

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 251



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**The IHC-De MERWEDE built TSHD CRESTWAY departed from the builders for her first dancing lessons offshore
Photo : Piet Sinke ©**

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EVENTS, INCIDENTS & OPERATIONS

Coast Guard rescues 2 people, dog in Elk River

The Coast Guard rescued two people and a dog Sunday after they fell off their raft in the Elk River near Town Point, Md. A commercial tug, the Duty, notified the Coast Guard after they heard the people yelling for help near the mouth of the Bohemia River.

A Coast Guard crew found Cynthia Davis, 54, and Earl Jones, 59, both of Arbutus, Md., clinging to the side of a life raft. Neither was wearing a life jacket.

They were taken to Harbor North Marina in Chesapeake City, Md., and attended to by Cecil County Emergency Medical Services, according to a Coast Guard statement. **Source : Delaware Online**

Personeel Hapag-Lloyd voert actie

Het personeel van Hapag-Lloyd in Europa voert morgen rond het middaguur actie voor het behoud van de identiteit van de rederij. Ook de werknemers in Rotterdam gaan woensdag een kwartiertje de straat op. De actie hangt samen met de sluitingstermijn voor het laatste bod op de rederij, vrijdag om 24.00 uur.

Zoals bekend zijn er nog twee partijen in de markt om Hapag-Lloyd van het reisconcern TUI over te nemen: een Duitse groep investeerders die zich hebben verzameld rondon topman Klaus-Michael Kühne van Kühne + Nagel en rederij NOL uit Singapore. Het personeel van Hapag heeft een sterke voorkeur voor de eerste oplossing, omdat de rederij dan zelfstandig blijft.

Inmiddels heeft er een gesprek plaatsgevonden tussen NOL-topman Ron Widdows en de Duitse staatssecretaris voor maritieme zaken Dagmar Wöhrl over de oppositie tegen een overname door de Singaporese rederij. Wöhrl zou daarbij begrip hebben getoond voor de tegenstand. **Source : Nieuwsblad Transport**



Pirate Alley

Just after 3am on July 20, a 24-hour tracking and monitoring station operated by the British navy's Maritime Trade Operations branch at a secret destination in Dubai picked up the latest in what has become a series of familiar cries for help.

Approximately 1,400km away, somewhere off the coast of Somalia, a ship heading for the Suez Canal was under attack and had been boarded by 40 heavily armed pirates. The radio operator managed to transmit his mayday message just three times before the line went dead.

Two months later, the Japanese-operated **Stella Maris** and her Filipino crew are still in captivity as they await the outcome of protracted ransom negotiations.

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The ship, a "supramax" bulk carrier with a cargo of more than 50,000 tonnes of zinc concentrate and lead ingots, is believed to be the pirates' largest haul to date, but is far from alone in its anchorage off the Somalian coast.

Somalia has been without effective central government for more than 17 years, is plagued by insecurity and has no functioning navy – meaning pirates can act with near impunity in its waters. In the past year they have attacked more than 50 ships, 15 of which remain at anchor off the coast.

According to the International Maritime Bureau, some 230 crew members, including Europeans, Filipinos, Indians and Bangladeshis, are still being held prisoner. On average, each negotiation takes between six and eight weeks; the longest has taken eight months.

Almost certainly, the kidnapped sailors will eventually be released. Equally certainly, the pirates holding them will be paid the hundreds of thousands of dollars they are demanding.

About 22,000 ships a year pass through the Suez Canal, and free passage through the Gulf of Aden is vital to world trade. Since the canal opened in the 19th century, ship owners and operators have willingly paid the toll for using it as the price for avoiding the lengthier and more hazardous journey around the Cape of Good Hope – a trip that for a general cargo ship can add up to 15 days to the journey from Asia to Europe.

Now, however, the industry is having to factor in the additional expense of a possible ransom demand. So formalised has this opportunistic black industry become that full-time professional hostage negotiators exist who conduct talks between the kidnapers and kidnap-and-rescue insurance companies.

"It's a business of getting the price down to the bare minimum for which you can safely release your crew, ship and cargo in a reasonable amount of time," says Cyrus Mody, an analyst at the International Maritime Bureau's headquarters in London.

For obvious reasons, he says, the industry is reluctant to disclose the sums paid out in ransom. "These people are not living in the Stone Age," he says. "They are up to speed with communications and technology. There are ways to find out which ship is owned by whom and as soon as the pirates realise that X owner has paid a much greater ransom they will target them more."

However, earlier this month a spokesman for Hiscox, a London-based insurer, told The Times that the pirates' demands were increasing and that the average ransom payment, once "in the low hundreds of thousands", was now US\$1 million.

There is also concern about where the ransom money might be ending up. Last month Andrew Mwangura, head of the East African Seafarers' Assistance Programme, told Reuters that the businessmen and warlords who were controlling the pirates were also funding Al Shabaab, Somalia's increasingly active Islamic insurgency group, thought to have links with al Qa'eda and which in February this year was designated a Foreign Terrorist Organisation by the US state department.

"The entire Somali coastline is now under control of the Islamists," Mr Mwangura said. "According to our information, the money they make from piracy and ransoms goes to support Al Shabaab activities onshore."

The situation, says Mr Mody, "is getting out of control. The Somalis have realised that it is extremely good business and very good money." So far, he said, the IMB had heard of only one sailor who had been killed in an attack, but it was, he feared, only a matter of time: "Because there is indiscriminate firing there is always the potential for someone getting hurt or killed."

The pirates' tactics were simple, he said, and increasingly dangerous: "They try to scare the master into stopping the ship by firing indiscriminately towards the vessel; there have been times when they have even fired rocket-propelled grenades. As soon as they get a rope over the side it's pretty much all over."

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And the pirates seem to be raising their game. On Aug 26, the Commercial Crime Services division of the International Chamber of Commerce issued a warning to all shipping crossing the Gulf of Aden. Within one 48-hour period, four ships had been hijacked and intelligence sources, said the CCS, "revealed that there are now three suspicious vessels ... believed to be pirate mother vessels looking to attack ships with intent to hijack".

The ships, two trawlers and a tug, were believed to be approaching unwary vessels and, at the last minute, launching fast boats packed with armed boarding crews.

The world community's patience with the pirates, however, appears to be running out.

On Thursday, several global shipping bodies joined forces with the International Transport Workers' Federation (ITWF) to demand that the United Nations tackle a problem that was "spiralling completely and irretrievably out of control". A Security Council resolution passed in June permitted foreign warships to enter Somalia's territorial waters to combat the pirate menace, but the ITWF statement said a "lack of political will" was discouraging navies from taking effective action.

"The solution, the industry stresses, is for more nations to commit naval vessels in the area and, crucially, for them to engage effectively, actively and forcefully against any act of piracy," the statement said. A spokesman for the UN's International Maritime Organisation (IMO) said officials were "very concerned with the situation" and had "not left any stone unturned" in rallying efforts to combat pirates.

The UAE's mission to the UN voices great concern over piracy, estimating that about half the raided vessels are Emirates-flagged dhows trading commodities with the Horn of Africa. On April 21 the Dubai-based Al Khaleej, carrying cargo to Somalia, was attacked by seven pirates and held overnight before being freed after a gunfight between pirates and Somalian troops.

On Friday, France circulated a draft resolution at the UN Security Council, urging all countries with warships and aircraft operating in the area "to take all necessary measures, in conformity with international law ... for the prevention and repression of acts of piracy".

The IMO's secretary-general, Efthimios Mitropoulos, has called for the Security Council resolution allowing warships into Somali waters to be extended when the six-month mandate expires in December. A spokesman for Ban Ki-moon said the UN secretary general was paying a "great deal of attention" to the piracy threat, particularly the danger faced by World Food Programme ships carrying aid to the Horn of Africa.

Late last Monday evening, the French president Nicolas Sarkozy gave the go-ahead for a military operation to free two French sailors who had been held captive by pirates for a fortnight. Jean-Yves and Bernadette Delanne, bound from Australia to France, had been captured as they sailed their yacht past Somalia, en route for the Red Sea and the Suez Canal. Thirty commandos equipped with night-vision goggles stormed the vessel in a pre-dawn raid in which one pirate was killed and six others were captured.

The successful operation, said a triumphant Sarkozy in a televised statement, was "a warning to all those engaged in this criminal activity". Piracy, he said, was "a fully fledged criminal industry ... The world must not remain indifferent or passive. I call on other countries to take their responsibilities as France has done twice."

With a naval base at Djibouti, a few kilometres from Somalia's northernmost border, it was not the first time the French had acted against pirates. On April 11, helicopter-borne commandos captured six pirates after a US\$2 million ransom had reportedly been paid for the return of the luxury 88-metre French yacht Le Ponant and its crew of 30, which had been seized a week earlier while crossing the Gulf of Aden on its way from the Seychelles to the Mediterranean.

Neither operation, however, appears to have dimmed the pirates' enthusiasm for their lucrative business. Within days of the French raid, two more ships had been taken – the Hong Kong-registered Great Creation, en route from India to Tunisia, and a Greek ship, captured off Mogadishu as it made its way down the coast to Kenya. According to the International Maritime Bureau, the seizures brought the number of ships taken this year to 57, with 14 captured in the

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past two months alone. A third ship, a Norwegian-flagged chemical tanker, had reportedly managed to outrun suspected pirates in speedboats.

The area plagued by pirates is patrolled by the multinational Combined Taskforce 150, linked to and including elements of the US navy's Fifth Fleet, based at Bahrain. Countries including France, the US, the UK, Canada, Pakistan, Denmark and Germany contribute ships to the force by rotation – Canada, with three warships in the group, has led the force since June and handed over command to the Danes on Monday.

Comprised of no more than eight or nine ships at any one time and given the task of covering a huge area, including the North Arabian Sea, Gulf of Aden, Gulf of Oman, Red Sea and the Indian Ocean, CTF-150 is spread fairly thin. Nevertheless, says Mr Mody, "their presence is being felt". There have, he says, "been numerous attacks which have been foiled because of their presence and because they have dispatched ships or helicopters to aid the vessel in need".

Last month the coalition came up with a solution to the problem of having too few ships – reducing the volume of water they have to cover. The US navy's Central Command at Manama, Bahrain, has now set up a Maritime Security Patrol Area in the Gulf of Aden – essentially, a narrow corridor which is being patrolled by CTF-150, overflown by coalition aircraft and along which all commercial shipping and yachts are strongly advised to pass.

The corridor, 1,000km long and about 10km wide, was "being established in support of the International Maritime Organisation's ongoing efforts", said the navy. It was not, however, a long-term answer: "Coalition actions will give the IMO time to work on international preventative efforts that will ultimately lead to a long-term solution."

Piracy, says Lt Nathan Christensen, a spokesman with the US Fifth Fleet's Combined Maritime Forces Headquarters in Bahrain, "is a problem that starts ashore and it's an international problem that requires an international solution. It requires regional governments to get involved. We're going to take a short-term responsibility [but] we are not the long-term solution to this problem." **Source : ShipTalk**



The bulk carrier **Mining Star** arriving at Lyttelton, New Zealand 17.09.08 to load coal for Richards Bay, South Africa.

Photo : Alan Calvert ©



NAVY NEWS

US nuclear carrier set for uneasy welcome in Japan

Residents of this port city were bracing for the arrival of a controversial US nuclear-powered aircraft carrier, with some ready with iodine syrup out of fear of radiation exposure.

The 97,000-ton **USS George Washington** is set to arrive Thursday in Yokosuka, a naval hub just 50 kilometres (30 miles) south of Tokyo, becoming the first US nuclear-powered aircraft carrier based outside of the United States.

"It'll be unprecedented for a nuclear-powered ship to be stationed in such a populated area," said Tamio Eda, part of a civil group which is calling for people to prepare for a possible nuclear accident with iodine syrup.

Iodine syrup is effective, especially for children, in preventing thyroid cancer after exposure to atomic radiation.

"The best thing to ensure safety is for the ship not to come here," Eda said. "But since that's not possible, the next thing to do is to prepare for a possible accident."

Despite the public protests in the only nation to have suffered nuclear attack, Japan agreed to accept the George Washington to replace the diesel **USS Kitty Hawk**, which is being retired from service.

The United States argued it must deploy its best carrier to Yokosuka due to East Asia's tense security situation. Japan has been officially pacifist since World War II and hosts more than 40,000 US troops under a security alliance.

The huge vessel with a 333-metre (1,092-foot) flight deck, carrying more than 70 aircraft, is installed with two nuclear reactors that will allow the ship to steam for almost 18 years at a time without refuelling.

A top US naval officer, Admiral Kirkland Donald, last week offered assurances on the carrier's safety in a meeting with Japanese Foreign Minister Masahiko Komura, who welcomed the vessel's arrival. But opposition to the George Washington's deployment has grown among the Japanese public following a series of incidents on US nuclear-powered ships.

The Pentagon said last month that a small radioactive leak may have come from the nuclear-powered **USS Houston** during a mission that included stops in Japan and Guam. The submarine had docked in March near Nagasaki, one of two cities devastated by atomic bombs in World War II, where it was met by protests from dozens of atomic bomb survivors and peace activists. The **George Washington** itself suffered a fire in May when crew members smoked near improperly stored flammable liquids.

The military discharged the commanding officer over the incident, which injured dozens of sailors and delayed the arrival in Japan by a month as the vessel underwent 70 million dollars in repairs. "People's worries have reached a peak, especially after the fire," said lawyer Masahiko Goto, who represents a local residents' group opposed to the George Washington's deployment. "It's appalling that the vessel is being deployed while the governments ignore people's concerns," he said, adding that thousands of protesters planned to gather in the port city on Thursday. "We will continue demanding the deployment be retracted."

The vessel's arrival also met a violent protest earlier this month when two small explosions went off near the US naval base in Yokosuka. No one was injured. A group calling itself a "revolutionary army" reportedly claimed responsibility, saying it would block the carrier's deployment by force. Japan, which has few natural resources, relies on nuclear technology for one-third of its electricity needs but has seen a series of accidents at plants that have dented confidence in safety.

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Another Agosta submarine ready

SM Hamza, the second indigenously built Agosta 90B submarine, will be commissioned in the Pakistan Navy on Sept 26, giving a qualitative boost to its capability to defend the country's maritime boundaries.

This was stated by Commodore Hassan Naser Shah, general manager of the submarine construction project, and Commodore Shah Masood at a background briefing at the PN Dockyard on Monday.

The commissioning of **SM Hamza** was termed a historical moment because it has a special feature of air independent propulsion system which increases the diving autonomy of conventional submarines.

"It is a major breakthrough in our capabilities of defence production and today Pakistan is among one of the few countries capable of constructing submarines indigenously," Commodore Naser Shah said.



The special feature of **SM Hamza** is MESMA air independent propulsion (AIP) system which increases the diving duration as compared to conventional submarines.

The AIP system has liquid oxygen and ethanol to produce electricity which is used to charge the submarine's batteries.

Left : PNS HAMZA

SM Hamza, being commissioned after successful completion of all harbour and sea trials, will become the first submarine in the Arabian

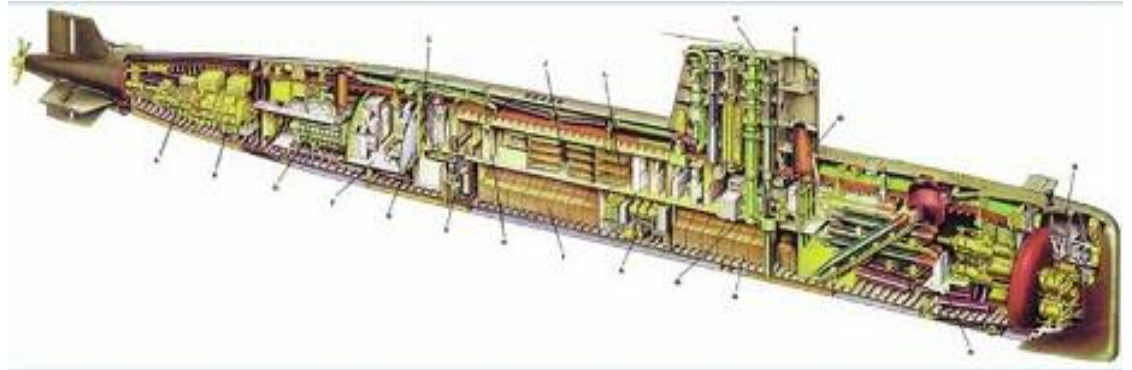
Sea with the AIP system. This is the third submarine of Agosta 90B contract which was signed with DCNI of France in Sept 1994. Under the contract, first Agosta 90B, **PNS Khalid**, was built in France and handed over to the Pakistan Navy in Dec 1999. The second submarine **PNS Saad** was built at the submarine construction department at the PN Dockyard and it was commissioned in 2003.

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Construction of indigenous submarine continued despite some hitches following the Sheraton Karachi bombing in which some French engineers working on the project were killed.

Hamza is the most advanced version of Agosta design. Its outer hull is light structure fabricated at the PN Dockyard in parts and mounted on the inner pressure

hull. The pressure hull section was fabricated and outfitted by the PN Dockyard in collaboration with the Karachi Shipyard. **Source : Dawn**



SHIPYARD NEWS

TRANSOCEAN RICHARDSON ARRIVED IN WALVIS BAY



The semi-submersible rig **TRANSOCEAN RICHARDSON** arrived in tow of the **MAERSK DISPATCHER** in the port of Walvis Bay on Thursday 18th September and berthed at berth #8, that date after spending a few days at anchor preparing to come alongside

Ocean Liner Services the ships agency division of **Manica Group Namibia (Pty) Ltd** are the contracted port and logistics agents.

Photo : Paul Wolff | Logistics - Manica Group Namibia (Pty) Ltd ©

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The **ATLANTIC LILY** seen approaching Rotterdam-Europoort - Photo : Fred Vloo ©

Port of Tampa welcomes largest container ship in history

When the **M/V Kaohsiung** docked at the Port of Tampa, it became the largest ship ever to call at Tampa.

The 4,038-TEU container ship is part of Zim Integrated Shipping Services' Asia-Gulf Express service that provides weekly sailings from Asia direct to Tampa. TEU is a measurement that designates how many 20-foot containers or equivalents a ship can carry.

Zim is in the process of upgrading Asia-Gulf Express service with larger vessels. Two weeks ago, the 3,586-TEU **M/V Nordwinter** called at Tampa on its maiden voyage. Zim has more than 100 ships in its fleet and recently ordered

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eight 12,600-TEU mega container ships to be delivered in 2012. Another 12 ships are already on order and are due to be delivered by the end of 2009 and early 2010.

“The arrival of **Kaohsiung** and the upgrading of the AGX sends a strong message to the trade about the importance of the Tampa market and the U.S. Gulf,” Richard Wainio, Tampa port director and chief executive, said in a release. “Zim Integrated Shipping has been key to our container development.”

The AGX, which began in August 2006, includes a fleet of 10 ships providing weekly fixed-day service to Tampa from China, Japan and Korea with calls in Panama and Jamaica.

The Tampa Port Authority and its partner Ports America are expanding the Port of Tampa Container Terminal and proceeding with development plans that will see it increase from its current 25 acres to more than 125 acres.

Source : Tampa Bay Business Journal

WORLD LARGEST HARBOUR CRANE ARRIVED IN ROTTERDAM



The worlds largest harbour crane seen enroute Rotterdam where the crane will be offloaded at the rhb premises on Saturday morning.

Photo : Piet Sinke ©

Java-Sumatra ferry crossing operators not ready for Idul Fitri

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Legislators are concerned about inadequate preparations made by ferry operators prior to the Idul Fitri holidays to ensure the Java-Sumatra crossing can handle the increased passenger load.

During an inspection of the water crossing run by transportation operator PT ASDP Ferry Indonesia at the Merak Seaport in Banten and Bakauheni Seaport in Lampung, legislators found only 24 ferries were operating, instead of the minimum 29.

Members of the House of Representatives Commission V, which oversees transportation affairs, said the ferry operator frequently failed to fulfill crossing schedules with five ferries unfit to operate.

"We have asked local operators to operate their ferries soon, but they gave a thousand excuses. This will clearly disrupt homeward passengers at the port," said ASDP president director Bambang Soerjanto on Monday.

Bambang said the ferry operations at the port were prone to problems because there were no specific regulations for travelers using motorcycles and private cars.

"The number of travelers using motorcycles and private cars is predicted to increase by 18 percent this year. Operators need to prepare special entries and exits for them," he said. (dre) **Source : thejakartapost.com**



ACTA Marine's **PANTER** (with skipper Teun), seen leaving the port of Hoek van Holland with some Boskalis employees to watch the passing newbuilding dredger **CRESTWAY**

Photo : Piet Sinke ©

SMM breaking records

SMM 2008 will once more break all records of previous years. 1,965 exhibitors from 56 nations will be presenting their products and services in Hamburg. That is 300 more exhibitors than in 2006. For comparison: In 2006 there were 1,669 exhibitors, and in 2004 there were 1,452 exhibitors. The increase in the number of exhibitors was possible thanks to the accelerated completion of the new halls of the Hamburg Fair. The last of the new halls, that is B7, was completed in time for the event, bringing the total gross space available in the halls to 87,000 square metres (versus 75,000 sqm in 2006), that is more than ever before. The B-site is now arranged for a round tour again, from the Central Entrance near the Television Tower to Entrance East, continuing to Entrance South and back again to the Central Entrance. A site map is provided in your press folders and in the SMM catalogue. The fourth and last entrance to Hamburg Messe, that is Entrance West, gives a direct link to the S-Bahn and U-Bahn rapid transit networks at Sternschanze station.

World shipbuilding continues to be in good shape, maintaining a high level of activity. SMM is always a mirror of economic developments in the global shipbuilding markets, so the demand for space at this SMM was simply enormous. This meant that, despite the new site and the increase in available space, we were not able to meet all requests by exhibitors for larger stands. We were particularly keen on giving first-time exhibitors the opportunity to present themselves at this leading shipbuilding industry fair.

We have more than 300 such first-time SMM exhibitors, including seven leading Korean shipyards, who are presenting themselves at the joint Korean stand with the slogan "New Challenge through Innovative Creativity for a Better Future".

This year there are more countries represented at SMM than ever before. For the first time, we also have companies from Colombia, Malaysia, Mexico and Serbia here in Hamburg. Vinashin (Vietnam Shipbuilding Industry Corporation), the umbrella organisation of the Vietnamese shipbuilding industry, has returned to this leading shipbuilding fair after a temporary absence.

The 22 official national pavilions also give a focused overview of the industry in their respective countries. All the leading shipbuilding nations are represented by their shipyards and marine equipment suppliers at SMM 2008. A total of 1,248 exhibitors have their head office abroad, that is 60% of the total number of 1,965 exhibitors. The dynamism of global shipbuilding is also reflected at SMM 2008. The Chinese exhibitors have nearly doubled their exhibition space compared with the previous SMM. This year there are 94 exhibiting companies from China, compared with 45 two years ago. And there are 15 companies more from South Korea (a total of 50 exhibitors). Almost all nations are occupying larger spaces than two years ago, including Japan, India, Turkey and the USA. Apart from Germany as the SMM host nation, the Netherlands are the largest exhibitor nation with 150 companies, followed by the United Kingdom with 118, Denmark with 98 and Norway 97. Key subjects at SMM 2008 are environmental protection and energy efficiency. Especially in Hall A1 there are companies offering environmental protection technologies and products, such as treatment systems for ballast and fresh water, oil separation systems and environmentally sound disposal systems, etc. Environmental protection and energy savings are important in nearly all the areas of the SMM – in marine equipment with energy efficiency systems, and in energy-saving materials, software solutions and propulsion technologies. SMM is a high-tech fair.

That is evident particularly in the outfitting sector, where innovation and knowledge transfer are very much at the centre of attention. The electronics area in particular is larger than before, concentrated on 13,600 square metres in Hall B6 and giving comprehensive presentation of navigation and communication. The propulsion engineering sector has grown, and is one of the main focal areas of SMM 2008 in Halls A3 and, for the first time, also in A4. The marine equipment industry is traditionally a major part of SMM exhibits, and its advanced engineering also serves superyacht building, represented at SMM by a number of leading shipyards such as Lürssen, Blohm + Voss (a part of the ThyssenKrupp Marine Systems (TKMS) group), Amels, the Damen group, Abeking & Rasmussen, Lloyd Werft Bremerhaven and the Fincantieri Group.

The shipyard industry, as a core element of SMM, has remained at its traditional location in Halls B2, 3 and 4. There will be more than 160 events during SMM, including conventions and conferences, workshops, meetings, corporate press conferences, and numerous receptions. MS&D, the first International Conference on Maritime Security and

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Defence, will be held concurrently with SMM, at the Hamburg Fair site on 24 and 25 September. The speakers come from the leadership ranks of a number of navies, including the British Royal Navy, the French, German and Malaysian Navies, experts from the security industry, and academics. They will address the growing threat to shipping and ports from piracy and armed attacks, and from acts of terrorism. This conference is the forerunner to the international conference and trade fair to be organised by Hamburg Messe for the first time next year, "Maritime Security & Defence 2009" (MS&D 2009), which will be held at the Hamburg Fair site from 6 to 8 October 2009. At the same time as this press conference, in other words today, the Financial Times Deutschland together with SMM and the British magazine Lloyd's Shipping Economist, is hosting the international "Ship Finance Forum" at the Hamburg Fair site. "Ship Finance Forum.

"Steering the course in unusual times" is the motto for this year's conference, dealing with current developments in ship financing. On the first day of SMM, that is tomorrow, a workshop on "Environmental Protection and Innovation – Opportunities for Shipbuilding", will be held by the Federal Ministry of Economics and Technology in cooperation with Community of European Shipyards' Associations CESA.

The opening speaker there is Dagmar G. Wöhr, who is the German Government's Maritime Coordinator and Parliamentary State Secretary at the Federal Ministry of Economics and Technology; she will tell you more about the workshop in a few minutes. Before that workshop, that is at 9:15 hours at the Central Entrance, the SMM will start with the official "tape cutting ceremony" by Parliamentary Secretary Wöhr. This will be followed by an official walkaround to selected companies at the fair. The press and media are very welcome to join that tour. Further events include the CIMAC Circle (International Congress on Combustion Engines), run by the International Council on Combustion Engines.

It is held regularly at SMM and focuses this year on environment friendly maritime transportation. The international "Marine Coatings" conference will be held by the British MPI Group in cooperation with Hamburg Messe and with the support of the trade magazines "Drydock" and the "Journal of Protective Coatings & Linings" on 24 and 25 September. Its subject is environment friendly coating systems. The working group on shipbuilding and offshore equipment supply within the German Engineering Federation (VDMA) and the German Shipbuilding and Ocean Industries Association (VSM) are once again conducting their "Think.ING" campaign at SMM 2008 to attract young people to careers in engineering. Chancellor Angela Merkel has accepted SMM patronage for the second time at SMM 2008. The Chancellor recognises the leading role played by international shipbuilding in new high-tech developments. We are expecting more than 47,000 trade visitors and decision makers from over 100 nations at the international shipbuilding fair here in this great business and trading centre Hamburg. I would like finally to draw your attention to the "Sales Lounge" at SMM 2008, located on the upper floor at the Central Entrance. It provides information, hall plans and registration documents for SMM Istanbul 2009 and SMM India 2009. These new international shipbuilding and maritime equipment fairs are being organised by HMC together with experienced partners, ensuring that the high quality standard of SMM is also maintained for these overseas events. **Source: Bernd Aufderheide, President and CEO Hamburg Messe und Congress GmbH**



The tug **Norsund** and 2 barge's the **Terraferre 301 & 302** seen passing Felixstowe 22.9.08.

Photo : George Munnings ©

Load-out Tombua Landana onboard Black Marlin



Dockwise **BLACK MARLIN** loaded 2 large (with weights of 5000 and 8000 ton) modules at the DSME yard in Korea, the modules , were successful skidded onboard and will be transported by the **Black Marlin** to Angola.

Photo : Frans Slob – Dockwise ©

Kiellegging superferry Stena Line in slechte markt

Stena Line maakt slechte tijden door. De overtochten naar Engeland zijn voor bepaalde goederenstromen met 30 procent gedaald. Juist in deze barre tijden is de komst van twee superferry's van Stena Line op de Noordzee een stap dichterbij. Gisteren vond in het Duitse Warnemünde de feestelijke kiellegging van de eerste superferry van Stena Line plaats.

'Dit heb ik nog nooit meegemaakt', zegt Pim de Lange, algemeen directeur van Stena Line, over de terugval van overtochten naar Groot-Brittannië. Als de Zweedse ferrymaatschappij dit geweten had, zou het twee jaar geleden wel twee keer nagedacht hebben voordat het opdracht gaf tot de bouw van de grootste Ro-Pax ferry's ter wereld. Plannen voor nieuwe lijnen, zoals een dienst vanuit België, worden voorlopig in de ijskast gezet.

Stena Line zag de markt op Groot-Brittannië vanaf juni inklappen. De redenen hiervoor zijn - volgens De Lange - de kredietcrisis in Amerika die in Engeland harder inslaat, de lage koers van de pond en hoge energieprijzen in Engeland.

Vooraf het vervoer van luxe-goederen heeft hieronder te leiden. 'Transport van bloemen is met dertig procent afgenomen', vertelt De Lange. De aanvoer van groente en fruit is redelijk stabiel gebleven, terwijl general cargo met twintig procent is gedaald sinds de zomer.

Photo : Piet Sinke ©

Mede dankzij de goede eerste vijf maanden en extra capaciteit verwacht Stena Line voor 2008 een lichte trafiek-stijging op het Noordzee-traject. Vorig jaar werden er 359.000 vrachteenheden vervoerd,



dit jaar ligt de verwachting op 370.000. Momenteel profiteren ferrymaatschappijen ook van de sluiting van de tunnel. Stena Line vervoert hierdoor duizend extra vrachteenheden per week naar Groot-Brittannië

Als de terugval doorzet is Stena Line in de loop van het volgende jaar gedwongen maatregelen te nemen, vertelt De Lange. 'Misschien moeten we dan een schip tussen Rotterdam en Groot-Brittannië uit de vaart nemen.' Als Stena Line nu al moeite heeft haar ferry's gevuld te krijgen, hoe moet dat dan met de komst van de nieuwe superferry's in 2010? Pim de Lange verwacht dat de crisis dan juist aangetrokken is. 'Uiteindelijk gaan de Engelsen weer importeren. Het land produceert zelf niets. Daarbij komen de Olympische Spelen in 2012 naar Engeland. Dit is altijd goed voor de economie.'

De in aanbouw zijnde ferry's van Stena Line à 220 miljoen euro per stuk worden de grootste Ro-Pax ferry's in de wereld. De twee ferry's worden aanmerkelijk groter dan de huidige Ro-Pax schepen, de **Stena Britannica** en de **Stena Hollandica**. Vergelijken met deze twee kunnen de nieuwelingen 30 procent meer passagiers en auto's en 25 procent meer vracht vervoeren. Vrachtvervoer is voor het Noordzee-traject veruit het belangrijkste inkomstenbron voor Stena Line. 65 procent van de opbrengst bestaat uit vracht, 35 procent uit passagiers. Bron : Nieuwsblad

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Vessels of the future will use wind and sun

In the future, Viking Line vessel will perhaps be equipped with sails and solar panels, supplementing more efficient engines which in turn will be powered by more environmentally friendly fuels. And the future is closer than one might think, since planning of the new generation of Viking Line vessels for service between Finland and Sweden has already begun. At a seminar for financial journalists this past week, Nils-Erik Eklund, Managing Director and Chief Executive of Viking Line, provided a small glimpse of how the company's vessels might look in the future.

This invention will be headed by Technical Director Tony Öhman. He has throughout his time at Viking Line performed extensive technical, operational and environmental development works.

"Since the early 1980s, we have been working with various solutions for our vessels to reduce oil consumption, thereby reducing our bunker expenses and minimising emissions. The next generation of vessels will pay even more attention to these aspects," Mr Öhman explains.

"I think we can be proud of many things we have done over the years. For example, starting to use low-sulphur fuel nearly twenty years ago and installing humid air motor (HAM) exhaust purification on the **Mariella**, the only such vessel in the world. The **Viking XPRS** is the only vessel serving the Helsinki-Tallinn route that has catalytic cleaning systems on all engines. We pump all black and grey water ashore. We have extremely knowledgeable and ambitious people in our organisation, each of whom has contributed to these developments in his or her own way." Tony Öhman says.

One current example of fresh thinking is the German cargo vessel **MS Beluga SkySails**, which was completed earlier this year – the world's first container vessel equipped with a kite that pulls the vessel forward. The vessel uses a computer-controlled kite (a 160 square metre sail) in addition to its regular engine. Kite technology will make it possible to save about 15 per cent of today's bunker expenses. There are also vessels powered by other types of sails. An additional 5-10 per cent can be saved by using other technology. In Australia, for example, there is a solar-powered vessel in commercial traffic. Development work related to solar technology is moving ahead rapidly all over the world. "With our vision of a new environmentally friendly vessel, we want to encourage all `Vikings' to think in new ways. Using all the brain power that exists in our company, we can do something that is good for all those affected including customers, employees and the environment. And oil will not become cheap again," Tony Öhman says.

Source : Viking Line

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Mozambique orders six new ferries

The Government of Mozambique has announced that is putting US\$7.5 million towards the purchase of six new ferries.

The new boats would serve to transport passengers in the cities of Maputo, Inhambane, Beira and Quelimane.

Sergio Cassamo, the head of the Government's Transport and Communications Project Management Unit said the boats would be purchased from Bangladesh and would arrive in November. These boats would replace some of the existing ferries which are old and becoming obsolete.

Mr Cassamo said there has been ongoing discussion about the management of the ferry services. While some people think the Government should operate them, others believe private companies should take hold of the reins.

The largest of the boats being ordered is a 250-passenger ferry capable of carrying another ten light vehicles and four ten-tonne trucks. **Source : Baird Online**



The **IHC-DE MERWEDE** built **HOS ACHIEVER** departed from the Wiltonharbour after installation of the new **HUISMAN** crane
Photo : Jan Simons ©

GL snaffles contract for seven 13,100teu megaboxships

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Hyundai Heavy Industries has awarded classification of seven 13,100teu seven ultra-large container vessels ordered by German shipowner MPC Capital to Germanischer Lloyd.

Mr. DY Han, Senior Executive Vice President of HHI and Member of GL's Korean Shipbuilding Committee, signed the contract with Dr Hermann J. Klein, Germanischer Lloyd's Member of the Executive Board, at the opening of the shipbuilding trade fair SMM in Hamburg yesterday .

Steel cutting for the first vessel will begin in November 2010 at HHI's yard in Ulsan, Korea. With a construction time of nine months per vessel, the final ship will be delivered in June 2012. **Source : Seatrade Asia**



Imtech krijgt orders in maritieme sector

Technisch dienstverlener Imtech mag de elektrische voortstuwing van twee werkschepen en een luxe jacht maken. De opdrachten zijn goed voor bijna 40 miljoen euro.

Dat maakte Imtech dinsdag bekend. Imtech speelt met de technologie in op de vraag naar een lagere uitstoot aan kooldioxide en lager brandstofverbruik. Alle drie de schepen moeten in 2011 af zijn.

Wärtsilä offshore designs for China and India

Wärtsilä Ship Design has received major orders from customers in China and India, including a Deepwater Engineering Survey Vessel design for China Oilfield Services Ltd (pictured). This is a 105-metre, 4,300dwt vessel capable of drilling operating at deep water for geotechnical surveys and geophysical surveys: to date, most of China's oil exploration has been in relatively shallow waters, but there is now a need to probe deeper.

In addition, the Chinese state-owned Shanghai Salvage Company has ordered a 123-metre Multi-Purpose Support Vessel design from Wärtsilä in order to carry out year-round tasks along the coastline of China. The key requirement is for multi-purpose flexibility since the vessel will be required to carry out a multitude of different operations, including salvage, offshore engineering services, diving and ROV operations, fire-fighting, anchor handling, ship supply, environmental protection, and route clearing.

In India, a 110-metre, 4,500dwt Diving Support Vessel design has been ordered by India's Oil and Natural Gas Corporation Limited (ONGC), and will provide a stable platform for saturation and air-diving operations. In addition to diving operations and construction work, the vessel is to provide field support and will, therefore, be fitted with sophisticated fire-fighting and oil recovery equipment.

The Wärtsilä Ship Design unit was set up recently following the acquisitions of the ship design companies Vik-Sandvik and Schiffko. The latest acquisition, the Singaporean based Conan Wu & Associates will also be part of the Ship Design unit.

Jaakko Eskola, Group Vice President, Ship Power, Wärtsilä Corporation, comments: "From a strategic point of view, being able to offer ship design services is a very important step for Wärtsilä, since it brings us even closer to our ship owner and shipyard customers. The role of ship design is becoming increasingly important in the value chain, due to higher integration and more sophisticated systems onboard most vessels and increasingly stringent environmental regulations. In addition the ship design is more and more linked to system providers, shipyards and integrators."

"Ship production is moving away from traditional ship building countries in the west to emerging markets where there is a need for ship design skills," he adds. **Source : Seatrade Asia**

Fjord Line removes fuel surcharge

Fjord Line has cut an additional fuel surcharge which had been passed along to passengers beginning in June. "We are able to do this due to the significant drop in oil prices," says Fjord Line Managing Director, Ingvald Fardal.

The ombudsman for Norwegian consumers has called on airlines and ferry boat operators to remove the extra charges that many had implemented earlier this year, when oil prices had risen dramatically. "We, along with our competitors, had to increase our ticket price to compensate for the increased cost of fuel. Now that the price has gone down, removing this surcharge is the right thing to do. The price reduction will take effect during the coming week," says Fardal.



Fjord Line operates the passenger ferry the **MS Bergensfjord**, which sails year-round between the western coast of Norway and Denmark, and the high-speed catamaran the **MS Fjord Cat**, which sails between Kristiansand and Denmark during half the year.

Photo : Aart Heijkamp ©

As of October 26th, Fjord Line has adjusted its routes to accommodate new harbours. The **MS Bergensfjord** will sail from Bergen, Risavika (Stavanger) to Hirtshals, Denmark. The **Bergensfjord** carries up to 850 passengers plus 45 lorries and 150 passenger vehicles, or, alternatively, up to 300 passenger vehicles. The **MS Fjord Cat** can carry up to 670 passengers plus 190 passenger vehicles and four buses.

"The **MS Bergensfjord** had an excellent summer season. We are confident that by now adjusting our route, the new harbour connections will help us see increased passenger and cargo traffic, compared to previous winter seasons. With the removal of the fuel surcharge, sailing with us is now an even better option, whether our customers are looking for a pleasant cruise or an efficient transportation option between western Norway and the continent," continues Ingvald Fardal. **Source : Fjord Line**

Two new vessels for ESNAAD

ESNAAD in the Middle East has taken delivery of two new vessels in recent weeks. **ESNAAD 512** is an AHTS and was received from shipyard on July 3rd 2008. The vessel departed from Indonesia on July 12th 2008, and arrived in Abu Dhabi on July 29th.

ESNAAD 710 is a field control vessel and was received from the shipyard on June 11th 2008. The vessel departed Spain on June 23rd and arrived in Abu Dhabi on July 19th. **Source : Offshore Shipping Online**

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Record orderbook 'could slip 20%'

Almost a third of the record volume of tonnage due for delivery over the next couple of years will come from new shipyards where slippage due to start-up problems is quite possible. According to Clarkson, deliveries will jump by 50% in 2009, to more than 157m dwt, but unlike the decade so far, 30% of these new ships are being built at new yards, many of them in Asia.

Keeping an exact track of newbuilding statistics is fraught with difficult, Clarkson admits. Its current records indicate that there are 9,680 ships totalling 591.6m dwt on order, equivalent to 53% of the fleet. But many of the orders have been placed at small to medium-sized yards where information on contracts and any subsequent changes is hard to come by. It is not in yards' interest to report slippage, for example, but delivery delays are likely with current volumes of work in hand.

Clarkson points out that its annual August forecasts of deliveries for the following year underestimated actual deliveries by 10-20% in the years between 2000 and 2005. However, since then the gap has narrowed, to just 3% in 2007. And with many ships now under construction at new shipbuilding facilities where more slippage is likely, the analysts' predictions may swing the other way. "We have never had so much capacity commissioned in such a short time," Clarkson declares. "So maybe predictions of 20% slippage will turn out to be right." **Source : Seatrade Asia**



The **JAN VAN GENT** of **SIMACHARTERS** (Maassluis) seen passing the Breediep
Photo : Piet Sinke ©

Mercator Will Buy More Dredging Ships to Diversify From Cargo

Mercator Lines Ltd., the only Indian shipping company to list shares in Singapore, plans to more than double its fleet of dredgers to hedge against rate fluctuations in other shipping operations. Mercator will increase the number of dredgers in its fleet to 10 in the next three years from the current four, Chairman H.K. Mittal said in an interview in Mumbai on Sept. 19. The company also plans to add more so-called jack up rigs that aid oil exploration, Mittal said.

Indian shipping lines like Mercator and Varun Shipping Co. are diversifying their fleet as rates for hauling commodities decline. On Sept. 19, the Baltic Dry Index, a measure of shipping costs for commodities, was 58 percent below the record the index reached May 20.

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``Since the world economy is not doing so well, there is a slowdown in global trade, and this will have a direct impact on shipping," said Prachet Sheth, an analyst at A.C. Choksi Share Brokers Pvt., in Mumbai. ``Mercator is trying to hedge against this," he said. Sheth has an ``accumulate" rating on Mercator.

Mercator Lines rose 2 percent to 64.8 rupees in Mumbai trading at 10 a.m. The stock has declined 59 percent so far this year. Mittal said Mercator would place orders for four dredgers in the next two months with companies in Europe. By March 2010, Mercator plans total capital expenditure of \$700 million, and as much as 70 percent of this amount would be raised through debt.

Mercator earns more than 80 percent of sales from hauling dry cargo through long-term charters, ranging from one year to four years. The average yield on dry cargo is \$35,000 a day for the company. Mercator Lines Singapore Ltd., the unit listed in the city- state, won a \$320 million contract from Tata Power Co. in June, after renegotiating an existing contract with the utility. The new agreement boosted revenue per vessel to \$33,000 a day from \$24,000 previously. The four-year contract employs five ships.

The company also invested in coalmines in Mozambique and Indonesia as part of the plan to diversify. It expects to earn as much as 60 percent of its profits from offshore and dredging operations and from coal mining in future, Mittal said. **Source : Bloomberg**

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Twinstar III passenger vessel at Weymouth, on passage Falmouth to London. The ex-ferry is returning to work on the Thames. - **Photo : Graeme Ewens ©**

.... PHOTO OF THE DAY

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The newbuilding TSHD **CRESTWAY** seen passing Hoek van Holland outward bound
Photo : Piet Sinke ©

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