

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 252



Number 252 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 25-09-2008

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**HAL's VEENDAM seen moored in Skagway (Alaska),
Onboard the Veendam is at present Shippingnewsclippings contributor Cees
Kloppenburger with his wife Yvon (on honeymoon ☺)**

Photo : Cees Kloppenburger ©

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EVENTS, INCIDENTS & OPERATIONS

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Russia to send ships to counter Somali pirates

The day after Vice Adm. Bill Gortney, Commander, Combined Maritime Forces, said that "the Coalition does not have the resources to provide 24-hour protection for the vast number of merchant vessels in the region," Russia said it will soon join international efforts to fight piracy off the Somalia coast.

However, it will conduct its operations independently, RIA-Novosti news agency reports Navy commander Adm. Vladimir Vysotsky as saying today.

"We are planning to participate in international efforts to fight piracy off the Somalia coast, but the Russian warships will conduct operations on their own," he said.

Russian nationals are frequently among the crews of civilian ships hijacked by pirates off the Somalia coast, notes RIA-Novosti.

At the beginning of June, the UN Security Council passed a resolution permitting countries to enter Somalia's territorial waters to combat "acts of piracy and armed robbery at sea." **Source : MarineLog**

SOMALI PIRATES THREATEN TO KILL EUROPEANS

SOMALI-based are threatening to kill any European they capture unless France returns six suspected pirates captured by French commandos earlier this months when they freed two French nationals according to a Voice of America (VOA) report.

VOA says a pirates spokesman, using the name Bileh, says if that other EU nations refuse to negotiate the release of his compatriots, his group will begin targeting all Europeans. He says every European hostage would be beheaded.

France now has two groups of alleged pirates in custody but the threats appear to be connected only with the most recent batch to have been arrested.

Meanwhile the ICC Committee on Maritime Transport strongly condemned the recent violent attacks on merchant ships by pirates operating in Somali waters, particularly in the Gulf of Aden. It notes that the attacks are significantly increasing in number and intensity. And that this surge in attacks has occurred despite the UN Security Council resolution allowing naval vessels to enter Somalia's waters and to repress pirates "by all necessary means". It says: "These despicable acts of terror cannot be allowed to continue."

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A statement says: "ICC calls on governments to take immediate, strong and effective action to repress such acts of piracy. Governments need to pursue all possible options in order to re-establish safety and stability in the Gulf of Aden, which is one of the world's most strategically important international waterways."

According to ICC's International Maritime Bureau Piracy Reporting Centre, there have been 54 attacks on vessels in Somali waters so far this year, with 12 vessels and over 240 crew members still being held hostage. These hostages are citizens of many nations, including Europe, Russia and others with coalition naval forces in the area. **Source :** **Maritime Global Net**

PEARL RIVER UNDER ESCORT DREDGING AT BONNY RIVER

DEME's **PEARL RIVER** seen dredging at the Bonny river in Nigeria escorted by a patrol unit of the Nigerian Navy and armed guards onboard



Asbestschip Otapan kost staat ruim vijf miljoen euro

De Nederlandse staat krijgt de meer dan vijf miljoen euro aan kosten voor de sanering van het Mexicaanse asbestschip de Otapan waarschijnlijk niet volledig terug, zei milieuminister Jacqueline Cramer dinsdag in de Tweede Kamer.

Het vrachtschip, dat sinds 1999 in de haven van Amsterdam lag, werd in 2006 geweerd door de Turkse autoriteiten, omdat er teveel asbest in het schip zat. Pas in mei van dit jaar vertrok het na een grondige schoonmaak uit Nederland. Volgens het ministerie van VROM was in totaal 5,7 miljoen euro gemoeid met sanering, verzekering, ligkosten en dergelijke rond de Otapan. Daarvan is twee ton binnengehaald via een bankgarantie.

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Ook de huidige Turkse eigenaar, de sloopwerf Simsekler, nam 240.000 euro van de ongeveer 550.000 euro aan lig-, haven- en sleepgeld voor zijn rekening. Dat gebeurde na een schikking,

Er lopen nu nog onderhandelingen met de voormalige Mexicaanse eigenaar om de resterende miljoenen te verhalen. Cramer zei op vragen van VVD-Kamerlid Helma Neppérus dat ze een langdurig juridisch traject voorzag en een schikking niet uitsluit. **Bron : Nieuwsblad Transport**

ANSCO 8500 ENROUTE GALVESTON



Above seen the large semi-submersible rig **ANSCO 8500** departing from Singapore under tow of the Dutch flagged tugs **FAIRMOUNT ALPINE** and **FAIRMOUNT SHEPARD**, the two tugs will tow the rig via Cape Town to Galveston

Photo : PIM KORVER FILM+VIDEO ©

Riverdance ferry: Battle with the tide

DUSK may be falling over the **Riverdance** but, with tides making life difficult, workers have to grab any moment they can to get the job done. Artificial lights allow diggers to reach the remnants of the wrecked cargo vessel so that the part of the hull which remains below the sands can be cut away.

Project manager for PGC Demolition, Mark Quinn, said: "We have to pump out water to be able to work.

"But when we have worked a shift we return to find the water has returned and we have to pump out again."

Because of tidal difficulties the wreck will be inaccessible for much of this week but there are hopes the operation will start again by the weekend. Mr Quinn added: "We have had bad tides this week so we are not going to be able to do too much until Thursday or Friday."

When the tides rolls over the **Riverdance** all trace of her disappears but for public safety and to avoid any risk of pollution PGC have been contracted to get rid of every last vestige of the ship.

It is estimated that the last pieces of the wreck will be carted away in about two weeks. But after that there will still be a month of sonar scanning and raking of the site to ensure there are no fragments which have gone undetected.

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The contractors have been on site for 19 weeks so far and the number of workers has remained constant at around 10.

Riverdance has been on the beach since January 31 when she was driven there in a storm in which 23 crew and passengers were airlifted to safety. Two months were spent trying to refloat her before the decision was made to break her up. The metal has gone to scrapyards, the main one being in Liverpool.

The two 40-ton engines were salvaged and sent to a company in the North East.

US Navy: Shipping industry also must defend vessels against rampant piracy off Somalia coast

The international shipping industry must take on more responsibility to protect vessels against pirate attacks and kidnappings in the dangerous waters of Somalia rather than rely on the U.S. Navy, the commander of the 5th Fleet warned on Monday.

Vice Adm. Bill Gortney said the U.S.-led coalition patrolling the Gulf of Aden simply doesn't "have the resources to provide 24-hour protection" for hundreds of commercial vessels passing daily through these dangerous waters between Somalia and Yemen. Gortney's comments come as heavily armed pirates are increasingly preying on shipping in the area. Drug smuggling and kidnappings for ransom have increased despite heavy presence of U.S. warships and patrol boats in the area.

A statement Monday from the 5th Fleet headquarters in Bahrain quotes Gortney as saying that shipping companies "must take measures to defend their vessels and crews." Gortney also suggested they consider hiring security teams for ships.

So far this year, 57 ships have been attacked in the area, mostly in the Gulf of Aden. The surge prompted the U.S. Naval Central Command last month to establish a security corridor patrolled by an international coalition of warships.

Their presence has helped deter more than a dozen attacks in four weeks, the U.S. Navy said, but "criminals still successfully targeted several vessels in the region." 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 it each year. Its waters, off the eastern coast of Somalia, are also a route for drug smuggling, human trafficking and kidnapping for ransom.

In the latest incident, pirates in speedboats on Sunday hijacked a Greek bulk carrier with 19 crew members off eastern Somalia. Thirteen ships with more than 300 crew remain in pirates' hands, according to the International Maritime Bureau's piracy reporting center in Kuala Lumpur.

British navy's commander in the Middle East, Commodore Keith Winstanley, acknowledged in a telephone interview with The Associated Press a "considerable spike in destabilizing activity," with smuggling, trafficking, hijacking and crew kidnappings becoming "an extremely lucrative business."

Winstanley warned that the presence of coalition destroyers, frigates and an aircraft carrier alone won't stop the piracy. "We do what we can, but the solution to this problem is clearly not at sea, but ashore in Somalia." He did not elaborate.

Somalia has not had a functioning government since 1991. The country's eastern coast is difficult to patrol, and pirates there are often trained fighters typically armed with automatic weapons, anti-tank rocket launchers and grenades.

Source : Newsday

Curious Killer Cargo

A tense standoff is underway in northeastern Somalia between pirates, Somali authorities, and Iran over a suspicious merchant vessel and its mysterious cargo. Hijacked late last month in the Gulf of Aden, the MV **Iran Deyanat** remains moored offshore in Somali waters and inaccessible for inspection.

Its declared cargo consists of minerals and industrial products, however, Somali and regional officials directly involved in the negotiations over the ship and who spoke to The Long War Journal are convinced that it was heading to Eritrea to deliver small arms and chemical weapons to Somalia's Islamist insurgents.

It was business as usual when speedboats surrounded the **MV Iran Deyanat** on August 21. The 44468 dead weight tonnage bulk carrier was pushing towards the Suez and had just entered the Gulf of Aden

- dangerous waters where instability, greed and no-questions-asked ransom payments have led to a recent surge in piracy. Steaming past the Horn of Africa, 82 nautical miles southeast of al-Makalla in Yemen, the ship was a prize for the taking. It would bring hundreds of thousands of dollars

- possibly millions - to the Somalia-based crime syndicate. The captain was defenseless against the 40 pirates armed with AK-47s and rocket-propelled grenades blocking his passage. He had little choice other than to turn his ship over to them. What the pirates were not banking on, however, was that this was no ordinary ship.

The **MV Iran Deyanat** is owned and operated by the Islamic Republic of Iran Shipping Lines (IRISL) - a state-owned company run by the Iranian military that was sanctioned by the U.S. Department of the Treasury on September 10, shortly after the ship's hijacking.

According to the U.S. Government, the company regularly falsifies shipping documents in order to hide the identity of end users, uses generic terms to describe shipments to avoid the attention of shipping authorities, and employs the use of cover entities to circumvent United Nations sanctions to facilitate weapons proliferation for the Iranian Ministry of Defense.

The MV Iran Deyanat set sail from Nanjing, China, at the end of July and, according to its manifest, planned to travel to Rotterdam, where it would unload 42,500 tons of iron ore and "industrial products" purchased by a German client. Its arrival in the Gulf of Aden, Somali officials tell The Long War Journal, was suspiciously early.

According to a publicly available status report on the IRISL Web site, the ship reached the Gulf on August 20 and was scheduled to reach the Suez Canal on August 27

- a seven day journey. "Depending on the speed of the ship," Puntland Minister of Ports Ahmed Siad Nur said in a phone interview on Saturday, "it should take between 4 and 5 days to reach Suez." Suspicion has also been cast on the ship's crew, half of which is almost entirely staffed by Iranians

- a large percentage of Iranian nationals for a standard merchant vessel. Somali officials say that the ship has a crew of 29 men, including a Pakistani captain, an Iranian engineer, 13 other Iranians, 3 Indians, 2 Filipinos, and 10 Eastern Europeans, possibly Croatian. The **MV Iran Deyanat** was brought to Eyl, a sleepy fishing village in northeastern Somalia, and was secured by a larger gang of pirates

- 50 onboard and 50 onshore. Within days, pirates who had boarded the ship developed strange health complications, skin burns and loss of hair. Independent sources tell The Long War Journal that a number of pirates have also died.

"Yes, some of them have died. I do not know exactly how many but the information that I am getting is that some of them have died," Andrew Mwangura, Director of the East African Seafarers' Assistance Program, said Friday when reached by phone in Mombasa. News about the illness and the toxic cargo quickly reached Garowe, seat of the government for the autonomous region of Puntland. Angered over the wave of piracy and suspicious about the Iranian

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ship, authorities dispatched a delegation led by Minister of Minerals and Oil Hassan Allore Osman to investigate the situation on September 4.

Osman also confirmed to The Long War Journal that during the six days he negotiated with the pirates members of the syndicate had become sick and died. "That ship is unusual," he said. "It is not carrying a normal shipment."

The delegation faced a tense situation in Eyl, Osman recounts. The syndicate had demanded a \$9 million ransom for 10 ships that were in its possession and refused permission to inspect the Iranian vessel. At one point, he said, the pirates threatened to "blow up" the **MV Iran Deyanat** if authorities tried to inspect it with force.

A committee of delegate members and Eyl city officials was formed to negotiate directly with the pirates in order to defuse the situation. Once in direct contact, the pirates told Osman that they had attempted to inspect the ship's seven cargo containers after they developed health complications but the containers were locked.

The crew claimed that they did not have the "access codes" and could not open them. The delegation secured contact with the captain and the engineer by cell phone and demanded to know the nature of the cargo, however, Osman says that "they were saying different things to different people." Initially they said that the cargo contained "crude oil" but then claimed it contained "minerals." "The secrecy is not clear to us," Mwangura said about the cargo.

"Our sources say it contains chemicals, dangerous chemicals." IRISL has flatly denied the ship is carrying a "dangerous consignment" and has threatened legal action against Mwangura. The syndicate set the ship's ransom at \$2 million and the Iranian government provided \$200,000 to a local broker "to facilitate the exchange." Iran refutes that it agreed to the price and has paid any money to the pirates.

Nevertheless, after sanctions were applied to IRISL on September 10, Osman says, the Iranians told the pirates that the deal was off. "They told the pirates that they could not come because of the presence of the U.S. Navy." The region is patrolled by the multinational Combined Taskforce 150, which includes ships from the U.S. Navy's Fifth Fleet. In a strange twist, the Iranian press claims that the U.S. has offered to pay a \$7 million bribe to the pirates to "receive entry permission and search the vessel."

Officials in the Pentagon and the Department of State approached for this story refused to comment on the situation. Somali officials would also not comment on any direct U.S. involvement but one high-level official in the Puntland government told The Long War Journal "I can say the ship is of interest to a lot of people, including Puntland." The exact nature of the cargo remains a mystery but officials in Puntland and Baidoa are convinced the ship was carrying weapons to Eritrea for Islamist insurgents.

"We cannot inspect the cargo yet," Osman said, "but we are sure that it is weapons." "Puntland requested the pirates two weeks ago to hand over this Iranian ship, saying that it is carrying weapons to Eritrea," Puntland Fisheries Minister Abdulqadir Muse Yusuf told Reuters. "I have seen food and other odd items on the ship but I do not know what is hidden underneath." Iran's involvement in the conflict in Somalia on behalf of Islamist insurgents is well documented.

In 2006, Iran flouted arms embargos and provided sophisticated anti-aircraft and anti-tank weapons to the Islamic Courts Union (ICU), intelligence sources told The Long War Journal, including SA-7 Strella and SA-18 Iгла MANPADS - shoulder fired surface-to-air missiles - as well as AT-3 Sagger antitank missiles. A report issued by the United Nations in 2006 states that weapons were transferred to Somalia through Lebanon-based Hezbollah, which also absorbed a contingent of 700 Islamist fighters from Somalia during Hezbollah's war with Israel. The report also states that Iran provided support for Islamist training camps inside Somalia and had sent two emissaries to negotiate with the ICU for access to Somalia's uranium mines. **SOURCE: Somaliweyn Media Center**

EU Action Plan

The European Union is preparing for naval action against pirates off Somalia who have been hijacking ships and crewmen for ransom, according to a transcript of an interview with French President Nicolas Sarkozy sent by the French Embassy.

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In the interview, French President Nicolas Sarkozy said: "At France and Spain's initiative, European Union foreign ministers decided to set up a maritime coordination unit to prevent acts of piracy and launched the preparation of a naval operation."

Since September 17, a French naval vessel has begun escorting European ships passing through the Gulf of Aden.

Sarkozy said that as most of the hostage-taking operations have taken place on the high seas outside Somali waters, Somali forces could not take on these pirates. He said that French naval and air force capabilities would be needed to effectively respond to the piracy.

"Obviously we need to do two things: establish a form of marine police force -- the whole international community has to make ships available, perhaps not to escort the convoys, but in any case to make the area safe," he said.

Sarkozy is also calling for the punishment of the pirates. "I very much want, in addition to this preventive action, there to be punitive action. You won't mind me not being specific about the objectives," he added.

On September 15, France successfully rescued two French nationals kidnapped by Somali pirates and about to be taken to Eyl, where all the other hijacked ships had been docked. "This operation, I'm telling you so that France's message is clearly heard, is a warning to all those who engage in this criminal activity. France can't allow crime to pay," Sarkozy said.

Noting this and another successful French operation in November 2007, when it escorted World Food Programme ships delivering humanitarian aid to Somalia, Sarkozy said that on its own, France could not take on the pirates and thus appealed for international action. "On her own, France can't make a crucial difference throughout the area where the piracy is growing. This is why I appeal for the mobilization of the international community to help ensure the safety of the maritime traffic and protect people in the Gulf of Aden and off the Somali coasts," he said.

"The number of acts of piracy in the Gulf of Aden and off the Somali coast has literally exploded since the beginning of 2008...The world can't tolerate this," he added.

Of the hijacked ships, eight has 97 Filipino seafarers, including one who died during the takeover of the ship. "As I speak to you, pirates are holding 150 people of all nationalities and at least 15 boats in Somalia," he said in the interview. Sarkozy said the 48,000 ships that pass through the Gulf of Aden every year were "all potential targets for these pirates who are striking further and further away from the coast."

Apart from this naval action, France has also asked the United Nations' response to this problem **Source : Shipstalk**



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Hellas to join efforts to combat piracy

Ministry of Mercantile Marine filed a request to the Ministries of National Defence and Foreign Affairs respectively, in order for a Hellenic Navy vessel to be deployed in the shores of Somalia and join the multinational task force, which is developed in the region. With merchant ships facing pirate attacks almost on a daily basis, the move by the ministry comes as a natural response, especially after the recent attacks on Hellenic-owned vessels. Furthermore, there is a possibility that Hellas will forward the matter of piracy to NATO, asking the coalition to examine the situation, in order to assume – if deemed necessary – the necessary initiatives. The task force now deployed in the area was compiled after France's initiative and is comprised by members of the European Union. The Greek side's move to address NATO on the matter comes because the Hellenic-owned vessels are just that, since they are flying foreign flags and are manned with foreign seafarers, mainly from the Philippines, apart from one Greek captain.

Last Sunday a Hellenic-owned ship with 19 sailors on board, most of them Filipinos, was attacked by pirates off Somalia. The ministry said it did not have any further information on the attack, which happened 250 nautical miles off Somalia, or the fate of the crew of 17 Filipinos, one Chinese and one Ukrainian. The freighter Captain Stephanos, flying the Bahamas flag, belongs to ChartWorld Shipping Corporation, and was carrying a cargo of coal, the ministry said. It was the second attack on Greek shipping in a week. Last Thursday the Centauri, with 25 Filipino sailors on board was attacked off Somalia by pirates in a speed boat, armed with three rocket launchers. **Source : Nikos Roussanoglou, Hellenic Shipping News**



The Voith Schneider tug **PLACENTIA HOPE** seen under maintenance in St.Johns (New Foundland)

Photo : "A passing fisherman" ©

US GOVERNMENT VESSEL SPILLS DIESEL

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A US government-owned research vessel that has recently been transferred from the National Oceanic and Atmospheric Administration (NOAA) to the Environmental Protection Agency has spilt some 1,400 gallon gallons of diesel fuel.

The 90ft long vessel, now called the **Lake Explorer II** but formerly the **Rude**, is moored at the NOAA facility on the Elizabeth River, Norfolk, Virginia.

The US Coast Guard is investigating the cause of the leak which was noticed and reported by the vessel's own crew.

According to press reports the vessel was due to sail for the Great Lakes to carry out environmental research.

Source : Maritime Global Net

World containership orders fall 49pc

Containership orders at world shipyards have fallen 49 per cent so far this year as charter rates slump, freight rates come under pressure and growth volumes shrink on major trade lanes.

Clarkson, the London shipbroker, reports that the trend has affected all sizes with only 179 ships having been ordered in the first eight months of 2008, down a near 50 per cent year on year, which follows five years of record orders, said Clarkson, adding that this contrasts sharply with 566 orders in 2005, 479 in 2006 and 530 in 2007.

The world orderbook now stands at 6.5 million TEU contracted, equal to 55 per cent of the current fleet, a large portion made up of 10,000-12,000-TEU vessels.



The **EDITH MAERSK** – Photo : Fred Vloo ©

June stood out as the only exception to the trend when a surprise 70 contracts came in, boosted by Maersk Line orders, reported New York's Journal of Commerce.

World container trade growth has dropped below the double-digit level this year for the first time since 2001. This has simultaneously triggered a slide in ocean freight rates and a decline in ship charter rates - off 20 per cent year-to-date - as carrier demand for additional tonnage slows, reported the Journal.

A 3,500-TEU gearless panamax vessel is earning US\$26,000 a day on charter, down from \$29,500 in June, and more than \$12,000 off of average daily earnings in 2006, said the newspaper. A 3,500-TEU ship is being quoted at \$67 million against \$63 million at the end of 2007, while a 1,100-TEU vessel is unchanged at \$27.5 million but still earns \$5.5 million more than at the end of 2006. But prices for second hand ships have eased with a 3,500-TEU ship fetching \$46.5 million, down \$3 million since the end of last year. **Source: schednet.com**

CASUALTY REPORTING

Fire on cargo ship battled in Miami

Firefighters are trying to extinguish a blaze aboard a cargo ship on the Miami River loaded with mattresses and vehicles. The fire started this morning in the hull of the 215-foot **Mystic**. Crew members who tried to put it out are being treated for smoke inhalation. No other injuries have been reported. The ship had been scheduled to depart for Haiti on Thursday.

NAVY NEWS

DSU Tests New Submarine Rescue System with Chilean Submarine

The Navy's Deep Submergence Unit tested a new system known as the submarine rescue diving and recompression system (SRDRS) with the Chilean submarine **CS Simpson (SS-21)** Sept. 17-18.

The SRDRS is designed to be rapidly deployed to any location in the world via air or ground and can be installed on military or commercial vessels when a call for assistance is received. It will replace the de-activated deep submergence rescue vehicle (DSRV) system as the Navy's premier submarine rescue capability.

"The **SRDRS** is the U.S. Navy's 21st century submarine rescue system and represents state-of-the-art technology for submarine rescue systems," said Lt. Rich Ray, the former engineering officer of the rescue submarine **Mystic (DSRV 1)**. According to Ray, the SRDRS is designed to be mobilized, installed on a transport vehicle, transported to a site and mated to a distressed submarine to begin rescues within a maximum of 72 hours.

During the exercise, and with operators inside, the pressurized rescue module (PRM) was remotely controlled via a topside control console on board **USNS Navajo (T-ATF 169)**. Next, the PRM descended more than 400 feet to the Chilean submarine **CS Simpson (SS-21)** and mated with the escape hatch. Once the simulated transfer of personnel was completed, the PRM detached from the submarine and ascended to the surface. The PRM was then recovered from the sea and craned onto a deck cradle installed aboard **Navajo**.

Upon recovery, the PRM docked with the submarine decompression system (SDS). Personnel were then transferred to the SDS from the PRM via a pressurized flexible man-way to undergo decompression.

"It was an awesome experience to work with the Chilean Navy," said DSU Machinist's Mate 2nd Class (SS) Chris Huffstetler. "I believe it is beneficial to work with foreign navies in case something really happens...we can provide immediate support." The SRDRS concept of operations has been developed to support rescue of up to 155 personnel from a pressurized disabled submarine. The PRM accommodates 16 rescued personnel per trip and requires two operators and a diving medical technician. "The operation was a phenomenal success thanks to the cooperation of the entire crew," said Cmdr. Larry R. Lintz, deputy commander for submarine escape at Commander, Submarine Development Squadron 5. "Now we can officially say, the SRDRS is the Navy's official submarine rescue system."

Source : [MarineLink](#)

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Northrop Grumman-Built Destroyer Truxtun (DDG 103) Completes Successful Builder's Trial

The Northrop Grumman Corporation-built Aegis guided missile destroyer **Truxtun (DDG 103)** moved one step closer to completion by successfully performing two days of builder's sea trials in the Gulf of Mexico last week.



The ship, under construction at the company's Shipbuilding sector here, is the 25th ship in the DDG-51 class of destroyers being built by Northrop Grumman. **Truxtun** will now prepare for U.S. Navy acceptance trials later this month.

``DDG 103 is magnificent," said U.S. Navy Capt. Beth Dexter, Supervisor of Shipbuilding, Gulf Coast. ``She needs some polish -- but make no mistake -- I'd have no hesitation in taking this one to the fight!"

This highly capable multi-mission ship can conduct a variety of operations, from peacetime presence and crisis management to sea control and power projection, all in support of the United States' military strategy. Truxtun will be capable of simultaneously fighting air, surface and subsurface battles. The ship contains a myriad of offensive and defensive weapons designed to support maritime defense needs well into the 21st century.

``The Gulf Coast team should be rightfully proud of Truxtun's fine performance during trials," said Richard Schenk, vice president of test and trials for Northrop Grumman Shipbuilding-Gulf Coast. ``The testing of her systems validated our shipbuilders' ability to construct a fine product."

The builder's sea trial demonstrates Northrop Grumman's means of testing the various new systems on DDG 103 prior to the acceptance trial, scheduled for the week of Sept. 29. All major hull, mechanical and electrical systems were tested during the trial as well as the Aegis Combat System, the U.S. Navy's most technologically advanced combat system.

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“The Navy needs the best and we deliver,” said George Nungesser, DDG 51 program manager for Northrop Grumman. “DDG 103 performed with no major problems on builder’s trial. Everybody on the Northrop Grumman team pulled together to make the trials and construction of this ship a success.”

U.S. Navy Commander Timothy R. Weber, a native of Decatur, Georgia and 1990 graduate of Vanderbilt University, is the ship’s first commanding officer and will lead a crew of 276 officers and sailors. The 510-foot, 9,200-ton Truxtun has an overall beam of 66.5 feet and a navigational draft of 31 feet. Four gas-turbine propulsion plants will power the ship to speeds above 30 knots.

The ship is named for **Commodore Thomas Truxtun** (Feb. 17, 1755 - May 5, 1822), captain of the first U.S. Naval ship, USS Constellation. Truxtun began his career as a privateer during the American Revolution. Appointed captain by George Washington in 1794, he was responsible for the first capture of an enemy vessel, the French frigate **L’Insurgente**, during the Quasi-War with France in 1799. **Source: Northrop Grumman Corp.**



The Dutch submarine **WALRUS** visited Devonport

Photo : Ian Denton ©

Navy IDs sailor, says he was pinned by rudder ram

The Navy today identified Machinist Mate 3rd Class Michael A. Gentile, of Fairfield, Maine, as the sailor who was killed in "an apparent accident" Saturday on board the ballistic missile submarine **USS Nebraska** as it operated near O’ahu.

The Naval Safety Center reported that Gentile died after becoming entangled and pinned in the rudder ram aboard the **Nebraska** during cleaning.

Gentile, 21, joined the Navy in July of 2005. He had been assigned to the **Nebraska** since Nov. 15, 2006. Gentile had previously served on **USS Alaska**. Gentile was part of the "blue crew" on the **Nebraska**, which has two crews that take turns manning the submarine.

"Our sincerest condolences and prayers continue to go out to the family and friends of Petty Officer Gentile," the Navy said in a release. Memorial service plans are pending. **Source : homoluluadvertiser**

SHIPYARD NEWS

STX Wins \$105m Order

STX Shipbuilding Co., has won a \$105m deal to build two product tankers. The deal with a European shipping company calls on STX Shipbuilding to deliver the vessels by May, 2011, the company said in a regulatory filing. The South Korean shipyard did not identify the buyer. **Source: Yonhap**

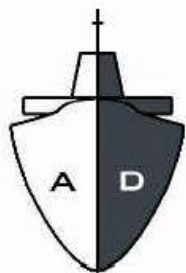
Çiçek Shipyard to Launch First of Four Tankers

The Turkish shipbuilder Çiçek Shipyard will launch the first of four 3,150 dwt chemical tankers that were originally under construction to the yard's own account. Subsequently sold to Maltese investors, the first is due for delivery in November 2008 while the remaining three ships will be delivered at four-monthly intervals in 2009.

To be classed by Bureau Veritas and constructed to meet Ice B standards, they will be capable of worldwide trading, transporting oil products, chemicals (IMO type II) and vegetable, animal and fish oils.

MarineLine coatings have been selected by Çiçek to give the ability to carry a wide range of cargoes while high manoeuvrability is guaranteed by the choice of twin azimuthing propellers and a bow thrusters **Source : MarineLink**

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Davie Yards gets another price increase

Lévis, Quebec, based Davie Yards Inc. announced that Ocean Hotels plc. , has agreed to a total price increase of US\$20 million for the two multipurpose accommodation vessels on order with Davie. Davie said yesterday that its largest client, Cecon ASA has agreed to a total price increase of US\$40 million for the three offshore construction vessels it has on order on order at the yard.

Cecon's agreement was conditional on Davie also getting a price increase from Ocean Hotels

As with the agreement with Cecon, the agreement with Ocean is subject to Ocean receiving refund guarantees from Export Development Canada or similar creditworthy parties and Davie raising no less than US\$30 million in equity and/or debt financing. It is anticipated that a significant part of the new equity shall be provided by a strategic investor.

"We now have the strong support of both of our clients in our efforts to strengthen Davie's financial and strategic position" said Steinar Kulen, the CEO of Davie, "If we get the necessary commitment from both the federal and provincial authorities, we are confident that we can secure long term activity at the yard." **Source : Marine Log**

Lindenau-Werft declares insolvency

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German shipbuilder Lindenau-Werft in Kiel has declared insolvency.

The move came after a weekend of negotiations involving the yard, the IG-Metall union, banks and government officials had failed to find any way to get the yard out of a cash crunch that threatens its ability to complete a double-hull tanker currently under construction for long-time customer German Tanker Shipping of Bremen.

The yard has an order book worth &euro: 225 million and no debt, but has been unable to raise about €9 million of short term financing.

Lindenau-Werft President Dirk Lindenau broke the news of the insolvency to a meeting of the workforce at which he promised to "struggle to the bitter end" to keep the yard in operation.

Lindenau-Werft has been through tough times before. Dirk's grandfather Paul Lindenau founded the yard in 1919 in Memel (now Klaipeda in Lithuania). In 1944 he brought his workers and their families to safety in a floating dry dock that had been made seaworthy--escaping the Red Army and establishing the yard in a new home in Kiel.

Kiel IG-Metall chief Wolfgang Mädel told NDR radio that he thinks that the yard can be brought out of insolvency through the creation of a new GmbH limited company structure. He said that under the insolvency process the yard's payroll would be met through the end of November.

Schleswig-Holstein's Economics Minister Werner Marnette says that Lindenau has successfully created a niche market in shipbuilding. "I am sure that this undertaking will have a future," he declared and promised the full support of the state government. However EU competition rules will severely restrict what he can do.

Meantime the fate of Lindenau-Werft lies largely in the hands of highly regarded insolvency administrator Jan H. Wilhelm of specialist law firm HWW Wienberg Wilhelm, while Dieter Görlitz, a retired former member of the Board of HDW Kiel, will be looking at restructuring production at the yard.

Among the experience that Görlitz brings to that task is a stint in the 1980's helping India build submarines (he became the first German Chairman of the Bombay Swimming Club, where he holds a lifetime honorary membership). This was followed by a similar mission in Korea and later serving as Chairman and CEO of Hellenic Shipyards in Greece. **Source : MarineLog**



The **POOL EXPRESS** seen in Den Helder

Photo : Dean Spekman ©

Cosco Wins Contracts Worth \$256.2m

Cosco Corp has won \$256.2m worth of shipbuilding and conversion contracts, reports said. The company will build two bulk carriers for a German customer to be delivered in 2010 and 2011. The 9 conversion contracts it won are slated for completion by the fourth quarter 2009. **Source : MarineLink**

Todd Shipyards' Everett Unit Wins Contract to Build Caisson for the United States Navy

Todd Shipyards Corporation announced that its wholly owned subsidiary Everett Shipyard, Inc. has won a \$8.96 million contract to construct a caisson for the United States Navy. Once completed the caisson will be installed in Drydock #3 at the Puget Sound Naval Shipyard in Bremerton, Washington. ESI will construct the caisson at their shipyard facility in Everett, Washington. The work on the project will begin immediately with a completion date of March 20, 2010.

Todd Shipyards Corporation has operated shipyards in the U.S. since 1916. Its wholly owned subsidiary ESI performs ship repair work for a range of government and commercial customers at two locations in Everett, Washington.

Source : Todd Shipyards Corporation

Mitsubishi delivers 'Toyofuji Maru 2'

Mitsubishi Heavy Industries of Japan has recently delivered 'Toyofuji Maru 2', a car and general cargo carrier, to its owner Toyofuji Shipping.

The vessel measures 165 metres in length, 27.6 metres in beam, with a 6.5-metre draught and a depth of 24.15 metres. The 6,090DWT tonne vessel was delivered in late August and is driven by one 11,935kW Mitsubishi-UE 7UEC52LSE running at 127rpm.

'Toyofuji Maru 2' has a cruising speed of 21 knots and can carry 2,003 cars and 22 crew.

In the design stage of the vessel, special attention was paid to reduce environmental load. The newly developed hull form, high performance propeller with HVFC (Hub Vortex Free Cap) and the latest model of main engine (Mitsubishi-UE diesel engine) achieve good propulsive performance to save the fuel oil consumption and reduce carbon dioxide emissions.

Furthermore, the fuel conditioner enhances the complete combustion in the main engine, and the exhaust gas filters in the funnel prevent air pollution by the dust and/or mist. Working environment in the car holds is also improved. The colour of car holds' floor had been changed from previous green to light brown. The wall and ceiling changed to ivory in order to keep the driver's eyesight more comfortable.

The same lighting system as on the road in tunnels, whose luminance is diminished gradually from entrance to inside, is adopted. **Source : Baird Online**



IHC Merwede books new orders amounting to 300 million EURO



Photo : Piet Sinke ©

IHC Merwede is proud to announce that the Group has acquired 300 million EURO in new orders.

Dredging & Mining has received assignments to design and build:

1. a 4,200 m³ trailing suction hopper dredger for the National Port Authority of South Africa,
2. a 2,400 m³ trailing suction hopper dredger for a client in Angola,
3. a 2,400 m³ trailing suction hopper dredger for JUHU Beach B.V. of the Netherlands. The ship will be named **JUHU Beach** and it will be built at the IHC Merwede yard in Heusden.

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Completion is planned for early 2010. This assignment is for the first ship in a series. JUHU Beach B.V. is a subsidiary of Marken Dredging, which is owned by the German Reinhard Wessels. This is a new client for IHC Merwede. The company was established recently, and it will focus on managing dredging vessels in ownership. JUHU Beach is not a dredging contractor; it will provide dredging equipment through rental, charter, or operational leasing,

4. a stationary custom-built 16,500 kW cutter suction dredger for Huta Marine Works of Saudi Arabia. In the Offshore and Marine market, we have won an order for the design and construction of a multi-functional offshore construction vessel voor Subsea 7. This is the fourth order that IHC Merwede has received from Subsea 7. The first three were for a rigid reeled pipe layer, a flexible pipe layer and a diving support vessel. The ship will be built at the IHC Merwede yard in Krimpen aan den IJssel. Completion is planned for the second half of 2010. The group has also booked various assignments for the delivery of Hydrohammer piling hammers. These include an S-1200 and an S-1400 Hydrohammer spread for offshore piling work for the Thanet Offshore Wind Farm, and an S-800 and an S-1400 Hydrohammer spread for the Robin Rigg Offshore Wind Farm in the UK. Hecker has ordered two S-90 and one S-200 Hydrohammer spreads for the installation of the JadeWeserPort container terminal in Germany.

The Dutch company Interbeton has ordered several Hydrohammer piling hammers for use in Dubai. Interbeton will be building the pile foundations for residences on one of the Palm Islands in Dubai. The general trend in the oil & gas, major civil engineering projects and the land market sectors is very positive. These assignments will result in several man-years of work for our own companies, and for suppliers and sub-contractors. The full utilisation rate in the years to come means that the workforce is being expanded at virtually all levels of the organisation.

Germany builds largest ropax ferries for Stena Rederi

The first section for the world's largest combined passenger / cargo ferry was set into the building dock on Monday September 22 at Wadan Yards Warnow in Rostock, Germany. The shipyard is part of the new shipbuilding group, Wadarn Yards.

The vessel, **hull number 159**, is one of two RoPax 55-type vessels ordered by Stena Rederi, Gothenburg, Sweden.

The contract was announced in November 2006 with a total contract value of approximately Eur 400 million (US\$586.09 million). Delivery of the vessels is scheduled in the first and third quarter 2010 respectively. The production will be carried out in a split method between the two Wadan Yards Germany sites in Warnemünde and Wismar.

The RoPax 55 type was developed following the design philosophy "green, efficient, smart". This means special emphasis has been paid to create a small environmental footprint through very low fuel consumption and carbon emissions.

The new Stena ships will have a gross tonnage of 63,600 and 5,500 lane meters for trailers plus 728 lane meters for cars. The passenger capacity is 1,200. After delivery they will be the largest RoPax ferries worldwide. **Source : Baird**

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Noble orders newbuild drillship

Noble Corporation reports that wholly-owned, indirect subsidiary, Noble Drilling Holding LLC, has signed contracts for the construction of a new, dynamically positioned, ultra-deepwater, harsh environment Globetrotter class drillship with South Korea's STX Heavy Industries Co., LTD and Dutch-based design and construction firm Huisman Equipment B.V.

The drillship will be built on a fixed-price basis in two phases.

Following construction of the hull and installation of the propulsion system by STX at its new state-of-the-art facility in Dalian, China, the to-be-named drillship will sail under its own power to the Netherlands where Huisman will complete the installation and commissioning of the topside equipment.

The delivered cost of the drillship, excluding capitalized interest, is estimated to be \$585 million, with delivery scheduled for the second half of 2011.

Additionally, Noble has secured priced options for three additional Globetrotter drillships exercisable by Noble over the next 90, 120 and 180 days, respectively, from the date of contract execution.

Noble Corporation's Chairman, President and Chief Executive Officer, David W. Williams, said, "We are excited to announce the continuation of our newbuild program with the addition of this new ultra-deepwater Globetrotter class drillship. The Globetrotter is an innovative design capable of working in up to 10,000 feet of water in benign and hostile environments around the world. At a purchase price of under \$600 million, we expect to present our shareholders with superior returns while at the same time offering an uncompromising product to our customers. We are confident we will put this unit under contract before year-end, enabling us to take advantage of our very competitive option pricing for future Globetrotter projects."

The drillship will measure 620 feet long and 105 feet wide and will utilize Huisman's multi-purpose tower design with a drilling side and a pipe assembly side. The Globetrotter will be capable of drilling to a vertical depth of 40,000 feet and will feature DP-3 station-keeping ability, 18,000 tons of variable deck load, and quarters for 180 personnel.

"This project is confirmation of our view of the continuing strength of the current cycle. Deepwater dynamics remain robust and we see unsatisfied demand for ultra-deepwater rigs extending out into 2012. The Globetrotter is a welcome addition as one of Noble's next generation, cost efficient and innovative units that we will put to work to help meet the world's energy demands," Williams said. **Source : MarineLog**

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Dolphin Offshore Gets \$16m in Contracts

Dolphin Offshore Enterprises India Ltd said it has received two orders worth \$16m for its diving support vessels. One of the contracts worth \$10m is to be executed within 3 months while the other from Punj Lloyd Ltd has a 2-month duration. **Source: Reuters**

SAFMARINE ORDERS IN CHINA

AP Moller Maersk subsidiary Safmarine has confirmed it has placed an order for four 18,000 dwt multi-purpose vessels with Wuhu Xinlian Shipyard in China. The deal includes an option for another four vessels with the option having to be declared in the next few months.

The confirmed vessels will be delivered from Q4 2010 onwards through to Q2 2011. A Safmarine statement says: "These vessels will be deployed on Safmarine's MPV trades to and from West Africa with specific deployment to be decided closer to the date of delivery. In the meantime, we have, during 2008, taken delivery of four newly built multi-purpose vessels, on long-term charter." **Source : Maritime Global Net**

NEXT NEW BUILDS OF BALEARIA ON YOUTUBE

Three simulations from Balearia of their next three newbuilds to follow on from the MARTIN I SOLER. Rather a futuristic design.

<http://www.youtube.com/watch?v=Pbmd3HZWN5E>

<http://www.youtube.com/watch?v=exJJlsgJmes&feature=related>

<http://www.youtube.com/watch?v=puiiZRKfXm8&feature=related>

Make sure you have the sound on!

SAAG to buy tug for US\$19.7m

SAAG Consolidated (M) Bhd's subsidiary has signed a memorandum of agreement (MOA) with Airia Jaya Marine (S) Pte Ltd to purchase an anchor handling tug and supply "Hull 885C" for US\$19.7 million (RM67.6 million).

According to SAAG's announcement, the vessel formed the key part of a contract that could be worth more than RM36 million.

SAAG had secured a contract from a Singapore company to charter the vessel for 24 months, with an option to charter up to another 24 months. The total value of the initial period of the contract would be approximately RM36 million.

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SAGG added that additional equipment would be installed on the vessel for the purposes of the contract making the value of the vessel some US\$22 million.

The company expects to complete the MOA by the fourth quarter of the year while the contract is due to commence by January next year. **Source : The Edge Daily**



www.mammoetsalvage.com

Danaos Adds New Containerships

Danaos Corporation announced that it took delivery of two containerships; the **Zim Sao Paolo** and the **Zim Rio Grande**, respectively. Each vessel has a carrying capacity of 4,253 TEU. Both vessels were built by Samsung Heavy Industries and they were delivered approximately a month earlier than scheduled. Each vessel has already commenced its 12 year time charter at fixed rates immediately upon delivery. **Source : MarineLink**

Zim stopt eigen Verre Oosten dienst

De East West Express (EWX) van Zim tussen het Verre Oosten en Noord-Europa wordt stopgezet. De Israëlische rederij blijft wel actief op het vaargebied via een slotcharter bij China Shipping. Zim keert in de tweede helft van 2009 terug met grotere schepen.

De EWX werd begin dit jaar opgestart en wordt intussen verzekerd door acht schepen van 4.250 teu en een kleiner gecharterd schip. De dienst was de eerste volledige eigen loop van Zim op de route. De inzet van panamax-schepen was bedoeld om de komst van grotere eenheden van 8.200 tot 10.070 teu voor te bereiden.

De rederij bevestigt dat het nog steeds de bedoeling is dat die nieuwe eenheden na hun oplevering volgend jaar tussen de Far East en Europa ingezet worden. In afwachting daarvan verhoogt Zim zijn allocatie op de AEX1-dienst van China Shipping. Vanaf medio oktober krijgt de Israëlische rederij 3.750 teu per afvaart ter beschikking. In de AEX1 zet de Chinese partner acht schepen met een capaciteit van 5.668 tot 9.580 teu in.

De laatste afvaart van de EWX wordt op 4 oktober uit Shanghai geboden. De andere havens die daarna deze dienst verliezen zijn Xiamen, Hongkong, Shekou, Port Kelang, Rotterdam, Bremerhaven, Antwerpen, Southampton en Le Havre. Bijna alle schepen uit de EWX verhuizen naar een dienst tussen Japan en de Golf van Mexico om daar kleinere schepen van gemiddeld 3.000 teu te vervangen.

Via de AEX1 zal Zim een aantal andere havens bedienen. In Europa is dat bijvoorbeeld Felixstowe in plaats van Southampton en Hamburg in plaats van Bremerhaven. De derde en laatste Europese aanloophaven van deze Chinese dienst is Antwerpen. Het Aziatische vaarschema omvat Nansha (in Guangzhou), Ningbo, Shanghai, Yantian, Hongkong, Shekou en Port Kelang.

Zim staakt de EWX op een moment dat de groei van de westbound volumes uit China naar Europa afneemt. Daardoor zijn de tarieven ook fors gedaald. **Bron : Nieuwsblad Transport**

Royal Caribbean to resume short cruises from Stockholm to Tallinn and St Petersburg in next summer



Royal Caribbean International will resume to use Stockholm as a turnaround port for short cruises in next summer. Next year's itinerary for the cruise vessel Vision of the Seas includes 15 sailings from Stockholm to Tallinn and St Petersburg. Royal Caribbean introduced short cruises from Stockholm last summer and the capacity was sold out in a couple weeks. Now the company has released the tickets for next year's cruises. "We notice that there is a large demand for short cruises, especially for outside cabins with balcony", Royal Caribbean's market director Ellen Stebekk confirms. **Source : shipgaz.com**

Khalifa bin Salman Port project to open on time

The work on the BD 54 million Khalifa Bin Salman Port (KBSP) project, including the progress to date with regard to the construction of the buildings and infrastructure, is on right track and would be completed within the stipulated period, the Chairman of the General Organisation of Sea Ports (GOP) General Organisation of Sea Ports (GOP) said. Shaikh Daij Bin Salman Al Khalifa, Chairman of the 11th board meeting, was briefed that the construction was going according to schedule and the chairman directed the management to closely monitor the progress of the project to ensure that all the construction is completed on time.

The board also discussed status of dredging the Bahrain main channel, which leads to Khalifa Bin Salman Port. The dredging of the channel will provide a sufficient depth to cater large vessels that are expected to arrive in KBSP. This will serve the aim of turning the Kingdom of Bahrain into a major transshipment hub for the upper Gulf region. The channel will also serve the rest of Bahrain ports and would have a positive impact on the shipping industry as a whole. The new Bahrain Logistics Zone (BLZ) Project was also on the agenda of the meeting. Shaikh Daij said: "The BLZ project will stimulate local investments as well as attract foreign direct investment. In addition this project will create a large number of jobs and serve as a catalyst for the growth of the logistics industry in Bahrain".

The board also reviewed the developments with regard to the BLZ project and learnt about the overwhelming response from local and international applicants requesting land space in the Zone. The board also reviewed the selection and screening process of the applications to satisfy themselves that the process should be fair, impartial and transparent. The criteria followed for screening process was explained which included ensuring that local and international businesses were allocated plots in the Zone. The Selection Committee will announce the names of the successful applicants very soon. **Source: bahraintribune**

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Wind keeps cruise ships from dock

High winds kept two cruise ships from docking at Victoria's Ogden Point , bringing the number of cancelled landings to 11 this year. The **Zaandam** and the **Sapphire Princess** -- with passenger capacities of 1,500 and 2,600 respectively



-- attempted to berth at about 8 a.m., but 25-kilometre winds forced the 14-storey-tall ships to anchor offshore.

Left : The **ZAANDAM** seen in Vancouver

Photo : Reinier Jansen ©

A third ship, the **Norwegian Star** was able to dock. "It just hit that open window," said Bob Barlow, general manager for Western Stevedoring that serves Ogden Point. David Jones, meteorologist at Environment Canada in Vancouver, said having an unusual number of ships forced to anchor offshore is "just a matter of bad luck." While temperature and rainfall are easily measured, it is more difficult to say whether there has been more or less wind on the coast than in past years because of the variability between locations.

"Obviously, the statistic that counts in this case is the number of boats that couldn't come in," Jones said, "but that can be just a matter of timing." Paul Servos, CEO of the Greater Victoria Harbour Authority says an average of two to three per cent of ships are unable to dock every year due to high winds or mechanical conditions. However, last year, no ships ran into either problem and all were able to land.

Barlow said even with today's loss of as many as 4,000 visitors from the two ships, Victoria will still see higher numbers of cruise tourists this year. The total number of ships expected to dock here for all of 2008 is expected to be 201, as compared to 163 in 2007. That will bring a projected record 400,000 tourists. In 2007, there were 362,000 tourists who came off the ships.

The decision of one cruise line to transfer its Canadian port-of-call from Prince Rupert to Victoria accounts for about 20 of the new visits. While the waters remained rough off Ogden Point, tender boats ferried crew and supplies between Ogden Point and Ship's Point.

Between 49 and 53 passengers rode the tender boats to board the ships, three on the **Princess Sapphire** and the rest on the **Zaandam**. Both ships were scheduled to leave Victoria yesterday with the **Sapphire Princess** departing in the early afternoon. **Source : Times Colonist**

Panama Canal aims for one millionth transit by 2010

Every year, approximately five percent of the world's trade transits the Panama Canal and by 2010, the waterway expects that it will celebrate its one-millionth transit.



Through continued modernisation efforts, the Panama Canal Authority (ACP) has improved its services and increased capacity including the replacement of 15,240 metres of tow track, the integration of more powerful locomotives and an increase in its tugboat fleet.

Left : The **NORWEGIAN SPIRIT** seen from the **CORAL PRINCESS** in the Gatun Locks
Photo : Capt. Andy Patterson ©

The tow tracks enable locomotive units, or "mules" as they are called, to move alongside transiting vessels, affixed by wire cables, to maintain a ship's position during passage through Canal locks.

Replacing the tracks, therefore, increases the efficiency of transits at the Canal. **Source : Baird**

New deal for Garware Offshore

Garware Offshore Services has secured a three-year contract for its new AHTS in South Africa. The deal is said to be worth US\$15 million.

The contract, which will commence from January 2009, will add around 220 million rupees to the firm's revenues annually, it said in a statement to the stock exchange. **Source : Offshore Shipping Online**

Gothenburg to Increase Ro-Ro Handling

Honda has chosen the Port of Gothenburg as its new port of entry. According to the press-service of the port, all Honda Civics and Honda CR-Vs for the Swedish and Danish markets will now be brought in via Gothenburg, totalling 8,000 vehicles each year.

The two Honda models, the Civic and the CR-V, are produced in Swindon in southern England. The vehicles were previously shipped to Malmo but from September they will be shipped on DFDS Tor Line vessels from Immingham in the UK to Gothenburg. The higher departure frequency between the UK and Sweden was one of the reasons why Honda chose to change its port of entry.

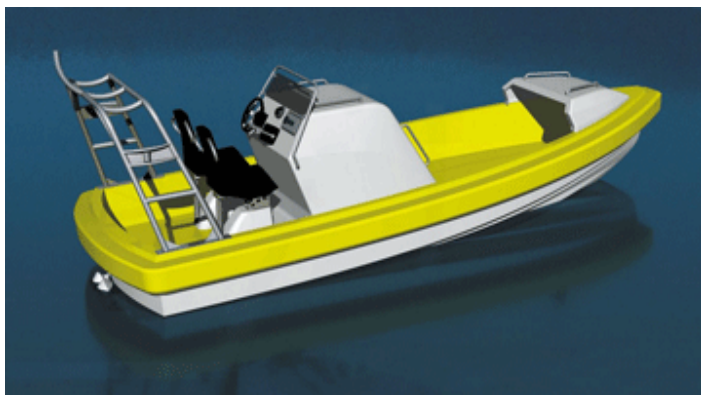
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Last year 320,000 vehicles were imported or exported through the Port of Gothenburg. The makes that are now represented at the port are Volvo, Saab, Nissan, Subaru, Ford, Land Rover, Renault, Opel, Jaguar, Cadillac and Chevrolet. **Source : SeaNews**

Stinger Jet leads new generation of fast rescue boats

Lifeboat and davit manufacturer Schat-Harding has launched its new Stinger Jet FRB (fast rescue boat). The Stinger Jet gives rescue crew on ships and offshore units higher speed and safer recovery options in rough seas.

It is also suitable for a wide range of tasks including search and rescue, diving support, crew transport and work boat duties.



"This boat sets new standards of safety, speed, crew friendliness, sea-keeping and low maintenance," said Endre Eidsvik, Executive Vice President and head of Schat-Harding's Equipment Division.

"The design has been developed from scratch to take in all our experience with boat manufacture and use."

The Stinger is fitted with a streamlined and aft angled console, spray hood and self-righting system for reduced front area, added strength, better fuel economy, and improved top speed.

A self-draining aft sloping cockpit gives good drainage both loaded and while stowed on davit.

Dedicated enclosed stowage compartments are fitted. The passenger seat in front of the console is integrated into the access hatch of the engine compartment. Stretcher placement on the foredeck is semi-sheltered by the spray hood. Seats are positioned aft of console and centre of gravity for protection and better comfort in rough conditions.

Helm, navigation instruments and controls are all in intuitive positions on console in front of helmsman.

The propulsion arrangement consists of a fresh water cooled SOLAS-approved diesel engine with waterjet. The waterjet is partly built into the hull for good protection of vital parts.

Engine and fuel tank are positioned close to the centre of gravity for good stability when launching.

All service points are accessible from inside the enclosed console and large deck hatch on the aft deck.

A unique Kullmann-type, double curvature, deep V-hull design provides a soft ride at speed and in rough sea.

Sharp turns at high speed can be done with a high degree of control. A bow knuckle maximises effective waterline length and wave piercing. The hull form delivers easy transition from displacement to planing speeds at normal load, excellent stability and load carrying capability without sacrificing safety or handling.

The Stinger Jet is built with the hull, inner liner, console and spray hood in FRP. Modular multifaceted composites construction is used for strength, stiffness and low weight. All outside fittings, including hook and painter release system, are made of stainless steel for excellent corrosion resistance.

A professional offshore type heavy duty fender is fitted all around the boat. Construction will be at Schat-Harding's Qingdao plant in China and the first deliveries will be in 2009. **Source : Baird**

GOGL - Sale Leaseback Agreement

Golden Ocean Group Limited is pleased to advise that the Company has sold one of the Kamsarmax newbuildings ordered in October 2007 at Zhoushan Jinhaiwan Shipyard (Jinhaiwan) in China.

The vessel is scheduled to be delivered in Q3 2009 and will then be delivered to the buyers. The sale proceeds are \$65.3 million.

Upon delivery from the shipyard, the vessels will commence a 10 year bareboat contract to Golden Ocean, at a daily rate of \$21,975.

Golden Ocean has further been granted fixed price purchase options after 3 years and have thereafter yearly options until the maturity of the bare boat contract. The purchase option price after 10 years is \$40 million.

The transaction is likely to increase the company's cash position at the time of delivery with \$21 million including installments already paid.

Given the cost of capital and the flexible structure of this deal, the Management of Golden Ocean finds this transaction attractive. **Source : Golden Ocean Group**

Baltic Scandinavian Lines launches a new shipping line between Sweden and Finland

Estonian shipping company Baltic Scandinavian Lines (BSL) that currently travels between Paldiski in Estonia and Kapellskär in Sweden is expanding. Eesti Päevaleht writes that the company has now decided to open in two weeks a line between Härnösand in Sweden and Kaskinen in Finland. The new line will be served by ferry **Gute** that will be chartered from Rederi AB Gotland with crew.

"We decided to open the new line because of the interest of local Swedish businessmen, such as paper companies and forestry firms," explained Peeter Ojasaar, CEO of BSL. **Source: balticbusinessnews**

APM Terminals to open Bahrain Gateway

APM Terminals Bahrain is planning an end-of-year operational launch for Bahrain Gateway, at Khalifa bin Salman Port in Hidd, Gulf Daily News reported.

However, with public holidays and high volumes of imports associated with the season, it may be pushed back to January, according to general manager, sales and marketing, Iain Rawlinson.

The port aims to position itself as the hub for upper Middle East Gulf cargoes. APM Terminals Bahrain managing director Steen Davidsen stated that the launch of the neighbouring Bahrain Logistics Zone in July had attracted customers, to the extent that a selection process was underway to see who would get land. **Source: cargonewsasia**

Cruiseschepen naar Zeeland

De gemeenten Terneuzen, Vlissingen en Middelburg zijn partners geworden van het bedrijf **Zeeland Cruise Port**, dat riviercruises en internationale cruises naar Zeeland wil halen.

Het voorlopige resultaat is dat er vanaf 23 maart 2009 veertien riviercruises zijn geboekt in Terneuzen, zeventien in Middelburg en (vanaf 31 maart) zeventien in Veere. Op 8 mei en 23 juli worden in Vlissingen zee-cruiseschepen verwacht; op die laatste dag is dat een schip van de Holland-Amerika Lijn. De gasten van de cruises doen mee aan een dagprogramma door Zeeland. **Source : PZC**

MOVEMENTS



The **ITASCA** was spotted in Montreal (Canada) - Photo : Henk van der Lugt ©

.... PHOTO OF THE DAY



The **NORTH ATLANTIC OSPREY** is stationed at the Come-By-Chance oil refinery at the head of Placentia Bay (Robert Allan design and built by Irving Shipyards P.E.I.).

Photo : "A passing fisherman" ©

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