

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 257



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**The BOURBON SAPPHIRE seen anchored off Singapore
Photo : Capt. Jelle de Vries ©**

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Somalia: Ships Sailing On Pirate-Prone Gulf Had Been Warned

The attack by Somali pirates would have been avoided had the owners heeded warnings of insecurity along the Gulf of Aden.

Last month, the International Maritime Bureau's Piracy Reporting Centre in Malaysia issued a red alert to ships "to be extra vigilant" while sailing through the Gulf of Aden following increased hijackings.

The bureau specifically mentioned the Eastern and Northeastern coasts in Somali as the "high risk areas for attacks and hijacking," and advised vessels not making scheduled calls to ports in Somalia to keep "as far away as possible from the Somali coast".

"They should ideally sail more than 250 nautical miles until a more permanent and encouraging sign is seen. Mariners are advised to report any suspicious boats to the centre," read the warning from the bureau's website.

The bureau alert came only 48 hours after four ships had been attacked and hijacked and crews robbed and captured by the armed Somali pirates. The pirates, warned the bureau, fired automatic weapons and Rocket Propelled Grenades (RPG) in attempts to board and hijack vessels.

"Once the attack is successful and the vessel hijacked, the pirates sail towards the Somali coast and thereafter demand a ransom for the release of the vessel and crew," said the bureau.

"All vessels transiting the area are advised to take additional precautionary measures and maintain strict 24 hours radar and anti-piracy watch using all available means," the statement went on.

"Watch keeping crews should look out for small suspicious boats converging on vessels. Early sighting and accurate assessment will allow the ships to increase speed and manoeuvre to escape pirates and at the same time request various authorities for assistance."

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In the alert, the bureau reported the existence of three suspicious vessels in the Gulf of Aden believed to be pirate mother vessels looking to attack ships with the intent to hijack.

And they gave the description of the suspected trawlers - long white, Russian made stern trawlers with names "Burum Ocean or Arena or Athena". The bureau also listed the hotspots or piracy prone areas in Africa. They include Lagos and Bonny River in Nigeria, Dar es Salaam in Tanzania where the pirates are said to be targeting ships in ports and anchorages.

The world currently transports 80 per cent of all international freight by sea. More than 10 million cargo containers are moving across the world's oceans at any one time. **Source : The Nation (Nairobi)**



In the port of Maassluis the Seacadet ship **RIGEL** was shifted by the **KERMIT** to her new berth in the outerharbour
Photo : Herwin Jan Steehouwer ©

Another Hellenic-owned ship attacked by Somali pirates

Pirates have seized a Greek chemical tanker with 19 crew members off Somalia's coast, continuing an audacious string of hijackings near the African country, an international anti-piracy watchdog said on Saturday. The tanker, carrying refined petroleum from Europe to the Middle East, was ambushed on Friday in the Gulf of Aden, said Noel Choong, who heads the International Maritime Bureau's piracy reporting centre based in Malaysia. "Somali pirates fired with machine guns and boarded the ship in the Gulf of Aden," Choong told AFP on Saturday. Pirates had also attacked a Greek cargo ship bound for Kenya on September 18, taking its 25 crew hostage. Meanwhile, a man claiming to be the spokesman of pirates holding a Ukrainian ship laden with tanks says they want \$35 million for its release.

Last weekend a Greek-owned ship with 19 sailors on board, most of them Filipinos, was seized while a Malta-flagged Iranian oil tanker -- a massive vessel the size of a football pitch -- had a narrow escape after being pursued by pirates armed with rocket-propelled grenades. On September 18 the Greek ship "**Centaury**," with 25 Filipino sailors on board was attacked off Somalia by pirates in a speed boat, armed with three rocket launchers. Somali pirates, who are now holding a record 15 ships hostage, including Friday's hijacked tanker, are attacking further out to sea and on two fronts to evade international security, Choong had said.

"Despite the increase in security patrols by the coalition forces in the Gulf of Aden, we are still receiving reports of attacks and hijacks," Choong said, warning seafarers to be on alert even if sailing in the security corridor patrolled by US-led coalition forces. Choong said since January Somali pirates have attacked 62 ships, with more than 300 crew held hostage on board the 15 ships under the pirates' control. The waters off Somalia -- which has not had an

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effective central government for more than 17 years and is plagued by insecurity -- are considered to be among the most dangerous in the world. **Source: Agencies**



After the RIGEL was shifted to the outer harbour of Maassluis the tug **HUDSON** was shifted to her new (permanent) berth close to the **FURIE** behind the **National Tugboat Museum** (White building in the middle)

Photo : Jan Stehouwer ©

Middle East shipping goes green

The Middle East maritime sector is waking up to the need for greater fuel efficiency, which could lead to potentially huge reductions in shipping's carbon footprint, say leading industry observers. "Shipping is the most energy efficient means of transportation," said Christopher Hayman, Managing Director of Seatrade, organisers of Seatrade Middle East Maritime 2008 - the region's leading maritime event. "By moving more cargo from air or trucks to ships, overall carbon emissions can be reduced," he added. "But globally, shipping produces an estimated 1.2 billion tonnes of carbon dioxide a year, equivalent to 4.5% of the world's total global warming."

Seatrade Middle East Maritime runs from 14-16 December at Dubai International Convention and Exhibition Centre under the patronage of HH Sheikh Mohammad bin Rashid Al Maktoum, Vice President and Prime Minister of the United Arab Emirates and Ruler of Dubai.

A mid-sized cargo ship consumes around 50 tonnes of fuel a day while big tankers can burn more than 300 tonnes a day. "As a result, small gains in fuel efficiency can mean serious savings in both money and carbon emissions," Hayman said.

Like other industries globally, shipping is facing increasingly tough international challenges to achieve emission reductions. Det Norske Veritas, one of Seatrade Middle East Maritime's principal sponsors, believe that carbon dioxide emissions can be reduced by as much as 30-50% by actions taken on existing vessels now and for new buildings prior to 2030.

"Ideas being looked at to improve fuel consumption include redesigning propellers and hulls; paints that make ships less 'sticky' through the water; greater flexibility in shipping lanes to allow ships to by-pass storms rather than plough through them burning more fuel," Hayman added.

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Fuel, emissions and green technology is one of the crucial areas to come under discussion at one of the high level conferences that will take place alongside Seatrade Middle East Maritime 2008.

The region is playing an increasingly important role in world shipping with the Arabian Gulf now one of the most active international maritime centres in the world. As well as being pivotal in global energy-related transport, economic growth across the region is driving record volumes of containers and increasing bulk cargo.

The conferences alongside Seatrade Middle East Maritime are designed to examine the implications of this upsurge both for the region and for trading partners around the world.

The Middle East Money and Ships conference (December 14-16) will examine the state of the industry across the region with a keynote address by General Sharafuddin Sharaf, President of the United Arab Emirates Ship Owners Association. Other crucial topics to be debated will be energy and dry bulk transportation; shipbuilding and repair; finance for shipping; fuel, emissions and green technology; port construction and development; and the challenges of recruitment, training and retention of crews.

With more than 200,000 cruise passengers expected to visit Dubai this year, the sixth Seatrade Middle East Cruise Conference (15 December) will examine the growing importance of cruise tourism as more countries follow Dubai's lead. The potential for growth in ports and destinations throughout the region will be assessed.

In addition, with the Gulf region becoming one of the biggest concentrations of luxury private marine activity, there will also be a Superyacht Solutions Conference (16 December). The conference will assess the demand for superyachts across the region as well as current and future marina demand and availability.

The Seatrade Middle East Maritime exhibition and conferences are held every two years and have evolved into one of the world's fastest-growing maritime events, ranked among the industry's Top 10 largest. In 2006 the event was the biggest yet notching up record attendance of 6,000 trade participants from 63 countries - 45% from outside the region. In 2008, the organisers expect participation to increase by 30%.

Principal sponsors of Seatrade Middle East Maritime 2008 include GEM, Det Norske Veritas, Dubai Maritime City, NITC and Gulf Marine. Other sponsors are: ABS, BP Marine, ClassNK, Drydocks World, Emarat Maritime, Ince Al Jallaf & Co, Lloyd's Register, Nico International, Rais Hassan Saadi Group, SAIFEE Trading and Sea Cloud Cruises.

The event is supported by Dubai Chamber of Commerce and Industry, DP World, Dubai Shipping Agents Association, Dubai Department of Tourism and Commerce Marketing, the International Association of Ports and Harbours, the Nautical Institute, the Royal Institute of Naval Architects, ImarEST, and the UAE Ship Owners Association.

Source: **Seatrade Middle East**

Warships surround hijacked arms ship

The U.S. 5th Fleet continues to actively monitor the situation with Motor Vessel **Faina**, the Belize-flagged RO/RO ship that was captured hijacked by Somali pirates Sept. 25.

San Diego-based destroyer **USS Howard (DDG 83)** is on station and is in visual range of **MV Faina**, which is anchored off the Somalia coast near the harbor city of Hobyo.

"**Howard** is on-station," said Cmdr. Curtis Goodnight, **Howard** Commanding Officer. "My crew is actively monitoring the situation, keeping constant watch on the vessel and the waters in the immediate vicinity."

Two other pirated vessels, **MV Capt Stefanos** and **MV Centauri**, are also anchored at this location. Though the 5th Fleet release makes no mention of it, news agency reports state that **Faina** is under surveillance by three warships.

The agency reports also say that one crew member has died of natural causes Ukraine's defense minister has confirmed that the **Faina**, which according to 5th Fleet is operated by Ukraine's Kaalbye Shipping, was carrying a cargo that included 33 T-72 tanks, ammunition and weapons that included grenade launchers.

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The pirates are demanding a ransom variously reported as either \$20 million or \$5 million.

Defense Minister Yuri Yekhanurov said the weapons were being legally shipped to Kenya by Urkinmash, a subsidiary of UrkSpetsExport, Ukraine's state arms exports monopoly.

Kenyan government spokesman Dr. Alfred N. Mutua says the cargo in the ship includes military hardware such as tanks and an assortment of spare parts for use by different branches of the Kenyan military.

Interestingly, in February the Kenyan government seized 50 tanks in Mombasa that were reportedly destined for the Sudan People's Liberation Army. At the time, Kenya said the shipment was in breach of the Sudan Comprehensive Peace Agreement (SPLA).

Now Kenya's Capital Radio quotes Andrew Mwangura, coordinator of the East Africa Seafarers Assistance Program as saying the hijackers claim to be in possession of confidential documents showing that the arms aboard the Faina were actually destined for Southern Sudan.

The pirates are threatening to unleash a "damning report" unless they are paid a ransom. Dr. Mutua, says the hijackers' claims are "alarming propaganda" and "a tactic by the terrorists to try and fend off reprisals against them."

"The Kenyan Government will not engage in answering back to terrorists who have hijacked important military equipment paid for by the Kenyan tax payer for use by the Kenyan Military," says Dr. Mutua.

In an earlier statement he said: "The Kenyan Government does not and will not negotiate with international criminals, pirates and terrorists and will endeavor to recover the hijacked ship and military cargo." **Source : MarineLog**

Bulgaria asks Turkey to help save ship survivors

Bulgaria called on Turkey to help it rescue two survivors adrift on a life raft on Sunday after a North Korean-registered cargo ship with 10 crew on board sank in rough waters in the Black Sea, Bulgarian authorities said.

Two of the crew, which consisted of nine Ukrainian and one Russian seamen, sent a text message to a family member in Ukraine late on Saturday, said Nikolay Apostolov head of Bulgaria's Maritime Administration Agency.

Rescuers managed to talk to one of the survivors on Sunday morning but had not found the two men yet as they most probably were in Turkish territorial waters or on the Turkish Black Sea coast, Apostolov said.

"We sent an official request to Ankara for Turkey to take part in the rescue operations and let our ships in their waters," he said.

The **Tolstoy**, which carried 2,500 tonnes of metal scrap and was sailing from Russia to Turkey, sank early on Saturday some 12 miles off Cape Emine on Bulgaria's Black Sea coast. It issued no SOS call, officials said.

Seven Bulgarian ships and a helicopter are taking part in the rescue operations on Sunday but have not found any other survivors so far. Rescuers have also not found any bodies. Efforts to save the crew were hampered by stormy conditions on Saturday.

The vessel was owned by an Ukrainian company and sailed under the North Korean flag, Bulgarian authorities said.
Source : Turkish Press

SKorea, Russia to launch joint anti-terrorism sea drill

South Korea's coast guard said Monday it would launch a joint anti-terrorism exercise with its Russian counterpart off the southern island of Jeju. The Jeju coast guard said the one-day drill on Tuesday would test their joint capability to seize terrorist vessels, rescue hostages and extinguish fires. "This is mainly to better cope with a terrorist situation at sea," spokesman Choi Jae-Jun told AFP.

South Korea is mobilising one 3,000-ton patrol ship, two 1,500-ton rescue vessels, a helicopter, speedboats and a commando team, while Russia is sending a 2,000-ton ship and a 300-ton boat for the drill. The coast guards of the two countries have conducted the annual exercise since 2001.

Somali pirates, besieged by foreign warships, demand 20 mln dlrs

Somali pirates who hijacked a Ukrainian freighter carrying Kenyan military weapons defiantly demanded 20 million dollars in ransom despite being surrounded by three foreign warships on Sunday.

The spokesman for the pirates, contacted by AFP via satellite telephone, confirmed that they were surrounded by three foreign war vessels off Somalia's central coast and said the ship's crew was "safe and not harmed."

"What we are awaiting eagerly is the 20 million dollars (13.7 million euros), nothing less, nothing more," Sugule Ali said. On Saturday, figures ranging between five and 35 million dollars had been put forward.

Ali confirmed that the ship was under siege, but he said the pirates would not give themselves up.

"It is true we are surrounded by three foreign military vessels and there are some others we can see (in the distance)," he said.

"We are not afraid of their presence, that will not make us to abandon the ship or to refrain from asking (for) the money," Ali said. "There is no shortage of food supply and all the crew members are healthy and well including ours."

Later, however, the spokesman said that one of the hostages had died a "natural" death.

"He passed away today of a natural cause; he was not a victim of gunshots or violence," Ali said, while refusing to identify the alleged victim. The report of a death could not be confirmed by an independent source.

Ali said of the ransom demand: "We are not pirates, we are just protecting our natural marine resources. Some countries want to make our waters a dumping site for the industry of the West. We are supported by the local community."

Earlier, the adviser to the presidency of the semi-autonomous region of Puntland, Bile Mohamoud Qabowsade, told AFP that three warships were tracking the pirates and two were very close to it.

"One of these ships is from the United States and the other two are from European Union countries," he said, without naming the European countries.

The governments of Britain, France, Germany and Greece told AFP their sailors were not involved in this operation. The MV Faina was seized on Thursday with a crew of 21 as it neared the Kenyan port of Mombasa with a cargo of tanks, grenade launchers and ammunition for the Kenyan army.

Kenya said it was not in contact with the pirates, but efforts were underway to free the freighter. "Combined security efforts are still going on to secure the ship ferrying Kenya military equipment that was hijacked two days ago by pirates off the Somali coast. The Kenyan government is not in contact with the pirates," spokesman Alfred Mutua said in a statement.

"The Kenyan government will not engage (with) terrorists...," he added. A tribal chief and local fishermen Sunday in Harardhere, around 410 kilometres (250 miles) north of Mogadishu, said the navy ships used loudspeakers to warn the pirates not to unload their cargo. So far the pirates had not responded to invitations for talks.

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Another elder, Ali Harun, said: "The pirates made contacts with friends on the ground and they are saying that at least two warships came close to them, I believe they have no chances of escaping with the shipment."

According to the Ukrainian defence ministry, the **Faina** is carrying 33 Soviet-type T-72 tanks as well as armaments being delivered by Kiev as part of an arms deal with Kenya.

Seventeen Ukrainians are among the ship's 21-strong crew, which also includes three Russians and one Latvian.

On Friday the Russian navy dispatched the frigate **Neustrashimy (Fearless)** to the region in response to what it said was a "rise in pirate attacks, including against Russian citizens."

The US Defense Department said Friday it was monitoring the situation and "looking at possible options."

The coastal waters off Somalia, which has not had an effective central government for more than 17 years and is plagued by insecurity, are considered to be among the most dangerous waterways for shipping in the world.

At least 55 boats have been attacked in the Gulf of Aden and the Indian Ocean since January by Somali pirates, according to the International Maritime Office (IMB).

Last year more than 25 ships were seized by pirates in Somali coastal waters despite US navy patrols, the IMB said.



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A&P Tyne shipyard dredges contaminated sediment

A&P Tyne in the UK has commenced operation to remove approximately 30,000m³ of TBT contaminated silt from its quays and waterfront. The significant investment (circa £2.15 million) will not only provide an environmentally cleaner work site but also allow the entrance to the dock for vessels with a maximum draft of 10m.

Dave Skentelbery, MD of A&P North East Businesses, said: "The project would enforce the capability of the 259m x 44m dock and demonstrate A&P's commitment to a 'green' marine environment."

"Environmental legislation is going to play a greater part in the management of business in the future and we believe in leading the way." **Source : Dredging News Online**

Croats Held In Panama

Loris Subat and Dusko Tanurdzic are Croatian seafarers who have spent four months in a Panama prison because 8 kilos of drugs was found on their ship Therese.

The Croats are now in a Panama hotel after they were released out of custody under the condition to show up at court to defend themselves.

Split-based Split Ship Management company, which hired the seafarers, has posted bail.

The company announced it will also pay the trip to Panama for the seafarers' families. - They were released from custody. Someone from their families will probably visit them, but nothing is sure yet – Dusko Tanurdzic's sister told Javno.

Director of the Split Ship management company Ratko Bozic confirmed that the family of one of the captains will be in Panama in a few days. The seafarers are satisfied and happy, the life standard is very high there and the conditions are good. At the moment, they are accommodated in a hotel. They have regular income because we send them their salary every month – Bozic told Javno, adding that he hoped the trial would start soon. Seafarers in Panama are awaiting trial, Laptalo the right to appeal. The trial should start in the next two to three months – Ratko Bozic said.

Dubrovnik-based captain Kristo Laptalo was sentenced to 14 years in prison and a 200,000 euro fine, even though the prosecution did not have any evidence against him. Drugs were found on his ship and even the main witness of the prosecution said the Laptalo had nothing to do with the matter. However, he was sentenced according to the chain of command. His appeal will be dealt with after Christmas. The most frightening thing is that with every voyage, seafarers risk becoming the victims of pirates or even worse, of the law. **Source : ShipTalk**

Bemanningslid gekaapt Oekraïens schip overleden

Een bemanningslid van door piraten gekaapt schip uit Oekraïne is overleden, berichtte de Amerikaanse nieuwszender CNN zondagavond. Volgens een functionaris uit de Somalische kustplaats Harardhere hebben piraten laten weten, dat is man is overleden vanwege problemen met een hoge bloeddruk.

Het Oekraïense schip **Faina** werd vorige week gekaapt. Aan boord waren 21 bemanningsleden, Oekraïners en drie Russen. Ook zijn enkele tientallen tanks en munitie aan boord, die voor het Keniaanse leger bestemd zijn. Het schip wordt inmiddels omsingeld door drie oorlogsschepen, waaronder een Amerikaans marineschip. Enkele andere oorlogsschepen naderen de **Faina**, aldus een woordvoerder van de piraten. Ook Rusland heeft een oorlogsschip naar de regio gestuurd. De Somalische piraten verlaagden zondag hun eis om losgeld van 35 naar 20 miljoen dollar (14 miljoen euro).

Boating Panic

Search and rescue authorities fear thousands of Australian boat users will hit the water this summer carrying emergency beacons that don't work because overseas authorities are decommissioning the satellite receiver that picks up the distress signals.

For the past 26 years, skippers have gone to sea with the EPIRB (emergency position-indicating radio beacon) 121.5 safety beacon — so named because it transmits an emergency signal on a frequency of 121.5 MHz when activated.

The device is estimated to have saved 20,000 lives across the globe since 1982.

But it will be unceremoniously dumped on February 1 next year in the middle of the Australian boating season — replaced by a newer model operating on a different frequency.

The Australian Maritime Safety Authority estimates that there are about 150,000 of the 121.5 MHz distress beacons across the country that will need to be switched over to the new 406 MHz beacons before February.

Despite an extensive education campaign, it believes many boat owners, hikers and other adventurers will not get a new beacon in time.

The driving force behind the termination of the 121.5 Epirb was the US Coast Guard. It has argued that everyone should switch to the newer 406 frequency beacon because it more accurately transmits the location of those in distress, can relay information about the type of vessel and the passengers on board, and produces far fewer costly false alarms.

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But some within Australia's search and rescue organisations believe the decision is more about cost-cutting and most question the wisdom of making the switch in the middle of the southern summer.

"It wasn't our decision to turn the satellite receiver off then; it isn't ideal," Australian Maritime Safety Authority spokeswoman Tracey Jiggins said.

Hindering the switch to the newer beacon has been the high cost — up to \$1000 for the top model — with retailers selling the old model until 12 months ago. **Source : ShipTalk**

Immigrant Isle

The Italian coastguard on Friday (26 Sept) intercepted a boat with at least 200 illegal immigrants on board south of the island of Lampedusa.

An Italian navy vessel was reported to be heading for the illegal immigrants' boat 45 nautical miles from the island to transfer them to Lampedusa, near Sicily. Earlier on Friday, coastguard officials rescued three illegal immigrants - two Palestinians and an Egyptian - aboard a wooden boat 22 nautical miles from Lampedusa.

All the illegal immigrants will be identified in the island's holding centre. During the summer months, the number of illegal immigrants heading for Europe's Mediterranean countries including Italy, Spain and Malta surges.

Despite patrols of the North African coast coordinated by the European Union's borders agency Frontex, hundreds of illegal migrants arrive each week aboard people smugglers' boats in search of a better life in Europe. **Source : ShipTalk**

OMGESLAGEN BOOTJE GEBORGEN



De KNRM heeft zondag een visbootje geborgen. Het ging om het bootje **Gizmo**, dat al sinds vrijdag werd vermist nadat het was omgeslagen.

Het bootje was rond 14.15 uur door een passerende motorkruiser gesignaleerd nabij de Oost Steenbankboei. Ter plaatse bleek het inderdaad om het bootje te gaan. Nadat een sleepverbinding met het half onder water drijvende bootje was gemaakt werd koers gezet richting de kust.

De in de buurt varende vissersboot **BZ7** assisteerde met de hijslier om het bootje boven water te halen om vervolgens te kijken of er sprake was van een lekkage. Met veel kunst- en

vliegwerk kon het ruim twee ton wegende bootje uit het water worden gelicht.

Al snel werd duidelijk dat er een flink gat in de spiegel zat. Na overleg werd besloten om het bootje met de vissersboot naar de haven van Noordland te vervoeren. Daar arriveerde de **BZ7** rond 18.00 uur samen met de reddingboot **Uly** van Westkapelle.



NAVY NEWS

Ultrajet chosen to power Royal Netherlands Navy new vessels

Visser Den Helder, a member of the Damen Shipyards Group, has chosen Ultrajet 410 waterjets for their next generation Landing Craft Vehicles Personnel (LCVP) vessels for the Royal Netherlands Navy.



Damen is building twelve 16-metre aluminium vessels which are also fully equipped for fire fighting and rescue work.

The vessels are powered by Volvo Penta D9-575 diesel engines coupled to UltraJet 410 waterjets via ZF305-2 transmissions with a reduction ratio of 1.297:1.

Their primary use will be for amphibious operations and to transport vehicles such as Landrovers, BV206s and up to 35 troops between LPD and beachhead.

The ability of the UltraJet 410 units to supply exceptional thrust with good cavitation resistance was the key reason they were chosen.

Also, to maximise the payload of the landing craft, consideration had to be given to the overall weight of the propulsion system.

Another key requirement of the vessel is to easily beach and pull away again. With the UltraJet waterjet intakes flush with the hull bottom, the craft can be beached easily without damage to the propulsion system.

The UltraJet design with its high thrust and resistance to cavitation, enables close to full power to be applied at low boat speeds providing high astern thrust for backing off beaches easily and quickly.

An UltraJet twin levered JetMaster reverse system, plus an electronic helm control system is fitted providing exceptional manoeuvrability whether at high or low speeds, including zero-speed during landing operations.

Source : Baird Online

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Famed warship Intrepid returning to NYC museum pier in ship shape after 22-month overhaul

Almost two years after being pried ignominiously from the mud by a phalanx of huffing tugboats and towed off to a shipyard for a major overhaul, the historic aircraft carrier Intrepid is returning home.

Freshly painted in naval "haze gray" and once again shipshape from stem to stern, the fabled survivor of Pacific war battles and five kamikaze suicide attacks will be towed up New York Harbor and slotted into its familiar Hudson River berth on Oct. 2.

The floating military and space museum will reopen to the public on Nov. 8, with a large celebration on Veterans Day, Nov. 11.

"With everything else that's going on, it may seem like a pimple on an elephant but I can't tell you how excited we are," said Bill White, president of the Intrepid Sea, Air & Space Museum. He spent much of the past year lining up private benefactors to help finance the ship's 22-month, \$120 million restoration.

On the enclosed hangar deck, the museum will offer new exhibits and facilities for public events, along with visitor access to crew quarters and other spaces previously off limits.

The outdoor flight deck array of some 30 vintage aircraft has five additions — a pair of Soviet-designed MiG fighters, a Grumman F11F fighter that in the 1960s was part of the Navy's Blue Angels flight demonstration team, and two 1950s-era helicopters.

Among five retired World War II aircraft carriers serving today as museums, none has a record to match Intrepid's. Launched in 1943, it fought in six major Pacific campaigns, losing 270 crew members — mostly to Japanese kamikazes. It also served in the Korean and Vietnam wars and was twice a recovery ship for NASA astronauts before being decommissioned in 1974.

Marked for the scrap yard, the 36,000-ton relic was rescued in 1981 by real estate developer and philanthropist Zachary Fisher, who brought it to New York to be turned into the museum that in recent years has attracted 750,000 visitors annually, its officials say. In 1986 it was designated a national historic landmark.

In 2005, after 23 years, both vessel and pier were deemed in serious need of restoration. But when a team of powerful tugboats tried to dislodge the ship, its rudder and four 15-foot bronze screws dug into what Army engineers would later call an underwater "speed bump" — 17 feet of accumulated Hudson River mud.

After that much-ridiculed fiasco, three weeks of dredging finally freed the ship to be moved to a Bayonne, N.J., shipyard on Dec. 6, 2006 — the day before the Pearl Harbor anniversary. Internal work was performed later on Staten Island.

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According to White, overall costs for the ship's restoration topped out close to \$120 million — \$55 million for the ship and \$65 million to rebuild Pier 86 with new space for a British Airways Concorde supersonic jet that had been on a barge.

The Army and Navy spent \$20 million more to dredge a new trench to cradle the carrier's 900-foot hull.

Timed to coincide with the ship's return is the publication of a book, "Intrepid: The Epic Story of America's Most Legendary Warship," co-authored by White and ex-Navy pilot Robert Gandt, with a foreword by presidential candidate John McCain, who served on Intrepid in pre-Vietnam War days.

White also heads the Fisher-created Intrepid Foundation, whose projects range from education to the Fallen Heroes Fund, supporting families of war dead and wounded. Its latest project is a new state-of-the-art treatment center for traumatic brain injuries at Bethesda Naval Hospital in Washington, D.C. **Source : The State**



The German Type 212A submarine **U34 (S184)** seen during a visit to Bergen last weekend.

Photo : Crew Tertnes ©

D: 1,370 tons light; 1,460 tons surf./1,840 tons sub.

S: 12 kts surf./20 kts sub.; 8 kts on fuel cells

Dim: 57.15 (55.90 pp) × 7.00 × 7.00

A: 6 bow 533-mm TT (DM-2A3 Seehecht or DM-2A4 wire-guided torpedoes)—provision for minelaying belt (24 tot. mines)

Electronics:

Radar: Kelvin-Hughes Type 1007 nav./search

Sonar: CSU-90 suite with EFS DBQS-40FTC MF active/passive, FAS 3-1 flank array, PRS 3-15 passive ranging, AN 5039A1 intercept, EFS/Allied Signal FMS-52 (MOA 3070) active mine-avoidance (30 and 70 kHz), EFS DSQS-21DG bow MF active, and TAS-3 towed LF linear passive hydrophone array

EW: EADS FL-1800U intercept; HDW-WASS C303/S Circe torpedo decoy system (40 tubes)

M: diesel-electric, with 9 Siemens Polymer Electrolytic Membrane fuel cells (34 kw each) for air-independent cruising, 1 MTU 8V183 SE83 diesel generator set (1,040 kw), 1 Siemens Permasyn motor; 1 7-bladed prop; 2,400 shp

Range: 8,000/8 surf.; 420/8 sub. Crew: 5 officers, 22 enlisted

Taiwan optimistic over approval of U.S. weapons deal

Taiwan is still optimistic that the United States will approve a US\$11 billion weapons deal for the island despite missing an important deadline, media reported yesterday. The Pentagon was expected to notify the U.S. Congress of its

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intention to sell the arms to Taiwan by the end of its current session last Friday. Taiwan has expressed worries that if the U.S. missed the deadline, the Legislative Yuan would have to start the process of approving a budget for the arms package from the start.

However, an unnamed presidential official noted in a Central News Agency report that the session of Congress had been extended to deal with the current financial crisis, and therefore the arms deal could still be approved.

The package includes Patriot missiles, Apache helicopters, diesel-powered submarines, anti-tank missiles, submarine-launched missiles and P-3C Orion anti-submarine aircraft, but not new F-16 fighter jets Taiwan was hoping to buy.

The U.S. State Department notified the Taiwanese media late on Friday that government departments were still reviewing the deal, and that once it was approved, Congress would be immediately notified.

Kuomintang lawmaker Lin Yu-fang (林郁方) said Washington had the duty to provide Taiwan with defensive weapons under the Taiwan Relations Act. The U.S. would not want to see the Taiwan Strait turn into a Chinese lake, he said, expressing optimism that Washington would soon approve the deal.

Lin suggested that U.S. preoccupation with its current financial crisis and its intention to gain support from China may have contributed to the slow advance of the Taiwan deal.

There have been doubts that the Bush administration wanted to leave a decision on the arms sale up to the next U.S. President. Critics of Taiwan's government have also blamed the delay on U.S. doubts about President Ma Ying-jeou's (馬英九) plans to improve relations with rival China. The arms deal was stalled for years at the Legislative Yuan when Ma's Kuomintang refused to discuss it because of its apparently high cost. **Source : Central News Agency**

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SHIPYARD NEWS



The **MASTER TIDE** seen at the slip at the Keppel Benoi yard in Singapore
Photo : Capt. Jelle de Vries ©

COSCO to Deliver FPSO Conversion for Petrobras' Campos Basin Ops

Since March 2007, COSCO Dalian Shipyard has signed 4 tanker-based FPSO conversion projects with MODEC. One of these, "**SONG DOC PRIED MV19**" has already been delivered to TSJOC, and another VLCC, "**Apollo Shoju**," has been renamed.

On September 10, 2008, the Naming Ceremony for the Petrobras Opportunity Oil FPSO Conversion was held in COSCO Dalian Shipyard. During the ceremony, "**Apollo Shoju**" was renamed as "**FPSO Cidade de Niteroi MV18.**"

After delivery, the FPSO will join the Petrobras fleet in the Campos Basin. Kenji Yamada, President of MODEC, Figueiredo & Sanches, Executive Managers from Petrobras, and Wang Xingru, President of COSCO Shipyard Group, witnessed the ceremony.

The work scope for this VLCC conversion included repair & life extension, specialist FPSO structure construction, topsides module installation and integration, as well the fitting of steel structure, cable pulling and piping work.

Up to now, COSCO Dalian Shipyard has achieved outstanding safety results; a total of 4 million man hours have been spent on the two MODEC projects without any time being lost due to injury. **Source : RigZone**

Giant cruise ship edges toward North Sea

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The biggest cruise ship ever built in Germany was towed along a narrow river on Sunday en route to tests in the North Sea. The 315-metre-long **Celebrity Solstice** left the Meyer shipyard in the northern inland port of Papenburg after barriers were closed to increase the depth of the River Ems.

The vessel, which cost 616 million euros (911 million dollars), has a 1,000-seat theatre, a night club and 1,400 cabins capable of accommodating 2,900 passengers.

Workmen put the finishing touches to the interior decorations as the vessel inched its way along the river watched by thousands of onlookers, amid protests by environmentalists.

The World Wide Fund for Nature (WWF) said that closing one of the barriers along the river to increase its depth had drastically reduced the amount of oxygen in the water. "The river is practically dead over a length of 30 kilometres," said

Beatrice Claus, a spokeswoman for the WWF's German chapter.

After undergoing tests in the Dutch port of Eemshaven, the floating hotel is due to go into service in the Caribbean for the US shipowner Celebrity Cruises.

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Upbeat outlook for chemical tankers

Market to regain lustre next year on cargo volume rise

GAGASAN Carriers Sdn Bhd, tankers and offshore support vessels (OSVs) owner and operator, expects the chemical tanker market to regain its lustre early next year due to a projected increase in cargo volume.

Managing director Captain Johari Mohd Noh told StarBiz that although chemical tanker rates were less volatile than other conventional tankers the recent deliveries of new vessels had contributed to the slip of time charter rates.

Time charter rates for chemical tankers have declined by less than 10% over the past six months.

Capt. Johari Mohd Noh "We expect the market to turn favourable from early next year once these new vessels are absorbed in the system.

"Also, the expected increase in cargo volume next year and the rush to build chemical tankers that has seemingly stopped since early this year will push the rates up," he said.

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He added that the US credit crunch would further refrain new orders for ships.

On the expected tanker rates further escalating towards 2010 in view of the International Maritime Organisation's double-hulled tankers regulation for all tankers, Johari said it was unlikely before 2010 and the rates would only soar after all single hull vessels were written off.

Gagasan Carriers currently owns four chemical tankers. The vessels carry all kinds of chemicals and products including methanol, methyl tertiary butyl ether, aromatics substances, petroleum and vegetable oils.

To realise its mission in becoming one of the leading chemical tankers companies in the country, Gagasan Carriers had ordered eight chemical tankers and two product tankers.

The eight double-hulled chemical tankers was said to cost around RM461.4mil.



Left : The **BAYCORP MERSING**, One of the Gagasan Carriers' offshore support vessel.

"So far, three of the 10 ordered tankers have been delivered (the most recent one was in April) and the next delivery will be in October.

"All the tankers are expected to join our fleet by October next year," said Johari.

Besides chemical and product tankers, Gagasan has also ventured into the lucrative OSVs business. It now operates four fast crew boats that were purchased in the last two years.

"We have ordered three fast crew boats from local yards and have taken delivery of one vessel early this year.

"The other two are still under construction and will be delivered by year-end," he said adding that the total investment for the new OSVs was about RM100mil.

On the company's expectation to double revenue to about RM90mil this year, Johari said 85% to 90% of the target was achievable.

"This is in view of the four other vessels to be delivered later this year. We have put some vessels on term time charter where the revenue is lower than spot charter," he said.

Presently, two of its vessels are on time charter (one to 2.5 years) and the remaining two tankers are on the combination of contract of affreightment and spot charter.

On the Government's Budget 2009 proposal to set up a new RM2bil fund to finance the purchase of ships and upgrade of shipyards, Johari said the amount was "a little bit small" for investment in ships following the appreciation of the US dollars against the ringgit and escalating ships prices.

"Nevertheless, the injection of new funds will help local ship owners and is good for the nation. We should be grateful," he said. **Source : The Star**

£1million the cost of keeping Bay's fast ferry service

THE fast ferry across the Bay can only become a permanent fixture if Torbay Council can find £1million for a new jetty at Brixham, it has been revealed.

As Stagecoach's experimental month of Torquay to Brixham ferry runs notches up its 25,000th passenger, discussions have been held with harbour chiefs about the future.

Better embarkation facilities are needed, particularly at the Brixham end of the cross-Bay journey, if the service is to become a permanent feature of the local transport network say the operators.

Both the council's Brixham and Torquay harbourmasters and transport specialist Geoff Coleman joined the bus company's ferry project manager Alistair Macleod for the round-table meeting this week.

Mr Macleod said: "There was no mention made of any investment, but we have requirements at Brixham and I am assisting the officers with details of our technical needs.

"The connecting shuttle bus at the Torquay end via Fleet Walk, Torbay Hospital and The Willows has been extremely popular, and we will have to look at improving the service around the outskirts of Brixham if the fast ferry becomes permanent."

Stagecoach is now evaluating the results of the trial and will be reporting back to the council by the end of October.

The anticipated £1million cost of providing more efficient embarkation and disembarkation facilities to be used by all the local ferry services raises a big question mark.

Capt Paul Labistour, the Brixham harbourmaster, said: "Improvements are needed, but who funds it is a good question. The local authority will be exploring every option for aid both from the public transport point of view and the maritime angle. "Long term, it may be possible to incorporate a proper ferry terminus inside the new Northern Arm breakwater.

"Any infrastructure improvements or permanent fast ferry service would first be discussed by the harbour committee and stakeholders, before any final decision is taken by the mayor.

"We discussed the issues arising from the last month's operation. The use of Torquay harbour is adequate but not ideal and the infrastructure at Brixham is not really designed for this.

"Brixham is a highly successful fishing port with a busy harbour as well as considerable pleasure traffic so the purpose of the experiment was to look at what issues are raised by the introduction of a fast ferry."

Mr Macleod said the final week's earlybird Monday to Friday special return fare of £1 had proved very popular on the first three trips of the day, **Source : [thisissouthdevon](#)**

State agrees to sell steel electric boats for scrap

The Washington State Ferry System has agreed to sell its four white elephants, the abandoned Steel Electric ferries, to a Seattle company that will dismantle them in Mexico for scrap.

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The Washington State Ferry System has agreed to sell its four white elephants, the abandoned Steel Electric ferries, to a Seattle company that will dismantle them in Mexico for scrap.

The company, Environmental Recycling Systems will pay the state \$500,000, plus 10 percent of the recycling revenue, which the state expects will be about \$200,000. ERS will have to pay the cost of towing the boats to Lazaro Cardenas, Mexico and the state said the boats can't be used for passenger service, they must be dismantled, said ferries spokeswoman Marta Coursey.

Last November, state Transportation Secretary Paula Hammond, concerned about pitting and other damage to the 80-old ferries, pulled them out of service, cutting ferry service to Port Townsend. Since then the state has been trying to sell the **Illahee**, **Nisqually**, **Klickitat** and **Quinault**. It tried twice to sell the boats on eBay, with no success.

An earlier report for the state ferries found that the four boats could be sold as scrap metal for about \$450,000 each. but Coursey said "this was the best and only offer." The sale has not closed and ERS must remove the boats within 45 days of the closing.

The state also announced it has received an offer from Golden Gate Bridge, Highway and Transportation District to buy the ferry systems' two idled passenger-only ferries, the Chinook and Snohomish.

The San Francisco agency operates ferries between Sausalito and San Francisco and Larkspur and San Francisco.

According to Coursey, the Golden Gate authority inspected the boats Sept. 10 and didn't want to buy them because it hoped to build bigger passenger ferries, but the cost made them take another look.

The state also twice tried to sell these ferries on eBay, with no buyers. Coursey said the purchase price has not been disclosed and depends on whether the Golden Gate board of directors will authorize the purchase. The board won't meet til sometime in October, she said.

The state told boat brokers the fair market value for the Chinook and Snohomish was \$3 million for each vessel.

Source : Seattle Times



Gwadar port faces hurdles

The government's lack of political will and some hidden forces are the main hurdles in the way of fully operationalising the Gwadar deep-sea port, it is reliably learnt.

The port, which is the third deep-sea port in the country, was inaugurated in March 2005 by then president Pervez Musharraf and became operational in March this year when first ship carrying 52,000 tonnes of wheat from Canada berthed at the port.

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"Without the federal government's active support, the Gwadar port cannot be operational and it will remain a dream to make it a hub of activities in the area and an alternative port for the rest of the country," said Muhammad Salim Khan, Secretary Ports and Shipping, when asked for comments.

The federal government provided not only funds but also infrastructure facilities to the two main ports in Karachi in the recent past, he said. According to experts, the port would prove to be a trade corridor for central Asian states, China and the Gulf as 60 per cent trade of oil and gas is done through this route. China has provided 80 per cent of Gwadar port's \$248 million initial development cost.

"It is the political will of the government that can only make the port operational, otherwise it is not economically viable to ship imported goods from other ports of the world," said a member of a committee formed by the Economic Coordination Committee to report on the economic viability of the port.

The ECC of the cabinet, after the request of Balochistan Chief Minister Nawab Aslam Raisani, directed the authorities concerned to allow one-third of total imported wheat to be shipped to Gwadar but later changed the decision saying that the allocation should be made after reviewing economic viability of the shipments. Finally, the ECC formed a committee to submit a report for making the port operational.

"None of the shipping companies and importers were ready to offer lower bids for shipments to the Gwadar port compared to the Port Qasim and Karachi Port thus leaving no option for the authorities but to receive imported commodities at the two main ports," said another member of the committee.

Another problem for imported goods at Gwadar is that the importers need extra Rs2,200 per tonne to transport the goods from Gwadar to Karachi or to Quetta via Sukkur as infrastructure facilities were yet to be completed, the official added.

Putting aside all these reservations about the Gwadar port, the ports and shipping secretary said, "there was celebration in the town when first ship from Canada docked at the port last year and businesses like hotelling and other related activities were in full swing."

Citing another hurdle in the way of Gwadar port, a national leader from Balochistan was of the view that a powerful lobby from Karachi was mainly behind this to block it as it would hurt activities at the ports in Karachi. **Source :** Imran Farooq

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Ships of 4,800 to 6,000 TEUs dwindle in 2008

A survey into the capacity situation on the Asia-Europe route has revealed that ships of 4,800 to 6,000 TEUs have dwindled from 47 to 26 in a year. According to AXS-Alphaliner, an information sharing platform for liner industry, capacity supply on the Far East-Europe route has fallen in September compared to four months earlier.

Despite widespread perception that capacity increases have led to the rapid rate deterioration on the Asia-Europe trades, the survey shows that actual capacity has not increased in the September period compared to May. Only one new loop has been launched which was planned since last year, while two Asia-Mediterranean loops have been terminated and two other services merged into a single loop.

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It says that all new 8,000 TEU plus vessels have been absorbed by a combination of factors: cascading, slow steaming and relocation to the transpacific trade. The extra capacity delivered by shipyards has been partly absorbed by slow steaming - a fuel saving measure.

The impact of slow steaming on the Asia-Europe route is estimated to absorb approximately four percent, or 140,000 TEUs, of additional shipboard capacity. **Source : Times of India**



The **TEAL** seen arriving in the port of Cape Town
Photo : Ian Shiffman ©

Port giants dock at Indian harbour

Port majors in countries like China, France and Britain are keen to invest in Indian ports. This could be towards setting up greenfield projects, improving productivity at existing ports and setting up other facilities like container terminals and roads.

Total investment, expected to cross Rs 10,000 crore over one year, would help private and government port authorities use new technology and expedite implementation of schemes, said a senior official with a private port.

Some of the deals could be in the form of JVs with foreign ports. FDI up to 100% is allowed under automatic route for construction and maintenance of ports and harbours.

Sources familiar with the development said that Jurong Port Authority of China has firmed up plans to set up a greenfield port in the east coast with Sical Logistics, involving an initial investment of Rs 1,500 crore.

Similarly, Mumbai Port Trust is entering into a sister port agreement with the Port of Marseille-Fos of France while the Irish Port Authority is likely to invest in Jaigarh Port in Maharashtra.

According to a senior official with the infrastructure advisory committee of KPMG, "The main idea of foreign collaboration is to enhance the business skills of major Indian ports.

Collaboration with the foreign ports will not only enrich Indian ports technologically, but also enable them to operate from anywhere in the world."

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Notably, Mundra Port has already signed an MoU with Antwerp Port Authority to absorb some of the international port management practices.

A few years ago, multinationals like DP World and Maersk had invested in container terminals in local ports like JNPT and Pipavav. Private sector investments in non-major ports have already increased with investments in Mundra, Pipavav, Hazira, Gangavaram and Krishnapatnam, among others.

However, Indian ports still face various constraints like hinterland connectivity, inland cargo handling capability and shortage of skilled manpower for port operations.

“There is a need for policy changes in the port sector. In terms of infrastructure policy, we are still far away from developed countries,” said an analyst. He said large state-owned port authorities should get adequate autonomy in decision-making, a change that will attract more foreign investment.

India has 12 major ports, six each on the west and east coasts, and about 45 functioning non-major ports.

Source : Times of India

Vroon takes delivery of newbuilds

Vroon Offshore has recently taken delivery of five new additions to its offshore fleet.

The first, **VOS Atlantico**, an anchor handling tug supply vessel, was recently delivered in Italy. She will be operated by Vroon Offshore Italia Srl and be employed in the spot market in the Mediterranean.



Base Express, a PSV built at Damen Shipyard in Romania, was delivered on 12th September in Romania.

Photo : Fred Vloo ©

VOS Energy, a PSV built at Eastern Marine Shipyard in Malaysia, was delivered on 5th September in Sibiu. **VOS Energy** will be operated by Vroon Offshore Services Pty Ltd in Singapore. She sailed for Singapore on 6th September, where she spent a few days loading before going on hire to Chevron for a short-term period.

VOS Pioneer, a new field support vessel, built at Astilleros Zamakona Shipyard in Bilbao, Spain was delivered on 3rd September, and will be operated by Vroon Offshore Services Ltd in Aberdeen. The vessel set sail for Aberdeen on 4th September, and on arrival there spent a few days carrying out several audits and some spot work, before commencing a medium term contract with Total UK on the Alwyn/Dunbar platforms in the UK sector.

VOS Tramontana, a newbuilding SV/oil recovery vessel was recently delivered in Italy, and was christened in Ancona in week 37, after which she was due to commence a long-term charter with the API oil refinery in Ancona. Source : Offshore Shipping Online

Zim to end its weekly Asia/North Europe East West Express Service

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Zim Integrated Shipping Services Ltd. announced last week it was putting an end to its weekly Asia / North Europe East West Express Service (EWX) and will instead increase its slot charter agreement on a service operated by CSCL - China Shipping Container Lines. ZIM's EWX, which began in January 15th 2008, is a weekly service deploying nine TEU 4,083 - TEU 4250 vessels, running on the following rotation: Shanghai (CN) - Xiamen (CN) - Shekou (CN) - Port Kelang (MY), to and from three North European continental ports in the Bremerhaven - Le Havre range and Southampton. The decision to end the EWX service comes at a time of slowing Far East / Europe volume growth and rapidly shrinking freight rates from the influx of new tonnage.

It is understood that the last EWX voyage shown on the Zim's sailing schedule is Zim Genova (840) departing Shanghai on Oct. 4th.

Zim's slot charter agreement on a service operated by CSCL will become effective from the arrival of CSCL Le Havre at Ningbo on Oct. 18th. Zim is understood to increase its slot capacity on China Shipping's AEX1 service to 3,750 TEUs. CSCL's AEX1 service deploying eight TEU 7,700 vessels calling Ningbo, Shanghai, Shekou, Yantian, Port Kelang, Felixstowe, Hamburg, Antwerp, Nansha and back to Ningbo. **Source: port2port.com**

MOVEMENTS



The **ARTEMIS** seen departing from Amsterdam

Photo : Willem Kruit ©

.... PHOTO OF THE DAY

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The **SMIT HUMBER** is operating in Rotterdam-Europoort
Photo : Capt. Jan Berghuis ©

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