

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 039



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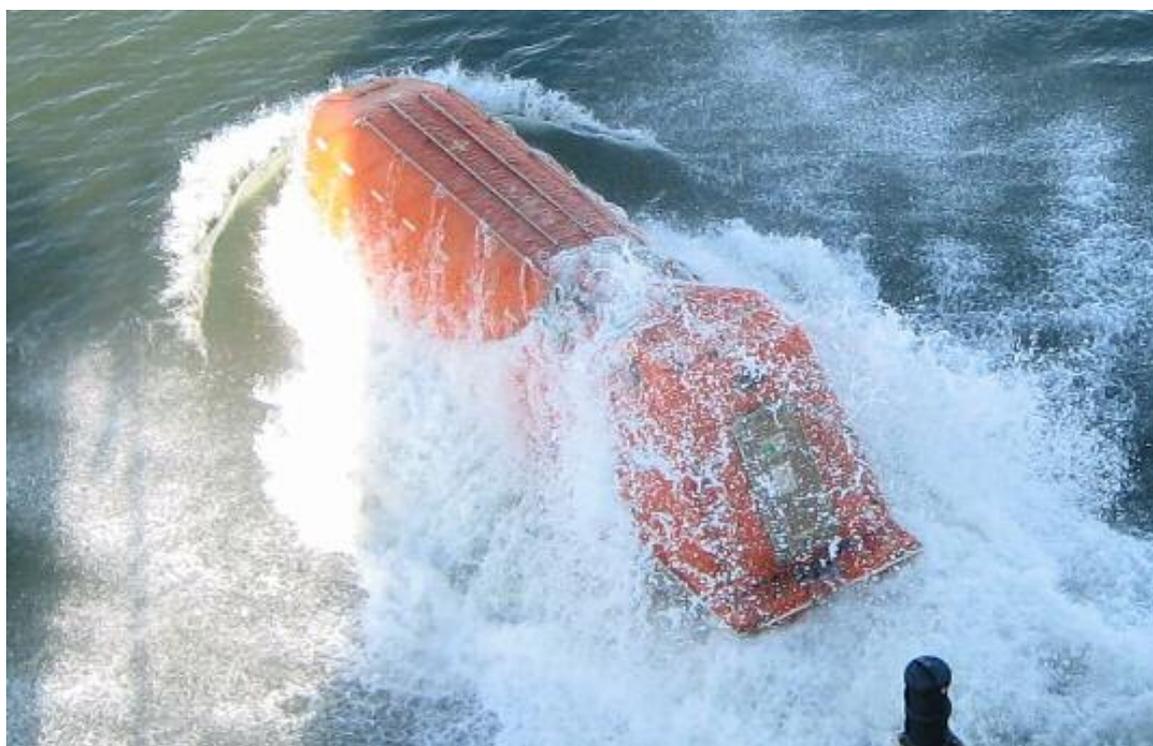
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Lifeboat drill / launch at the TSHD ORANJE

Photo : A . Verschoor ©

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EVENTS, INCIDENTS & OPERATIONS



The Polish tug **KRONOS** seen with a newbuilding hull at Maas pilot station enroute Stellendam
Photo : Piet Sinke ©

UK SHIPPING CLUSTER UNITES AGAINST TAX CHANGES

THE Baltic Exchange, Chamber of Shipping, Maritime London and Joint Hull Committee (which represents the Lloyd's and International Underwriters' Association (IUA) hull underwriters) have jointly called on the UK government to abandon its proposed changes to the non-domiciled resident tax regime as they will undermine the UK's £1.5bn maritime services sector.

In a submission to the UK government, the organisations warn that international shipping enterprises based in London will move abroad with a substantial negative impact on the maritime services sector if the proposals set out in the government's Pre-Budget Report and subsequent draft legislation are implemented. This would lead to a negative impact on a large number of UK based maritime service providers.

The key points of the submission are that:

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The direct tax take from the proposed changes will be neutral or negative as a result of the departure of most, if not all, non-domiciled shipping businesses from the UK; The indirect damage to overseas earnings and other UK government income will be substantial; The proposal for a new fee to qualify for a remittance basis of taxation is already highly damaging, but since the Pre-Budget Report it has evolved to become intrusive, expensive, and filled with additional pitfalls and tax traps; By publishing a list of potential additional measures, the government has created a climate of uncertainty and threat which is already harming maritime business in the UK; The very tight deadline for implementation is exacerbating the situation, with many feeling forced to become non-resident purely on the grounds of timing

The proposed legislation increases the cost of international shipping companies' London operations by adversely changing the tax position of long-serving overseas staff as well as creating a considerable reporting burden on non-domiciled residents.

The submission's authors believe that the proposed changes create an uncertain business environment which, if implemented, will lead to a flood of departures from the UK to overseas locations.

"The implementation of proposals from the Autumn Statement would lead to the continual attrition and eventual demise of the international shipping community in London and the policy should be abandoned. Even an implementation of the original proposals from the Autumn Statement and an offer of clear assurances to the non-domiciled community and those who rely on their business that there will be no further change, would cause serious damage.

"We believe that, in order to begin to restore confidence in the maritime services market, it is essential that Treasury and Transport Ministers make clear public statements as to the importance of the maritime sector and the fiercely competitive global environment in which it operates."

Baltic Exchange Chief Executive Jeremy Penn said: "These proposals have such serious consequences for so many UK maritime businesses that the Baltic Exchange, Maritime London, Chamber of Shipping and Joint Hull Committee are working together to explain the damage the government is causing." London is currently the largest centre worldwide for the provision of maritime services including shipbroking, ship finance, legal and arbitration services, insurance, accountancy, average adjusting and surveying and technical consultancy. Latest figures from International Financial Services, London (IFSL) suggest that the international shipping business generates the employment of 14,300 and generates net earnings of £1.5 bn.

However London faces increasing competition from other cities to attract maritime business including Singapore, Dubai, Athens, Copenhagen and New York. **Source : Maritime Global Net**



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Anchor blamed for cut in Net cable

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An abandoned anchor was responsible for cutting one of the undersea Internet cables severed last week, causing disruptions across the Middle East and parts of Asia, the cable's owner said.

A FLAG Telecom repair crew discovered the anchor near where the fiber-optic cable was severed Feb. 1 in the Persian Gulf, 35 miles north of Dubai, between the United Arab Emirates and Oman.

Weighing more than 5.5 tons, the anchor has been pulled to the surface. The company did not immediately explain whether the anchor moved and snapped the cable or whether the cable itself was drifting when it was sliced.

It is still not clear exactly how any of the cuts occurred. It also was not clear whether FLAG knew what vessel the anchor belonged to. Rough weather was reported nearby at the time of the cut, but conditions have since improved.

Meanwhile, a second FLAG repair ship continued work on two undersea cables that were cut Jan. 30. They are about 5 miles off the north coast of Egypt, near the port city of Alexandria, and run between Egypt and Palermo, on the Italian island of Sicily.

Repairs at both locations are expected to be done soon. **Source : The Washington Post**



The **FAIRMAST** seen anchored off Kakinada, India
Photo : Ger Kempers ©

New Irish pay row

Unions are to seek fresh talks with Irish Ferries and its manning agent over rates of pay for east European workers.

The International Transport Workers Federation (ITF) will approach Dobson Fleet Management (DFM) of Cyprus for "urgent" talks, while Siptu, its Irish affiliate, will seek negotiations with the Dublin-based ferry operator.

The decision to seek talks was taken in Paris at a meeting of the ITF's European Transport Federation which included Irish, British and French unions.

On the agenda was the claim that some of the crew on the Bahamas-flag **Oscar Wilde** (built 1987), which operates Irish Ferries' Rosslare-Cherbourg route, are being paid EUR 4 (\$5.80) an hour, below Ireland's minimum wage of EUR 8.65.

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DFM is supplying the crew for the ship that was acquired last year from Color Line of Norway for EUR 45m and replaced the Normandy on the Ireland-France service in December. The **Normandy** was reflagged to the Bahamas in 2005 and its Irish crew replaced by east Europeans.

Three Irish Ferries' ships on Irish Sea routes were also reflagged to Cyprus and manned by DFM that year, a move that resulted in a three-week strike and mass protests. Over 500 Irish staff accepted redundancy offers, but a minority rejected the deal, leading to a stand-off that saw crew barricading themselves on one ship and private security guards being brought in to evict them.

As part of a deal negotiated by Irish Ferries and DFM with unions, the new crews - all from within the European Union - were guaranteed Ireland's minimum wage. The Ireland-France service has yet to be covered by the agreement with Sitpu and the Seamen's Union of Ireland.

The agreement, brokered by Ireland's Labour Relations Commission (LRC), requires the four signatories to submit to binding arbitration setting rates of pay, but Irish Ferries says the two unions have, despite "many requests", not taken up the offer of talks on the French route. The two companies also say they have supplied all the relevant information, including rates of pay, to the LRC and are not in a position to divulge it to any other party.

A union official, however, says each time a date for talks had been provisionally agreed, the company had tried to introduce new conditions, making it pointless to continue. Ken Fleming, a Sitpu official seconded to the ITF as an inspector of flag-of-convenience crew agreements, says the Irish company, having outsourced crewing to DFM, denies responsibility for how much crew are paid.

The low-pay claim was raised in the Irish parliament this week when Bertie Ahern, the prime minister, said the country's National Employment Rights Authority would investigate but it remains uncertain whether the ship is covered by Irish laws.

The claims have been dismissed as "mischief-making" by Tony Kelly, Irish Ferries' marketing director, who told Irish media the east European staff on the **Oscar Wilde** were happy with their terms. **Source : Tradewinds**



The **HYUNDAI JAKARTA** seen outward bound from Rotterdam
Photo : Piet Sinke ©

Union rejected from court again

SSG-RINGKØBING. The Danish union 3F has for the second time been rejected from a court in a matter of payment for mainly Polish seafarers on ships registered in the Danish International Shipregister (DIS). 3F tried a case in the Danish labour court on behalf of two Polish ratings, claiming that they should have been paid on a par with Danish citizens on the same vessel. 3F claims that Poland and their citizens are EU citizens and as such should be paid at the same level. 3F lost the case in the labour court was in 2005, when it did not have any specific Polish seafarers as

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plaintiffs. 3F will continue to pursue the cases even though none of the Polish seafarers are members of the union. The next step could be a normal court case in Copenhagen **Source : The Scandinavian Shipping Gazette**



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Indian Pride

Indian seafarers are the most sought after in the shipping industry across the world due to their high standard of education and proficiency in English, a maritime expert said on Tuesday (05 Feb).

Though there were only 800 Indian ships out of the total of 50,000 in the world, most international ships were being manned by Indians, Capt S Bhardwaj, Vice-chancellor of AMET University told reporters here. As shipping served more than 90 per cent of the global trade, the industry was booming and generating a lot of employment opportunities for students of maritime education, he said.

Bhardwaj said the Academy of Maritime Education and Training located at Kanathur on the outskirts of the city, had been conferred Deemed University status by the Union HRD Ministry on the recommendation of the UGC.

The AMET university was the first and only varsity in maritime education, he claimed, adding it would be formally inaugurated by International Maritime Organisation Secretary General Efthimios E Mitropoulos on February 7.

The varsity would offer new courses in Shipping Finance, Marine Human Resources Management, Hotel and Catering Management, Maritime Law and Marine Insurance, Technical Operations and Marine Service. **Source : ShipTalk**

Too expensive to raise the Bourbon Dolphin

SSG-TØNSBERG. Bourbon Offshore feels it would be too expensive to raise the Anchor Handling Tug Supply (AHTS) vessel **Bourbon Dolphin**, which capsized and sank in 1,100 metres of water 75 nautical miles northwest of Shetland on 12 April, last year, with the loss of eight lives. Trond Myklebust, managing director of Bourbon Offshore, says to Norwegian daily Aftenbladet.no that the only way to raise the vessel was if the royal commission investigating the accident demanded it to help find the reason for the capsize and sinking of the AHTS. The royal commission was to deliver its verdict on 1 February, but its final conclusions will now not be published until 1 April. Bourbon Offshore has talked to experts with a view to raising the **Bourbon Dolphin**. Salvage companies are in uncharted waters as the

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greatest depth from which a vessel has been successfully raised is 600 metres. Technically, such an operation would be very demanding. **Source : The Scandinavian Shipping Gazette**



Saturday morning the **FAIRMOUNT SUMMIT** seen at Maas Pilot station enroute Rotterdam-Europoort
Photo : Piet Sinke ©



Derelict Tugboat Still Enchanting, After All These Years

After the plywood mill burned to the ground, hardly anyone in this city of nearly 17,000 ever ventured onto the tiny, rocky beach that overlooks Fidalgo Bay.

That all changed in the summer of 2000, when an old World War II-era tugboat named **The Enchantress** mysteriously appeared 300 yards offshore, its hull skewered on a charred creosote piling that's held the boat in place ever since.

Photographers and artists have beat a steady path to the beach to capture images of the tug that's become a local icon in this maritime city with a decidedly Bohemian bent. On a clear day, Mount Baker provides a picturesque backdrop despite the rising smokestacks from a nearby petroleum refinery.

But The Enchantress could well be headed for the scrap heap, even though residents have launched an impassioned campaign to save the wartime relic. Keeping it afloat "just doesn't mesh" with the state's larger goal of cleansing Puget Sound of industrial contaminants, restoring marine habitat and ridding waterways of derelict vessels, all by 2020, said Sandra Caldwell of the state Department of Ecology.

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Today, Port of Anacortes commissioners are expected to award a contract for the tug's removal, which could cost up to \$421,000, even as they await a report on The **Enchantress'** historic significance from the state Department of Archaeology & Historic Preservation. "They're planning on tearing her apart ... and loading her onto a barge like she was trash. She deserves better than that," said Bill Mitchell, a local historian and artist who is spearheading efforts to save The Enchantress.

The **Enchantress** -- first named **LT 495** -- was one of 61 Miki-class tugboats commissioned by the U.S. Army during World War II. Most of the oceangoing fleet of workhorse tugs were built by shipbuilders in Seattle and San Francisco, but 10 were built on the East Coast, including the **LT 495**, which was completed by New York shipbuilders in November 1944. Nothing is known of the tug's military service, but after the war it was renamed the John Michael by the Baltimore towing company that purchased the boat. Sold again in 1950 to an Alaskan oil company that soon ran into financial trouble, the tug was seized in Seattle's Lake Union by government officials and auctioned off. Purchased by Foss Tug and Barge in 1951, the boat was renamed the **Leslie Foss** and spent 17 years plying the waters of Alaska and Puget Sound.

The 120-foot tug was sold and renamed at least four more times before ending up moored at a Ballard dock in the late 1990s. By then, it had been purchased by Richard Carnes of Sedro-Woolley. Carnes, who dabbled in various business ventures, is suspected of abandoning both The **Enchantress** and a 118-foot tuna seiner called the Ronnie S. in Anacortes in July 2000. The following year, Carnes was fatally shot by his business partner in a dispute involving Skagit County timberland. The business partner later committed suicide, The Associated Press reported at the time.

The Coast Guard spent roughly \$160,000 to remove diesel fuel and oil from both boats soon after they were abandoned, according to The AP. Though the Ronnie S. was later removed from nearby Guemes Channel, The Enchantress remained in Fidalgo Bay.

"I'd like to see her sit right where she's at -- she's not hurting a darn thing," said John Benthien, of Tacoma, who authored the book "The Forgotten Fleet of Sixty-One" about the U.S. Army's famous fleet of Miki tugboats.

"There were only 61 of these boats built ... and there's only a handful left," Benthien said. Though some in town might consider The **Enchantress** an eyesore, Benthien, who grew up in Anacortes, said the old tug is the first thing he looks for when he comes home. The **Enchantress** "draws a lot of attention, a lot of curiosity," and there seem to be far more people in favor of keeping the tug than scrapping it, Benthien said.

That may be so, but The **Enchantress'** lead paint and sunken hull are environmental hazards, said Caldwell, of the Department of Ecology. The department has identified eight sites in Anacortes for cleanup and restoration under Gov. Christine Gregoire's Puget Sound Initiative, created in 2005. As part of the state's 2007-09 budget, lawmakers last year approved a \$238 million investment package to remove toxic contaminants, repair shorelines and protect the Sound's marine habitat.

One of the state's "priority sites" in Anacortes is the old Custom Plywood Mill, the site of various mill operations for nearly a century, Caldwell said. Part of the mill, supported by creosote pilings, stretched out over the water before it burned in the early 1990s. It is there that The Enchantress sits, impaled on a piling. "The tug removal is a small part of a bigger plan up in the Anacortes area," Caldwell said. Caldwell said she doesn't know how The **Enchantress** could stay in Fidalgo Bay given the need to remove the creosote pilings along with in-water sediments and industrial contaminants from the shore.

On Friday, Mitchell and fellow artist Jacques Moitoret headed to the edge of Fidalgo Bay with a couple of visitors. Mitchell, who was paralyzed in a car crash in his 20s, veered off a waterfront trail in his 1954 Autoette, a three-wheel electric cart he uses to get around. With Moitoret steps behind him, Mitchell bounced down a little slope to the beach, just south of the charred remains of the old plywood mill. "Look at her -- she is your classic tug boat right there," said Mitchell, 58. "Before that tugboat arrived, nobody bothered to take pictures of Mount Baker from here. She just happens to be sunk in the right place to be photogenic."

While Moitoret isn't yet ready to admit that saving The **Enchantress** is a losing battle, he said the presiding sentiment "in town is that it's a done deal, but love of the boat is unanimous."

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If the tug has to be removed from the bay, Moitoret, 60, would love to see The **Enchantress** put on blocks alongside the WT Preston, an old stern-wheeler that sits in a city park outside the Anacortes Museum. But so far, no one has stepped forward to fund the tug's preservation.

"Anacortes doesn't fully appreciate its history," Mitchell lamented. "And," Moitoret said, "a lot of it is slipping away." Historic information in this story comes from "The Forgotten Fleet of Sixty-One" by John Benthien **Source: The Seattle Times**



The **AIDAvida** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan ©

Several ships hit by bad weather

Rough seas as a result of bad weather during the last week affected several ships belonging to UAE-based shipping companies, shipping sources said. According to sources, five Pakistani crew members have been missing since February 1 after the dhow on its journey from Ajman to Karachi sank between the Oman Bay and the Arabian Gulf.

Search is currently on for the missing crew, Issa Hareb, owner of the vessel told Khaleej Times. Two crew members of the ill-fated dhow '**Wafi**', identified as Jan Mohammed and Alahi, were rescued on February 2 by a Korean ship and ferried to Karachi, Hareb said.

"Even though the vessel had a satellite phone and a radio, we have not been able to establish any contact with the missing crew," he said. According to the surviving crew members, the vessel was hit by a giant wave, causing leakage in the dhow. "They told me that the storm caused the accident. We still hope that the crew members are safe," he added. The Karachi-bound vessel, carrying general cargo, had departed from Ajman on January 29. The missing were identified as Captain Sharq Jawahour, Jamal Fadnoka, Shankool Newlogy, Mohammed Hanif and Lal Buksh Nour Buksh. In another incident, 11 Indian crew members were rescued on February 2 after their dhow developed a snag off the coast of Port Jebel Ali. The vessel was on its way to India from Sharjah.

The spokesperson for the Indian consulate in Dubai, B.S. Mubarak, said all 11 crew members were safe and have been sent back to India. "The sailors told us that the engine of the vessel '**MV Al Bilal**' had failed amid rough weather," he said, adding that after receiving a distress call from the vessel, '**MV Sinar Riau**', an Antigua ship that was passing by

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responded to the call and managed to rescue the crew in distress. The **'MV Sinar Riau'** docked at Jebel Ali on Tuesday and the sailors were received by Indian consulate officials and members of Samudra Emirates Shipping LLC, the shipping agents for Riau.

The tickets for the sailors were arranged by the Consulate-General of India in Dubai with the help of Indian Community Welfare Committee and they left for Mumbai by an Indian Airlines flight the same night. Meanwhile, a UAE-based vessel is reportedly stranded with 17 Indian crew members in international waters off the coast of Somalia since January 31. The vessel was stranded apparently due to a fault in the vessel's engine.

"The vessel was carrying sugar from India to war-ravaged Somalia, ship owner Mohammed Yousuf told Khaleej Times. "Due to bad weather, the rescue operations are at a standstill," he said.



The **GSF Arctic 1** and the Svitzer tug, the **London** on arrival of the tow at Trinidad.
Photo : Jeff DeDean

CASUALTY REPORTING

Lekkend schip in Farmsum



De brandweer heeft vanmorgen water weggepompt uit een lekkend schip in de haven van Farmsum. De lekkage zat in de machinekamer. Uit voorzorg zijn om het schip oliekeringen geplaatst om eventuele vervuiling te voorkomen. Ook is het waterschap Hunze en Aa's ingelicht. Tot vanmorgen half tien hebben de pompen van de brandweer op het schip gestaan. Daarna is de klus overgedragen aan een particulier bedrijf. **Source : Dagblad van het Noorden**

New trawler capsizes after launched in Skagen

SSG-RINGKØBING. Karstensens Skibsværft in Skagen lost a hull for a fishing vessel just after it was launched from the slipway in Skagen. The hull heeled over and sank in seven metres of water. The hull had recently been towed to Skagen from Gdynia and has been in the slips since its arrival in order to start the fitting out of the vessel. There is currently no explanation for what caused the accident. The fishing vessel is one of two, which will be delivered to a Scottish owner. Three shipyard workers on board the trawler while it was being launched were saved by the tug, which was supposed to have towed the hull to the fitting-out quay. The yard and its underwriters will contact a floating crane for the salvage operation as soon as possible. **Source : The Scandinavian Shipping Gazette**

NYK bulker loses power

Handysize which drifted off Irish coast now under tow to port and awaiting spare parts. An NYK Line bulk-carrier which was drifting off the west coast of Ireland is on its way to port under tow to undergo temporary repairs.

The 26,472-dwt **Acacia** (built 1993) sought assistance from the Irish Coastguard after its suffered engine breakdown in heavy seas.

NAVY NEWS



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Lewis and Clark Completes T-AKE Deployment

Military Sealift Command dry cargo/ammunition ship **USNS Lewis and Clark** and its crew of 124 civil service mariners and 11 Sailors returned to Naval Station Norfolk, completing a six-month deployment to the U.S. Central Command area of operations. This was the first operational deployment of a ship from the Navy's newest class of combat logistics force ships – the T-AKE. During the deployment, **Lewis and Clark** completed 73 underway replenishments and 28 in-port replenishments, delivering 5,856 pallets of food and supplies and transferring nearly 15 million gallons of fuel to U.S. and coalition warships operating in support of operations Enduring Freedom and Iraqi Freedom. Specifically, **Lewis and Clark** supported **USS Enterprise** and **USS Harry S. Truman** carrier strike groups and **USS Bonhomme Richard**, **USS Wasp** and **USS Kearsarge** expeditionary strike groups. Lewis and Clark also resupplied coalition naval forces from Pakistan, Germany, France, Australia and the United Kingdom.

The T-AKE replaces aging, single-mission ships such as T-AE ammunition ships and T-AFS combat stores ships that are, on average, 40 years old and near the end of their service lives. **Lewis and Clark** was delivered to MSC June 20, 2006. The 689-foot ship is the first of a projected class of 14 T-AKEs, the first 11 of which will serve as combat logistics force ships delivering ammunition, provisions, stores, spare parts, potable water and petroleum products to

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U.S. and coalition warships at sea. The remaining three T-AKEs are slated to be part of MSC's Maritime Prepositioning Force (Future), which will strategically position U.S. Marine Corps supplies at sea. **Lewis and Clark** was replaced in-theater by dry cargo/ammunition ship **USNS Sacagawea** – the second ship of the class



The Royal Navy Hunt Class mcmv **HMS ATHERSTONE M38** entering Valletta in gale force 6-7 Saturday 9th February, 2008 for a 5 day visit. Local handling agents are **T.C. Smith Shipping Agency**.

Photo : Lawrence Dalli - Malta Ship Photos ©

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Navy Adds USS Augusta To Its List Of Early Retirees

Los Angeles-Class Sub A Victim Of Downsizing

Electric Boat delivered 15 Los-Angeles class submarines to the Navy in just the first half of the 1980s, including the **USS Boston** and **USS Augusta**. "It was a lot different than it is today," Capt. Thomas W. Turner, Ret., the first commanding officer of the Augusta, said Thursday at a ceremony marking the end of the submarine's active service.

Back then, President Ronald Reagan was planning for a 600-ship Navy to rebuild the fleet after cutbacks following the Vietnam War and to prepare for a possible confrontation with the Soviet Union. But as international tensions lessened, so did the need for all of those submarines.

Boston, SSN 703, was decommissioned midway through its life, in 1999, following the end of the Cold War. That was the most recent decommissioning of a submarine in Groton until now.

The Navy decided to decommission the **Augusta, SSN 710**, after only 23 years of service as part of its downsizing in a time of budget constraints, said Lt. James Stockman, public affairs officer for Submarine Group Two.

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"We're living on the legacy of ship construction from back in the 1980s," U.S. Rep. Joe Courtney, D-2nd District, said Thursday. The next three Los-Angeles class fast-attack submarines to be inactivated, **USS Los Angeles** and **USS Philadelphia**, both in fiscal 2010, and **USS Memphis**, in fiscal 2011, will reach the end of their planned 33-year service lives. The **Philadelphia** and **Memphis** are homeported at the Naval Submarine Base. The research submarine NR-1, also based in Groton, is tentatively scheduled for inactivation this summer.

Chief of Naval Operations Adm. Gary Roughead has said the Navy must have a minimum of 313 ships. The Navy's 30-year shipbuilding plan shows that this total includes 48 attack submarines, four cruise-missile submarines and 14 ballistic-missile submarines.

New Virginia-class submarines are gradually replacing the aging Los-Angeles class ships. There will be 53 fast-attack submarines in fiscal 2009. That number will stay above 48 until 2022, when it will reach 47; drop to a low of 41 in 2028; and climb back to 49 in 2034.

"That's just an unacceptable risk," Courtney said. "The Navy is talking about stretching out the lifespan of submarines as a way to help mitigate that. But that really is riding on fumes, literally, to count on that as a way of making sure we have an adequate fleet."

U.S. Sen. Chris Dodd, D-Conn., said in a statement Thursday that "while nations such as China are constructing naval vessels, including submarines, at an alarming pace, America's shipyards are at risk of slowing to a crawl." The Navy's stated strategy for dealing with the shortfall is to reduce the construction time of the Virginia-class submarines, extend the service life of selected attack submarines and lengthen deployments from six months to seven months as needed.

"It's obviously making the best of a bad situation," Courtney said. "You almost expect them to talk about chewing gum and bailing wire to tide them over." "We were talking about a 600-ship Navy with 100 subs, and now we're trying to get to a 300-ship Navy with 40 or 50 subs," Turner said after the **Augusta** ceremony. He said that in spite of all the changes and reductions, he still has "high hopes for the submarine force."

"We still have the finest submariners in the world," he said. The ceremony was held at the Shepherd of the Sea Chapel instead of at the Augusta because of the potential for bad weather. This led to a few changes in the program.

The order was given to "strike the commissioning pennant," but instead of lowering the pennant down from the ship's sail, it was given to the commanding officer, who placed it on his chair. The order was given to "secure the watch," but the crew, instead of walking off the submarine onto the pier, went down the center aisle of the chapel and lined up along the wall.

Cmdr. Chad D. Brown, current commanding officer of **Augusta**, said the spirit of the submarine would live on with the sailors. "To the crew of the Augusta, I'm reminding you of the relationships you forged," he said. "I charge you to look after one another. The returns will last a lifetime."

The submarine will head to Norfolk Naval Shipyard next week, where the equipment will be taken out and the fuel removed from the reactor. This leaves 16 fast-attack submarines and **NR-1** in Groton. **Source : theday**

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The Keppel Nantong yard in Eastern China during the recent bad winter storms.

Photo : Bert Zuurmond ©

ROUTE, PORTS & SERVICES



The **HERM** seen outward bound from Rotterdam

Photo : Fred Vloo ©

Superferry moves up drydocking to undertake rudder repairs

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Hawaii Superferry announced today it has moved up its annual drydocking of the **Alakai** for maintenance and recertification by the U. S. Coast Guard, "taking advantage of the off-peak travel season to make permanent repairs related to the vessel's auxiliary rudders, which will enhance passenger comfort."

The Alakai will be drydocked beginning February 13 for approximately two weeks. Voyages have been cancelled during this period, with service expected to resume March 3. Passengers holding reservations for affected voyages are being notified, re-accommodated on a future voyage or refunded, and accommodated with special rates from partnering airlines and rental car companies. "We appreciate the patience and understanding of our passengers while our vessel is out of service," said Hawaii Superferry Director of Customer Experience and Community Relations Lani Olds. "Meanwhile, we are working with passengers to accommodate their needs through special rates with Hawaiian Airlines, and Hertz and Dollar rental car companies." On Thursday, January 31, 2007 Hawaii's KITV reported that surface cracks involving two auxiliary rudders were discovered by inspectors during a routine maintenance inspection on Monday, January 28.

"The Coast Guard was notified Monday concerning hairline cracks to the Superferry's rudder housing," Coast Guard Chief Petty Officer Chad Saylor was reported as saying. "The investigator determined that the vessel wasn't in compliance due to these cracks," he told KITV. "These cracks need to be repaired before the vessel can sail safely."

On February 4, KITV reported that the Superferry was back in service after completing repairs to the auxiliary rudders and undergoing subsequent sea trials. **Source : MarineLog**

Stena Arctica reflagged



The **STENA ARCTICA** seen at Maaspilot station – **Photo : Piet Sinke ©**

SSG-ÅBO. The 117,000 DWT Aframax tanker **Stena Arctica**, which is jointly owned by Stena Bulk and Neste Shipping, changed from the Swedish to the Finnish flag on February 5. Neste Shipping also took over the management of the vessel. The 250-metre long tanker was built in South Korea in 2005 and is now the largest unit in the Finnish merchant fleet. The **Stena Arctica** was built to the highest Finnish/Swedish Ice Class, 1A Super. **Source : The Scandinavian Shipping Gazette**

GOLDEN OCEAN BUYS KAMSARMAX NEWBUILDING CONTRACTS

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 039

JOHN Fredriksen-controlled Golden Ocean Group has acquired two newbuilding contracts, plus options for two more, at Zhoushan Jinhaiwan Shipyard, China at a delivered cost of about US\$52m each. The company says the 80,000 dwt vessels will be delivered during 2011 and are sister ships of the series ordered in October 2007. Golden Ocean has already ordered 13 vessels at Jinhaiwan. It says in a statement: "The experience gained so far indicates that this yard is likely to become one of the leading yards in China going forward." The company has also fixed out on time charter four of the Kamsarmax vessels with delivery in 2010 and 2011 for a period of 10 years. The time charter rate is \$24,500 per day on the 2010 deliveries and \$24,000 per day on the 2011 deliveries, both less 5 % total commission. These contracts will write the vessels down to zero over the charter party period. Golden Ocean does still have four of its ten firm kamsarmax vessels open, with an option to declare two additional units from the yard. It claims: "The combination of the competitive price on the newbuildings and the long term charters will secure Golden Ocean's continued growth and at the same time able the Company to deliver long term high return to their shareholders including solid dividends." **Source : Maritime Global Net**



The **ATLANTIC COMPASS** seen enroute Antwerp
Photo : Richard Wisse ©

Saga orders two open-hatch vessels at Oshima

SSG-TØNSBERG. Nøtterøy (near Tønsberg)-based Saga Forest Carriers has through its majority pool partner Nippon Yusen Kaisha (NYK) ordered two 52,000 DWT, open-hatch vessels at Oshima Shipbuilding in Japan for delivery in 2012 and 2013. The vessels, both with eight open holds and four jib cranes, are to be commercially managed by Saga Forest Carriers International and employed in the Saga pool, which operates vessels controlled by the Hesnes Group, NYK and Leif Höegh. The pool currently operates 25 open hatch gantry crane vessels through regional offices in Antwerp, Rio de Janeiro, Savannah, Vancouver, Shanghai and Tokyo. **Source : The Scandinavian Shipping Gazette**

Boxship bagged for \$35m

Handysize boxship Mira sold to unnamed German interests, as a German owner sheds a feedership.

Unnamed German interests have bought a handysize containership for \$35m, brokerage sources report Friday. The 1,645 **Mira** (ex-**Cala Paestum**, built 2000) is listed in the fleet of Reederei Horst Zeppenfeld of Germany. **Source : Tradewinds**

BUNKER PRICES

Last updated: 06-Feb-2008

PORT NAME - COUNTRY	IFO 380	IFO 180	MDO
Suez El Suweis - <i>Egypt</i>	443 - 446	532 - 534	848 - 850
Tokyo, Tokyo - <i>Japan</i>	535 - 540	565 - 570	790 - 795
Rio De Janeiro - <i>Brazil</i>	450 - 453	490 - 493	853 - 860
Rotterdam - <i>Netherlands</i>	403 - 405	424 - 426	710 - 795
Seattle - <i>United States</i>	459 - 464	501 - 505	850 - 855
Singapore - <i>Singapore</i>	436 - 438	447 - 449	760 - 765
Los Angeles - <i>United States</i>	453 - 459	486 - 489	850 - 865
Montreal - <i>Canada</i>	465 - 475	502 - 504	953 - 965
New Orleans - <i>United States</i>	440 - 444	470 - 475	785 - 795
New York - <i>United States</i>	444 - 446	S.I.	825 - 850
Panama Canal - <i>Panama</i>	461 - 477	510 - 512	880 - 888
Philadelphia - <i>United States</i>	442 - 446	489 - 494	825 - 850
Piraeus - <i>Greece</i>	414 - 416	448 - 450	901 - 805
Pusan - <i>Korea (South)</i>	475 - 480	505 - 510	800 - 820
Cape Town - <i>South Africa</i>	N/A	439 - 442	810 - 820
Damman - <i>Saudi Arabia</i>	N/A	469 - 471	816 - 818
Durban - <i>South Africa</i>	N/A	440 - 442	805 - 820
Freeport - <i>Bahamas</i>	474 - 476	510 - 512	N/A
Fujairah - <i>United Arab Emirates</i>	450 - 454	468 - 472	830 - 840
Gibraltar - <i>Gibraltar</i>	427 - 431	449 - 455	818 - 835
Houston - <i>United States</i>	428 - 430	460 - 465	785 - 795
Jeddah - <i>Saudi Arabia</i>	444 - 446	533 - 535	848 - 850
Lagos - <i>Nigeria</i>	S.I.	S.I.	S.I.
Antwerpen - <i>Belgium</i>	404 - 407	423 - 425	710 - 795
Buenos Aires - <i>Argentina</i>	486 - 490	522 - 525	873 - 883

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Siluna Ace delivered from Poland

SSG-RINGKØBING. Ace Link A/S, former Sundbusserne, has taken delivery of the second of the new luxurious passenger vessels for the 50-year old service between Helsingør and Helsingborg. The vessel will be named **Siluna Ace** and will join her sister the **Simara Ace** in the daily runs across Øresund. The vessel are identical apart from the fact that the **Siluna Ace** has been delared a non-smoking vessel, while smoking is still allowed in certain areas on the Simara Ace. The ship was delivered from Northern Shipyard in Gdansk (Stocznia Ponocna S.A. and a subsidiary of Remontowa S.A.) and flew the Danish flag for the voyage to Helsingør. Shortly after, it switched to the Swedish flag.

The ship is capable of accommodating 385 passengers and is powered by three Volvo Penta gensets in a diesel-electric propulsion system. **Source : The Scandinavian Shipping Gazette**

Equinox buys another ferry for conversion

Ferry owners could find a new market for their ships in the offshore industry. Singapore-based Equinox Offshore Accommodation has scooped up a second large cruise ferry for conversion into an offshore accommodation and repair vessel (ARV).



The **NORMANDY** – Photo : Piet Sinke ©

Equinox chief operating officer Arne Johnsen confirms the agreement to purchase Irish Ferries's 14,400-gt ropax ferry **Normandy** (built 1981). Johnsen declines to reveal the price but ferry-industry sources in Europe suggest it is in the region of EUR 15m (\$22m). The vessel will be rebuilt at Sembawang Shipyard in Singapore.

Equinox was created in 2007 by Singapore-based Equinox Offshore and is the brainchild of Arne Johnsen and Petter Hoie. The partners say they see a lucrative opportunity to provide ARVs to the offshore oil industry. The company purchased its first vessel, the 11,700-gt ropax ferry **Meloodia** (built 1979), for EUR 12.8m in December. That vessel is currently also being rebuilt by Sembawang, which has a SGD 300m (\$206.33m) deal from Equinox to convert up to six car ferries into ARVs. The deal, which initially was for one firm and five optional contracts, will see conversion work carried out between 2008 and 2010.

Equinox's business model is based on a base charter rate of \$100,000 per day. Johnsen adds the company is still on the hunt for more ropax-ferry tonnage but cautions the company is only interested in larger vessels that have been built to high standards and have been well maintained by their owners.

Equinox raised an initial \$100m in a private placement on the Oslo over-the-counter (OTC) exchange in November. The equity raised is being used to partially fund the conversion of the first three vessels at a budgeted cost of up to \$85m per unit. It plans to raise the remaining capital required as ordinary bank debt during the first half of 2008.

Johnsen says the company's ultimate ambition is to list on the Oslo Stock Exchange's main board at some point this year. **Source : Tradewinds**

Acta involved in NOK 1.7 billion aframax shipping deal

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 039

SSG-TØNSBERG. Acta fund Global Shipholding 2 is to buy up to six aframax crude oil carriers from American Eagle Tankers for NOK 1.7 billion with charter back to seller for 8 to 10 years. In 2006, Acta's other shipping fund, Global Shipholding 1, bought four aframax tankers in a similar deal from American Eagle Tankers for USD 170 million and this deal has turned out well for both seller and buyer, Among the vessels involved in the latest deal are the double-hulled aframax tankers **Eagle Boston, Eagle Baltimore, Eagle Birmingham** and **Eagle Beaumont**, all built in 1996/97, according to Norwegian financial daily Dagens Næringsliv. The two funds now have 24 vessels including the six aframax tankers. **Source : The Scandinavian Shipping Gazette**



Maltese flag & owned ASD 3111 tug **PAWLINA** delivered in 2006 seen here leaving Valletta Saturday 9th February 2008 with Capt Jerry Farrugia at the helm. The **PAWLINA**, with a Bollard Pull of 68 tonnes, is powered by two Caterpillar engines having a total power of 5600 brake horse power or 4180 kilowatts and she is highly maneuverable due to the two Azimuth thrusters which operate in any direction.

Photo : Lawrence Dalli - Malta Ship Photos ©

THE S&P MARKET WEEK 5

Source : The Scandinavian Shipping Gazette

Bulkers

Sinfonia: 184,349 DWT blt 91 Kawasaki, 9 HoHa. Sold region USD 83,700,000 to Star Bulk Carriers, sale incl a tc back.

Fredriksen NB resale: 81,000 DWT blt 09 Jinhaiwan. Sold region USD 65,000,000 to Middle East buyer.

Gemstar: 74,000 DWT blt 99 Imabari, 7 HoHa. Sold region USD 65,000,000 to Greek buyer, sale incl tc until 11/2008 at USD 12,750 per day.

Astron Spirit: 65,767 DWT blt 84 Sasebo, 7 HoHa. Sold region USD 28,500,000 to Vietnamese buyer.

Tzini: 42,004 DWT blt 91 Oshima, 5 HoHa, Crs 4x25t. Sold region USD 44,000,000 to Italian buyer.

Containers

Gee Hong: 12,692 DWT blt 78 Howaldtserke, 3 HoHa, 517 teu. Sold region USD 3,350,000 to undisclosed buyer.

Tankers

Takama: 264,631 DWT blt 87 Mitsubishi. Sold region USD 47,000,000 to Prosafe.

Diamond Hope: 264,340 DWT blt 95 Mitsubishi. Sold region USD 52,500,000 to Saipem.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 039

Sunrise IV: 259,530 DWT blt 91 IHI. Sold region USD 42,000,000 to Japanese buyer.

Histria Crown: 164,004 DWT blt 84 Constanza. Sold region USD 22,000,000 to Chinese buyer.

Red Sea/Yellow Sea/China Sea: 84,841 DWT blt /89/88/88 Mitsubishi. Sold region USD 20,000,000 each to Shanghai Zhenhua Shipping Co. (For conversion into large gantry-crane transporters).

High Trust: 45,937 DWT blt 04 Shin Kurushima. Sold region USD 55,000,000 to Bien Dong Shipping.

Alia: 35,669 DWT blt 03 STX. Sold region USD 43,000,000 to Israel-based buyer.

Vemaoil VIII: 4,999 DWT blt 83 Hakata. Sold region USD 5,000,000 to undisclosed buyer.

Demolition

Bangladesh

MV S.A. Winterberg: 50,819 DWT blt 78, 22,551 ldt, USD 510.00/ldt



The **HIGHLAND NAVIGATOR** seen alongside Allseas **SOLITAIRE**
Photo : crew Solitaire ©



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The TSHD **VOLVOX OLYMPIA** seen off Dubai with in the background the 'Burj Dubai' (The tallest building in the world) with on the right hand side the **Jumeirah Beach hotel**.

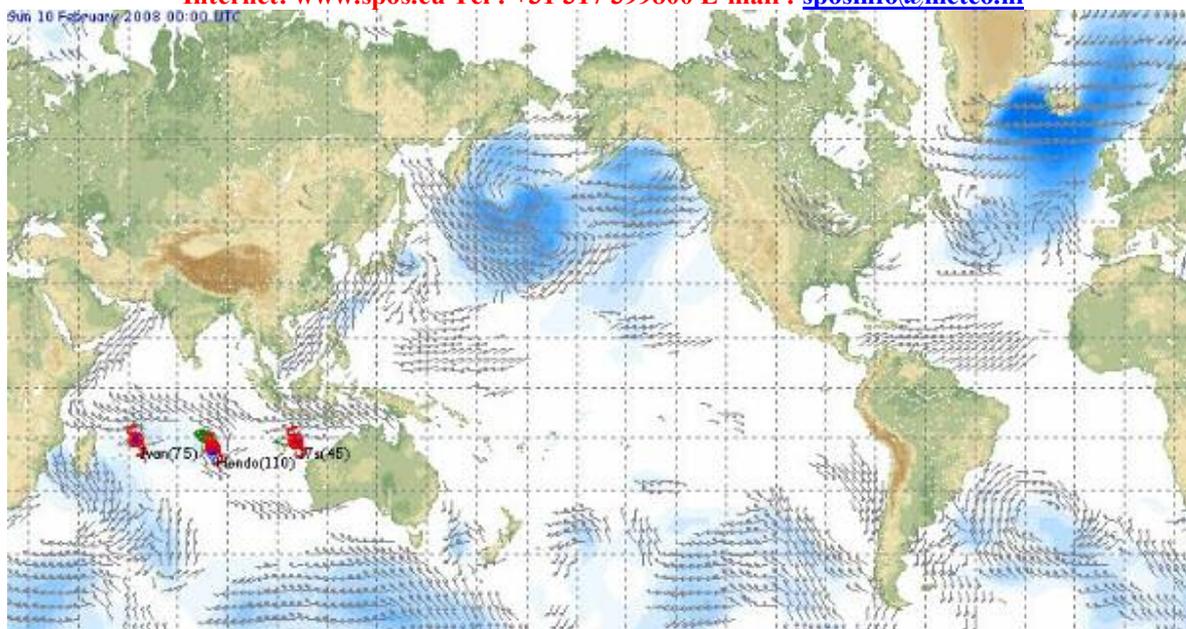
Photo : Erik Leutscher ©

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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



The **NIBE MAERSK** seen at Maas pilot station
Photo : **Piet Sinke** ©

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