

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 021



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The tug LOS SANTOS seen in the Panama Canal
Photo : Chris Caines ©

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EVENTS, INCIDENTS & OPERATIONS



The **SUPER FAST GALICIA** seen moored in Barcelona

Photo : Auke te Winkel ©

SEAWAY TIGHTENS UP BALLAST CHECKS

THE St Lawrence Seaway Management Corporation (SLSMC) is to further strengthen its ballast water management practices for the 2008 season. A Corporation statement says that the initiative by its US partner, the Saint Lawrence Seaway Development Corporation, to obtain regulatory authority to set ballast water management rules will result in all ocean vessels being subjected to a consistent and rigorous inspection process in Montreal, before they enter the Seaway / Great Lakes.

Since 2006, all ocean vessels bound for a Canadian port have been subjected to ballast water inspections, to ensure that water within the ballast tanks adheres to a minimum level of salinity of 30 parts per thousand. With the harmonization of US and Canadian standards, all vessels entering the Seaway, irrespective of their destination, will be subjected to the same inspection process.

Beginning with the 2008 navigation season, all ocean vessels, including those with 'no ballast on board', will be subjected to an inspection, covering 100% of ballast water tanks. This inspection process will ensure that the vessel - while still a minimum of 200 km offshore - flushed all of its tanks with salt water. On subsequent transits during the year, the vessel will again be subjected to a series of inspections, with the objective of ensuring that the vessel's crew is strictly adhering to the salt water flushing practice. **Source : Maritime Global Net**

Pilot Prescription Probed

People close to the investigation of a freighter that spilled 58,000 gallons of fuel into San Francisco Bay in November say the ship's pilot was on prescription medication to ward off drowsiness.

Federal officials and others say John Cota has "sleep apnea", a breathing condition that can disrupt sleep all night long and leave sufferers severely fatigued during the day.

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Sleep apnea is blamed for countless auto accidents every year in which drivers nod off at the wheel. Investigators want to know whether the disorder, or even the medication itself, contributed to the accident. Cota was said to be taking a sleep-apnea drug with known side effects that include impaired judgment.

Under Coast Guard policy, a sleep disorder can be grounds for disqualification, but is not automatically so.

Source : ShipTalk



The SD-14 **SHANGHAI PRIDE** seen anchored in Singapore

Photo : Hans Schaefer ©

Crew Found Dead

A container ship has been forced to dock in Dover after two crew members were found dead. They were believed to have been killed by a chemical leak on board the Latvian-registered **Sava Lake**.

The ship's crew alerted Dover Coastguard after the deceased, believed to be either Latvian or Russian, were discovered. The 90-metre vessel, which was carrying ferrous metal from Denmark to Portugal, had been sailing in the Channel. There were seven crew members on board. The ship then moored at Dover Harbour after the alert.

A spokesman for Kent Fire and Rescue said: "A specialist chemical response team were sent to identify any dangerous atmospheres on board." They later said there was no risk to the public from the cargo.

Kent Police said they were investigating the incident but they added the deaths were not being treated as suspicious.

Source : ShipTalk



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Bombing Claim Dismissed

The management of the Nigeria Ports Authority has debunked claims that the MV **Golden Lucy** explosion on the Port Harcourt dockyard was caused by the Movement for the Emancipation of the Niger Delta.

The Managing Director of the Eastern Ports operations, Mr. Sotonye Etomi, told journalists on Sunday that the explosion was a normal marine accident and had nothing to do with an attack by militants.

He said that preliminary investigations carried out by the authority had shown that the accident was normal and could happen anywhere in the world. The Eastern Ports, he contended, complied with all security and safety procedures established by the global maritime industry.

Etomi, who took journalists to the site where the burnt vessel was anchored away from the port terminal, said the explosion resulted from a spark which occurred while the ship's cargo was being discharged.

He allayed the fear that ports within the area were unsafe because of the MV **Golden Lucy** fire and assured the global maritime community that the Eastern Ports were still open for business. According to him, MV **Golden Lucy** carried, 7,500 metric tonnes of Premium Motor Spirit, but had barely discharged 2,000 metric tonnes of the product, when a spark occurred.

As soon as the explosion was reported, Etomi said adequate measures were put in place to ensure the safety of the crew and other vessels that had berthed at the dockyard. He said, "It was clearly not a militant attack or sabotage. It was a normal marine accident and we have applied all the security and safety procedures to ensure that our channels are safe.

"That kind of accident could have happened anywhere in the world because it is normal. But we had initiated all the procedures to ensure that the situation was immediately brought under control. Meanwhile, a minor incident occurred at the site of the **Eleme Junction** tanker fire in the early hours of the day.

Source : ShipTalk



The **TOKAI** seen arriving in Puerto Plata
Photo : Willem Dijkstra ©

Zeker 82 vluchtelingen verdronken bij Jemen

Enkele kilometers voor de kust van Jemen zijn zeker 82 Afrikaanse vluchtelingen verdronken nadat hun boot vrijdagavond in zwaar weer was omgeslagen. Dat maakten de Jemenitische autoriteiten zondag bekend. De meeste vluchtelingen kwamen uit Somalië. Nog 28 mensen worden vermist. Vissers redden na het ongeluk dertig mensen. Bij de overtocht van Afrika naar het Arabische schiereiland sterven in de Golf van Aden jaarlijks honderden mensen. Volgens de VN kwamen hier alleen al vorig jaar meer dan 1400 bootvluchtelingen om. **Bron : Spits**

CORRECTION / APOLOGISE

In yesterdays newscippings by accident an article about the attack on the US Navy in the Straits of Hormuz was a made up story was copied in, as I received some mails from readers which were upset about this article, I want to apologise that the article was used, I was not aware that the Workers World was a ultra-left organization in the US, and the newscippings want to stay far away from politics , the intentions of this clippings is only to keep the maritime world interested people informed.

Tides hamper progress as divers prepare to raise Flying Phantom

The wreck of the **Flying Phantom** tug was to be raised from the Clyde Monday to allow accident investigators and police to examine the boat for clues as to why it capsized without warning, killing three of its four crew members.

Divers from the Maritime and Coastguard Agency (MCA) managed to lever the tug from its side into an upright position at the end of last week, and then spent the weekend attaching slings to the vessel in preparation for raising it out of the water. It was hoped it could have been lifted completely from the river on Saturday or Sunday, but the divers' efforts were hampered by the tides and underwater currents, a spokesman for the MCA said.

Colin Mulvana, counterpollution and salvage officer for the MCA, said: "They encountered some more problems, largely due to the tides, so the weekend was spent continuing the preparation work; it's got to be done right before they attempt to lift it clear. "They can only work at certain stages of the tide because of the currents, but hopefully we'll get it lifted on Monday morning."

Once the tug is raised by the lifting barge it will be taken to the George V Dock near the Braehead shopping mall, where experts from the Marine Accident Investigation Branch will examine it. The **Flying Phantom** capsized suddenly near Clydebank on December 19 as it was involved in guiding a freighter to a dock on the Clyde.

The bodies of the skipper Stephen Humphreys, 33, from Greenock; Eric Blackley, 57, from Gourock; and Robert Cameron, 65, from Houston, were recovered later. A fourth man, Brian Aitchison, 37, from Coldingham, was rescued from the water. The investigation has yet to reveal why the boat sank so abruptly and without warning

Troubled trawler arrives ashore



A fishing vessel, which caught fire off the Donegal coast, has arrived back in Killybegs.

The tug **Nomad** brought the Scottish vessel **Shark** to shore. A helicopter from Sligo, a lifeboat from Arranmore and the **L E Eithne** took part in a rescue operation.

Nine of the 16 crew were winched to safety. One crewman was brought by lifeboat to receive medical attention. He is being treated at Letterkenny General Hospital.

Photo : Courtesy RNLI

Commenting on the call-out Philip McCauley of Arranmore RNLI lifeboat said, 'The crew of the fishing vessel were very lucky

Two Maltese ships detained in the UK

The Maritime & Coastguard Agency announced last week that two ships flying the Maltese flag were detained in UK ports during November and December after failing Port State Control inspection.

The **Agios Nektarios** (Bulk Carrier) was detained in Manchester on 27 November after 11 deficiencies were found, (two detainable). It was detained for three days because the fire drill was inadequate and the emergency generator was not working. Other deficiencies included the identity of port state control officers not checked at the gangway and there were no records available of minor injuries, near misses and so on, and the role of the safety officer was not defined in the ship's SMS. The meat room temperature was too high and the vegetable room bulkheads were dirty, as were the bilges that had signs of exhaust leakages at the generators. The vessel was released on 29 November 2007.

The **Rybno** (General Cargo) was detained in Grangemouth on 6 December.

Nineteen deficiencies were found (seven detainable). The ship was detained because the engine room fire damper handle was broken and the flaps seized, there was no reserve start on the emergency generator and the port 10 air pipe on main deck was holed. In addition, the automatic position input to both vhf DSC units was missing, the AIS data was incorrect and the reserve power supply to the AIS was missing. There was evidence that the ship was not being maintained satisfactorily.

The ship was still detained as at 31 December 2007. **Source : The Malta Independent**

Kenyan stowaways survive eight-day journey

Two teenage stowaways fleeing from strife-torn Kenya survived an eight-day journey through treacherous seas while clinging to a tiny ledge above a bulk carrier's rudder, the Eastern Province Herald online newspaper said on Monday.

The teenagers were rescued off Port Elizabeth on Sunday. "In a death-defying feat, the two boys - aged just 16 and 18 - survived with just a few dry biscuits, hanging onto a makeshift rope they had made with their clothes," the Herald reported.

They survived the journey only because of the light load of the ship. "Had the carrier had more containers aboard, maritime experts said the rudder would have been below the water line and the teenagers would have drowned," the newspaper said.

Port Elizabeth National Sea Rescue Institute (NSRI) station commander Ian Gray told the newspaper that the Tanzanian-born teens had been discovered shortly after the Panamanian-registered New Auspicious arrived in Algoa Bay on Sunday. The ship had anchored outside the harbour at 9.30am to await port entry instructions when the crew heard noises coming from the rudder section.

Although they could not see anyone, they suspected stowaways and alerted port authorities. The NSRI was called in and the two were subsequently discovered. After rescuers found them to be in a satisfactory condition, they were taken for a full medical check-up by a state doctor.

The teenagers confirmed that they got onto the ship in Mombasa, Kenya, and that they were born in Tanzania and their families were still there, Gray told the newspaper. They said they had left their country to escape "hardships" and had come to South Africa to look for work.

The teens were handed over to immigration officials who later handed them over to police. The Tanzanian High Commission was due to be notified. Police spokesperson Hazel Mqala confirmed the teens were in police custody.

She said the 18-year-old was being held at Humewood police station and was due to appear in court on Monday, charged with illegal immigration. The 16-year-old had been taken to Stepping Stones juvenile facility and authorities would attempt to contact his parents, the Herald said. **Source : SAPA**

Korea blames ship owners for spill

South Korean prosecutors blamed Samsung Heavy Industries Co, the world's second-biggest shipbuilder, and Hebei Spirit Shipping Co for an oil spill in December that was the nation's worst.

An investigation into the oil spill will continue, South Korean prosecutors said yesterday at a briefing in the western city of Seosan that was shown live on television. South Korea is cleaning up the world's biggest oil spill in 4 1/2 years after a barge owned by Samsung Heavy crashed into the supertanker **Hebei Spirit**, which belongs to Hebei Spirit Shipping Co, while it was lying at anchor on Dec 7. The collision caused 10,500 metric tons of oil to spill into the Yellow Sea off the country's western coast, prompting the government to declare the area a disaster zone.

'We are disappointed by the announcement,' Ferdi Stolzenberg at public relations company MTI Networks, which is representing Hebei Spirit Shipping, said in Hong Kong. 'We provided sufficient evidence to the authorities that there wasn't more our crew could have done to avoid the spill.' Samsung Heavy's shares fell 3,400 won, or 10.4 per cent, the biggest drop since Aug 16 last year. The shares closed at 29,300 won yesterday. The benchmark stock index Kospi lost 3 per cent. Hebei Spirit Shipping is a private firm.

'Samsung Heavy will continue efforts to help clean up the oil spill,' company spokesman Kim Boo Kyung, said yesterday. Almost 14,900 people, including coast guard personnel and local residents, and a total of 221 vessels were mobilised to help clean up the spill, the Ministry of Maritime Affairs and Fisheries said last month. The leaked oil affected 385 ocean farms that cultivate oyster, abalone and other seafood, and 221 hectares of beaches, according to the home affairs ministry. **Source : Bloomberg**

CASUALTY REPORTING



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Tanker Collided with "Belokamenka"



According to the unnamed source of information, on January, 18 the tanker of the Murmansk Shipping Company collided with FSO "**Belokamenka**" in Kolskiy Bay.

It is said that due to the incident 3 meters of FSO "**Belokamenka's**" hull was damaged. It is not said what kind of damage it was but it might be a hole.

The administration of the Murmansk sea port marginally approved this fact and said that all specialist are currently at "**Belokamenka**". Rosneft is not available for any comments. The press-service of the Murmansk Shipping Company said they did not know anything.

According to the independent sources of information, the collision was done by the tanker

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Usinsk (IMO 9194012) with 19.197 thousand tons of crude oil on the board. The incident happened at 1310LT while berthing. There was no oil spill.

It is difficult to name the reasons of the collision – the specialists have not finished the examination of the both vessels yet.

SeaNews' inquiry: "**Belokamenka**" is a stationary floating storage unit stayed at anchor in Kolskiy Bay. It realizes oil storage and shipping. It owned by the Russian-Norwegian joint venture Oil terminal Belokamenka established in 2003 by Rosneft and Bergesen DY ASA. **Source : SeaNews**

NAVY NEWS



Above seen the Armed Forces Of Malta (Maritime Squadron) Swift Class Patrol Craft **P 24** that was built by Sewart Seacraft Ltd, USA in 1967 as **US C 6824** & bought in February 1971 together with **P 23 ex - US C 6823**. They arrived to Malta onboard the tank landing ship **USS WOOD COUNTY LST-1178** on 6th February 1971. On 5th April 1971, the PCF's were officially handed over to the Malta Land Force(MLF) as **C 23 & C 24** by the then US Ambassador to Malta, Mr. J C Pritzlaff. Major J M Muscat was the first officer to command the 1st Maritime Battery which was initially based in Senglea.

After 40 years of stalwart service, the Armed Forces Of Malta's Swift Patrol Craft with Lt. Col Martin Cauchi Inglott as the Squadron's Commanding Officer are still on the forefront on the fight against illegal immigrant & drug trafficking and other maritime law enforcement and interdiction operations which cover Warships & VIP escorts; anti-pollution & fisheries protection duties as well.

Photo : Lawrence Dalli - Malta Ship Photos ©

HMS Illustrious Leads Orion 08 Deployment

The aircraft carrier **HMS Illustrious** departed Portsmouth on Monday 21st January 2008 to lead a multi-national Task Group to the Indian Ocean region for exercises over the next four months. The Task Group incorporates more than 2,500 personnel, 13 ships, a nuclear powered submarine and fixed wing and rotary wing aircraft.

Orion 08 is an element of the UK's continued commitment to boosting peace and stability in the area by exercising with a number of navies in the region. During its deployment the Task Group will be visiting 20 ports in the Mediterranean, Africa, Middle East, South Asia and the Far East.

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The deployment is part of the RN's regular operating pattern, repeating a similar deployment to the Indian Ocean in 2006. It will exercise deploying a maritime strike force for a prolonged period away from the home base and working with allies.

During the deployment, the ship will carry Ground Attack Harriers flown by Royal Navy and RAF pilots from the Naval Strike Wing and No 1 (Fighter) Squadron Royal Air Force, both part of the UK's Joint Force Harrier. Also on board will be Merlin Anti-Submarine Warfare Helicopters from 814 Naval Air Squadron.

Units in the group include the Air Defence Destroyer **HMS Edinburgh**, the multi-role Frigate **HMS Westminster**, the nuclear powered submarine **HMS Trafalgar**, and Royal Fleet Auxiliaries **Wave Knight**, **Fort Austin**, **Diligence** and **Bayleaf** (carrying fuel, ammunition, stores and food). Also working with the Task Group are **USS Cole** (an American Arleigh Burke Destroyer), **SNS Mendez Nunez** (Spanish F100 class Aegis Frigate), **FS Jean Bart** (French air defence destroyer), supported by UK Mine Countermeasures Vessels HM Ships **Chiddingfold** and **Atherstone**.

Source : The Royal Navy News

HMS Somerset Sails To Protect Mediterranean Shipping

Plymouth-based **HMS Somerset** is due to depart for a six-month maritime security patrol in the Mediterranean. The ship's company will operate with a multinational force as part of the ongoing NATO mission to combat illegal use of international waters.

Commander Rob Wilson, the ship's commanding officer, is looking forward to sailing on Monday (21 January):

"This deployment is the culmination of everything we worked towards last year. I am immensely proud of my ship's company. They have brought **HMS Somerset** out from refit and proven both the ship and themselves in a gruelling training programme to prepare the team for operational tasking. Whilst our thoughts are with the loved ones we will leave behind, we are a professional team, ready in all respects to deliver."

HMS Somerset leaves her homeport of Devonport to patrol the Mediterranean including join the standing NATO force conducting Operation Active Endeavour. The force will police shipping and board selected vessels. The ships of the multi-national force also gather intelligence on merchant shipping movements to detect suspicious activity. The force underlines NATO's commitment to combating illegal use of the sea and conduct joint exercises to improve working and understanding between different navies. The NATO operation in the Mediterranean has been happening since October 2001 and has been bolstered by non-NATO nations such as the Ukraine, Georgia or Albania.

Lt Kate Muir, 25, one of Somerset's Bridge watchkeepers and one of the Boarding Team officers said:

I am very excited about putting the skills that we learned during our recent period of training into practice. I am also looking forward to working with our allied counterparts."

In December, HMS Somerset completed a strenuous eight-week training regime with flying colours with the staff of Devonport-based Flag Officer Sea Training organisation to ensure the crew and the ship are honed to perfection to work in unison on whatever frontline task is demanded of them.

95% of the UK's trade is moved by sea. Every day countless ships load and unload their cargoes at British ports. They are the lifeblood of the UK economy so it is vital for the nation's prosperity the sea-lanes remain safe. The Mediterranean sea is a key shipping route both for merchant shipping from local nations and also for the bulk cargo ships going further afield through the Suez canal. However, the Mediterranean is also increasingly open to abuse from illegal activities such as people trafficking, smuggling and terrorism.

HMS Somerset has recently undergone a multi-million pound refit and is one of the most modern and capable warships in the Fleet. Her recent deployments have provided maritime security off Iraq and in the Mediterranean. Her

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team of 180 dedicated sailors has ensured that she remains a potent element of Britain's defence capability, acting as a force for good around the world. **Source : The Royal Navy News**



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SHIPYARD NEWS



The URS tug **ENSOR** seen at the slipway during a maintenance period

Photo : Steve Declerq ©

Hanjin exec calls shipyard accident as 'terrible tragedy'

A top official of Hanjin Heavy Industries and Construction Corp.-Philippines (HHIC-Phil) has called the reported explosion that killed two workers and injured four others last Friday as a "terrible tragedy."

In a letter to Subic Bay Metropolitan Authority (SBMA) Administrator Armand Arreza, Jeong Sup Shim, president of the South Korean-owned company, said late Friday they will improve their safety programs to prevent further accidents. The blast was reported to have happened at a dry dock of Hanjin.

"The management of HHIC-Phil deeply regrets the unfortunate incident that happened at its shipyard at Redondo [Peninsula in Subic] around 11 a.m. this morning [Friday], which led to two casualties and to the injury of four other workers," Shim said.

"We sincerely condole with the families and relatives of the victims of this tragedy and assure them all necessary assistance," he added.

Arreza has ordered an investigation of the safety program at the Hanjin shipbuilding site. He said the probe is necessary to determine whether Hanjin, or its project sub-contractors, had been remiss in implementing safety measures at the worksite. The casualties were identified as as Jeremias Adamos, 30, from Morong, Bataan; and Mario Lacsamana, 29, from Subic.

The four injured were identified as Jonathan Martinez and Gilbert Silva, both from Olongapo City, Zambales; and Donald Elihaj, also from Morong. Shim told Arreza in his letter that the company will give its full cooperation in improving HHIC-Phil's safety program.

"Our company commits to implement proper measure or measures that may be needed to further enhance the safety and occupational security of our workers, and to prevent the occurrences of similar incidents such as this terrible tragedy," he said. **Source : Manila Times**



The **SUPERIOR ACHIEVER** seen after her launch at the IHC Krimpen yard.

Photo : Gerrit Groshart ©

Pipavav Shipyard files DRHP with SEBI

Pipavav Shipyard Limited has filed with SEBI draft documents for an initial public offering of over 8.68 crore equity shares of Rs 10 each through a 100 per cent book-building process.

The issue proceeds would be utilised to part-finance a shipyard complex at Pipavav, to be set up by the company at an estimated investment of Rs 2,888 crore, according to a release issued here today.

The company has already issued equity shares worth Rs 1,248.67 crore, including premium, while Rs 935.2 crore would be raised through financial institutions, it stated.

The company would construct the shipyard simultaneously with the production of vessels.

The construction would be conducted on an owner-managed basis, the release said, adding the company already "has agreements with three international shipowners for the construction of 26 Panamax bulk carriers of 74,500 DWT each for delivery from 2009 to May 2012 at an aggregate contract value of USD 1,063.12-million.

JM Financial Consultants, Citigroup Global Markets India and Enam Securities are the book-running lead managers (BRLMs) to the issue.

SBI Capital Markets, Kotak Mahindra Capital Company and Motilal Oswal Investment Advisors are the co-BRLMs for the issue, while IL&FS Investmart Securities Limited is the advisor to the proposed offering.



MV "**Seawheel Venture**" (ex. Heereborg) seen on slipway at Dockside Ship Facilities, Ridderkerk for intermediate / hull survey.

Photo : Paul van Buren / Technical Ship Support bv ©

VIKING LAUNCHED IN ZWIJNDRECHT



At the Kooiman shipyard in Zwijndrecht the newbuilding **VIKING** under construction for Jan Koerts was launched Saturday into her element.

Photo : Top : Wim Kosten – www.maritimephoto.com ©

Photo's below : Piet van Roon ©



Dalian Liaonan wins contract for six dredgers

LR-Fairplay's Daily Newbuilding News reports that Chinese shipyard yard Dalian Liaonan has secured a contract for six 4,500m³ dredgers.

LR-Fairplay said the order was placed by domestic owner, Tianjin Shuhang, with delivery planned by the first quarter of 2010. No price was given for the deal. **Source : Dredging News Online**

SOUTHERN VENTURE LAUNCHED IN CHINA



The "**SOUTHERN VENTURE**" the second of two state of the art, double hull bunker tankers, built for Unicorn Calulo Bunker Services, was launched at the Jiangmen Yinxing Shipbuilding yard in Southern China. The 4,500dwt tankers have an overall length of 69.80m, beam of 17,60m and draught of 5,9m and were built for the supply of bunkers in South African ports.

Propulsion is provided by three Schottel azimuthing, rudder-propeller units, powered by a combination of electric motors and Cummins, QSK 19-M diesel engines. The tankers will be capable of delivering three product grades, namely, MFO, BGO and MDO simultaneously. Operational equipment include ultrasonic temperature compensated flow

meters, inline blending units, radar tank level gauging and cargo pumps capable of pumping rates up to 1,000 tonne per hour.

The two vessels will be shipped to South Africa on a semi-submersible barge and are expected to be in operation towards the end of April 2008.

Photo's :
Hans van der Ster ©



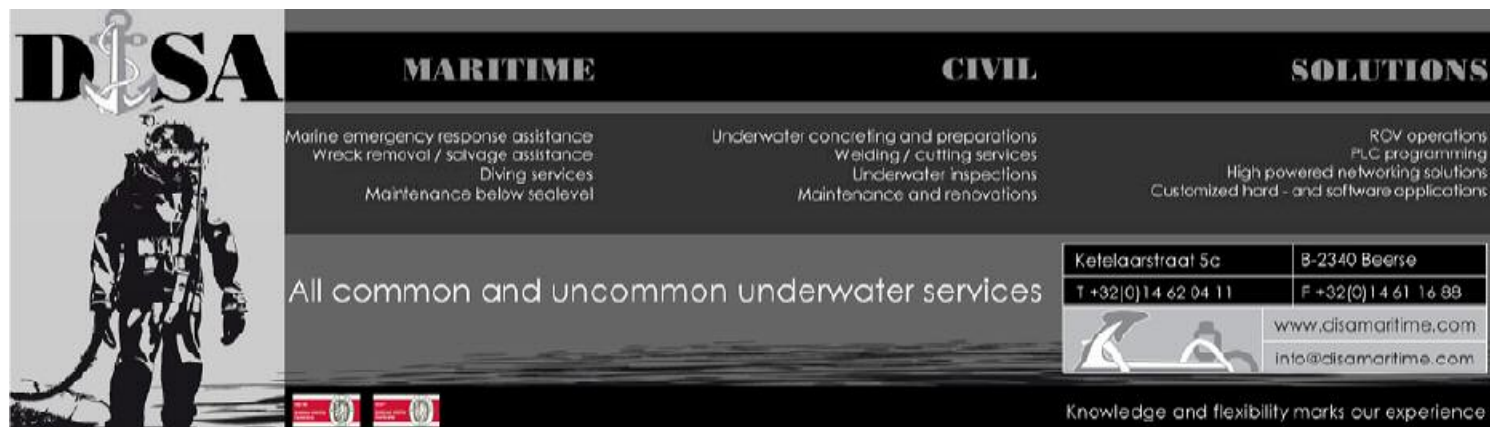
New shipyard for Houma

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Synergy Shipbuilding has leased five acres from the Port of Terrebonne. Houma, La., for \$3,000 a month and intends to build an indoor facility capable of constructing up to 330-foot platform supply vessels, reports [houmatoday.com](#).

According to the report Bill Underwood is the owner, shipbuilding manager, CEO and president of the new shipbuilding company which now employs about 20 people. Underwood reportedly plans to invest \$100 million to \$120 million in setting up facilities, but will start building ships in February using floating platforms.

Underwood worked for Edison Chouest Offshore's North American Shipbuilding for 12 years. **Source : MarineLog**



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VT Shipbuilding to Begin Offshore Patrol Vessel

VT Shipbuilding will start production of its latest export program on January 23 when the High Commissioner for Trinidad and Tobago starts the steel cutting process for the first of three Offshore Patrol Vessels at Portsmouth Naval Base. The 295-ft. ships will be used to help protect Trinidad and Tobago's oil and gas resources besides taking on constabulary roles such as environmental protection, fishery protection and anti-drugs operations. The first ship will be handed over in 2009. **Source : MarineLink**

Thai Fisheries Research Vessel

Khun Somwong Meepoon, managing director of Prakarn Kolkarn Shipyard Ltd. of Samut Prakarn has built many types of boats. These include dredgers, fishing boats and, a couple of years ago, a classic seven-meter teak and takien wooden launch for Thailand's Crown Prince. In January, the ISO 9001 certified yard was crowded with steel dredgers and a pair of wooden fishing boats all in for maintenance and repairs. In position near the shipyard's office the framing of a new hull sporting an elaborate garland of flowers honored the historic power of the bow stem on a Thai vessel. This new boat taking shape in a well respected yard is special as it will sever the Thai Department of Fisheries in research to assess fish stocks in Thai waters. At 23.5 by 6 meters, it is the size of many work-a-day Thai fishing boats but it has a relatively small fishhold and extra accommodation spaces for crew and researchers in the deck house and 3.25-meter deep hull. As for a great many of its commercial fishing cousins, the new research vessel will be powered by a single 600 hp Cummins KTA19 M3. Electrical power for the vessel will be provided by a Cummins 6BT5.9 DM powered 80 kW generator set. Trawl door davits will be mounted on the stern quarters and a fish-hold will be built into the after deck. Delivery is slated for later this year. **Source : MarineLink**

ROUTE, PORTS & SERVICES



DA QIANG seen enroute Rotterdam
Photo : Cees Kloppenburg ©

Yang Ming Ordered New Container Vessels

On January, 15 2008 All Oceans Transportation Inc., a subsidiary of Yang Ming Group, signed a contract with CSBC, Taiwan to construct five 4,500-TEU full container vessels, which are scheduled to be delivered from 2011 to 2012, the press-service of Yang Ming Marine Transport Corp. reports.

Including the above-mentioned 5 vessels, total 24 full container vessels ranging from 4250TEU-8200TEU are under construction by CSBC, Taiwan and are scheduled to join Yang Ming's fleet from 2008 to 2012- **Source : SeaNews**



The **MSC ORCHESTRA** seen moored in Tenerife.
Photo : Zvonimir Santek ©

Star Bulk Takes Delivery of Capesize Vessel and Expands Its Operational Fleet to Eight Vessels

Star Bulk Carriers Corp. announced that it has taken delivery of the "**Star Alpha**" (ex A Duckling), a Capesize vessel of 175,075 dwt built in 1992. Star Alpha is currently under a pre-existing time charter employment contract at a gross daily rate of USD 47,500 which continues until October 2009.

Star Bulk has agreed to acquire a total of nine dry bulk vessels including two Capesize, one Panamax and six Supramax vessels. As of today, the company has taken delivery of two Capesize and six Supramax vessels, thereby expanding its operational fleet to eight vessels. The ninth vessel, a Panamax, is scheduled for delivery within February 2008. The fleet profile appears in the table below.

Akis Tsirigakis, President and CEO of Star Maritime commented: "With the delivery of the **Star Alpha** the eight vessels delivered are already generating revenue that represents 95% of the entire fleet's earning capacity which is fully contracted for 2008. With our healthy balance sheet we continue to seek opportunities for further fleet growth in order to enhance revenue generation and shareholder value for the long term." **Source : Yahoo**



The 1986 built Fruit juice carrier **BEBEDOURO** seen in Santos

Photo : Rogério Cordeiro ©

Dockwise Ltd. subsidiary Dockwise Transport N.V. appoints Rob Strijland as Chief Operating Officer.

Company hires heavyweight operations professional to join executive team.

Dockwise Ltd. announces that its subsidiary Dockwise Transport N.V., one of the worlds leading integrated heavy marine transport companies, has appointed Mr. Rob Strijland as its Chief Operating Officer with effect as of 1 March 2008.

Rob Strijland (59) will be responsible for those disciplines involved in the execution of transports and projects , including Fleet Supervision, Quality & Safety, Health and Environment, Contract Operations and Engineering. Strijland

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is currently employed by Royal Wagenborg Group in the position of Director fleet management with responsibilities for Operations, Crewing and Fleet Management. Previous experience of Rob Strijland includes senior management positions with Hanson Aggregates (UK), Amsterdam Schipdock and ITC Towage and Salvage.

"I am extremely pleased with the addition of Rob Strijland to the executive team. Dockwise will most definitely benefit from his vast experience in shipping, shipconstruction as well as in the Oil and Gas industry" says André Goedée, CEO of Dockwise Ltd. "Rob Strijland will help Dockwise realize its ambition and fulfil the growth opportunities in the various strategic directions. With a view to the continuously increasing importance of the larger projects it is of great value that professional execution of the core activities as well as the larger offshore installation projects maintain the highest possible level of focus in the company."

"I'm grateful for the opportunities Royal Wagenborg has given me and the contribution they have provided in this phase of my career. I am at the same time very excited about the opportunities Dockwise will provide and the fact that my expertise and experience will contribute and will add value to the growth ambition of Dockwise" Rob Strijland adds in his comments.



The **FIGHTER** seen moored in Rotterdam – Photo : Huib Zuurmond ©

MOVEMENTS



The **BRITOIL 60** – Photo : M.Telman ©



The **FLINTERLAND** seen arriving in Willemstad (Curacao)
Photo : Kees Bustraan ©

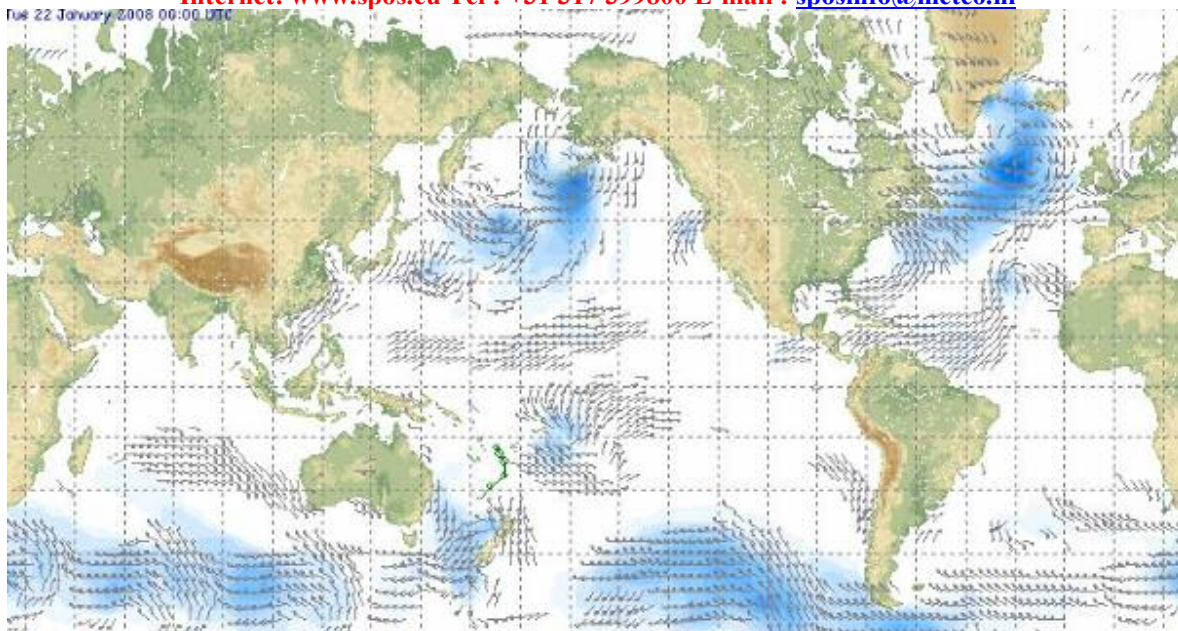
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The schooner "**METEOR**" seen north of Cuba.

Photo : Jan Berghuis – Master Retriever ©

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