

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037



Number 037 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 08-02-2008**

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

Exceptional Transport Management
Heavy Marine Transport, Offshore Transport and Installation, Onshore Projects

For more information, please visit our website:
www.dockwise.com



**The MSC SOPHIE seen at the Westerscheldt River
Photo : Richard Wisse ©**

IF YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE NEWS CLIPPINGS ?? PLEASE SEND THIS TO :

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: oceantowage.sales@svitzer.com



SVITZER's **LONDON** seen departing from Willemstad – Curacao - **Photo : Kees Bustraan ©**

Historic lifeboat station saved from demolition

THE future of a landmark at a Welsh resort looks secure after the Welsh Assembly Government overruled local support for its demolition. The century-old lifeboat station and slipway at Tenby was declared surplus to requirements by the RNLi after the building of the town's new £5.8m lifeboat house.

The Pembrokeshire Coast National Park Authority and Tenby Civic Society were in favour of its demolition but the Ancient Monuments Society and Victorian Society opposed it. Environment Minister Jane Davidson said the building's loss would cause considerable loss to the national heritage.

The RNLi is now launching a marketing exercise to take over the old station, which currently costs the charity more than £6,000 a year to maintain. **Source : IC Wales**

Guilty pleas in pollution case

File this one under "when will they ever learn?" The U.S. Department of Justice today announced what seems to be the first "magic pipe" plea of 2008.

Italian shipping company BNavì Ship Management Services and Chief Engineer Dushko Babukchiev have pleaded guilty in connection with the illegal dumping of oily sludge, bilge wastes and oil contaminated ballast water from one of the company's ships, the M/V **Windsor Castle**, Assistant Attorney General Ronald J. Tenpas, U.S. Attorney Donald J. DeGabrielle Jr., and U.S. Coast Guard Captain James E. Tunstall announced.

According to the Department of Justice the 27,000 gt vessel is a bulk carrier. However, the Equasis data base identifies the 1982-built, Cayman Islands flag vessel as a general cargo ship. BNavì Ship Management Services pleaded guilty today to a two-count criminal information charging it with violation of the Act to Prevent Pollution from Ships (APPS) and making materially false statements to the U.S. Coast Guard.

Chief Engineer Babukchiev pleaded guilty yesterday to a one-count criminal information charging him with making materially false statements to the Coast Guard. Chief Engineer Babukchiev will be sentenced on Feb. 15, 2008, and the company will be sentenced on April 23, 2008.

"Those who mislead the Coast Guard and take deliberate steps to pollute our seas will face prosecution," said Assistant Attorney General Tenpas. Engine room operations on-board large oceangoing vessels such as the M/V **Windsor Castle** generate large amounts of waste oil. International and U.S. law prohibit the discharge of waste oil without treatment by a device known as an oil water separator. The law also requires that all of the oil transferred onto, off of, or between tanks within a ship be recorded in an oil record book so all the oil on a ship can be accounted for when the ship is inspected by the U.S. Coast Guard.

According to the plea agreements, on Aug. 17, 2007, the M/V **Windsor Castle** arrived at port in Houston, Texas, and was boarded by the U.S. Coast Guard.

During the boarding, Coast Guard inspectors learned that Chief Engineer Babukchiev had ordered crew members to dump oil sludge and bilge wastes into the ocean and had falsified the ship's oil record book to conceal these discharges. With assistance from several lower level crew members, Coast Guard inspectors discovered and seized the bypass hose and pipes used to dump the oil sludge, bilge waste, and contaminated ballast water overboard.

The investigation was conducted by the U.S. Coast Guard Investigative Service working with marine investigators and vessel inspectors of U.S. Coast Guard Sector Houston/Galveston. The prosecution was handled by prosecutors in the Environmental Crimes Section of the Justice Department and the U.S. Attorney's Office for the Southern District of Texas. **Source : MarineLog**



Seamanship
Whatever the ship. Wherever delivered.

GLOBAL SHIP DELIVERY & CREWING



REDWISE MARITIME SERVICES B.V.

Amersfoortseweg 12-E

3751 LK Bunschoten-Spakenburg

The Netherlands

Phone : +31 (0) 33 42 17 860 (24 hr)

Fax : +31 (0) 33 42 17 879 - info@redwise.nl

www.redwise.com

Cruising Simulation

The cruise industry is set to benefit from integrated ship simulation training for the very first time thanks to South Tyneside College. In another global first, the College is developing new software, in conjunction with Kongsberg Maritime, which will allow a live connection between the engine room and the bridge in a simulated cruise vessel.

This will enable engineers and bridge staff from cruise ships to be trained together in live realistic exercises so that they can experience the implications of their actions in a safe environment.

The maritime and port industries already benefit from integrated ship simulation training for a range of crew resource management courses.

As well as offering tangible financial benefits from insurance savings, the integrated courses can vastly improve communication and understanding between the bridge and engine room and allow ship personnel to operate more effectively as one team.

Chris Thompson, Head of Marine Simulation at South Tyneside College, said: "This new software will revolutionise operational training for the cruise industry. Although training programmes already exist for bridge and engine room cruise vessels separately, there really is no substitute for training exercises which simulate a real-life situation in real-time with the entire ship's staff working together.

"This training will ensure that engine room and bridge personnel from cruise vessels learn to function more effectively as a cohesive team and gain a much greater understanding of the challenges and demands facing each other's working areas.

"Hopefully this will have a tangible financial impact for the sector, as well as reducing the number of accidents and incidents at sea." The integrated ship simulation training should be available for the cruise industry from March 2008.

South Tyneside College is one of only a handful of training organisations across the world to offer a live link-up between the bridge and the engine room. To find out more, please contact the information centre at South Tyneside College on (0191) 427 2900, www.stc.ac.uk. **Source : Shiptalk**



The **BW HAVLYS** seen outward bound from Rotterdam
Photo : Fred Vloo ©

Holmglen lifeboat going back to Holland after sale on TradeMe

A lifeboat from a coastal trader which sank off Timaru almost 50 years ago is about to head half way around the world -- back to where it was built. The **Holmglen** sank 35km south east of Timaru on November 24, 1959, with the loss of all 15 crew. Three days later the empty lifeboat was found. Wreckage and two bodies were also located.

Even though the vessel was discovered in about 30 fathoms of water, a court of inquiry was unable to establish the cause of the tragedy. The lifeboat went on to serve as a hanging table in a Wellington restaurant for 20 years before being put up for sale on the TradeMe site.

Dirk Meijers, a biology teacher at the **Zuyderzee College** of Emmeloord spotted the lifeboat. He decided it would be the perfect craft for students to use as a practice sloop and for rowing competitions. He plans to fully restore it.

A memorial plaque to the men who lost their lives on the **Holmglen**, will be placed in the lifeboat by the college's rowing club. The lifeboat begins her journey back to the Netherlands tomorrow when the transport company Opzeeland Transport Ltd picks her up for the Wellington's Portside Bar and takes her to Tauranga. A week later the lifeboat will be loaded on to the Dutch vessel the **Emmagracht** for the trip to the Netherlands. Both companies are freighting the lifeboat at no cost to the school.

A special ceremony will be held at the Timaru Cemetery later this month in which the Dutch Consul will lay a wreath to remember those who died in the **Holmglen** sinking. **Source : The Timaru Herald**

Multraship refloats bulk carrier off Denmark

LEADING salvage and towage company **Multraship** has successfully refloated the 74, 403 dwt bulk carrier **Trans Pacific** east of the island of Samsø in the Danish Great Belt. The 2004-built vessel was carrying a cargo of 68,978 tons of potash when it grounded on sand and gravel on January 27.



Photo : Capt. Carlo Schriek – Master Fairplay 23 ©

On January 28, Multraship mobilised a salvage team and equipment, including a number of salvage tugs, divers, anti-pollution equipment, a bunker barge, and the Spliethoff vessel **Alexandergracht**. About 1,000 tons of bunkers were

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037

transferred to the bunker barges, while roughly 10,000 tons of the potash cargo was offloaded into the **Alexandergracht**.

Working in appalling weather conditions, in driving rain and up to Force 11 winds, and with full co-operation from the Danish authorities, the salvage team refloated the vessel at high water late on the evening of February 6. The **Trans Pacific** was then towed to Kalundborg Roads, where a diving inspection is planned prior to reloading of the cargo.

Multraship is a leading independent Dutch towage and salvage company. Run by the Muller family, it draws on more than ninety years of experience. Multraship's core operations include salvage, wreck removal, harbour towage, coastal and deep-sea towage, services to the dredging and offshore industries and support for inland navigation. It operates and manages a fleet of thirty-one tugs, salvage vessels, floating sheerlegs and other craft equipped with modern towage, salvage and fire-fighting equipment and manned by experienced and highly-trained masters and crew.

Smit helpt brandend schip voor kust Kroatië

Bergingsexperts van het Nederlandse bedrijf Smit Salvage zijn donderdag aan boord gegaan van het Turkse vrachtschip **Und Adriatic** dat brandend voor de kust van Kroatië drijft. De bergers moeten in opdracht van de eigenaar van het Turkse schip onderzoeken wat de beste oplossing is voor het probleem. Een van de mogelijkheden is het schip naar een zogenoemde veilige haven te slepen, zei Stjepan Huzjak van de Kroatische dienst voor interventies op zee. De **Und Adriatic** was met tweehonderd vrachtwagens en enkele tonnen aan gevaarlijke stoffen van Istanbul naar Triëst onderweg toen er woensdagavond brand uitbrak. Het schip bevond zich toen 27 kilometer uit de kust van Kroatië. Er werd een reddingsoperatie op touw gezet, waarbij alle negen passagiers en 22 bemanningsleden van boord werden gehaald en naar Italië werden gebracht.

Met behulp van vijf sleepboten, waarvan twee uit Italië, werd het schip natgespoten. De boot dreef door de wind naar de Brijuni-eilanden, maar donderdag waren schip en het vuur onder controle gebracht.

Blaze on Turkish ship

A blaze on a Turkish cargo ship that threatened to pollute Croatia's Adriatic tourist beaches is under control and tug boats are preparing to tow the ship to shore, Croatia's Sea and Transport ministry said.

The ship **Und Adriatic**, with 1,000 tonnes of crude oil aboard, caught fire early on Wednesday 13 nautical miles west of the northern Adriatic town of Rovinj, then drifted towards the Croatian coast.

"A definite decision on where to tow the ship will be made in talks with its owner," the ministry said in a statement.

"The prow of the ship is still burning, but at lower intensity and there is no pollution of the sea." Two Italian tug boats had arrived to help tow the boat. A five-man team of firefighters from the Netherlands, with experience in fighting ship fires, was flown in on Wednesday and had been helping Croatian firefighters control the blaze, the cause of which was not immediately known.

The 193-metre-long freighter had been sailing from Istanbul to Trieste carrying 200 trucks and nine tonnes of inflammable material. All 22 of its passengers and crew were rescued by a passing Greek ship and taken to Venice in Italy.

Croatia's economy is driven by tourism. Last month, the country declared a protected zone off its coast to conserve fish stocks and reduce the threat of pollution from hundreds of oil tankers that pass by each year en route to ports like Trieste. **Source : tvnz.co.nz**

Damaged cargo ship back in port

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037

Work will begin later to remove containers from a cargo ship damaged in a storm off the Isles of Scilly. The MV Horncliff was brought alongside the county wharf at Falmouth Docks, Cornwall, on Wednesday night.

Seven people had to be rescued from the cargo ship, including the captain, when she was struck by a wave in force 10 winds on Friday. The ship was travelling to Dover with a cargo of fruit for the Del Monte company from Costa Rica.

When the **Horncliff** was about 225 miles (360km) from the Isles of Scilly, it was struck by violent waves and 90 containers were lost overboard.

Three people injured during the incident were treated at the Royal Cornwall Hospital in Truro, but have all since been released. An initial assessment carried out by marine surveyors and representatives of the owners found an 18in (0.46m) hole on her port side.

Cranes will be used to lift and secure the remaining containers of fruit - an operation expected to take a few days.

Temporary repairs will then be carried out to allow the ship to sail to Antwerp. The **Horncliff**, a 12,887-tonne cargo ship which is flying the Liberian flag, was built in 1992. **Source : BBC**



ONDERZOEK STRANDING ZEESCHIP AFGEROND

De Zeehavenpolitie van de politie Rotterdam - Rijnmond heeft het onderzoek naar de stranding van het zeeschip '**Zhen Hua 10**' afgerond. Bij dit onderzoek verleende inspecteurs van de Inspectie Verkeer en Waterstaat ondersteuning. De '**Zhen Hua 10**' strandde op zaterdag 2 februari jl, om even voor half drie, in de vroege morgenuren voor de kust van de Maasvlakte.

Voordien lag het schip op de ankerplaats Maas West geankerd door middel van twee ankers. Op 1 februari 's avonds een paar minuten voor twaalven raakte het schip echter op drift. Op dat moment was er sprake van windkracht 10 met uitschieters naar 11 beaufort uit westelijke richting.

De '**Zhen Hua 10**' dreef ondanks vol vooruit draaiende motor in oost zuid oostelijke richting over een afstand van zes zeemijlen naar de kust en liep daar aan de grond voordat sleepboten ter plaatse waren.

Uit het onderzoek is gebleken dat de kapitein en zijn bemanning alert hebben gereageerd en direct na het moment dat de ankers begonnen te krabben om sleepbootassistentie heeft gevraagd. Voordat het schip op drift raakte had men de hoofdmotor al draaiende om het schip in positie te houden. Het motorvermogen van 12000 kw bleek echter niet opgewassen tegen de combinatie van uitzonderlijke weersomstandigheden en de omvangrijke deklading van vijf containerkranen. **Bron : Zeehavenpolitie Rotterdam-Rijnmond**

Worker Warning

The Philippine Department of Foreign Affairs (DFA) has warned Filipino seafarers against illegal recruitment agencies in Singapore that promise high-salaried jobs as fishermen in South Africa.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037

Citing a report from the Philippine Embassy in Pretoria, the DFA issued the advisory following the repatriation of seven Filipinos working as fishermen on Taiwanese-owned vessel Shing An No. 8 last Jan. 30 after they had been physically assaulted by fellow crew members.

In a similar case, Philippine Ambassador to South Africa Virgilio A. Reyes Jr. reported that six additional Filipino fishermen who arrived last Jan. 29 in Cape Town refused to resume work on Jan. 31 in the fishing vessel due to problems with their contracts.

He said the work contracts signed by the seafarers in Manila, which stipulate a monthly wage of 0 with overtime pay, were changed by their agency in Singapore. **Source : ShipTalk**



MS Prinsendam seen in the snow anchored off Cumberland Bay, South Georgia
Photo : Diddi Pumpur ©

Held Crew News

Crew members on a tugboat seized by pirates off the Somali coast are unharmed and have access to food and water, the ship's Danish owner said Wednesday (06 Feb).

Four Russians, a Briton and an Irishman were on the **Svitzer Korsakov** when pirates raided the ship Friday off the coast of Puntland, a semiautonomous region in northeast Somalia, according to Copenhagen-based shipping company Svitzer.

Svitzer officials were in contact with the ship and had been told by the British captain "that the crew is unharmed and that food and water supply is sufficient," the company said in a statement.

Pirates holding the tug were demanding thousands of dollars in ransom, the chief of the coastal village of Eyl, Abdulahi Sa'id Awyusuf, said earlier in the week. Svitzer declined to comment on negotiations. The 115-foot ship was on its way to Sakhalin Island between Japan and Russia when it was attacked, Svitzer said.

Source : ShipTalk

Somalia - We are Not Pirates, Say Ship Hijackers

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037

The spokesman of a group of gunmen who hijacked two ships off of Somalia's northeastern coast has said that they are not pirates. The man, who did not identify himself, contacted Radio Garowe, a station based in the regional capital of the semiautonomous state of Puntland.

"I have contacted you after hearing reports through international media that pirates hijacked a ship after it left the port of Bossaso," the man told Radio Garowe. He claimed that the Russia-registered ship, **Svitzer Korsakov**, is "part of the environmental destruction" being committed by various foreign ships off of Somali shores.

"We are the gentlemen who work in the ocean...since the [Somali] civil war began the ocean has been our Mother," the man said. Some reports said a second foreign ship has been seized off the Somali coast and is also being kept near the natural port of Eyl. Both ships are controlled "by the same group," according to the spokesman.

He said their group's name is the Ocean Salvation Corps, and they are a group of Somali nationalists who took it upon themselves "to protect the country's shores." "The ships we now control have the equipment which destroyed the Indian Ocean," the man said, adding: "More than 70,000 tons of fish species is on abroad."

The group's spokesman said it is their promise to protect any reporter willing to verify his claims first-hand.

Asked whether or not the group would ask for ransom, the man said: "It has been the tradition to take ransom payment, but we will bring these ships in front of the law." A spokesman for the Puntland administration said security forces have been dispatched to Eyl to oversee release efforts. Puntland Fisheries Minister Ahmed Said O'Nur condemned foreign ship owners for contacting and "dealing directly with pirates." **Source : allafrica.com**



The **DEUTSCHLAND** visited a rainy Puerto Princesa City (Palawan) Philippines

Photo : Allan Mollenido ©

Danes escort mercy ships

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037

The Danish navy has taken over the task of escorting mercy ships to war-ravaged Somalia. The ships carry food to more than one million starving Somalis on behalf of the World Food Programme (WFP).

The Danish navy takes over from its French counterpart which has been escorting WFP ships from Mombasa to Somalia following increased cases of piracy along the coast of the Horn of Africa country.

A WFP spokesperson in Nairobi, Ms Penny Ferguson confirmed the switchover. The French navy has been escorting WFP ships since mid-November last year.

Last year a total of 31 acts of piracy — three of them against ships ferrying WFP food to Somalia — were reported off the Somali coast, with 154 crew members taken hostage.

Before handing over the mandate to escort WFP ships to Denmark, the French navy had escorted nine shipments of 30,000 tonnes of food. The food, which can feed 300,000 people for six months.

The UN agency has however said it urgently needs US\$15 million to buy nearly 20,000 metric tonnes of food to cover shortfalls until June. The Somali humanitarian mission received a major boost last week when International Maritime Organisation (IMO)- backed proposals allowing Western naval forces patrolling the right of "hot pursuit" were adopted.

While the IMO Assembly ruling is not binding on the Transitional Somali Government, the organisation has appealed to Mogadishu to cooperate with the ruling in an effort to curb the alarming rise in cases of piracy off the Horn of Africa.

Source : nationmedia.com

Egypt hunts missing cargo ship

Egypt is searching for a cargo ship that went missing in the Red Sea with 15 people on board, state news agency MENA said on Tuesday.

The **Badr 1** went missing several days ago, MENA quoted Assistant Foreign Minister for Consular Affairs Ahmed al-Qweisni as saying. Afro-Asia Shipping, which owns the vessel, Egyptian search and rescue authorities and Egypt's navy had failed to find any trace of the ship, according to MENA.

A search plane would also be dispatched, MENA said. The vessel left Suez heading towards Port Said with 10 Egyptians, four Sudanese and a Yemeni on board. It was carrying 1,700 tonnes of cargo and had not sent any distress signals, MENA reported. Source : africa.reuters.com

CASUALTY REPORTING



MULTRASHIP
TOWAGE & SALVAGE

Tel: +31 115 645000 - www.multraship.com

Trawler adrift, Okhotsk sea

Trawler **Bazhenovsk** adrift in Okhotsk sea, propeller entangled in line, to free propeller by crew's means is impossible. Drift speed 3 knots, weather fine – wind 11 knots W, sea 0,3 meters. Fishing vessels in area standing by in case of emergency. Salvage tug Spravedliviy dispatched to render assistance, ETA 03.00 February 8.

IMO 7831812, dwt 5720, built 1980, flag Russia, L/B/D 103/16/5.9 meters. Crew 93, owner OOO Vostokrybprom.
Source : **Mike Voitenko**

NAVY NEWS

Nieuw stationsschip in Caraïbisch Gebied

Hr.Ms. Van Galen (F834), het nieuwe stationsschip dat de gelederen van de Koninklijke Marine in het Caraïbisch Gebied komt versterken, passeert vrijdagochtend 08 februari om 08.30 uur de havenhoofden van Willemstad. Dit gebeurt onder het afgeven van de gebruikelijke ceremoniële saluutschoten aan de koninkrijksvlag en de Gouverneur van de Nederlandse Antillen. Dit saluut wordt vanaf Fort Krommelijn beantwoord.

De belangrijkste taak van het stationsschip bestaat – naast maritieme presentie – uit het uitvoeren van counterdrugoperaties. Het schip wordt hiertoe ingezet voor zowel de Koninklijke Marine als de Kustwacht voor de Nederlandse Antillen en Aruba. Voor counterdrugstaken buiten de territoriale wateren, krijgt de Van Galen een 'Law Enforcement Detachment' (LEDET) van de 'US Coast Guard' aan boord. Bovendien is het fregat uitgerust met een Westland Lynx helikopter.



Hr.Ms. Van Galen is een multipurposefregat. Dit type fregat is geschikt voor luchtverdediging, de bestrijding van onderzeeboten en van oppervlakteschepen. Door de rompvorm kan het schip bij hoge zee ook zijn snelheid behouden. Ook kunnen helikopters met slecht weer op dit type fregat landen. **Hr.Ms. Van Galen** is 122 meter lang, bij een breedte van 14,4 meter en diepgang van 6,2 meter. Het schip wordt voortgestuwd door twee Stork Werkspoor dieselmotoren en twee Rolls Royce gasturbines. Hiermee bereikt het een snelheid van 29 knopen. Qua bewapening beschikt het schip over een geleidwapensysteem tegen luchtdoelen, een Harpoon wapensysteem tegen oppervlaktedoelen, een systeem voor radarmisleiding, een torpedowapensysteem tegen onderzeeboten en de

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037

Goalkeeper 30 mm snelvuurkanon tegen luchtdoelen op zeer korte afstand. De bemanning bestaat uit 136 opvarenden. De commandant van **Hr.Ms. Van Galen** is kapitein-luitenant-ter-zee Wilco van Zanten.



The Offshore Partners B.V <i>Your partner in the Offshore and Marine Industry</i> TOP-Equipment TOP-Operations TOP-Personnel	TOP Sluisjesdijk 115 3087 AG Rotterdam The Netherlands +31(0)10-4914139	Among others, we are looking for: Naval Architects Shipbuilding Engineers Project Engineers Structural Engineers More info: www.theoffshorepartners.com
---	---	---

USS Benfold Receives First Install of Shipboard Protection System

Guided missile destroyer **USS Benfold (DDG 65)** maneuvers as she prepares to moor pier side Naval Station Pearl Harbor. Benfold returned from a deployment as part of Boxer Expeditionary Strike Group, which is currently conducting Maritime Security Operations (MSO) in support of 5th Fleet. U.S. Navy photo by Mass Communication Specialist 1st Class James E. Foehl From USS Benfold Public Affairs SAN DIEGO (NNS) -- **USS Benfold (DDG 65)** emerged from its 2008 Chief of Naval Operations selected repair availability Jan. 30, equipped with the new Shipboard Protection System (SPS).

Benfold is the first ship to be outfitted with SPS Block 1 version, which uses integrated radar and twin cameras to identify and engage threats from high-speed seaborne craft. The system supplies the means to provide a blanket of protection from swifter and smaller scale attacks whether a ship is in port, at anchor or at sea. **Source : MarineLink**

Benfold is the Navy's 15th Arleigh Burke-class guided missile destroyer. The ship is named in honor of Hospitalman 3rd Class Edward Clyde Benfold, who was posthumously awarded the Medal of Honor "for gallantry and intrepidity" while serving with the 1st Marine Division in Korea Sept. 5, 1952.

Navy to Christen Robert E. Peary

From the Department of Defense The Navy will christen the **USNS Robert E. Peary (T-AKE-5)** at an 11 a.m. PST ceremony on Feb. 9. The christening ceremony for the newest ship in the Lewis and Clark class of underway replenishment ships will be held at General Dynamics NASSCO, San Diego.

The new ship honors Rear Adm. Robert Edwin Peary, (1856-1920), an American explorer born in Cresson, Pa., who is credited as the first person to reach the geographic North Pole. Peary was commissioned a lieutenant in the U.S. Navy Oct. 26, 1881, and achieved the rank of rear admiral. He was recognized by Congress with a special act on March 30, 1911.

Vice Adm. Samuel J. Locklear III, commander, U.S. 3rd Fleet, will deliver the ceremony's principal address. Peary S. Fowler, county circuit court judge for Monroe County, Fl., will serve as sponsor of the ship named for her great-grandfather. The launching ceremony will be highlighted in the time-honored Navy tradition when the sponsor breaks a bottle of champagne across the bow to formally christen the ship "**Robert E. Peary.**"

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037

Designed to operate independently for extended periods at sea while providing replenishment services to U.S., NATO and allied ships, **Robert E. Peary** will directly contribute to the ability of the Navy to maintain a worldwide forward presence. The ship can provide logistic lift from sources of supply either in port or at sea from specially equipped merchant ships. The ship will transfer cargo (ammunition, food, limited quantities of fuel, repair parts, ship store items and expendable supplies and material) to ships and other naval forces at sea. To conduct vertical replenishment, the ship can carry and support two helicopters.

As part of the Military Sealift Command's Naval Fleet Auxiliary Force, **Robert E. Peary** will be manned by 124 civil service mariners. The ship will also have a military detachment of 11 Sailors to provide operational support and supply coordination, and when needed, the ship will carry a helicopter detachment of 39 military personnel. The ship was launched on Oct. 27, 2007; however, the planned christening ceremony was delayed as the result of the wild fires threatening the Southern California region. **Source : MarineLink**

Submarine invades Hobart

A SUBMARINE crept up the River Derwent to begin an invasion of naval vessels to mark Navy Week.



Photo : Glenn Towler ©



HMAS Collins, a Collins class submarine, berthed alongside Princes Wharf No. 2 at 10am as the first arrival of ships which will showcase the ships and people of the Royal Australian Navy. Tomorrow the Anzac Class Frigate **HMAS Parramatta** will arrive at Princes Wharf No. 1 and the Navy's new fast-attack helicopter the A109E Augusta will make an appearance for Navy Week and the Royal Hobart Regatta on Monday.

Photo : Glenn Towler ©

Open days for the **Parramatta** and **Collins** will be held on Saturday at

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037

Princes Wharf and the Navy will set up displays alongside the two vessels.

TOS, Transport & Offshore Services world wide supplier of nautical/technical personnel			TOS Transport & Offshore Services	
				
www.tos.nl TOS Rotterdam (+31)10 - 436 62 93 E-mail info@tos.nl				

SHIPYARD NEWS

"Gelious 3" Is Launched

On February, 2 the Turkish yard Cheksan (Tusla) launched the ninth multipurpose dry cargo vessel of Caspian Express type - "**Gelious 3**", built due Albros' order.



The project of the vessel (003RSD04/ALB02) was worked out by Maritime Engineering Bureau (Odessa).

Technical data: the length – 89.7 m, the breadth – 15.6 m, the hull height – 5.75 m, deadweight - 3557 tons.
The ship was laid in December 2006. **Source : SeaNews**

Aker Yards gives profits warning

Aker Yards ASA said that "as previously communicated, particular challenges occurred at some of the yards in 2007. Management introduced measures to address these challenges and improve the situation, and the implementation of them continued throughout the year."

"Given the variety of measures taken," said the announcement, "the Board of Directors has decided to give company management all the time available to prudently conclude the figures for 2007. Preliminary information shows that the results for 2007 may be somewhat below previous guidance."

The preliminary annual results of Aker Yards ASA will now be presented on March 3rd 2008 at 0830.

Fikse order uit Marokko voor Nederlands bedrijf

De Nederlandse scheepsbouwer Damen Shipyards Group gaat drie Sigma-Corvette marineschepen leveren aan de Marokkaanse marine. Het contract daartoe werd vandaag getekend met de Marokkaanse autoriteiten.

Bestuursvoorzitter René Berkvens van Damen onderstreepte vanavond het belang van de miljoenenorder, waarvan de omvang op verzoek van de Marokkaanse marine niet bekend wordt gemaakt. „Dit is een heel belangrijk project, niet alleen voor ons bedrijf maar ook voor de hele Nederlandse marinecluster van toeleverende bedrijven”, aldus een verheugde Berkvens. De laatste grote levering van de Corvettes betrof vorig jaar vier schepen aan de Indonesische marine voor een totaalbedrag van een miljard euro.

Volgens de bestuursvoorzitter biedt de bouw van de marineschepen voor zeker vier jaar werk en zijn er duizenden arbeidsplaatsen mee gemoeid. De drie schepen zullen worden gebouwd aan de werf De Schelde in Vlissingen. Met de bouw zal volgens Berkvens met onmiddellijke ingang worden begonnen.

Een deel van de Tweede Kamer toonde zich eerder fel tegenstander van de order van de Indonesische marine wegens mogelijke inzet tegen de bevolking. Daarvan was volgens de toenmalige minister Bot van Buitenlandse Zaken echter geen sprake. De order van de Marokkaanse autoriteiten is tot dusver zonder polemiek geplaatst.

ROUTE, PORTS & SERVICES



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



India's Mercator Lines to acquire three dredgers

Indian shipping company Mercator Lines is reportedly planning to acquire three dredgers at a cost of around US\$100 million over the next six months.

The acquisition will increase the number of dredgers owned by the company to six.

"We are planning to expand our dredging business and for this purpose we are looking to acquire three more vessels. The vessels, like the previous ones, will be acquired from Chinese companies," said the company's managing director, Atul J Agarwal, speaking at the India Maritime Summit 2008.

The company has already placed orders for the dredgers. **Source : Dredging News Online**

Announcement concerning fuels investments at the Port of Gdansk

On 4 February this year, a meeting was held in Warsaw gathering representatives of the Port of Gdansk Authority SA, Przedsiębiorstwo Eksploatacji Rurociągów Naftowych [Crude Petroleum Pipelines] "Przyjazn" SA and Operator Logistyczny Paliw Płynnych [Liquid Fuels Logistics] Sp. z o.o. The objective of the meeting was to agree a common strategy in terms of infrastructure development and boosting the throughput capacity of crude oil and oil-derivatives in the Gdansk port area.

The possibility was discussed of developing the Liquid Fuels Logistics Centre, taking account of a variety of locations indicated by PGA SA on the premises of the Port of Gdansk. With the purpose of implementing this enterprise, a Steering Committee was set up that will continue the work on defining the necessary warehouse, yard and throughput quantities as well as the resources to finance the investment.

Another meeting has been scheduled for 19 February this year.

Bourbon Bourbon expects increased investments through 2012

"This new strategic plan is an extension of our 2010 horizon to 2012," said chairman and CEO of Bourbon Jacques de Chateaufieux in a conference call today. "It again illustrates the ongoing improving approach adopted by Bourbon which, based on continued analysis of changing demand, positions itself as a leader in trends."

The plan continues and prolongs its original vision of the market made in the Horizon 2010 plan, announced in 2005.

In the offshore oil and gas market, Bourbon expects oil and gas investments to be higher than initial estimates. The company says that growth has been slowed by bottlenecks at equipment suppliers, which will result in the investments made in oil fields to be spread out over time and generate a positive extension of the production cycle.

The new Horizon 2012 plan, covering the five years from 2008 to 2012, is characterized by expected average annual revenue growth of 17%, including 21% for the Offshore Division; a large increase in the number of vessels; a ratio of EBITDA (gross operating income) to average capital employed of 18% in 2012; and investment, in addition to the installments paid in 2007, of €2 billion, 85% of which will be devoted to the Offshore Division and largely financed by cash flow.

Canadian shipper files Napoli suit

A year on from the grounding of the containership **MSC Napoli** the Prairie Machine & Parts Manufacturing (PMPM) of Saskatoon is taking action to seek damages for the loss of cargo. The company filed a claim on 1 February against Paltainer, a Canadian freight forwarding company, held liable by PMPM to deliver a mining equipment shipment safely to South Africa. The claim is for in excess of C\$2M (\$2M) for what PMPM says is a breach of the terms of carriage and the continuing refusal of the company to compensate the company, although a Paltainer spokeswoman told Fairplay, "Our president is not making any comment about the Napoli at present." The PMPM shipment comprised a 66-tonne mine conveyor system loaded into five containers, of which four ended up on the **Napoli**. So far Paltainer, which is a subsidiary of the Ontario-based Manitoulin Transport, has not filed a defence statement. The consignee paid a \$1M deposit in November 2005 and a further \$1M on completion of the system a year later. PMPM award the transport contract to Ghost Transportation, which in turn used Paltainer to arrange the shipment. **Source : Lloyds-Fairplay Daily News**



The **ANTARCTICABORG** in the North Caspian Sea
Photo : Capt. Christian Schmidt ©

DOP dredger at work in India

Co-operation between ICE and Damen Dredging Equipment is really taking shape, the companies report, with the two companies recently having delivered a dredge package for Navayuga Engineering Company in India, which is currently working on the modernisation of the Port of Krishnapatnam.

For the project a small and versatile dredger was required; the submersible dredge pump and power pack delivered by the companies will do the job, making use of a local pontoon and hoisting gear. The submersible dredge pump, type **DOP2320**, is a compactly built hydraulically driven dredge pump. The dredge pump mixture capacity is some 1,000 m³/h. The dredge pump is powered by an ICE type 335RF power pack. The power pack has a 242kW Caterpillar C9 diesel engine.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037

The above-mentioned equipment was delivered along with a floating pipeline. A locally built pontoon was made available, on which a secondhand winch and a locally made gantry were placed. Thus, at relatively low cost and with a short lead time, an efficient dredging tool was made.

The dredger is taking part in the huge Port of Krishnapatnam extension project. The port is currently being used as a small iron ore harbour but is undergoing a transition into a modern deep-water port.

The current extension phase – including deepening to –20 m - is being done by various contractors. Van Oord is responsible for removing 10 million m³ of material from the access channel, and three cutter suction dredgers are deepening the harbour and removing 6 million m³ of sediment. In the harbour there are plenty of corners and inaccessible spots where the cutter suction dredgers are not able to work, so these spots are being dredged by the newly built DOP-dredger. **Source : Dredging News Online**

Thailand to build big LNG terminal

PTT Plc, the Electricity Generating Authority of Thailand (Egat) and the Egco Group are discussing a joint-venture to run a \$900M LNG project. News of the talks comes less than a week after Qatargas announced it would supply an annual 1M tonnes of LNG to PTT. The talks are an adjunct to a 2006 MOU between the three parties. Under the MOU, PTT would run the LNG business with the remaining partners financially assisting the project's operation over various stages. But the talks are not yet conclusive. PTT president Prasert Bunsumpun was on record saying, "We are discussing what share each party should hold. We are not yet at the final stage, but it must be completed soon." PTT, as the country's largest energy conglomerate, typically maintains a 35-45% stake in any joint venture it undertakes. It is believed the LNG project entails the building of a LNG tank terminal and a 5M-tonne storage facility. The terminal, scheduled for operation in 2011, is to be in Map Ta Phut industrial area and slated to be capable of handling the largest LNG tankers. **Source : Lloyds-Fairplay Daily News**



Fresh rumours of Hapag-NOL tie-up

TUI, parent group of German container line Hapag-Lloyd, is in talks with Singapore's Temasek Holding about a step-by-step merger of their shipping activities, according to a report in today's Financial Times Deutschland. Rumours about a merger between the German line and NOL, 68% owned by Temasek, have been rife for some weeks, although TUI publicly denies that is talking to the Singaporean group. Latest information obtained by FT suggests that the two companies may be heading for a slow integration with Temasek putting its NOL shareholding into TUI and in return receiving a 20% stake in the German shipping and tourism group, which would thus become the largest shareholder in TUI. Although the paper insists that talks are at a very early stage, it says that TUI chief executive Michael Frenzel would favour NOL chief executive Thomas Held as future head of a joint container line operation. **Source : Lloyds-Fairplay Daily News**

Rotterdamse containerkraan 'in de takels' op transport

Een enorme containerkraan is vandaag, donderdag 7 februari, in twee delen, hangend in de takels van een drijvende kraan, over water door de Rotterdamse haven vervoerd. Het gaat om een zogenaamde containerkadekraan bestemd voor de terminal van Interforest in Prins Willem-Alexanderhaven. De kraan is gebouwd door Kalmar Industries.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037

Voor het transport van de kraan is gebruik gemaakt van de drijvende kraan **Matador 3** van Bonn & Mees. Die heeft de kraandelen opgehaald bij Kalmar in de Maashaven en vervoerd naar de Prins Willem- Alexanderhaven.



Foto : Kalmar Industries ©

De containerkraan, de tweede voor Interforest, is 32 meter breed en 30 meter hoog. De 'klap' steekt ruim 38 meter uit over het water en ruim 35 meter over de kade. De kraan weegt ongeveer 655 ton. Kalmar in Rotterdam geldt mondiaal als één van de toonaangevende bouwers van containerkranen en is samen met HIAB en MacGREGOR onderdeel van Cargotec, wereldwijd leverancier aan havens van voertuigen, installaties en services voor het overslaan van goederen. De Rotterdamse kranenbouwer heeft op dit moment orders voor de levering van 11 kranen voor containerterminals in Rotterdam, Antwerpen, Helsinki en Rouen. Kalmar in Rotterdam is continue op zoek naar engineers en monteurs.

CMA CGM orders cruise yachts at Fincantieri

France's CMA CGM has signed an MOU with Fincantieri covering construction of two luxury cruise yachts for its Compagnie des Iles du Ponant (CIP) operation.

CMA CGM plans to invest upwards of Euros 200 million in the two 140 m long vessels, which will each have 130 all-exterior cabins and suites, 75 percent of them with balconies.

Delivery is slated for the latter part of 2010.

According to French business daily Les Echos, they will be registered in the French overseas territory of Wallis and Fortuna and thus fly the French flag.

Compagnie des Iles du Ponant currently operates three luxury cruise yachts, Le Ponant, Le Levant and Le Diamant with respectively 32, 45 and 115 cabins each. **Source : MarineLog**



The **AMSTELGRACHT** arrived in Willemstad-Curacao with as deck cargo some yachts

Photo : Els Kroon ©

Attica Completes Sale of RoRo

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037

Attica Holdings has concluded the sale and delivery of its ice-class RoRo vessel **Marin** to Compagnie Maritime Marfret. The delivery of Marin to her new owners took place yesterday in Patras, Greece.

The total sale proceeds of Marin of Euro 8.52mln generate for Attica Group additional cash of approximately Euro 5.90mln and capital gains of approximately Euro 2.33mln, which will appear in the Group's first quarter 2008 results.

Source : [MarineLink](#)

Siem Mariner becomes Hugin Explorer

Seabrokers reports that, following a successful well fracturing campaign in the North Sea with a Seabrokers fixture to Venture, Siem Offshore's **Siem Mariner** has now been converted for seismic operations.

Seabird Exploration has contracted the vessel for five years and will rename the vessel **Hugin Explorer**. Source : [Offshore shipping online](#)

New Vessel for FESCO

On February, 2 in the port of Nanjing a container vessel built for FESCO at the yard Jinling was christened. The ship was named "**FESCO Argun**", the press-service of FESCO reports.

The main technical characteristics: the container capacity — 1080 TEU, the deadweight — 13760 tons, the length — 147.77 m, the breadth — 23.25 m, the draught — 7.30 m, the main engine capacity — 9 730 kW, the speed — 19.6 knots. Source : [SeaNews](#)

MALAGA'S NEW CRUISE TERMINAL GETS A TEAM PASSENGER BOARDING BRIDGE

TEAM, the world leading designer and manufacturer of sophisticated boarding bridges for cruise and ferry terminals has recently signed a contract with Malaga Cruceros S.A. to deliver this summer a boarding bridge for the cruise terminal 'Estacion Maritima de Levante' in the Port of Malaga. The terminal was inaugurated on the 23rd of December 2007.



The company Malaga Cruceros S.A., which manages the new cruise terminal, is a joint venture of the Port of Malaga and the company Creuers of the Port of Barcelona.

The new cruise facility is designed and constructed to receive mega cruise ships and includes various service areas for passengers who either visit Malaga or start their cruise from the port, including customs, handling and tourist information services. Currently the facility can handle up to three cruise ships and between 5,000 and 6,000 passengers per day. This summer TEAM will install a passenger boarding bridge passenger of the PEGASUS range to serve the newly opened terminal.

This passenger boarding bridge with an electromechanical elevation system will move on rails along the whole quay. The tunnel section is in a dome shape covered with transparent polycarbonate and is equipped with a telescopic element to

provide the link with the docking door of the cruise vessel and a ramp to link with the elevated fixed walkway leading to the terminal building.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037

The installation of this PEGASUS boarding bridge will be TEAM's first in at Spanish port. TEAM has already installed PEGASUS boarding bridges at cruise and ferry terminals in Brisbane (Australia), Nador (Morocco) and Savona (Italy).

TEAM, founded in 1991, is an engineering and services company with offices in Barcelona, Madrid and Miami (USA).

TEAM is the world leader in the design, manufacture and installation and maintenance of sophisticated passenger boarding bridges for cruise and ferry terminals. **TEAM** also designs and builds special transport vehicles, offers a wide range of products and services for port and airport terminals around the world. For more information:

www.teamcompany.com

MOVEMENTS



The **FAIRMOUNT GLACIER** seen arriving in Willemstad-Curacao

Photo : Kees Bustraan ©

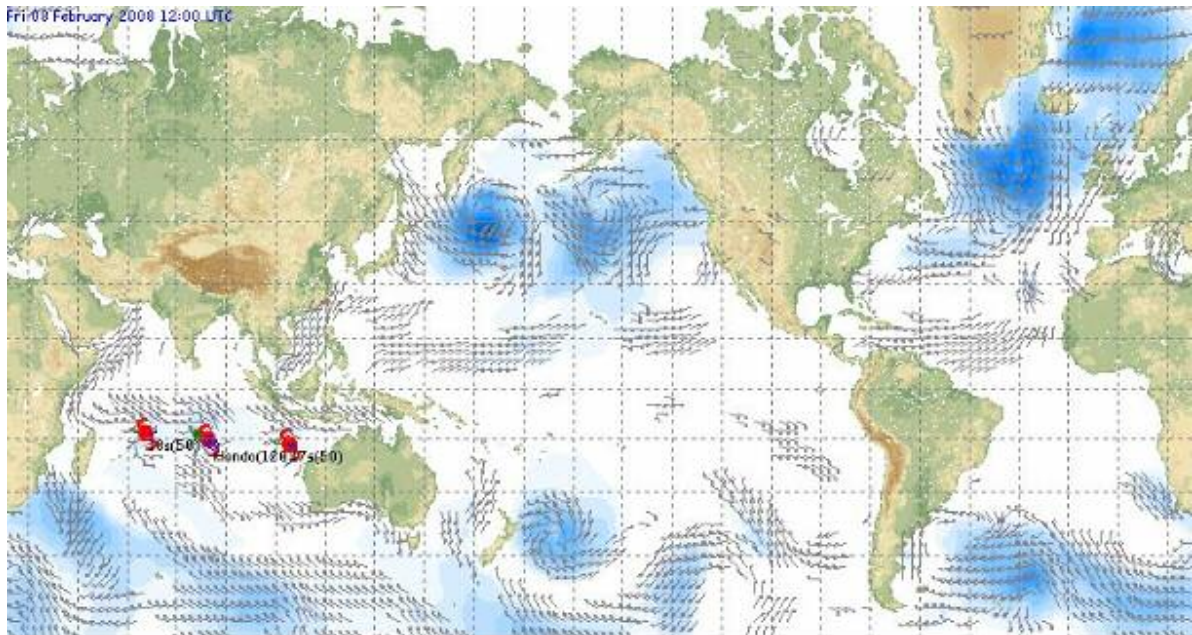
MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.eu Tel : +31 317 399800 E-mail : sposinfo@meteo.nl

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037



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

.... PHOTO OF THE DAY



Transfer of crew between Allseas vessels **Lorelay** & **Calamity Jane**
Photo : M.Telman ©

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 037

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.