

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 040



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**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](mailto:info@redwise.nl)

**[www.redwise.com](http://www.redwise.com)**



**The COSCO LONG BEACH seen approaching Rotterdam-Europoort**

**Photo : Piet Sinke ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **EKFORS** seen at Maaspilot station - Photo : Piet Sinke ©

### Olie verontreiniging

Rond 09.30 uur zondagmorgen ontving het Kustwachtcentrum een melding van een grote olievlek op ongeveer 30 km uit de kust bij Scheveningen. De vlek was waargenomen door een havendienst vaartuig. Hierop is één van de Kustwacht vliegtuigen ingezet die onmiddellijk is gaan kijken.



Het blijkt om een verontreiniging te gaan van ruim 8.8 vierkante kilometer. De veroorzaker van deze vlek is niet bekend. In overleg met Rijkswaterstaat Noordzee is besloten het oliebestrijdings vaartuig **Arca** hiervoor in te zetten. Inmiddels is ook het Kustwachtvaartuig **Zeearend** ter plaatse en deze hebben monsters genomen van de olie.

De wind is oostzuidooost 2 tot 3 Beaufort en na berekeningen is de verwachting dat de olie niet op het

strand zal aanspoelen. Foto : Fred Vloo ©

Het Kustwachtvliegtuig is voor een tweede vlucht opgestegen en zal de **Arca** van de benodigde informatie voorzien. De waterpolitie is een strafrechtelijk onderzoek gestart naar de dader. Bron : Nederlandse Kustwacht

## Rig evacuated in security alert

An oil platform in the North Sea is being evacuated in a security alert, it has been confirmed. A total of 539 people are being taken off the **Safe Scandinavia** in an operation involving 13 helicopters and a fixed wing aircraft.

They are being transported to other rigs in the area. The operation, 130 miles off the Aberdeen coast, began at 0920 GMT on Sunday and is being co-ordinated by Grampian Police.

A spokesman for Aberdeen Coastguard said it was a "large scale" operation and that two platforms were involved, but that just one was being evacuated.

Squadron leader Barry Neilson, from RAF Kinloss, said of the incident: "It's unusual, that's probably the best way to describe it. But it falls within our normal operating procedures and we are reacting accordingly.

He added that there was a report of a woman on the platform who had sparked the incident, but he could not go into details at this stage. The Press Association reported sources saying the platform involved was the **Safe Scandinavia** and that a "device" had been found on board.

However, Mr Neilson said "we are not sure about a device".



The **MAERSK KOLKATA** seen entering the port of Zeebrugge

Photo : Willem Kruit ©

## AHTS vessel 'Smit Lumut' delivered



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On January 28 AHTS vessel '**Smit Lumut**' was officially delivered in Nantong, China. The vessel is expected to arrive



at SMIT in Singapore on February 10, after which some rectification works need to take place. The Naming ceremony will take place in Singapore today, February 11<sup>th</sup>. Mrs Jennifer Teo, spouse of Richard Teo ( Manager SVMS SMIT Singapore), will act as sponsor lady for the '**Smit Lumut**'. Afterwards, on February 12, the '**Smit Lumut**' will leave for Saudi Arabia for Saudi Aramco on a 5-year contract serving several jack-up rigs and fixed installations in the Persian

Gulf. Source : SMIT – Photo's : John Bruinsma ©

## Grootschalige evacuatie na 'bomdreiging' op Noordzee

De Britse luchtmacht en reddingswerkers zijn vandaag massaal in actie gekomen om meer dan vijfhonderd arbeiders uit de olie-industrie van een zogenoemd hotelplatform in de Noordzee te evacueren.



De autoriteiten spraken aanvankelijk van een 'ernstig veiligheidsalarm', maar volgens Sky News gaat Londen intussen uit van een vals alarm.

Woordvoerders van Defensie spraken van een 'standaardprocedure' in dit soort situaties en zal de evacuatie wel gewoon worden afgerond om het zekere voor het onzekere te nemen. Volgens Sky News zou een vrouw aan boord van de installatie **Safe Scandinavia** een dreiging hebben geuit. Vervolgens werd de kustwacht gealarmeerd en zetten de autoriteiten een enorme actie op touw. Het leger

heeft een explosievenopruimingsteam naar de installatie ruim 200 kilometer uit de kust van Schotland gestuurd. Ook is de Britse regering op de hoogte gebracht.

Rond 10.30 uur werd alarm geslagen op het platform, dat momenteel vastzit aan een olieplatform. Veertien helikopters zijn ingezet om de 539 medewerkers van het platform in de Noordzee te halen. Zij worden vooralsnog niet naar de kust, maar naar installaties in de buurt gebracht om niet te veel tijd te verliezen.

De **Safe Scandinavia**, gebouwd in 1984, biedt onderdak aan maximaal 583 werknemers uit de olie-industrie. Het is eigendom van het bedrijf Prosafe, dat een hoofdkantoor heeft op Cyprus. Oliebedrijven kunnen het platform inhuren bij bijvoorbeeld grote onderhoudsklussen bij boortorens. Het platform, met een dekoppervlak van 400 vierkante meter en een eigen aandrijving, kan overal in de Noordzee worden gebruikt. **Bron : Stentor**

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Telephone : + 31 2555 627 11  
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E-mail: [oceantowage.sales@svitzer.com](mailto:oceantowage.sales@svitzer.com)





In yesterday's newsclippings a photo of the **Pawlina** taken by Lawrence Dalli was used. Above you see the model of the **Pawlina** built by **Stefan Thienel**. She is in scale 1:50 and also fitted with two azimuth thrusters, which can turn 360°. The model is fully radio controlled.

**Photo : Stefan Thienel ©**

## Australia - Ship turned away from WA ports

A Chinese cargo ship contaminated with lead has been denied access to Western Australia's ports and it has been forced to return empty to South Australia.

The M-V Lucy Oldendorff was to load 10-thousand tonnes of lupins at the Esperance Port but it was found to be polluted with lead from its previous job.

The Esperance, Albany and Bunbury port authorities have all rejected the ship's request to berth, saying it poses too much of a risk of contaminating staff and other export material.

Albany port's chief executive Brad Williamson says it is a highly unusual incident. "This is the first I've refused a ship entry, so it's quite an unusual event for ports," he said. **Source : abc.net.au**

## French navy seizes major cocaine haul off African coast

A French navy vessel seized three tonnes of cocaine from a Panamanian-registered boat off the west African coast, officials involved in the operation said Thursday. It is the second largest drugs haul ever seized by the French.

French sailors intervened as part of an international operation involving the Greek coastguard, the US Drug Enforcement Agency (DEA), the British authorities and the European police agency Europol.

The French boarded the **Junior** in international waters, 260 kilometres (160 miles) west of the port of Conakry in Guinea, as some members of the crew were getting ready to dump the container containing the drugs overboard.

It was their second such success in the region this year. On January 29, the French navy intercepted a Liberian fishing boat, the Blue Atlantic, 500 kilometres off the Liberian coast, and seized 2.5 tonnes of cocaine.

Thursday's haul came after a tip off from the Greek coastguard and following DEA surveillance of the Junior over several months. The Greek coastguard said they thought the boat, which had loaded its cargo in Greece, had originally come from Brazil and was bound for Algeria. It was carrying 107 cases, each containing 30 kilos (0.03 tonnes) of cocaine.

The crew consisted of a Greek captain and his second-in-command and seven crew members of African origin, they said. The Greek merchant marine ministry said one of the crew members had been previously arrested as a crew member on the tanker Archangel, seized by the Spanish authorities in 1995 with 2.7 tonnes of cocaine.

French investigators are waiting to hear from Panama to see if it will waive its legal interest in the boat registered under its flag.

If Panama does waive its rights, the French will be able to take the vessel to a French port and continue their investigation. If it does not, then the vessel will have to be taken back to Greece where it was loaded.

The largest cocaine seizure by the French authorities was 4.3 tonnes on November 16, 2006, off the coast of Antilles in the French Caribbean, in a Panamanian cargo ship bound for Spain. **Source : [africasia.com](http://africasia.com)**

## Norway sets commercial whaling quota for 2008, unchanged from previous 2 years

Norway has set a 2008 quota of 1,052 minke whales for its hotly protested commercial whaling, maintaining the level set in 2006 when it sharply increased the extent of the hunt, the Fisheries Ministry said Thursday.

The quota is the same for the third straight year, after the government increased the number of minke whales hunters were allowed to kill by 30 percent to 1,052 — the highest level since it resumed commercial whaling in 1993.

Hunters filled only about half the quotas in both 2006 and 2007, because of bad weather. Whalers need almost perfectly calm seas to spot and harpoon minke whales.

Greenpeace suggested, however, that the quotas were higher than the market needed.

"Quotas have rarely been met since Norway resumed whaling in 1993," said Truls Gulowsen, leader of Greenpeace in Norway. "There is no market for whale meat," he said, noting that Iceland stopped whaling in August 2007 citing lack of markets.

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Norwegians eat the red meat of whales, but the blubber is now dumped because there is no domestic market for the fatty tissue.

Norway angered environmentalists and many countries in 1993 by resuming the hunts in defiance of a 1986 commercial whaling ban imposed by the International Whaling Commission.

It has faced protests, boycott threats and even sabotage of fishing trawlers used to harpoon the sea mammals.

Norway is not bound by the IWC ban because of rules that allowed it to object to and opt out of the moratorium. Opponents of the hunt say it violates the spirit of the ban, imposed because some types of whales are endangered by over-hunting.

Norway says the minke — the smallest of the baleen whales at about 9 meters (30 feet) — are plentiful, and that it sets quotas based on scientific estimates maintaining a sustainable Norwegian minke population, now estimated at 107,000 animals.

"The model that is used to set quotas is conservative," the Fisheries Ministry said in a statement. "The quota is within an interval that researchers believe is completely safe when it comes to sustaining the minke whale population we hunt."

Gulowsen, of Greenpeace, said the hunt is a purely political symbol, used to convince small coastal communities that the government takes their economic problems seriously.

"The whaling sector in Norway employs about 100 people per year and is truly a marginal enterprise. In comparison, an average of 800 fishermen have lost their jobs in fisheries every year," he said.

In the latest suspected act of sabotage, the 89-foot (27-meter) trawler Willassen Senior sank in August at its dock on the Arctic Lofoten Islands. Police reported clear evidence of sabotage.

An anonymous posting on the Web site of American activist periodical Bite Back, dated Sept. 11, claimed a group calling itself Agenda 21 was behind the attack, and sank the boat by opening the sea water intake valve and removing a large section of engine cooling pipe. **Source : iht.com**

## CASUALTY REPORTS

### Nine people remain missing after a ship sank in Papua

Rescue workers in Indonesia's Papua are continuing their search for nine people who had been on a ship which sank near Merauke on Wednesday.

Police say the **MV Ratna Utama** had been carrying 17 people on its way to Kepi when it sank after hitting coral east of Habe Isle. The Jakarta Post newspaper reports that eight people on board the vessel have already been rescued by the **MV Indo Lautan** and rushed to a hospital in Merauke. **Source : rnzi.com**

## NAVY NEWS

### U-turn Navy vessel back in port



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A Royal Navy vessel on its way to a diplomatic tour in the Indian Ocean has been unable to leave port for a second time due to mechanical failures. **HMS Illustrious** is in Portland, Dorset, after a system that stops oil being discharged from the ship became faulty.

The ship first left Portsmouth on 21 January to carry out exercises in the Channel before its four-month tour.

But a faulty refrigeration unit meant it was forced to do a U-turn for repairs, finally leaving on 25 January.

A Royal Navy spokeswoman said the visit to Portland was planned despite the latest mechanical problems preventing the vessel returning to sea. She said the fault was with the "oily water separator system", which is used to remove oil from water in the ship's bilges, before it is discharged into the sea.

The vessel is due to leave on Sunday, she added. In December 2004 **HMS Illustrious** returned to service after a £120m refit.



Photo : Lawrence Dalli - Malta Ship Photos ©

The two-year revamp was designed to extend the working life of the 20,000-tonne ship by up to 10 years.

Source : BBC News

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## Nuclear ships could make a comeback

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Back in his days as a Navy sailor, Dave LaFave loved working aboard nuclear-powered ships. "There was no smell of gas fumes. It was a cleaner atmosphere," said LaFave, 68, of Bainbridge Island, Wash. He served as an engineer's mate on the cruisers **Bainbridge** and **Long Beach**.

Those vessels spent time home-ported in San Diego as part of a Navy experiment with nuclear surface ships that started in 1961. Because such cruisers and aircraft carriers never needed refueling, they could travel quickly to trouble spots and stay there as long as needed. The Navy prized these advantages, but the Pentagon came to see them as costly luxuries.

The experiment with nuclear cruisers ended a decade ago, killed by cheap oil, the crushing expense of atomic technology and the difficulty of recruiting, training and keeping specially trained crews in the slimmed-down, post-Cold War Navy.

Today, the Navy's nuclear fleet consists of only aircraft carriers and submarines. But the equation could change soon. Prompted by higher fuel prices, the Pentagon may greenlight a comeback for nuclear cruisers and perhaps other surface ships. Defense analysts said some of those vessels would surely wind up in San Diego because the Navy is shifting much of its forces from the Atlantic to the Pacific, where it perceives the growth of terrorism and other threats.

"The cost ratios have changed dramatically since the 1970s and '80s," said Scott Truver, a national-security expert for the defense contractor Gryphon Technologies in Greenbelt, Md. Truver moderated a panel on shipbuilding yesterday at the annual West 2008 conference at the San Diego Convention Center. The event is one of the largest military trade shows on the West Coast.

In December, Congress approved a resolution calling for all future Navy ships to be outfitted with nuclear propulsion. The measure also requires the president to justify any decision to build conventionally powered vessels.

Senior Navy leaders are reviewing a recently completed study by the Center for Naval Analyses that looks at several options for building nuclear ships. Officials for the Navy and the center declined to discuss the report's findings, but plenty of well-connected ex-officers said the nuclear option is worth considering.

"Two years ago, I would have said 'no way,' " said retired Vice Adm. Timothy LaFleur, who once led the Naval Surface Forces command and now works for a defense consultant in San Diego. "I think the scales are beginning to tip."

Despite bipartisan agreement in Congress, the construction of more nuclear surface ships faces an array of obstacles. Money is by far the biggest.

Adding a nuclear reactor to a conventionally powered ship would cost \$600 million to \$800 million, according to a 2006 study by the Naval Sea Systems command. That is a premium of 22 percent to 80 percent, depending on the type of ship.

In addition, defense experts said, it costs more to staff nuclear ships compared with diesel-electric ones because the Navy must find sailors who are able to master the highly technical requirements for a nuclear fleet.

"You're looking at a different quality of kid to be a petty officer on a nuclear ship," LaFleur said. When a nuclear ship reaches retirement age, the Navy must go through a dangerous and expensive disposal process because the vessel's reactor is contaminated with radiation.

"You have to pay a lot of money to get rid of them," said Norman Polmar, an independent analyst who writes books about the Navy. "From birth to death, they're expensive."

While the Navy would save plenty in fuel costs, an analysis last year by the nonpartisan Congressional Research Service indicated nuclear ships in most classes probably would still cost more unless oil prices climb significantly. But given that prices have risen five-fold in the past decade, that prospect no longer seems unthinkable.

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The only class of ships that looks cost-effective are cruisers – medium-sized escorts for aircraft carriers whose main role is anti-aircraft defense. San Diego's fleet of 45 Navy ships includes seven Ticonderoga-class cruisers launched from 1987 to 1994. The Navy is on the verge of replacing its 22 Ticonderogas with a fleet of 19 cruisers called CG(X) by 2023.

The Defense Department's latest budget, released Monday, proposes building the first CG(X) in 2011 and the second in 2013. Pentagon officials have projected the cost of the first ship at \$3.2 billion – without nuclear power.

Installing atomic reactors would not only raise the price but also delay the ships' delivery, said Rear Adm. Stanley Bozin, the Navy's budget director.

"Our concern is that we'd like to get new cruisers. We need to get them as soon as we can," he said.

The question of going nuclear is coming at a time of unparalleled pressure on the Navy's shipbuilding budget. The service is struggling to boost its fleet from 279 ships to at least 313 in the next 20 years. Defense analysts have said the increase will require a substantial boost in annual construction funds above the current level of about \$11 billion.

At the same time, the Pentagon is straining to fund two wars, replenish an Army and Marine Corps whose equipment has been worn down by combat in Iraq and Afghanistan, replace the Air Force's aging aircraft and pay for ballooning medical costs.

"If you really want more ships, going nuclear right now isn't the way to do it," Bob Work said during yesterday's shipbuilding panel. He is a vice president for the Center for Strategic and Budgetary Assessments, a nonpartisan research group.

The Navy has experience with atomic power, having launched its first nuclear submarine, the Nautilus, in 1954 and its first carrier, the Enterprise, in 1961.

Nuclear ships don't give off greenhouse gases, supporters boast, and modern reactors can offer 30 or more years of uninterrupted service.

Supporters of nuclear ships include Jerry Fulk of Bonita, who worked as chief engineer and then executive officer aboard the Bainbridge during the Vietnam War. Because the cruiser didn't need refueling, it could steam farther from port and closer to North Vietnam, carrying out its job of detecting enemy aircraft.

"There was no need for us to leave our (duty) station," said Fulk, 73, who retired as a Navy captain in 1986.

LaFave, the former Bainbridge sailor, still regrets that the Navy retired its nuclear cruisers.

"It was mind-boggling to me," said LaFave, who retired from the Navy in 1978 as a master chief petty officer and later worked at a shipyard helping to dismantle the ships he once served on. "I'd be a strong supporter of bringing them back."

Copley News Service reporter Paul Krawzak and staff librarian Denise Davidson contributed to this report.

Source : [signonsandiego](#)

## LPD Lite For Peacekeeping

For the last few years, Canada and Holland have both been developing an interesting variation on the LPD type amphibious ship. This is the 27,000 ton Joint Support Ship (JSS).

It looks like an LPD (it has a helicopter deck aft, in addition to a well with some landing craft), but is basically a combination tanker/cargo/vehicle transport (roll on/roll off) ship, with communications capabilities and space for a hundred or so staff personnel (for running a humanitarian operation ashore) and a small hospital.



The ship is built to commercial, not military, standards. It carries some defensive weapons, but is not really built for combat. The crew of about 200 is there to support humanitarian or peacekeeping missions, but can also serve as a floating headquarters for any small scale military operation.

The Netherlands and Canada are each planning to build one. The Canadian one is more expensive, because it is built (with a stronger hull) to deal with sea ice (up to two feet thick). The Canadian JSS would cost nearly \$600 million each (for three), the Dutch one would cost 10-20 percent less. **Source : strategypage**

## Surface Warfare - German Peacekeeping Warship

After six years of planning and construction, the German Navy received the first of its 1,800 ton K130 ocean going corvettes. These will replace S143/148 class coastal patrol boats, which were designed for combat along the Baltic



Coast. The K130s are designed for moving long distances to support peacekeeping missions, or any other type of mission NATO might have outside of Europe.

The K130 design is based on design designated MEKO-A100 frigate. The K130s can remain at sea for seven days without replenishment, and 21 days if they receive some resupply via helicopter. The K130s are still basically coast defense ships, but they are also built for long ocean voyages, and are able to proceed at 25-30 kilometers an hour in heavy seas. Top speed is 46 kilometers an hour.

The crew of 65 operates a highly automated ship. Actually, crew size can be as small as fifty. Armament consists of a 76mm gun, two 27mm autocannons, two 21 cell Rolling Airframe Missile systems (for missile defense) and four RBS-15 anti-ship missiles. There is a helicopter pad, but only for landing and refueling helicopters. The ships can carry a small helicopter, and eventually the navy would like to have a pair of UAVs in the future. Four more K130s are being built, and the navy would like to have at least a dozen of them. **Source : strategypage**

## SHIPYARD NEWS



The dredge **Pelican** seen in the Lyttelton dry-dock 04.02.08 having general repairs carried out. In late January the dredge was reflagged from Cyprus to New Zealand and is now registered in Timaru. The dredge is expected to leave Lyttelton around 18.02.08 after completing some channel dredging. From Lyttelton the **Pelican** is heading to Tauranga in the North Island to carry out some work there before heading to work in Victoria, Australia.

Photo : Alan Calvert ©

## ROUTE, PORTS & SERVICES

### Bourbon extends its strategic horizon

Paris-headquartered Bourbon has unrolled a new look strategic plan, called Horizon 2012, that will again see it increase its newbuilding and recruitment programs. As well as adding new offshore vessels and ROV's it will invest 300 million euros in 16 newbuildings for its Bulk Division.

Essentially, the plan extends Bourbon's strategic planning horizon from 2010 to 2012.

Bourbon's earlier Horizon 2010 strategy was developed at the end of 2005, against a background of strong demand from oil companies, who were set to make massive investments in the offshore arena to extend reserves and develop production. At that time, Bourbon had three divisions: Offshore, Towage and Salvage, and Bulk.

Today, Bourbon expects that oil and gas investments to be higher than initial estimates but says that growth has been slowed by bottlenecks at equipment suppliers. Oil field investments are expected to be spread out over time and generate a positive extension of the production cycle. Bourbon has more maneuvering room to respond, following the

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recently completed sale of its port towage business. It now has two divisions: Offshore (which now includes the salvage business of Les Abeilles International), and Bulk Transport.

The new Horizon 2012 plan, covering the five years from 2008 to 2012, is characterized by:

- expected average annual revenue growth of 17 percent, including 21 percent 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 percent in 2012,
- investment, in addition to the installments paid in 2007, of 2 billion euros, 85 percent of which will be devoted to the Offshore Division and largely financed by cash flow.

Within the Offshore Division, Horizon 2012 calls for:

- integration and development of a new "Subsea Services" activity, resulting in a new organization for the Division:
- expected average annual revenue growth of 21 percent a year for the Offshore Division, including 17 percent for the Marine Services Activity and 38 percent for the Subsea Services Activity,
- investment of 1.7 billion euros, in addition to the installments paid in 2007, essentially for the expansion of the fleet of Offshore vessels and ROVs--including 10 GPA 696 type IMR (inspection, maintenance and repair) vessels ordered at the beginning of 2008 at a cost of 450 million euros.

In the Bulk Division, in a favorable environment, Bourbon's goal within the next 5 years is to strengthen its position as a shipowner and expand its line of bulk carriers to better meet the needs of its industrial clients.

The Horizon 2012 plan for the Bulk Division is characterized by expected revenue growth of 7 percent a year and investment of 300 million euros for 16 new bulk carriers (4 Panamax, 11 Supramax and 1 Cement carrier).

Nearly 5,000 new employees will join Bourbon by 2012, more than doubling its current workforce. Measures already taken to achieve previous recruitment and training objectives will be expanded to meet the challenges in the offshore sector: to recruit the best candidates and train all employees to guarantee the Bourbon Standard of Expertise in cooperation with the DNV.

The policy of building in series is logically being applied to the Subsea Services Activity, where an order for 10 next-generation IMR vessels has been placed with competitive shipyards in order to optimize construction and maintenance costs.

By 2012, Bourbon intends to become the leader in modern offshore oil and gas marine services, by offering to the most demanding oil and gas clients worldwide a full line of new generation, innovative, high performance vessels and an expanded offer of subsea services.

Bourbon continues to protect the French coastline with its vessels chartered by the French Navy, and is developing its bulk transport business for industrial groups within long-term contract relations. **Source : MarineLog**



## Ferry service between Mumbai, Navi Mumbai by month end

Harried train commuters on Harbour line can now look forward to some relief as the National Maritime Board has given green signal to the much-awaited ferry service between Navi Mumbai and Mumbai.

Hind Jal Pravasi Vahtuk Sanghtana (HJPVS) will start a ferry service from Belapur, Navi Mumbai (Sagar Vihar, sector VI) to Gateway of India in South Mumbai.

"We are going to start the ferry service from February 20 as our organisation has received required permission," Chairman of HJPVS Sandeep Naik told PTI.

The service will enable commuters to travel from Navi Mumbai to Mumbai in just 30-35 minutes as compared to one hour 10 minutes by local train.

The total distance between Belapur and Gateway of India is 14 nautical miles which will be covered in just 30-35 minutes in a ferry, Naik said.

The service would come as a relief to the commuters on the Harbour line (Panvel in Navi Mumbai to Chhatrapati Shivaji Terminus in Mumbai) who otherwise have no option but to travel in overcrowded trains, he said.

We had carried out a survey in Navi Mumbai before starting with the service. The response from local people as well as corporate sector was remarkable, Naik said.

As per the survey, 5000 plus passengers can travel daily from the ferry Navi Mumbai to Mumbai.

Initially, the ferry service will be made available every two hours and will transport 200 commuters in one go, he said

Source : Times of India

## Practical Fire Fighting for HAL ship's crew on Curacao

Last week two of the ships of Holland America Line, the **Maasdam** and the **Volendam** were involved in practical fire fighting exercises on the island Curacao. Crew onboard of cruise ships are subjected to a lot of exercises and drills to stay updated and to keep their skills at a high level. This training is usually done onboard the ships.

To get experience in a real fire and smoke environment, the Dutch Caribbean Training Center organized a realistic training on the training facilities of Dutch Caribbean Training Center Ltd. in close contact with Holland America Line. This training institute founded by Curacao Port Authorities and De Ruyter Training & Consultancy from Flushing

in the Netherlands can provide in all STCW 95 courses. The "hot" fire fighting training of six hours in which the fire fighting teams of the **Maasdam** and the **Volendam** were involved improves skills in both fire fighting as in communication and teamwork of the crew.



While the ship is able to continue their daily routines at the port of Willemstad at the same time groups of 12 persons of their crew were training. In the near future the crew will be able to conduct the same training on either Jamaica or Curacao since DCTC Ltd. is in close cooperation with CMI, Caribbean Maritime Institute, of Jamaica. In the coming weeks more crew of the HAL will be training at the training site of DCTC Ltd.

## **Bunker fuel back in production at Cape Town**

Production of liquid petroleum gas, ship gas oil fuel and jet fuel resumed, says a statement issued by the Chevron refinery in Cape Town.

The Chevron refinery was forced to shut down because of power outages last week but had begun the process of starting up production after the unplanned shutdown.

The statement said that these products will be available for sale by the end of the week, presumably meaning today (Friday).

"Chevron currently has sufficient stocks of petrol and diesel, and expects to resume production of liquefied petroleum gas and bunker gas oil (for ships) from tomorrow evening. Jet fuel production will also resume late tomorrow and, with contingency plans already in place to source additional product from other suppliers, Chevron expects jet stocks to normalise soon," the statement issued on Wednesday said.

"The refinery also starts planned maintenance on some of its production units from the end of this week until the first week of March. This planned work will not affect fuel supply as contingency plans are already in place to ensure fuel is available during the maintenance period," it said.

The situation at two refineries in Durban does not appear to be at risk, owing to the Sapref and Engen refineries being regarded as industry key points and therefore 'immune' from load shedding. A similar situation exists at the Natref refinery at Sasolburg where no load shedding has taken place.

The energy crisis in South Africa, brought about by a shortage of power station capacity is heightening fears that South Africa may be heading towards a recession. **Source : [ports.co.za](http://ports.co.za)**

## **Cruise Ship Docks in Mombasa**

The first cruise ship to arrive at the port of Mombasa since violence erupted after the December 27 poll docked with 200 tourists. Mv **Silver Cloud** docked on Thursday for a daylong call enroute to Mahe, Seychelles.

One hundred and sixty passengers disembarked at the port while another 145 joined the voyage for its final leg that will end in the Gulf. The 16,800 tonne vessel has a crew of 212.

The vessel, operated by Silver Sea Cruises, started its journey from Port Louis in Mauritius through the Indian Ocean before making the Mombasa stopover. Silver Sea Cruises, which also has in its fleet **Silver Shadow, Silver Whisper** and **Silver Wind**, was voted the world's best small ship cruise line.

The vessel comes amid security fears that led to cancellation of visits by major cruise liners following the post-election violence. Security was tight at berth Number One where the vessel docked. Kenya Ports Authority security, Tourist Police and Marine Police were manning precincts of the berth.

Policemen with sniffer dogs combed luggage of tourists disembarking from the ship. Mr Charles Muia, General Manager of Mombasa Serena Beach Hotel, exuded confidence at the ship's arrival and said that the Kenyan Coast has continued to experience relative calm.

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The cruise season in the Indian Ocean stretches from November to March. It is during this period that waters are calm and cruise operators reposition their vessels in search of warmer climates.

Meanwhile, the Kenya Wildlife Service (KWS) is keen on launching commercial air services to fly tourists to game parks. In an interview with The Standard, KWS Director, Dr Julius Kipn'getich, said the organisation would present a fresh request to the Kenya Civil Aviation Authority (KCAA) for a commercial air licence.

"We have been slotted for hearing before the KCAA board in April and hope to be successful, Director said.

Earlier attempts by KWS to acquire a commercial licence to operate flights have not been successful after other air operators raised complaints of unfair business competition. But Kipn'getich said KWS intends to fly to areas where other air operators don't. "We will only fly on routes where others don't. We will compliment each other," Kipn'getich added. He said KWS planned to fly to Sibiloi National Park, Marsabit, Ruma and Mt Elgon National Park.

Source : [allafrica.com](http://allafrica.com)



## FY 2009 budget disappoints ports

The American Association of Port Authorities (AAPA) says that it is "disappointed that the Bush Administration has proposed still another annual budget that would significantly underfund the Department of Homeland Security's (DHS) Port Security Grant Program and the portion of the U.S. Army Corps of Engineers' Civil Works Program that provides crucial navigation access to ports. While the Administration did increase its funding request for a key program that provides incentives to reduce diesel emissions from trucks and other equipment, the increase is far below what Congress authorized for the program."

"AAPA and its member ports understand the Administration's desire with this budget to direct funding to programs that stimulate the economy, but that's precisely what ports do," said Kurt Nagle, the association's president and CEO. "We hope that, as the budget process progresses, Congress will recognize as it did last year that port security, navigation maintenance and clean-air initiatives are the kinds of programs that enhance the economy by helping protect our critical infrastructure and ensure that goods can keep moving without undue impediments."

The Administration's budget request calls for a 7.6 percent overall increase in DHS's budget in fiscal 2008, but recommends a huge decrease for port facility security. It recommends the Port Security Grant Program--the only federal program that assists public ports to fund marine facility security improvements--receive \$210 million in Congressional appropriations. This is the same amount the Administration recommended in its FY 2008 budget, even though both the Administration and Congress authorized \$400 million for the program in the 2006 SAFE Port Act and both approved a \$400 million appropriation for port security grants in the fiscal 2008 omnibus appropriations bill.

For more than five years, says AAPA, it has urged the Administration and Congress to annually fund the Port Security Grant Program at the \$400 million level. "This funding level is especially important to ports since they are in the process of implementing the federal Transportation Worker Identification Credential (TWIC) program, with its associated costs such as installation of technology to read TWIC cards," notes AAPA.



### NAVIGATION FUNDING

Mr. Nagle said the ports association is also disappointed with the Administration's fiscal 2009 budget request calling for no increase in the Corps of Engineers' budget to pay for maintaining federal navigation channels. While at least \$1.3 billion in funding from the federal Harbor Maintenance Trust Fund is needed just to maintain these channels, the budget calls for only \$729 million, which is \$6 million less than it requested for fiscal 2008.

"On the bright side, the Administration is asking for \$14 million more than last year for navigation dredging studies and deep-draft construction, which would be helpful to ports trying to accommodate the needs of today's larger ships," said Mr. Nagle.

### AIR QUALITY

The Administration's funding request for the Environmental Protection Administration to implement the Diesel Emissions Reduction Act (DERA)--which provides grants to entities like ports and school bus owners to help reduce pollution from older diesel engines--comes in at \$49.2 million. This represents a significant increase over last year's \$35 million budget request and is only slightly less than the \$50 million Congress appropriated in fiscal 2008. While AAPA does not agree with the budget's proposal to restrict funding only to areas of the country in non-attainment for air quality standards, Mr. Nagle said the association supports the Administration's request for increased appropriations, noting that AAPA's goal is to reach an annual funding level of \$200 million, which the 2005 DERA legislation authorized. **Source : MarineLog**

## Agents don't expect weak economy to slow cruise sales

More choices in food, activities, itineraries and luxury are the trends shaping the cruise industry for 2008. But the big



unknown is prices. The Cruise Lines International Association estimates that 12.6 million people cruised in 2007, a 4.6 percent increase over 2006. The group believes demand will hold, with a projected 12.8 million passengers for 2008 despite the weakening economy. A recent CLIA survey of 500 travel agents found 90 percent expect 2008 cruise sales to be as good or better than 2007.

The **QUEEN MARY 2** seen departing from Curacao  
**Photo : Kees Bustraan ©**

Consumers with flexible vacations may be in for some deals. "The more uncertainty there is in the marketplace, the more deals there will be later in the year," said Heidi Allison Shane, for CruiseCompete.com. The softest markets, she predicted, will be mega-ships going to the Caribbean and Bermuda.



HAL's **EURODAM** seen fitting out in Marghera (Italy)

Photo : Jan Westerbeek ©

Carolyn Spencer Brown, editor of CruiseCritic.com, expects the real deals to be found on older ships in cruise line fleets. Big ships launching in 2008 include Cunard's **Queen Victoria**, Holland America's **Eurodam** and Celebrity's **Solstice**. Others are Royal Caribbean International's **Independence of the Seas** in May; MSC Cruises' **Poesia**, April; Carnival **Splendor**, July; Princess Cruises' **Ruby Princess**, November; and MSC Cruises' **Fantasia**, December.

Other cruising news for 2008:

**Activities:** In December, Celebrity will launch **Solstice** with a half-acre of real grass on the top deck. Guests can play bocce and croquet, picnic with wine and cheese, or practice putting. In August, Nickelodeon offers its first family cruise aboard Royal Caribbean's Freedom of the Seas, with a Western Caribbean itinerary. Shore excursions continue to reflect demand for active and authentic experiences such as kayaking and wildlife watches.

**Food:** More ships are offering casual dining that does not involve scheduled seatings and formal dress. Passengers can also enjoy wine tastings and cooking classes.

**Luxury:** More cruise lines are offering more luxurious accommodations with private elevators or courtyards, and suites located near spas.

## New man in charge at East London port terminals

East London has a new man in charge of Port Terminals – Robert van Rooyen has taken over from Pieter Klinkradt who retired recently as Business Unit Executive for Transnet Port Terminals.

Van Rooyen is a graduate of the Rand Afrikaans University where he completed his Bachelor of Commerce degree in 1994 before joining Anglo Platinum as a financial manager. He moved to Transnet Port Terminals (then known as

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SAPO – South African Port Terminals) in 2006, being appointed financial manager at the Saldanha terminal, where he was exposed to the operations side of the business when he acted as business unit executive at the iron ore terminal.

Van Rooyen's new appointment places him in an oversight position of the East London Car Terminal as well as the container terminal and other terminal facilities at the port. The port's car terminal in particular rates as world class and is shortly to be expanded by way of additional berthing. **Source : ports.co.za**



The **MAERSK CHALLENGER** seen arriving with the **Saipem barge S 600** in Rotterdam  
**Photo : Jaap van de Meeberg ©**

## India's multipurpose scientific vessel ready

India's new multipurpose scientific vessel is ready for deployment and will be at the forefront of the country's sea research. India's new multipurpose scientific vessel is ready for deployment and will be at the forefront of the country's sea research.

Named **Sagar Nidhi**, it is parked off the east coast of Tamil Nadu. **Sagar Nidhi** will be dedicated to the nation after Science and Technology Minister Kapil Sibal returns from Australia, officials at a scientists' meet here said.

It is expected to provide logistical support in India's Antarctic II and Arctic missions, which are on the cards in the next five years. It will have on-board housing facilities for nearly 40 scientists. The more than 100 m long, 20 m wide vessel is about 5 m deep and can achieve a speed of anything between 10 and 20 knots.

The ship will assist the department of science and technology and the ministry of earth sciences with technology services and demonstration in the government's new initiatives in shallow water surveys, deep sea mining and ocean technology ventures like gas hydrate extraction technology development. It has the capability to monitor remotely operated vehicles, autonomous underwater vehicles, support underwater observation systems and help with the maintenance of data buoys.

Among the latest instruments it carries is a dynamic positioning system, systems for launching remote controlled vehicles, hydraulic lifts, a low free board, 10-tonne cranes to repair data buoys in mid-sea, salvage and tow gear for emergency assistance, a helipad on board, ice strengthening gear, modular labs and science vans.

**Source : indiaprwire.com**

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## Maersk CO2 output 'equal to Denmark'

Denmark's Liberal Party (Venstre) has called for an international agreement to limit emissions from ships following revelations that the shipping and oil exploration activities of A.P. Moller - Maersk emits as much CO2 as the whole of Denmark, its home country.

Energy consumption figures presented to the Danish paper Berlingske Tidende by A.P. Moller - Maersk show the shipping giant's 1.000 ships, combined with its North Sea oil activities, contribute 40-50 million tonnes of carbon dioxide (CO2) emissions annually.



3 Maersk vessels moored in Rotterdam-Europoort, the **Maersk Antares**, **Luna Maersk** and the **Arnold Maersk**.  
seen all in line at the Europa harbour

**Photo : Jacco van Nieuwenhuyzen ©**

"We are facing a huge environmental challenge," acknowledged Nils Smedegaard Andersen, CEO of A.P. Moller - Maersk. Shipping's carbon footprint has come under increased scrutiny.

Environmentalists have criticised the fact that emissions from international aviation and shipping are not included in the current CO2 figures and reduction targets of individual countries in the European Union. In line with other environmental organisations, Greenpeace wants accountability for CO2 emissions from ships.

"Even if a large portion of the Maersk fleet isn't formally domiciled in Denmark, it is in the end Maersk's - and Denmark's - responsibility to limit CO2 emissions," a Greenpeace representative told Berlingske Tidende.

Confronted with the CO2 figures, the environmental spokesman for the Venstre political party said he was surprised at just how big it was. He said it would have a seriously negative effect Denmark's CO2 balance sheets if the Maersk fleet emissions were included.

"It would be unreasonable if Denmark alone was to carry this burden. Maersk ships sail all around the world, so this is a problem that should be addressed with an international agreement," the spokesman said.

Vice President of A.P. Moller - Maersk, Knud Pontoppidan, told Tradewinds that comparing the company's CO2 output with Denmark's was "not fair", and had only been done because it was based in Denmark.

"If we were based in the US it would be a relatively small number as that nation's emissions are so high," Pontoppidan said. He said most of the company's shipping activity, and therefore emissions, took place in China, the US or India.

The paper said the **Emma Maersk**, the world's biggest container ship, would only sail 4.5 meters on one litre of oil. A container ship burning 200 metric tonnes (mt) of intermediate fuel oil (IFO) per day emits 634 mt CO2 per day, or 177,520 mt of CO2 per year based on 280 days at sea.



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By comparison, a BMW 1 series car averaging 20,000 kilometres per year produces around 2.8 tonnes of CO2 per year, meaning one container ship emits as much CO2 as 63,400 BMW 1 Series automobiles per year.

In the face of recent outcry about its carbon footprint, the shipping industry's main defence is that it is the most energy-efficient mode of transport available.

The horsepower of a PS-class vessel like the **Emma Maersk** equals that of 1,156 family cars, but its carrying capacity means it can achieve very low energy consumption per tonne of cargo carried.

The **Emma Maersk** can carry up to 11,000 full containers weighing 14 tonnes each, equal to a train 71 kilometres long.

Source : [hellenicshippingnews](http://hellenicshippingnews)

## MOVEMENTS



The 61 mtr long **OCEAN SUPPORTER** seen enroute Rotterdam, Sunday morning, the vessel is built during 1983 as the **MAHONE BAY** at the HHI industries in Korea under yard number 818, in 1988 the AHTS was renamed in **MAERSK SUPPORTER** in 1998 she got the name **MAERSK HANDLER**, followed by **MAERSK TRINITY** during 2002, in 2005 she was renamed in **MISR GULF VII** followed by **ANCHORMAN** in 2006, and last month the AHTS received the name **OCEAN SUPPORTER**

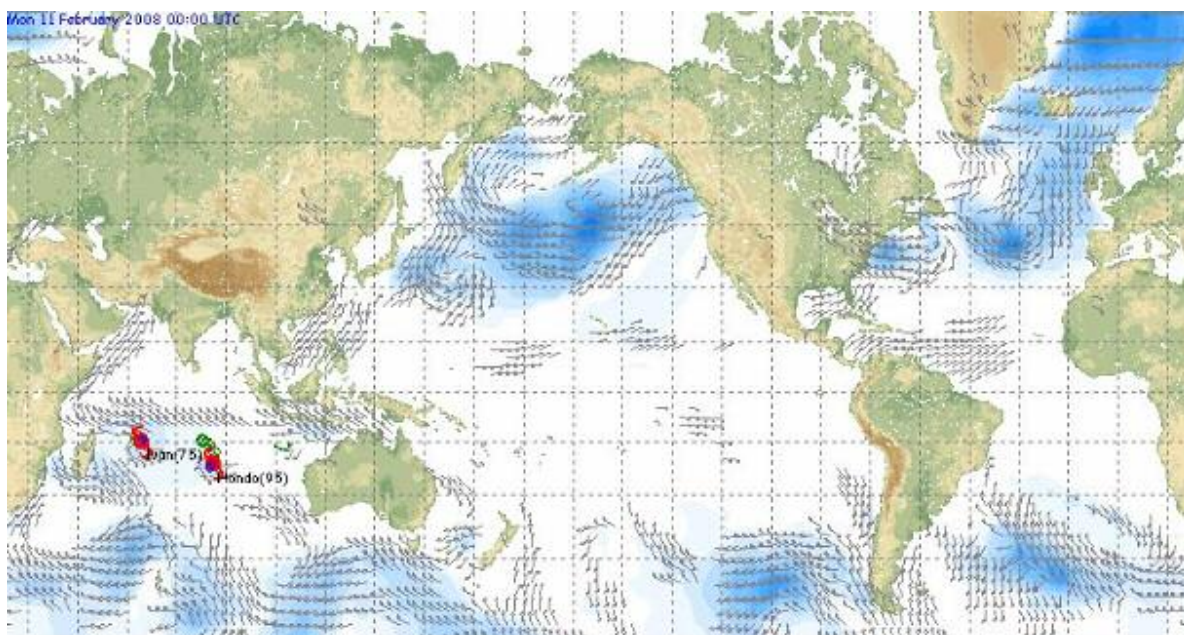
Photo : Nico Ouwehand ©

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## **.... PHOTO OF THE DAY ....**



Pilot tender **EXPLORER** seen enroute Hoek van Holland crossing the sunlight during the sunrise Sunday morning  
**Photo : Piet Sinke ©**

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