.  
Photo : Ross Walker ©

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## US Navy ship finds crashed Philippine plane



A US Navy ship has found the wreckage of a Philippine air force troop transport plane which crashed at sea last month with the loss of all nine crew, the Philippine armed forces said Friday.

Manila asked Washington for help in locating the wreckage of the C-130 to establish the cause of the crash in the Davao Gulf off the southern city of Davao on August 25.

"The wreckage is located under the sea at the depth of 130 metres (430 feet)," said regional military spokesman Major Armand Rico. The oceanographic survey ship **USNS John McDonnell** found the wreckage late Thursday after a two-day search, Rico said.

"The survey ship is collating all its data as other major parts of the aircraft have also been detected in the seabed of Davao Gulf," the official added. The 41-year-old US-made aircraft lost contact with air traffic controllers shortly after taking off from Davao airport on restive Mindanao island.



The Belgian MCM **M 922 MYOSOTIS** seen at the synchro-lift in Zeebrugge during preparations for her transfer to Bulgaria

Photo : Jasper van Raemdonck ©

## SHIPYARD NEWS

# Polish shipyard rescue plan involves yet more subsidies

Poland is getting set to present a rescue plan for its shipyards to the European Commission that will involve yet more subsidies and will reveal that the yards are awash in red ink.

Poland has to present viable privatization plans for the shipyards to the European Commission by a September 12 deadline.

The European Commission has been demanding that the shipyards return subsidies they received after Poland joined the European Union in May of 2004, due to non-compliance with European competition and subsidy rules

Polish Radio says the government is now set to sign official outline agreements on the privatization of the yards with investors. Treasury Minister Aleksander Grad says that "next Tuesday the government will look into it, on Wednesday there will be additional negotiations at the European Commission. On Thursday, experts will meet again back in Poland and on the 12th of September we will submit restructuring programs to Brussels."

What could be a major problem, though, is that those restructuring plans will call for even more subsidies, which have apparently been necessary to entice investors into taking on the yards.

Warsaw Business Journal reports Treasury Minister Grad as saying:

"To make the restructuring effective, it is necessary to provide additional public aid to the shipyards. Shipyards in Gdynia and Gdansk need zloties 835 million (\$356 million), while the Szczecin shipyard needs zloties 400 million (\$170.5 million). We realize that these sums might be shocking, but without these funds there will be no chance for saving the firms." Additional financial support will be provided from the Enterprise Restructuring Fund (FRP) and by transferring shares of other companies to the shipyards.

"The shipyard in Szczecin has zloties 1.3 billion (\$554 million) in losses, while Gdynia has zloties 1.2 billion (\$511 million). Gdynia shipyard debts amount to zloties 2 billion (\$852 million), while in Szczecin--approximately zloties 1 billion (\$426 million). Almost all contracts of these shipyards are non-profitable," said the Minister.

Polish Radio reports there have been rumors that parallel to the last ditch attempts to rescue the shipyards, the government is bracing for a public relations campaign to mitigate the public outrage at the loss of Polish shipyard industry.

"We have found out that the government, directly or via one shipyard, hired a PR company and a law firm, which are preparing the legal and media ground to declare the bankruptcy of the shipyards," Marek Lewandowski, spokesman for the Gdynia shipyard is reported as saying. Aleksander Kozicki, deputy head of the Solidarity trade union at the Gdynia shipyard added that already some press information is being put out, with an aim to calm down the public opinion: "If someone thinks that only by pacifying the public opinion they will manage to get away with the responsibility for the bankruptcy of the shipyards, they are wrong. I cannot say for sure if there will be demonstrations, blockades or rallies - probably all of these interchangeably."

The Treasury Ministry has denied these allegations. **Source : MarineLog**

## **Nam Cheong inks DNV deal to class 10 vessels**

**Ships scheduled to begin building in Q1 2009, completion due in mid-2011**

Miri-based Nam Cheong Dockyard is moving up the value chain and starting to have more non-Malaysian offshore companies as clients as it increases its proficiency through gaining wider accreditation from class societies such as Det Norske Veritas (DNV).

Nam Cheong executive chairman Tiong Su Kouk and DNV Maritime chief operating officer Tor Svensen yesterday signed an agreement to class 10 new offshore support vessels (OSV) and provide certification of materials and components for the Rolls Royce UT755LN and UT755CD design vessels due for completion by 2011.

The two UT755LN vessels with Dynamic Positioning 2 (DP2) capability and eight UT755CD vessels with Dynamic Positioning 1 (DP1) capability are valued at 200 million euros (\$412.65 million) and building them reflects Nam Cheong executive director Leong Seng Keat's bullish view of the OSV market. As it is, Nam Cheong has doubled both revenue and turnover annual growth since Mr Tiong took over active management in 2000. They are scheduled to begin construction in the first quarter of 2009, with completion due in mid-2011 at Nam Cheong's 30-acre Miri yard which has a production capacity of 12 vessels a year. The vessels will either be put into trade by the yard's own management company or sold on the spot market.

He sees demand coming from two segments in particular - the deepwater sector and through the replacement of the current nearshore fleet with good quality new generation vessels. Nam Cheong has a stable and loyal client base from marine support companies such as Bumi Armada and Petra. Although these comprise mainly Malaysian companies for now, Mr Leong is dedicating at least half of his marketing efforts to non-Malaysian companies and hopes that will bear fruit in future.

Mr Svensen echoed these sentiments and added that DNV is seeing a move towards more environment-friendly vessels with stricter overall standards for both crew and management and this is driving future designs. The UT755CD vessels for example will also have DNV's high environmental performance clean design notation and NAUT-OSV bridge design notation. DNV's NAUT notations, in particular, have been proven to significantly reduce the risk of collisions and groundings by optimising the design and layout of bridge equipment and the volume of information to be handled by bridge personnel during different operational situations.

'Within the shipping industry in South-east Asia, DNV sees a trend towards the high-end offshore market,' says Knut Ording, country manager for DNV Maritime in Malaysia. 'We also observe that companies in this region are keen to work with DNV for the added value we can provide, based on our vast experience in offshore markets such as the North Sea. In this regard, DNV is delighted to team up with Nam Cheong.'

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'As a class society reputed for innovation and high work standards, DNV understands our requirements for the strictest reliability in all the vessels built by us. We are very confident that DNV can fulfil our expectations for the 10 OSVs to perform optimally in the toughest conditions,' said Mr Leong.

Sustained growth in the market has led to a current OSV order book of over 600 vessels globally and DNV is supporting the growing demand for such high specification vessels through industry collaborations that have contributed innovative solutions such as the X-bow. In addition, more than 300 new OSVs have been contracted to DNV class over the past two years, half of which will also have the DNV clean design mark. **Source : The Business Times**

### Cosco cuts steel on heavy transport vessel



Cosco Shipping Co. Ltd. cut steel on the first unit of a series of COSCO 50,000 deadweight-tonne, new generation, semisubmersible heavy transport vessels in Guangzhou, China. Construction of the vessel will be undertaken by Guangzhou Shipyard International Co. Ltd. and CSSC Guangzhou Shipbuilding Co. Ltd.

The new series of heavy transport vessels will be equipped with two independent engine rooms, two propellers and an electric thruster. The vessels will focus on marine project cargo service. The first of the two vessels is to be delivered in September 2010.

## ROUTE, PORTS & SERVICES

An advertisement for Seamanship shipping services. It features a collage of four images: a red offshore supply vessel, a green and white offshore supply vessel, a blue and white tugboat, and a white and blue ferry. The text 'Seamanship' is prominently displayed in white on a dark background, with the tagline 'Whatever the ship. Wherever delivered.' below it. At the bottom, a red banner reads 'GLOBAL SHIP DELIVERY &amp; CREWING'.



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### Record-breaking number of cruise ships in Portugal

PORTUGAL'S sea ports are attracting an increasing number of international cruise ships. The latest data released revealed that during the first semester of this year all previously established records were beaten which led Port



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Authorities to forecast that 2008 will be the best year to date. The Lisbon Port Authority revealed that until the end of June, 156 cruise ships stopped there, bringing to the Portuguese capital 178,000 tourists, an increase of 61 percent on last year's figures for the same period of time. The Madeira Island's Funchal port also announced an increase of 27 per cent in the number of tourists from cruise ships who visited the island.

For next year, Lisbon has also been selected by Italian company Costa as one of the stopovers of their new **Costa Luminosa** luxurious ship. On her maiden voyage, scheduled for June 3, 2009, the ship will make a two-day stopover in Lisbon. According to the owners, Costa Cruzeiros, the Portuguese capital's beauty and cultural interest are well worth the two-day stopover. **Source : Euro Weekly News, Spain**

## EIB loan for Grimaldi cruise ferries

The European Investment Bank (EIB) and UniCredit Corporate Banking have signed a EUR 81 million loan agreement with Italy's Atlantica SpA di Navigazione (Grimaldi Group). It is aimed at expanding its fleet for the Mediterranean "motorways of the sea" as car/truck ferry services are now referred to in Eurospeak. The loan will be advanced through UniCredit Corporate Banking as part of a total credit line of EUR 250 million made available by the EIB (which is owned by the EU member states) to the Grimaldi Group.

This credit line, with a term of 15 years, will be used to co-finance four cruise ferries, ordered by Grimaldi from Fincantieri, with an approximate total value of EUR 600 million. The first tranche of EUR 81million will fund the acquisition of the Cruise Barcelona, which will begin serving the Civitavecchia-Barcelona route in mid-September 2008.

The vessels are the largest freight/passenger ships ever used in the Mediterranean: they will be able to carry 2,140 passengers and 3,600 lane meters of vehicles (187 trailers and 215 cars).

"This investment illustrates the EIB's commitment to developing the motorways of the sea in the Mediterranean. The EIB is satisfied with the loan to the Grimaldi Group – a solid Naples-based company," remarked Dario Scannapieco, EIB Vice-President with responsibility for financing operations in Italy, Malta and the western Balkans. "This project," he added, "is also in line with the Commission's policy of promoting shipping, to help curb road traffic and rebalance the different modal shares, with beneficial effects for the environment and in terms of reducing traffic."

"The value of the EIB loan goes beyond the purely economic aspects," noted Emanuele Grimaldi, joint managing director of the Grimaldi Group. "It is in fact an acknowledgement of the far-sighted strategy of a group that has been investing for 20 years in the motorways of the sea, a strategic infrastructure that is often underrated but which is crucial for economic growth and European cohesion. These Cruise Ferry vessels are also cutting edge from an environmental standpoint: on the Civitavecchia-Barcelona route they will cut CO2 emissions by 40% compared with road transport for freight and air transport for passengers." **Source : MarineLog**



Above seen Superfast's new vessel. Which was originally planned as Grimaldi's **FORZA** (NB 1240).

## CONTRACT ISSUED TO RECOVER WRECKAGE FROM ROBSON BIGHT

World-renowned experts **Mammoet Salvage B.V.** and its North American partner agency, **Global Diving and Salvage of Seattle**, have been awarded the contract to recover key pieces of wreckage from Robson Bight (Michael Bigg) Ecological Reserve, following the August 2007 incident in which a barge lost 11 pieces of heavy equipment into the waters of the protected area.

In May 2008, the government of British Columbia issued a request for proposals for the recovery of crucial pieces of the wreckage. Mammoet's proposal was one of three received by the RFP's closing date and extensively reviewed by experts at the Ministry of Environment, the Canadian Coast Guard, and independent consultant firm London Offshore Consultants Ltd.

Salvaging operations are expected to take place in late fall 2008 or late spring 2009, during the first window of moderate weather that will allow equipment recovery with minimal impacts on resident wildlife. In the meantime, the wreckage continues to be monitored, and has shown no evidence of leakage since the initial release observed in August/September 2007. No affected wildlife has been found since the incident.

A corrosion analysis conducted by Dr. Akram Alfantazi, an expert from the University of British Columbia's Department of Materials Engineering, concluded that it would take at least two and half to three years from the date of sinking for the fuel tank to corrode through.

Headquartered in the Netherlands, **Mammoet Salvage B.V.** is a leading global marine salvage company responsible for the successful retrieval of a number of wreckages around the world. For more information, please visit [www.mammoetsalvage.com](http://www.mammoetsalvage.com), or [www.gdiving.com](http://www.gdiving.com) to learn more about their North American partner, Global Diving and Salvage of Seattle.

## KPT body gives green signal to Chinese firm for PDWCP's capital dredging

The Board Tender Committee of the Karachi Port Trust (KPT) has given green signal to the Chinese company for formal approval to the board of trustees for conducting capital dredging of Pakistan Deep Water Container Port (PDWCP), it is reliably learnt. Sources told Business Day that the KPT's board tender committee has cleared the lowest bidder, a Chinese company, China International Water & Electric Corporation (CWE) to proceed for formal approval in the next board of trustees meeting to be held on September 10.

Earlier, the board of trustees in its meeting on August 13 had sought various inquiries and directed the lowest bidder China International Water & Electric Corporation (CWE) and foreign consultant United Kingdom origin Royal Haskoning to give detailed presentation over the technical viabilities and expertise of the CWE for the project.

"The KPT's board tender committee has finalised the lowest bidder, CWE for 'capital dredging' project on Wednesday, (September 3, 2008) and the Board of Trustees will discuss the project in its next meeting on September 10. The CWE will carryout 'capital dredging' of the approach channel and basin for PDWCP," the sources added.

Interestingly, the CWE had not conducted any project of 'capital dredging' or related work before entering the bidding process and the company do not own or possess any flotilla of dredgers and ancillary crafts at the time of the technical offer, the sources said.

After February 28, the CWE disclosed its fleet of floating crafts that includes; five dredgers, including Grab Hopper Dredger (GHD), Trailing Suction Hopper Dredger (TSHD), and a new Cutter Suction Dredger (CSD) and tugs to be used for this purpose. The KPT received financial offers of Rs33.229 billion from CHEC, while CWE offered Rs19.325 billion for the capital dredging project of PDWCP.

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According to the bidding procedure, the lowest bidder would be awarded the project, but in this case, the lowest bidder do not have expertise in the field of capital dredging and the KPT Board have to decide to award in favour of CHE most likely today, the sources said.

"The tender cost quoted by the lowest bidder, the CHE would be 48.03 per cent foreign currency component (Rs9.282 billion) and the rest should be in local currency (Rs10.042 billion). The KPT's mega project PDWCP, already faced delay as the bidding date of dredging of the approach channel and basin could not meet the timeline of execution and completion.

The KPT signed concession agreement of PDWCP with a draft of 16 meters and could handle large container vessels on November 3 last year with the Hong Kong-based Hutchison Port Holdings (HPH) in Islamabad.

According to the plan, the PDWCP is a green field project in which the Karachi Port will undertake infrastructure development, including building of three new breakwaters, extensive dredging work of 32 million cubic meters and construction of 1,500 meters quay wall at a depth of 18 meters.

This would also mean that the KPT would receive \$3.5 billion during the tenure of the entire concession period. As per the plan, the KPT is expected to hand over the first berth to HPH by June 2009 and the subsequent berths at fixed intervals.

The KPT envisages that the Phase-I first deep draught four berth container terminal at PDWCP with 1,500 meters quay length and 85 hectares area should be operational berths between June 2009 to December 2010.

The channel and berthing face will be dredged to 16 meters to start with, but the Quay Wall is designed for 18 meters draft. This will cater to the ultimate design vessel having a length of 450 meters with 17 meters draft carrying 15,000 TEUs, the deepest ship being considered for long-term future planning in the region. The container terminal will have both a road and a rail connection to the hinterland, including the proposed Cargo Village in the Western Backwaters of Karachi Port.

A detailed hydraulic study and model testing of the direction and length of protection works, including breakwaters & sand dikes, etc., was carried out to provide calm wave conditions inside the newly formed basin.

The navigational procedures, including safe arrival & departure of ships and requirement of tugging assistance and turning, etc., were examined. All these were found to be within safe acceptable limits.—**Source : Masroor Afzal Pasha**



J.P Knights **KINDEACE** seen above in Rotterdam-Merwehaven is chartered by **FAIRPLAY Tugs**

**Photo : Piet Sinke ©**

## Turkey, Russia to ink rail ferry connection accord-report

Turkey and Russia are expected to sign an intergovernmental agreement on a rail ferry connection between the ports of Samsun in Turkey and Kavkaz on the Kerch Strait on Russia's Black Sea coast in December.

Turkey and Russia are expected to sign the agreement during the visit of Turkish President Abdullah Gul to Moscow in December, the Turkish Daily News (TDN) reported on Thursday.

"We are working to connect Kavkaz and Samsun with a ferry connection. Our aim is to develop rail and road systems in the Black Sea region," TDN quoted Aleksandr Davidenk, head of the Federal Agency for Marine and River Transport at Russia's ministry of transport as saying.

The plan to connect Samsun and Kavkaz by a rail ferry comes at a time when the pressure on Russian roads and a shortage of port facilities for large deliveries has attracted criticism in several countries trading with Russia. An official of the Russian Ministry of Transport said the new rail ferry connection aims to increase trade between Turkey and Russia.

"However more importantly, the new connection aims to take pressure off the roads, which, combined with ferries, are currently the main transport route in southern Russia. We are also keen to find a more environmentally friendly solution to transportation in the Black Sea region," she told to TDN.

Russia is also currently working on several other projects to develop its seaports. **Source : hurriyet**



The tugs **WOLRAAD WOLTEMADE** and **SINGAPORE** seen recovering of tow pennant on board AKPO FPSO from **DE ZHOU** Western Madagascar. The transport is now heading south bound to Richards Bay for crew change then towards Nigeria.

**Photo : Pierre-Yves Jaunatre – o/b FPSO 'AKPO' – TUPNI ©**

## Greatship Dhriti en-route to first Mexican charter

Newbuild platform supply vessel (PSV) **Greatship Dhriti** is departing Norway for a two-year charter in Mexico. The UT755LN design PSV was recently delivered from Aker Yards to Greatship (India) Ltd. (GIL), a wholly owned subsidiary of the Great Eastern Shipping Co. Ltd. The vessel is a DP-2, FiFi1 full service vessel built to exacting specifications, and capable of supporting offshore exploration and production globally.

GIL currently owns and operates three PSVs, two in India and one in the North Sea, and two anchor handling tug supply vessels (AHTSs), one in South Africa, and one in the Middle East. GIL and its subsidiaries also have an order book of 19 vessels and one rig under construction, including one more PSV in Norway, two AHTSs in Sri Lanka, four AHTSs in Batam, multi-purpose service vessels in Singapore, two multi-support vessels in India, four ROV support vessels in Sri Lanka, two AHTSs in Batam, and a 350-foot jackup rig in Singapore.

## Saipem's Castoro-8 wraps up Montara, heads for Blacktip

Saipem derrick lay barge **Castoro-8** is wrapping up the installation work on Coogee Resources' Montara oil project before moving on to Eni's Blacktip gas project. The vessel was contracted to install a wellhead platform and some 30 kilometres (19 miles) of in-field pipelines in the Montara field. The offshore structures were installed in about 80 meters (262 ft) of water.

The Montara oil project is about 690 kilometres (429 miles) west of Darwin in the Timor Sea. The project also involves the deployment of floating production, storage and offloading vessel (FPSO) Montara Venturer, currently undergoing conversion work at Jurong Shipyard in Singapore. Montara Venture is scheduled to sail away from Jurong Shipyard in November. Installation of the mooring system for the newly converted FPSO will be undertaken by Technip Subsea 7 diving support vessel Venturer.

Subject to weather conditions, **Castoro-8** is expected to depart from the Montara oil project next week for the Eni-operated Blacktip gas project off northwest Australia. The vessel will install the wellhead platform and some 108 kilometres (67 miles) of subsea pipelines through the fourth quarter of 2008.



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## Talks to restart Swansea and Cork ro-ro service

A roll-on-roll-off (ro-ro) service between Swansea and Cork could be back in place by the beginning of 2009, says the commercial manager of the Port of Cork. Captain Michael McCarthy says that he is in talks with two Irish operators, which are keen to restart the service, which ended a year ago when the operator sold the vessel used to run the route.

Both the Port of Cork and Associated Click here British Ports, which operates Swansea, are keen to re-start the service. The director and deputy director of Swansea Port are due to visit Cork this month (September) as part of their annual tour of their Irish customers.

There is great support in Cork for the ferry service, the absence of which this summer was blamed for losing the region 38 million euros in tourist revenue, as well as forcing many Irish hauliers to drive much further to find a ferry crossing.

The Port of Cork is also keen to set up direct ro-ro routes from Cork to southern Spain, so that Irish hauliers going there can by-pass the UK altogether. It gives the example of an Irish haulier going from Limerick to Madrid, who would have to drive nearly 2,000km going via the UK, but less than 600km if there were a direct ferry from Cork-Gijon.

Source : roadtransport



The **OOCL MOSCOW** seen arriving in Rotterdam-Europoort - Photo : Piet Sinke ©

## Future of Rosyth ferry link still in doubt

THE future of the Rosyth Euroferry is still unclear with just over a week to go before Superfast sails out of the Forth for the last time.

Politicians who were told weeks ago that a rescue deal was imminent are now not so sure that a replacement operator can be in place to prevent a break in the Rosyth-Zeebrugge service.

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The Scottish Government and Forth Ports have been giving little away since the hunt for a new service provider got underway. As time runs out, rival ferry company DFDS has been advertising its Newcastle-Holland service on a mobile hoarding this week, parked near the Rosyth terminal.

However, hopes remain alive that a last-ditch deal can be pulled out of the hat. The Press revealed last month that one of the companies considering taking over the route is the Dutch firm Norfolkline.

Since the Scottish Parliament resumed business earlier this week West Fife MSPs have been trying to find out just what is going on. The Scottish Government has been giving assurances it has been trying all it knows to secure a vessel for the route. The Press had reported in May that finding a suitable ship at a time of high demand was expected to be a difficult hurdle to overcome.

"As I said back then, these ships are as rare as hen's teeth and that's still the same," said Shetland businessman John White, who hopes to start a ferry linking Norway, Zeebrugge and Rosyth. His plans depend on EU funding and a decision on his application was expected in July.

"I've still heard nothing from Brussels which is frustrating to say the least. I've not heard anything from the Scottish Government either," said Mr White. Labour MSP John Park said yesterday (Wednesday), "There's still no word on any announcement on the ferry.

"I spoke briefly to Stewart Stevenson (transport minister) and he was trying to make clear they've been doing all they can to try to find another company. "That may be the case but they should have been doing more a lot earlier when they were warned that Superfast could be pulling out."

Lib Dem MSP Jim Tolson said, "We're all still hoping a new operator can come in although it's getting very late in the day. "A break in the service would not be the end of the world in itself but we obviously need a new firm in as quick as possible." **Source : dunfermlinepress**

**See at the link below the latest status of the FINNJET at Alang :**

<http://www.finnjetweb.de/alang1.pdf>

# NOMINATIONS OF THE MARITIME INNOVATION AWARD 2008 RELEASED

**Winner will receive the Award during the Maritime Awards Gala on the 6th of November 2008**

The jury of the Maritime Innovation Award has nominated the following companies for the Maritime Innovation Award 2008:

**Huisman**

'Combi Pipe Laying System'

**Machine- & Lierenfabriek C. Kraaijeveld BV**

'SafeWinch'

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The winner of the Maritime Innovation Award 2008 will be revealed by the Dutch Minister of Economic Affairs, Mrs Maria van der Hoeven during the Maritime Awards Gala on Thursday 6th of November 2008 in The Hague, the Netherlands.

The nominees are:

### **Huisman with 'Combi Pipe Laying System'**

Huisman designs and builds complex installations for the shipping and offshore industry like heavy ships cranes, pipe laying systems and drilling systems.

For the offshore construction ship '**Seven Seas**' of Subsea 7 Huisman developed and built the most complex pipe laying system ever. Normally several ships are necessary for heavy under water installations (pipe laying with Flex Lay, J-Lay, and Reel Lay and installations of big underwater constructions). For the Seven Seas Huisman has developed and built one system which includes all these functionalities. The innovative system with retractable tensioners and folding J-Lay and Reel Lay module is very compact. Therefore the system can be installed on a relative small ship, offering the customer a strong competitive position. The flexibility and efficiency make the system a model of innovation by the Dutch maritime industry.

**Contact: Fred Kofman (T: +31 (0)10 24 52 253 of E: [fkofman@huisman-itrec.com](mailto:fkofman@huisman-itrec.com))**

### **Machine- & Lierenfabriek C. Kraaijeveld BV with 'SafeWinch'**

Machine- & Lierenfabriek C. Kraaijeveld BV is producer of winches for all kind of ships. The SafeWinch offers a simple and robust solution to prevent slack wires and overloading by adding a ratchet to the winch. This patented ratchet automatically separates the torque in the hold direction to the brake side and in the pull direction to the drive side. Also the operational handling and controls have been improved for limited human action and safe operation during towage. The SafeWinch has many market potential by enormous improvement against marginal costs by use on a tug. The winch increases the safety of tugging and also the work area, offering safer tug assistance (e.g. LNG terminals). The SafeWinch is developed in cooperation with IMC and suitable for (harbour)tugboats.

**Contact: Kees Kraaijeveld (T: +31 (0)184 430 101 of E: [kraaijeveld@winches.nl](mailto:kraaijeveld@winches.nl))**

### **Maritime Awards Gala**

The Maritime Innovation Award is an initiative of Holland Marine Equipment Association. The 2008 winner will be announced at the Maritime Awards Gala in The Hague, The Netherlands on November 6th. This event also highlights four other Dutch maritime awards: Ship of the Year Award (KNVTS), the Timmers Award (VNSI), the HISWA Excellence Award, and the KVNR Shipping Award.

The gala will host hundreds of top level guests from the Dutch maritime cluster, Dutch government and politics. The programme contains well known speakers, presentations of the nominees and spectacular entertainment, with as final highlight the presentation of the five awards.

## **DCT Gdansk Handles Largest Ship to Date**

The arrival of the 2732TEU Racha Bhum at DCT Gdansk's terminal in Poland on September 1 was the first vessel to call at the deepwater terminal on its maiden voyage. It is reported to be the biggest ship so far handled by DCT Gdansk. And, it is the first vessel to load containers at this Polish terminal for direct carriage to Asia. Racha Bhum was delivered to the Singaporean carrier Regional Container Lines (RCL) by the Polish shipyard Stocznia Gdynia at the end of August and chartered by Hapag-Lloyd for her delivery voyage to Asia. It loaded 1002 empty containers, equivalent to over 1500TEU. **Source : [MarineLink](#)**

## **HAL PLANS UPGRADE SPENDING SPREE**



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CARNIVAL Corp subsidiary Holland America Line says it will spend US\$200m to upgrade five of its vessels. The company says public areas and cabins on the **Statendam, Ryndam, Maasdam, Veendam** and **Rotterdam** are to have a major refurbishment.

No repair yard has been announced yet but the **Veendam** should begin its refit next spring the last of the five should be upgraded by late 2010.

The revamp will include a new swimming pool area and extensive redecorating of cabins. The latest announcement brings the total costs of HAL's ongoing fleet refurbishment to something in the region of \$525m. **Source : Maritime Global Net**

## Denmark and Germany to Build Bridge Across the Baltic Sea

On Wednesday Denmark and Germany signed a formal agreement to build a 20-km bridge across the Baltic Sea between the two countries, despite opposition from German environmental groups, Associated Press reports.

The road-and-rail link across the Fehmarn strait is to be completed in 2018.

The bridge will have a four-lane highway and a twin railway track. The project will cost \$6.2 bn. Costs for the link will be carried by private investors and EU funding. Construction is to begin in 2012. **Source : SeaNews**



The **SD SEAHORSE** seen assisting the **COSCO GUANGZHOU** in Rotterdam-Europoort

**Photo : Piet Sinke ©**

## Indian Shipping Companies not Hiring Trainees face Rs 20-lakh Fine

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Shipping firms that do not have at least 15% of their crew as trainees will be liable for a penalty up to Rs 20 lakh per vessel. They may even lose tax benefits from next year. The government has made it mandatory for shipping companies availing tonnage tax benefits to employ trainees passing out from Indian maritime academies. Shipping firms pay only 5% income tax under tonnage tax regime (TTR) instead of the usual 30% corporate tax.

To avail TTR, shipping firms need to comply with two conditions: invest 20% of their book profits towards a fund for fleet expansion and have 15% of their employees on board as trainees. Unable to meet the second condition, over 50 firms are willing to pay the fine to avoid paying corporate tax.

Earlier, companies including Shipping Corporation of India and GE Shipping had appealed to the government for a waiver of the minimum training requirement. "Almost all the large players including SCI and GE have appealed to the government," said a senior official of the Maritime Training Trust.

The government had issued an order in December 2007 asking all Indian shipping firms to have 15% of personnel under training on board. However, the notice was issued with retrospective effect from April 2007. "We had informed the companies in March 2007 that this conditions are mandatory. However, the companies did not comply with it," said a senior government official. It is difficult to reverse the order issued in December, he added.

In order to enforce its December 2007 decision, the government has decided to impose a fine on every vessel where the condition is not met. The final amount of penalty is yet to be fixed though the government has indicated a broad range. "Large companies will be affected adversely as they usually have a huge fleet over 75 vessels. This would mean an additional expenditure of Rs 15 crore for a company with minimum 75 ships," a senior shipping analyst said.

Source : ShipTalk



The **EMERALD PRINCESS** and the **VENTURA** seen moored in Civitavecchia,  
Photo : Ronald de Bloeme o/b MS NOORDAM ©

## Madeira and Canary Islands ferry to continue after summer

SPANISH ferry operators, Naviera Armas, have confirmed that they will continue their Portimao-Madeira-Canary Island route after the summer season. The service, which started on June 13, was until now in the balance and dependent on how figures performed. The Spanish company have announced that due to the enormous success and adherence of

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passengers - the route has been used by more than 14,000 passengers - they have decided to continue the service after the end of the current high summer, tourist season. Naviera Armas added that they are even considering the incorporation of a new ferry - one of two that are currently under construction - to add to this connection between Canary Islands and the ports of Funchal and the Algarve.

"Also under consideration is the possibility of duplicating the frequency of the journeys, so that, starting on May, next year, there will be two weekly crossings," Naviera Armas stated. The two ships currently under construction at the Barreras shipyards, in Vigo are 185 meters in length and may travel at a speed of 26 knots. Both can carry up to 1,500 passengers (600 in cabins) and have 2,500 linear meters for cargo and vehicles, amongst other innovative characteristics. Naviera Armas made its first venture in long-distance routes three years ago, with the connection between Canary Islands and Madeira. The route had 4,000 passengers on its first year and 10,000 on the second. This summer, and for the first time, the company launched the route between Canary Islands and the Iberian Peninsula, with a stop in Madeira and the results exceeded expectations. The company said there was great support in the Canary Islands, but the success of the route was essentially due to Madeira. Passengers from there had, for the first time in their history, a connection to the mainland by sea, with the added advantage of being able to travel to mainland Portugal with their vehicles. The support for this project has already crossed borders, as noted by the visible increase on the number of passengers and tourists from the mainland and also Northern Europe travelling to Madeira and to the Canary Islands direct from Portimao's harbour. Naviera Armas said that they have already informed Madeira's Regional Government, as well as the Portuguese Government, that they wish to continue this maritime route.

Conceicao Estudante, who is the Regional Government's Secretary for Tourism and Transportation in Madeira, was very enthusiastic on this subject and considered the continuity of the route between the two archipelagos and the Iberian Peninsula as a great opportunity both for Madeira and the Canary Islands. Madeira's Regional Government is now expected to give full administrative support to this project. The same has been stated by the Councillors for Public Works, Transportation and Tourism of the Canary Islands' Government, Juan Ramón Hernandez and Rita Martin. The route is currently secured by the ferry "**Volcan de Tijarafe**", which has only been operating for three months. The ship starts its journey every Sunday from Portimao and stops in Funchal on Monday morning, arriving on the Canary Islands in the early hours of Tuesday. **Source : euroweeklynews**

## Swiber Conquest achieves major milestone

Swiber Holdings Limited has announced that its flagship pipelay barge **Swiber Conquest** has reached a major milestone achieving 150km of pipelay work in a period of six months.

The barge has been operating non-stop since the commissioning for three major projects in Indonesia, Brunei, and Malaysia.

Across all the projects, the barge has installed a total of 11 pipelines ranging from 6in to 16in in diameter in water depths ranging from 5m to 55m, and has achieved a lay rate of as high as 3.5 km in one day.

The barge is currently installing pipelines off the coast of Sarawak, Malaysia, after which it will install pipelines in Natuna Sea, Indonesia.

Mr Raymond Goh, Swiber's Executive Chairman and Group CEO, said: "This is a milestone achievement and a large step in our long term growth strategy. Our goal has always been to acquire state-of-the-art assets and technologies that add value to our offshore services. Swiber Conquest is one such asset."

"We will continue to execute our fleet expansion programme with the objective to sharpen our competitive edge and enhance our position as a world class service provider in the offshore industry."

Currently, Swiber operates a fleet of 30 owned vessels, comprising 15 tug boats, 10 barges, one crane barge (Dalihao), one jack up barge, one accommodation barge, one submersible barge and one pipelay barge (Swiber Conquest). In addition, 21 vessels, comprising nine tug boats, three barges, two subsea support vessels, two

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accommodation barges, one 4,180 tons derrick crane barge, three pipelay barges, and one deepwater drilling vessel, are currently under construction/conversion. With the addition of these new vessels, Swiber's fleet of offshore marine vessels will be increased to 51 by the end of FY2010, significantly boosting the Group's capabilities and competitive edge in the offshore marine support and EPCIC services sector.



The **BELEM** seen moored in Toulon - Photo : Fop Leder ©

## China Merchants first half profit jumps 33%

PORT operator China Merchants Holdings International is confident of double-digit volume growth in west Shenzhen's terminals, but is forecasting that Shenzhen port as a whole might see throughput growth slip to below 10% for 2008.

"The throughput growth in west Shenzhen can surely be maintained at double-digit level in 2008," said Fu Yuning, chairman of the Hong Kong-listed company, at the firm's first-half results presentation.

The company, which controls nearly all the terminals on the west side of Shenzhen port including the Shekou, Chiwan and Mawan container terminals, said container throughput of west Shenzhen rose 17.8% year-on-year to 5.9m teu in the first half of 2008, much higher than the 7% average throughput increase in Shenzhen which handled 10.2m teu in the period. Throughput at the second busiest boxport in China rose 14% last year.

CMHI recorded a 33% increase in its first-half net profit, to HK\$2bn (\$256m). Its revenue also increased by 17.5% to HK\$3.4bn. Apart from Shenzhen, CMHI also holds stakes in boxports in Hong Kong, Shanghai, Tianjin, Qingdao, Ningbo and Zhangzhou.

Its box terminals handled a total of 25.1m teu in the period, up 13%. Throughput at its terminals in China and Hong Kong increased by 15% and 4%, to 21.66m teu and 3.48m teu respectively.

Dr Fu said Ningbo port, in which the company has a 5.4% stake, would not go public this year as the company had just finished its restructuring process that there would not be enough time. It was also because of the poor sentiment and performance in the stock markets this year.

The firm's bulk terminal business, which contributed to roughly 10% of its total terminal revenue, recorded 47% increase in throughput, to 114m tonnes in the period.

Commenting on the recent sharp fall in dry bulk shipping rates and China's falling demand for foreign iron ore, Dr Fu admitted that could affect its bulk terminal business and slower throughput had been observed in its bulk terminals.

Its dry bulk terminals in southeast China's Zhanjiang port has seen its throughput in July falling below the average monthly throughput in the first half of the year. He expects the performance of its bulk terminals in the second half would be worse than that of the first half.

He forecasts Zhanjiang port, which achieved throughput growth of 37% in the first half, would see full-year volume increase slow to 30%. He added that the profit margin for handling containers is higher than that of handling bulk cargo, however, the company sees stable growth opportunity in the bulk terminal business in the country where raw materials such as iron ore and oil are of high demands.

Deputy general manager Cynthia Wong said the company has planned capital expenditure of Yuan1.5bn-Yuan2bn for the second half of the year. The fund will be mainly spent on the port development in Shenzhen and Qingdao. Capital expenditure of 2008 will amount to Yuan4bn to Yuan4.5bn.

## MOVEMENTS

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The **NORDLAND** seen moored in Fowey (Cornwall) - **Photo : Albert J. Kappers ©**

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



The **Sevan FPSO No. 4** was successfully launched at the **Hantong Shipyard** Tuesday 02.09.08 at 05:00 local time.

This is the first conventional slipway launching of a cylindrical vessel. The launching of the approx. 11.000 ton structure went smoothly and all according to the established procedures. The Vessel is now moored in the jetty at the yard for completion of the remaining scope.

**Photo : Dave Talloen ©**

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