

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 046



Number 046 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 17-02-2008**

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



Exceptional Transport Management

Heavy Marine Transport, Offshore Transport and Installation, Onshore Projects

For more information, please visit our website:

www.dockwise.com



Ocean Africa's TUGELA seen in Cape Town

Photo : Ian Shiffman ©

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

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS



Iskes **ARION** seen assisting the **NYK LEO** in the IJmuiden Locks

Photo : Joop Marechal ©

NORWEGIAN OWNERS APPROVE LIBERIAN REGISTRY

THE Norwegian Shipowners' Association (NSA) has lifted its recommendation not to use the Liberian ship registry, which has been in effect since 2001. In a statement the NSA says, "The basis for normalising the NSA's position on the Liberian registry includes the positive developments in Liberia, the position of the UN and the Norwegian authorities, and the increased transparency concerning financial transactions between the registry and the Liberian authorities."

In late 2001, the NSA recommended its members not to use the Liberian registry until the country "answered the UN's call for increased transparency surrounding cashflows from the country". In addition, the NSA noted at that time that "the UN Security Council has adopted a number of resolutions on the situation in Liberia ..."

The NSA says, "The Norwegian authorities have now recognised the positive developments in Liberia, not least by upgrading the Norwegian diplomatic presence in the country, cancellation of debts and providing assistance for reconstruction. On this basis, and because the Liberian registry has met the requirements of increased transparency concerning financial transactions between the registry and the Liberian government, the board of the NSA has found it appropriate to lift the recommendation to its members not to use the Liberian ship registry."

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 046

Scott Bergeron, Chief Operating Officer of the Liberian International Ship & Corporate Registry (LISCR), the US-based manager of the Liberian registry, says, "We welcome this decision by the Norwegian Shipowners' Association. The Liberian registry is a natural home for all quality owners, and we are confident that its continued, planned growth will be bolstered still further by this decision from Norway." **Source : Maritime Global Net**



Seamanship
Whatever the ship. Wherever delivered.

GLOBAL SHIP DELIVERY & CREWING



REDWISE MARITIME SERVICES B.V.

Amersfoortseweg 12-E

3751 LK Bunschoten-Spakenburg

The Netherlands

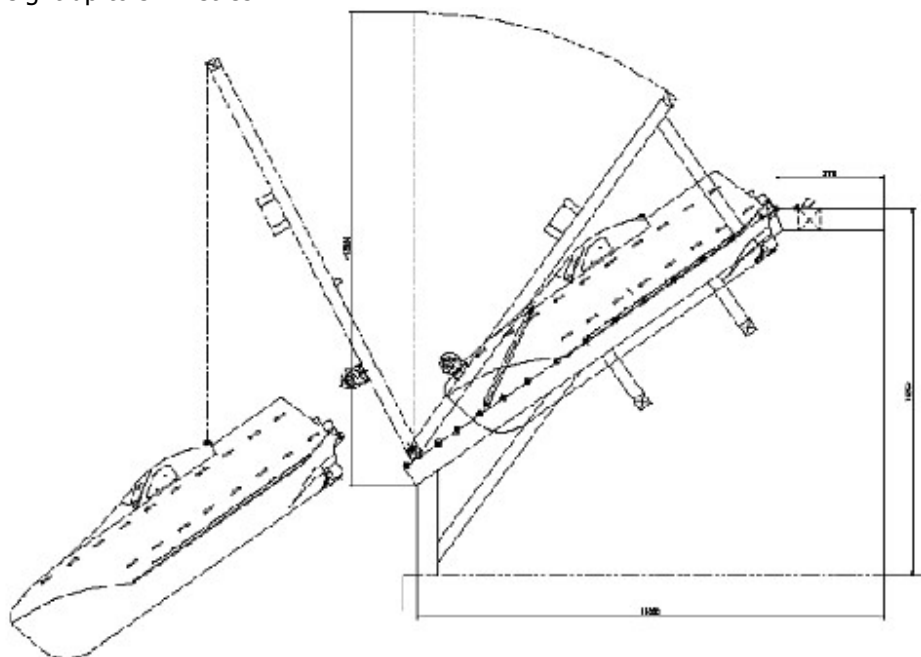
Phone : +31 (0) 33 42 17 860 (24 hr)

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

www.redwise.com

New free fall lifeboat from Eide Marine Tech

EMT has together with their lifeboat factory in China developed a new freefall lifeboat for 64 persons - for a freefall height up to 32 metres.



The lifeboat has a new superstructure design in order to get the water off the superstructure faster than earlier designed freefall lifeboats. And together with the bow, which EMT has used for several years, this will make the entry to the water quite soft.

EMT has already offered the lifeboat with launching appliance to several projects in Norway and abroad.

Rotterdam Developing Biofuel Technology To comply with EU requirements

The port of Rotterdam is preparing itself for the EU regulations requiring compulsory addition of 5.75% biofuels to petrol and diesel as of 2010 in order to limit CO2 emissions, reports the ports' press service.

The first biofuel plants come into operation this year, and seven companies have signed agreements that will allow them to establish the plants or have started building. One company is in the negotiation phase.

The joint capacity of the two bioethanol plants is 600,000 tons per annum, and for the six plants that will be producing biodiesel, almost three million tons. Their share in the estimated EU-wide capacity in 2008 will thereby be 10% and 25% respectively. According to Hans Smits, CEO of the Port of Rotterdam Authority, the investment in biofuels makes approximately 1.5 bn euro.

The companies involved in biofuel projects are Dutch Biodiesel, Wheb Biofuels, Biopetrol, BER, Abengoa and NN.

Source : SeaNews

Coast Guard, officials inspect tug after rescuing injured crew members

Two injured crew members were airlifted off a 108-foot Canadian tugboat Thursday night after a fire broke out in the vessel's boiler/engine room.

The tugboat **Everlast** was anchored on Friday in Portland, where U.S. Coast Guard officials were assisting a marine inspector and the Portland Fire Department in determining the cause of the fire and the extent of damage.

According to a U.S. Coast Guard First District press release, a medevac, or rescue helicopter, was dispatched on Thursday to the tug, which was pushing a barge. The tug and barge were located about 20 miles off the coast of Rockland shortly after the fire broke out around 9:15 p.m. The Coast Guard originally said the initial call from the tug came in at 10:15 p.m., but it has since corrected that information, according to Petty Officer Etta Smith of USCG First District Boston Public Affairs.

Crew aboard the Everlast radioed the Coast Guard requesting medical transport for the two injured crew members.

Station Rockland Commanding Officer Curtis Barthel said that the station's 47-foot rescue boat got under way at 9:50 p.m., heading for the tug and barge, which at that time was located south of Matinicus. "We had them start proceeding to Port Clyde, and we met them about 5 miles southeast of Matinicus," said Barthel Friday afternoon. "We rendezvoused with them at about 11 p.m. and about 10 minutes later the medevac helicopter arrived."

A medevac from Air Station Cape Cod was launched at 10:05 p.m, according to Smith. Barthel said that the tug Everlast is a composite unit, with a fixed barge. "It's not a tow-behind barge, rather they push the barge," said Barthel. "They had a fire in the electrical room on the barge and two males were burned."

The injured crew members were hoisted off the **Everlast** and transferred to Maine Medical Center in Portland, according to Barthel, who did not know the identities of the men. The fire had been isolated and was under control shortly after the initial radio call for assistance.

The Coast Guard reported wind gusts up to 20 mph with sea swells around 6 feet in the vicinity of the rescue operation. "The crew of the **Everlast** had a radio on board the vessel and were able to call for help when they needed assistance," said Petty Officer First Class Robert Duncan, an operation unit controller at Sector Northern New England, in a press release.

Barthel said that Station Rockland's 47-footer remained on the scene for about an hour while the tug crew figured out where they were going to go. "The tug is out of St. John, New Brunswick, and the barge was loaded with asphalt that had to stay warm or it would dry," said Barthel. "The electrical fire was in a room that generates the heat and the debate was whether to return to homeport or head to Portland to make the repair to the heater."

When the decision was made to head to Portland, Barthel said the Station Rockland boat escorted the vessel in case something happened and the crew needed to be evacuated.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 046

At about 2:30 a.m., Barthel said, USCG cutter **Jefferson Isle** took over the escort from Station Rockland and brought a marine inspector aboard the tug. "The tug is now anchored in Portland and the inspector is on board looking at issues of stability, for instance," said Smith on Friday. "The Portland Fire Department is also assisting and lending their expertise in helping determine the cause of the fire."

Smith said officials were also working with the Transportation Safety Board of Canada, briefing Canadian officials on findings in anticipation of the vessel's eventual return home.



Several "Spotmarket" AHTS (including the **FAIRMOUNT SUMMIT**) seen moored in Aberdeen

Photo : Capt. Bertus Glas ©

Greek Amver Ship Rescues 14 Near The Philippines

A routine voyage from Malaysia to Tawi Tawi turned deadly for 81 Philippine passengers whose boat capsized in rough weather. Fortunately the Amver vessel **Ioannis K** was in the vicinity and rescued 14 survivors. The **Ioannis K**, a Greek owned bulk carrier, was sailing towards another Philippine port when they came across the hapless survivors. Men, women, and children were clinging to pieces of wreckage in the Sulu Sea. The **Ioannis K** quickly reported this distress to the Amver system and commenced search operations.

Amver, sponsored by the United States Coast Guard, is a unique, computer-based, and voluntary global ship reporting system used worldwide by search and rescue authorities to arrange for assistance to persons in distress at sea. Captain Mitzelas, skipper of the dry cargo carrier, said his crew observed six people in the water around 2:40 pm local time on February 11. "We immediately commenced search and rescue operations finding another eight survivors at sea" he added. Three of the survivors were children. There were no apparent injuries.

"The survivors said there were originally 95 people in their party, sailing for three days from Malaysia to Tawi Tawi in three wooden boats when they capsized in bad weather" Captain Mitzelas stated. The **Ioannis K** continued to search for survivors coming to the stark realization that there were none. At 5:30 the captain resumed passage to Villanueva, Philippines with the survivors on board. The crew of the **Ioannis K** provided medical attention and food until they arrived in Villanueva, Philippines where the survivors were met by local Philippine officials and taken off the ship.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 046

With Amver, rescue coordinators can identify participating ships in the area of distress and divert the best-suited ship or ships to respond.

Prior to sailing, participating ships send a sail plan to the Amver computer center. Vessels then report every 48 hours until arriving at their port of call. This data is able to project the position of each ship at any point during its voyage. In an emergency, any rescue coordination center can request this data to determine the relative position of Amver ships near the distress location. On any given day there are over 3,200 ships available to carry out search and rescue services. Visit <http://www.amver.com> to learn more about this unique worldwide search and rescue system.



The **G.O.SARS** seen moored in Cape Town – Photo : Bob Johnston ©

Cruise Passenger Ban

Complaints about an overcrowded downtown have led a Maine town, Bar Harbor, to impose a limit on the number of passengers cruise ships may bring to town.

The Bar Harbor Town Council voted unanimously Tuesday to restrict the number of passengers that can disembark at one time to 3,500 in the months of July and August, with the harbor master able to raise that number to 3,700 at his discretion, according to the Bar Harbor Times. The number will increase to 5,500 from May 1 to June 30, and from Sept. 1 to Oct. 31, the paper reported. The restriction will go into effect during the summer season of 2010.

The decision is in response to complaints from residents and business owners that passengers from larger cruise ships overcrowd the downtown, and buses transporting them restrict traffic, the Times reported. Currently, the town allows two ships to be anchored in the harbor on the same day, and larger cruise ships can hold more than 3,000 passengers and 1,000 crew members.

Danish company to take over Russian fleet

SSG-RINGKØBING. The Danish registered company Jysk Staalindustri have asked the Russian authorities for permission to take over the Volgo-Balt Transport group, which will give the Danish company full control over several Russian shipping companies. Volgo-Balt Transport is the parent company for North Western Shipping, Volga Shipping Company and VF Tanker all with a fleet of more than 100 ships.

The Danish company is fully owned by the Russian steel tycoon Vladimir Lisin, who also own's a stake in the Port of St. Petersburg. Jysk Staalindustri was established some years ago to take over Det Danske Staalvalseværk in Frederiksværk, which still is handling slaps imported from Kaliningrad before being exported to mainly European destinations. **Source : Scandinavian Shipping Gazette**

Stuck NI lifeboat finally dragged free

A €3m lifeboat, which had been stuck fast on rocks off the Co Antrim coast for over a fortnight, has finally been pulled free.



This afternoon a tug boat managed to drag the 40 ton Portrush lifeboat off the rocks near Rathlin Island.

Despite damage to its hull, the lifeboat managed to stay afloat and it was taken to a barge moored offshore. It was loaded onto the barge and will be taken to Plymouth, England where the extent of the damage will be assessed.

The Royal National Lifeboat Institution says it hopes the lifeboat, the '**Katie Hannan**', can be salvaged.

Two weeks ago the Coastguard helicopter from Sligo was called in to rescue crew members from the Portrush lifeboat who had been trying to refloat the vessel after it was grounded on rocks in severe weather while responding to a call.



Since then there have been several failed attempts to rescue the lifeboat.

Source : RTE News - Photo's : Ronald Witteveen ©

Delivery of Color Superspeed 1 further delayed

SSG-ÅBO. Everything was set for the handing over ceremony of the newbuilding **Color Superspeed 1** at Aker Yards in Rauma on 14 February when Color Line in the last minute refused to take delivery of the ship. The reason was a malfunction in the control system of the bow thruster, which is delivered by ABB. A week earlier, the delivery was postponed by another technical problem in the electrical system on board. Source : **Scandinavian Shipping Gazette**

CASUALTY REPORTING



VLIERODAM WIRE ROPES Ltd.

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

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)
Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



As mentioned last week in the newscippings, above seen the well grounded Rickmers owned **BORDER** in Beira, Dave Sterling is appointed to manage to re-float the vessel. They started the lightering operation in the meantime And the refloating attempt is around the 20th Feb.

Photo : Neil Scott Williams ©

Two missing as cargo ship capsizes off Bulusan

Two crewmen were missing after a cargo vessel capsized on Friday off the coast of Bulusan, Sorsogon, the coast guard said. The **MV Don Wilfredo**, which was carrying a cargo of beer from the central island of Cebu to Legazpi City, capsized after being hit by large waves and heavy winds. Nelson Torre of the Bicol Coast Guard told The Manila Times that two of the 19 crewmembers of **MV Don Wilfredo** were still missing as of press time.

The coast guard and Navy rescued 17 of the vessel's crewmembers but two remain missing, the commander said, adding that search and rescue operations were continuing. However, they have given up on the fate of its cargo—some 76,744 cases of beer.

Nelson Torre of the Bicol Coast Guard told The Manila Times that the vessel is owned by Candano Shipping Lines with business address in this city. "The vessel sank within the San Bernardino Strait on Wednesday night following its route from Mandaue, Cebu City to Legazpi City due to very rough seas. The survivors are still in a state of shock," he said.

The missing persons are Nathaniel Latorena (ship master) and John Paul Jidas (A/Mate) while the survivors were John Marlon Dato, Manuel Belangel, Noe Labro, Sherwin Devero, Bobby Abayun, Gilbert Marinao, Jayson Andaya, Jose Ordaneta and Ortlando Cacam, Regelio Villanueva, Junjun Evangelista Mangisay, Michael Labastilla, Luis Janohan, Rommel Espinosa, Jenby Palad, Nelso Floresca and Rey Catubuan.

Torre said that Villanueva, Mangisay, Labastilla, Janohan, Espinosa and Palad were confined at Medicare Hospital of Matnog while Floresca was brought to Sordoc Hospital.

Lucita Madarang, regional director of the Maritime Industry Authority in Bicol told The Manila Times that the ship's operation was unauthorized due to its expired cargo ship certificate.

"The operation is unauthorized because they were operating pending the issuance of a cargo ship certificate from our office," said Madarang. **Source : Manila Times**

NAVY NEWS

Testing of Virginia Class Submarines is Underway

The TECHEVAL marks the first of many milestones being accomplished by the Virginia Class Program this year. **North Carolina (SSN 777)**, the fourth ship of the class, is scheduled for delivery later this month and will be commissioned on May 3 in Wilmington, N.C. The fifth Virginia Class ship, **New Hampshire (SSN 778)**, will be christened June 21 at General Dynamics Electric Boat's Groton, Conn., facility and is scheduled to deliver in August or September – seven to eight months before its contract delivery date. **New Mexico (SSN 779)**, the seventh Virginia, will have its keel laid on April 12 at the Northrop Grumman Newport News facility in Newport News, Va. On Jan. 30, Secretary of the Navy Donald Winter announced the names of the seventh, eighth, and ninth ships of the class — **Missouri (SSN 780)**, **California (SSN 781)**, and **Mississippi (SSN 782)**, respectively. Lastly, the Virginia Class Program Office released the request for proposals for the eight-ship Block III contract and is working with the Naval Sea Systems Command to achieve a common goal of awarding the contract for SSNs 784-791 before the end of the calendar year. **Source: Navsea**

\$1.4B Modification for DDG1000

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 046

Northrop Grumman Ship Systems, Pascagoula, Miss., is being awarded a \$1,402,539,861 modification to previously awarded contract (N00024-06-C-2304) for DDG 1000 Zumwalt Class Destroyer construction and Class Services. The mission of the DDG 1000 Zumwalt Class of Destroyers is to provide affordable and credible independent forward presence/deterrence and to operate as an integral part of the Naval, Joint, or Combined Maritime Forces. The effort includes construction of the DDG 1001 Zumwalt Class Destroyer and construction of the DDG 1000 Superstructure and Hangar under a work share agreement with Bath Iron Works. The DDG 1000 Class Ship will provide advanced land attack capability in support of the ground campaign and contribute Naval, Joint, or Combined battle-space dominance in littoral operations. Work will be performed in Pascagoula, Miss., (34 percent); Gulfport, Miss., (12 percent); Pittsburgh, Pa., (7 percent); Burns Harbor, Ind., (4 percent); McLean, Va. (4 percent); Walpole, Mass. (1 percent); Seattle, Wash. (1 percent) and various other locations (37 percent), and work is expected to be completed by Jul. 2014. Contract funds will not expire at the end of the current fiscal year. The Naval Sea Systems Command, Washington Navy Yard D.C., is the contracting activity. **Source : MarineLink**

India to test submarine-launched missile

Buoyed by the success of the ballistic missile defence (BMD) programme, India's defence scientists will test-fire an indigenously-developed submarine-launched ballistic missile (SLBM) later this month, an official source said Friday.

However, since the Indian Navy does not have a submarine capable of firing an SLBM, the test firing of the Sagarika missile Feb 24-25 will be conducted from an underwater launcher positioned in the Bay of Bengal .

"For the test, an underwater launcher will be positioned 50 metres deep in the sea, eight km off the coast," a source at the Integrated Test Range (ITR) told IANS. Developed by the Defence Research and Development Organization (DRDO), the missile has twice been test-fired but without success as its trajectory deviated while in flight on both occasions.

"Scientists are more cautious this time and are leaving no stone unturned for its successful launch," the source said.

The success achieved last year with exo-atmospheric (outside the atmosphere) and endo-atmospheric (within the atmosphere) anti-ballistic missiles, as also and the surface-to-air Akash missile had encouraged DRDO scientists to test the 700-km range Sagarika nuclear-capable missile that has been developed with Israeli assistance, the source added.

Powered by a turbojet, the missile can carry a 500 kg payload. It is 8.5 metres long and about one metre in diameter.

"This missile is a variant of the Dhanush and an advanced clone of Prithvi's naval version. The difference is that it can only be launched from a submarine," the source said. However, a test-firing in actual conditions is still a while away as Russia is yet to respond to the Indian Navy's request for loaning an Akula-class submarine that is capable of launching SLBMs. The navy's Russian-made Kilo-class submarines and the German-designed HDW submarines do not have the capability to fire such missiles.

The Sagarika is said to be comparable with the US Tomahawk missile. **Source : Kalinga Times**

**Crewing Solutions**



- Ship Delivery
- (Inland) Shipping
- Offshore
- Dredging
- Onshore jobs

www.tos.nl TOS Rotterdam (+31)10 - 436 62 93 E-mail info@tos.nl

SHIPYARD NEWS



The PROTEXA/MEXICO owned **HUASTECHO** seen in the A-Dock at Curacao for approx. 800 ton steel renewal
Photo : John Smit ©

Bijzondere opdracht voor reparatiewerf Scheldepoort

Reparatie Scheldepoort herbouwt de volledig uitgebrande vistrrawler **Willem van der Zwan**.

Eind januari 2007 brandde het schip uit in de haven van Velsen-Noord. Daarbij ontstond zoveel rook dat de A9 werd afgesloten. Scheldepoort verwacht het werk voor december te kunnen klaren. De klus levert werk op voor minstens 150 mensen.

NGV Tech lines up newbuild contracts for expanded shipyard

Malaysian shipbuilder NGV Tech Sdn Bhd is lining up a string of newbuild contracts for its newly expanded shipyard in Sijangkang, Malaysia. In 2005, the Malaysian shipbuilder expanded the yard to step up its newbuild programme in support of the booming oil and gas sector. The yard is now capable of handling more than 40 units of 34-metre (112-ft) vessels at one time.

The shipbuilder recently won a deal from Bakri Navigation to build two anchor handling tug supply vessels (AHTSs), each worth US\$16 million. The 60-metre (197-ft) long vessels, each equipped with 5,000 bhp and 70 tonnes (77 ton) of bollard pull, will be constructed at the newly expanded yard. The vessels, which are scheduled for delivery by the end of 2009, will be deployed in Saudi Arabia.

NGV Tech is close to finalising a contract with a Norwegian client for a newbuild accommodation barge. The vessel, equipped to accommodate 300 people, is expected to be delivered in June 2009. NGV Tech is negotiating a deal with a Malaysian client for two newbuild, 8000 bhp to 10,000 bhp AHTSs, which will be supporting Petronas' oil and gas operations in Malaysian waters. The Malaysian shipbuilder is also in preliminary discussion with an Indonesian client on a contract for a newbuild accommodation barge.

ROUTE, PORTS & SERVICES

Transocean sells three jack-up rigs to Hercules Offshore

Transocean Inc. is selling three of its U.S. Gulf jack-ups to Hercules Offshore, Inc. to enable it to exit the shallow-water area of the U.S. Gulf. Hercules is buying the rigs to expand its international presence.

Transocean has entered into a definitive agreement to sell the **GSF Adriatic III**, **GSF High Island I** and **GSF High Island VIII** and related equipment to Hercules for \$320 million. The sales are expected to be consummated at the conclusion of each rig's current contract commitment and are subject to customary closing conditions, including regulatory approvals. The agreement has been approved by the Boards of Directors of both companies.

"This agreement is consistent with our practice of selling non-strategic assets at favorable prices," said Transocean Inc. CEO Bob Long. "These rig sales will take us out of the shallow-water area of the U.S. Gulf of Mexico and will allow us to redeploy our people to more strategic assets."

Built in 1982, the **GSF Adriatic III** is a Marathon LeTourneau 116C design jack-up with a water depth capability of 350 feet. Built in 1979 and 1981, respectively, the **GSF High Island I** and the **GSF High Island VIII** are Marathon LeTourneau 82-SDC design jack-ups with a water depth capability of up to 250 feet.

All three rigs are currently located in the U.S. Gulf of Mexico. However, Hercules says that it is currently negotiating long-term international contracts for the **High Island I** and **High Island VIII**, and will begin marketing the third rig, **Adriatic III**, in a number of international markets in the near future.

Randy Stilley, Chief Executive Officer and President of Hercules Offshore, stated, "The addition of these three rigs improves the overall quality and flexibility of Hercules Offshore's jackup fleet, strengthening our ability to serve our

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 046

customers and providing the capability for the Company to further diversify geographically. We look forward to expanding our international presence and increasing our contract backlog and revenue visibility. I expect the transaction to be accretive to earnings and cash flow per share and to create value for Hercules Offshore shareholders." **Source : MarineLog**



Seacor Marine christens catamaran crewboat

Seacor Marine LLC, a subsidiary of Seacor Holdings Inc. christened its first CrewZer Class vessel, the **SEACOR CHEETAH**, in Galveston, Texas on Tuesday.



M/V **SEACOR CHEETAH** is a 170 foot catamaran capable of carrying 150 passengers. Its twin-hull design allows a top speed in excess of 40-knots—more than twice that of conventional crewboats.

Built at Gulf Craft shipyard, the **SEACOR CHEETAH** is equipped with state-of-the-art electronics, communications and navigation systems.

Seacor Marine says that its DP-2 rating, combined with its wide, stable work deck allows the vessel to hold station in weather conditions where other vessels simply could not work. Designed and built to meet the specific demands of the oil and gas industry, the vessel is described by

Seacor Marine as a "powerful logistics tool that allows Logistics Managers to establish efficient loop-style routes between high-traffic platforms and shore-base operations."

Lots more, including specs and videos, at <http://www.seacormarine.com/crewzer> **Source : MarineLog**

Sonangol, Stena Bulk start Panamax Pool

Stena Bulk and Sonangol expanded their shipping collaboration and are now also operating a pool with Panamax tankers. These vessels transport crude oil and petroleum products in Atlantic trade as well as sailing in a round-the-

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 046

world service. Initially, the pool consists of five Panamax tankers but the aim is to expand it over the next few years to ten vessels by means of purchases or charters.

"This new venture is a direct spinoff from the successful collaboration involving a Suezmax pool, which Stena Bulk and Sonangol have been operating for some years. The aim is the same – to enhance efficiency and thus increase revenue", says Ulf G. Ryder, President and CEO of Stena Bulk. "In addition, we will also continue to offer training and education for both Stena and Sonangol seagoing and shore-based personnel", continues Ulf G. Ryder.

The Suzmax pool, which was started up in 2005, currently consists of 13 vessels, both owned and chartered. The new Panamax pool is a further development of the same concept but in another market segment.

The head office for the pool is located in Stena Bulk's Houston, Texas, headquarters although the group's other offices all over the world are also involved. "The newly started Panamax pool effectively raises the service level for our customers including our refinery in Luanda, Angola", says Mr Baptista Sumbe, Executive Chairman of Sonangol, USA.

Source : MarineLink



OCEAN HEAVYLIFT'S WEAKER Q4

NORWEGIAN heavy lift specialist Ocean HeavyLift made Q4 EBITDA of US\$3.1m, down from \$6.2m in Q3 while Q4 operating profit was US\$1.7 million.

The company comments: "The heavy lift market is expected to tighten in 2008. However, results in Q4 were temporarily affected by long mobilization voyages and upgrade/maintenance work. Delivery of Ancora and Hawk is further delayed, thus reducing the purchase price by USD 60,000/day per vessel until delivery date." The company, which is controlled by Awilco and Arne Blystad companies, says fleet utilization was 76% in the fourth quarter which was on a level with the third quarter. During 2007 fleet utilization was 66%. It adds: Operating expenses were high in the fourth quarter, due to extraordinary maintenance and repairs performed in idle periods for both Willift Eagle and Willift Falcon. The work includes upgrading of machinery and equipment not upgraded during the conversion of the vessels as well as regular maintenance. Further, Willift Falcon had some extraordinary costs related to up-storing of consumables and spare parts during fourth quarter. With effect from second half of 2007, the crewing expenses have increased significantly as a consequence of the US\$exchange rate change vs home currency for the crew, as well as a tight market for experienced officers and other crew in general. The US\$ exchange rate change has also led to an increase in costs denominated in other currencies. The administrative expenses have increased as consequence of establishing the company's management/administration." Source : Maritime Global Net

Acergy awarded US\$195 million contract award in Canada

Acergy has announced the award of a US\$195 million EPIC contract from EnCana Corporation for offshore installation SURF work on the Deep Panuke field located offshore Halifax, Nova Scotia, Canada.

The contract is for the installation, burial and tie in of circa 17km of 8in infield flowlines and umbilicals to four production wells as well as an acid gas disposal flowline, connecting to a centrally located Floating Production Unit.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 046

Offshore installation by the **Acergy Falcon** and the **Acergy Discovery** is scheduled to commence during the second quarter of 2010.

BUNKER PRICES

Last updated: 13-Feb-08

PORT NAME - COUNTRY	IFO 380	IFO 180	MDO
Suez El Suweis - <i>Egypt</i>	<u>443 - 446</u>	<u>532 - 534</u>	<u>848 - 850</u>
Tokyo, Tokyo - <i>Japan</i>	<u>535 - 540</u>	<u>565 - 570</u>	<u>790 - 795</u>
Singapore - <i>Singapore</i>	<u>436 - 438</u>	<u>447 - 449</u>	<u>760 - 765</u>
Seattle - <i>United States</i>	<u>459 - 464</u>	<u>501 - 505</u>	<u>850 - 855</u>
Rotterdam - <i>Netherlands</i>	<u>403 - 405</u>	<u>424 - 426</u>	<u>710 - 795</u>
Rio De Janeiro - <i>Brazil</i>	<u>450 - 453</u>	<u>490 - 493</u>	<u>853 - 860</u>
Pusan - <i>Korea (South)</i>	<u>475 - 480</u>	<u>505 - 510</u>	<u>800 - 820</u>
Piraeus - <i>Greece</i>	<u>414 - 416</u>	<u>448 - 450</u>	<u>901 - 905</u>
Philadelphia - <i>United States</i>	<u>442 - 446</u>	<u>489 - 494</u>	<u>825 - 850</u>
New Orleans - <i>United States</i>	<u>440 - 444</u>	<u>470 - 475</u>	<u>785 - 795</u>
New York - <i>United States</i>	<u>444 - 446</u>	S.I.	<u>825 - 850</u>
Panama Canal - <i>Panama</i>	<u>461 - 477</u>	<u>510 - 512</u>	<u>880 - 888</u>
Montreal - <i>Canada</i>	<u>465 - 475</u>	<u>502 - 504</u>	<u>953 - 965</u>
Los Angeles - <i>United States</i>	<u>453 - 459</u>	<u>486 - 489</u>	<u>850 - 865</u>
Gibraltar - <i>Gibraltar</i>	<u>446 - 448</u>	<u>466 - 470</u>	<u>879 - 900</u>
Houston - <i>United States</i>	<u>449 - 450</u>	<u>470 - 475</u>	<u>800 - 805</u>
Jeddah - <i>Saudi Arabia</i>	<u>455 - 457</u>	<u>495 - 497</u>	<u>855 - 857</u>
Lagos - <i>Nigeria</i>	S.I.	S.I.	S.I.
Fujairah - <i>United Arab Emirates</i>	S.I.	S.I.	S.I.
Freeport - <i>Bahamas</i>	<u>492 - 495</u>	<u>526 - 528</u>	N/A
Durban - <i>South Africa</i>	N/A	<u>454 - 454</u>	<u>855 - 870</u>
Damman - <i>Saudi Arabia</i>	N/A	<u>479 - 481</u>	<u>829 - 831</u>
Buenos Aires - <i>Argentina</i>	<u>502 - 508</u>	<u>519 - 523</u>	<u>845 - 855</u>
Cape Town - <i>South Africa</i>	N/A	<u>453 - 455</u>	<u>875 - 885</u>
Antwerpen - <i>Belgium</i>	<u>434 - 436</u>	<u>452 - 454</u>	<u>750 - 850</u>

Eagle Turin Delivered to AET

Tanker owner-operator AET welcomed the newest addition to its rapidly growing fleet with the naming and delivery of the 107,000 dwt **Eagle Turin** at the Imabari Shipyard at Koyo Dockyard in Japan. Eagle Turin, which will fly the Singapore flag, becomes the 49th aframax vessel operated by AET and brings the company's total fleet of tankers to more than 70. Guests of honour at today's naming ceremony were Andy Viens, General Manager Global Marine for AET customer ConocoPhillips, and his wife Linda Viens. Also present were Dato Shamsul Azhar Abbas, President and CEO of MISC Bhd and Chairman of AET; Amir Hamzah bin Azizan, President and CEO of AET; Yukito Higaki, President of Imabari Shipbuilding Company; and Takao Sunami, Chief Operating Officer of Mitsui & Co, which provided broking and financial services. The next two months will also see AET expand its presence in the product tanker market with two new in-chartered 46,000 dwt MR2 tankers entering into service by the end of March. AET's commitment to building a global fleet designed to fulfil its customers' total seaborne logistics requirements has seen it quickly become one of the world's leading petroleum tanker operators. In the five years since it was acquired by MISC Berhad, it has become the leading operator of aframax tankers in the Atlantic basin, as well as the premier provider of lightering services in the US Gulf. **Source : MarineLink**

Port Re-Opens to Deep-Draft Vessels

The Coast Guard Captain of the Port for Brunswick, Ga., has re-opened the port to deep-draft vessels Thursday at approximately 3:30 p.m.

The captain of the port made the decision to re-open the port to deep-draft vessels after an Army Corps of Engineers depth survey that did not indicate any obstructions that might compromise the safety of additional deep-draft traffic.

An initial damage assessment of the **Centaurus Leader** revealed a two inch wide by 22-foot long gash in the hull of the ship. Initial assessments revealed that the gash has affected an empty fuel oil tank on board the ship preventing the release of any oil into the water.

Coast Guard officials are working with the owners of the vessel and the Georgia Department of Natural Resources to prevent damage to an adjacent tank holding 140,000 gallons of heavy oil and to eliminate the potential of any oil being released into the waterway.

Spill response equipment has been brought to the site and oil containment boom has been placed around the vessel as a preventative measure. Temporary repairs will be made once an approved formal repair plan has been submitted to the captain of the port in writing

There are no reports of injuries associated with this incident, and the Coast Guard is investigating the cause of the grounding.

The **Centaurus Leader** is 656-foot long Panamanian-flagged roll on, roll off car carrier. **Source : MarineLink**

Norwegian Deck Machinery, NDM, has signed six new contracts for delivery of deck equipment.

Ulstein Verft has one order for new building 287, their second SX121 vessel to Marine Subsea. The winches are to be delivered in the beginning of 2009, and the contract includes an option for a third vessel. This is Ulstein Verfts third order with NDM.



Two of the orders have been made by Otto Marine in Singapore. They are building two MT6009L MKII vessels at Pt. Batamec in Indonesia. The deck machinery is scheduled for delivery already in late 2008.

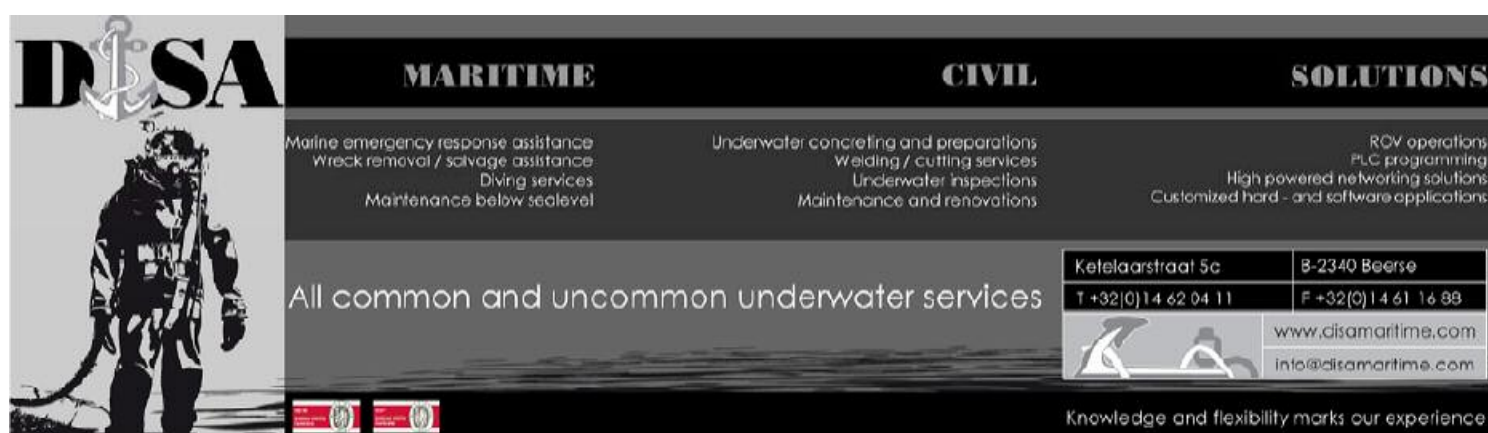
Fjellstrand has also put in two new orders at Norwegian Deck machinery AS, one for electric- and one for hydraulic equipment. Delivery will be in 2008 and 2009.

has declared one more of their options for deck machinery from NDM to their new building H-719. This is scheduled for delivery in 2009.

All of the above mentioned shipyards have previous orders with NDM, and we are proud that they again chose Norwegian Deck Machinery as their winch supplier. **Source : Marine NORway**

WILH WILHELMSSEN PROFIT DOWN

NORWEGIAN shipping and maritime services group Wilh. Wilhelmsen made a full-year 2007 total operating income of US\$2.6bn up from US\$ 2.5bn in 2006. Net operating profit was US\$266m, compared with US\$368 million in 2006 while pre-tax profit was US\$242, down from US\$268m. The company notes: "The disposal of the Dockwise heavy transport company for US\$83.1m in 2006 gave a particular boost to operating profit for that year. This also affects the comparison of profit before taxes, which was US\$51 million in the fourth quarter of 2007 as against US\$130 million for the same period of 2006. Group chief executive Ingar Skaug says: "We are making maximum use of our fleets in a market which remains strong. We also see that we're achieving a better balance between our three segments, since logistics and maritime services represent a steadily growing proportion of our earnings." He adds: "We're well placed to meet a weakening in the world economy," says Skaug. "We can exploit the fleet flexibly and respond quickly to market changes. Room also exists for further trimming of the organisation and for securing synergy gains across our group companies **Source : Maritime Global Net**



DISA

MARITIME

Marine emergency response assistance
Wreck removal / salvage assistance
Diving services
Maintenance below sealevel

CIVIL

Underwater concreting and preparations
Welding / cutting services
Underwater inspections
Maintenance and renovations

SOLUTIONS

ROV operations
PLC programming
High powered networking solutions
Customized hard- and software applications

All common and uncommon underwater services

Ketelaarsstraat 5c
T +32(0)14 62 04 11

B-2340 Beere
F +32(0)14 61 16 88

www.disamaritime.com
info@disamaritime.com

Knowledge and flexibility marks our experience

DP World set to acquire Sokhna Port for \$670m

Global marine terminal operator DP World is set to strengthen its grip on regional port operations by acquiring Sokhna Port in Egypt for \$670 million.

Chairman of DP World Sultan Ahmed bin Sulayem, Executive Vice-Chairman DP World and group CEO Port and Free Zone World Jamal Majid bin Thaniah and DP World Chief Executive Officer Mohammed Sharaf will be attending a signing ceremony in Egypt on Sunday. The ceremony will pave the way for DP World to formally take over the operations at Sokhna Port on the same day.

Prime Minister of Egypt Ahmed Mohamed Nazif and Egyptian Minister for Transport Mohamed Lotfi Mansour will also grace the occasion.

DP World's acquisition of Sokhna Port will further cement the trade and investment relations between the UAE and Egypt in line with the recent visit of Egyptian President Mohammed Hosni Mubarak to the UAE.

Sokhna, located about 40 kilometres south of Suez on the Red Sea, will be 43rd terminal of the DP World which has already been running port operations in 23 countries.

Dubai-based firm handled more than 43.3 million TEUs (twenty-foot equivalent container units) across its portfolio of 42 terminals last year - an increase of 18 per cent on 2006.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 046

Growth across all three reporting regions continued strongly in 2007. The Middle East, Europe and Africa region grew 19 per cent in 2007 compared with 2006.

Sokhna is Egypt's first deep sea port and has facilities to accommodate large container vessels of over 8,000 TEUs and bulk carriers of up to 150,000 DWT. Built within the Suez Special Economic Zone (SSEZ), it is considered most modern and first automated port in Egypt.

Prime Minister of Egypt Ahmed Mohamed Nazif visited the Sokhna Port last Sunday and laid foundation stone for several new projects at the port including the third basin and the livestock project. The third basin, the first phase of which costing \$36 million, will incorporate an area comprising 180,000m². It will have a quay area of 420 metres and a deep sea draft of 17 metres.

It will also include a liquid bulk terminal for the storage and handling of petroleum and petrochemical products, in addition to carrying out bunkering activities **Source : Khaleej Times**

B.C. Ferries tries to get 500 crew to leave union

By Christina Montgomery

B.C. Ferries is trying to force 500 crew members out of their union and into management ranks - a move the union says could lead to a massive loss of scarce workers.

The request has already angered members enough that some might begin turning down overtime shifts critical to keep the fleet sailing on time, one union official told The Province.

The push comes as the company grapples with acute labour shortages, a situation company president David Hahn has publicly bemoaned. The positions at issue include all captains, chief officers (or mates, on smaller vessels), second officers, chief stewards, second stewards, chief engineers, first engineers, terminal supervisors, terminal operations supervisors and night-shift supervisors - more than 10 per cent of the union's membership.

A letter dated Feb. 12 from Glen Schwarz, vice-president of human resources, to Jackie Miller, president of the ferry workers' union, says the move is needed because the company doesn't have "adequate control" aboard vessels or in terminals.

The letter also says:

. Four reports on the 2006 sinking of the Queen of the North all say that the "current structure and system of management" leaves the company unable to "efficiently and effectively manage its assets and resources." One of the reports cited is the Transportation Safety Board's report on the sinking. It hasn't been released publicly.

The letter fails to note that on the night of the sinking, the captain of the ferry was non-union, as was the marine superintendent who was aboard. . In 2005 and 2006, there were incidents involving "attendance issues, fitness for work, and performance" and "inconsistent practices and insufficient direction."

The letter refers to several cases involving consumption of alcohol. Last October, the TSB said it was concerned that crew aboard the sunken ferry smoked marijuana.

As safety and security programs ramp up, the company needs "more tightly controlled and efficient" management. It describes captains as CEOs of their ships while at sea and says they are clearly managers. The letter says B.C. Ferries would like to negotiate the exemptions with the union but will apply for them if need be to mediator Vince Ready, who has reserved jurisdiction over the contract.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 046

Company communications director Mark Stefanson declined to comment on what he called an internal labour issue.

Gregg Dow, spokesman for the B.C. Ferry and Marine Workers Union, called the push for exemptions misguided, given acute labour shortages and an aging workforce. Dow, a catering attendant on the **Queen of Nanaimo**, said at least one sailing a day out of Saltspring had a crew member making double time and working extra hours, a scene he said was common across the fleet.

"It's February and we're already asking catering attendants to work double time. That's a shortage of people. The chief steward on the **Queen of Nanaimo** is sailing the next two days on their day off just so they can keep the cafeteria open. It's crisis management."

Dow also predicted that many of the people working the jobs that could be reclassified are senior crew - "you have to be to have those jobs" - with large banks of overtime. The contract allows them the option of a severance package if their jobs are exempted, meaning they could collect large amounts of pay for the banked overtime, a preretirement bonus and as much as a year's pay in severance. "It's going to be expensive [for the company if it does that] and it's going to be expensive to replace them," Dow said.

He said he wasn't clear what the company hoped to accomplish with mass exclusions - other than create a lot of managers who aren't paid for overtime hours. **Source : The Province**



The AHTS **SMIT LLOYD 72** arrived with the **HYUNDAI 289** in Cape Town

Photo : Aad Noorland ©

'Derde boot voor traject Perkpolder-Kruiningen'

door Sheila van Doorselaer

Als de provincie kiest voor de aankoop van een reserve-fietsvoetveer, dan moet deze boot niet werkloos ergens in een dok liggen, maar ingezet worden op het traject Perkpolder-Kruiningen. Dat vindt Algemeen Belang Groot Hulst (ABGH). De Hulster fractie wil dat burgemeester en wethouders zich inzetten voor dit plan. ABGH vindt dat in de toekomstige jachthaven van Perkpolder en de voormalige haven van Kruiningen een (goedkope) aanlegplaats voor de derde boot moet komen. "In het zomerseizoen varen er dan twee boten tussen Vlissingen en Breskens en één boot op de lijn Perkpolder-Kruiningen. Deze boten kunnen in het winterseizoen een voor een worden onderhouden, zodat er altijd op beide trajecten een boot present is", luidt het plan van de fractie.

Omdat veel Oost-Zeeuws-Vlamingen geregeld in Goes of verderop in het land moeten zijn en zij daarvoor een omweg moeten maken via de Westerschelde- of Liefkenshoektunnel, vindt ABGH de inzet van de westelijke reserveboot voor oostelijk gemak zeer zeker te billijken.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 046

De Hulster wethouder Clen de Kraker loopt bepaald niet weg met het idee van ABGH. "Ik denk dat het meer zin heeft om ons in te zetten voor een tolvrije Liefkenshoektunnel, of voor een toeristisch bootje bij Perkpolder. De steiger die we bij de toekomstige jachthaven bij Perkpolder willen, is niet geschikt voor zo'n fietsvoetveer."

De Kraker is het daarnaast fundamenteel niet eens met de aanschaf van een derde boot door de provincie. "Ik vind het werkelijk absurd dat er een derde boot zou komen. Het toeristische Rondje met het Pontje moet worden afgeschaft omdat de subsidie er niet meer van af kan, maar de provincie heeft vervolgens wel tonnen over voor een nieuwe veerboot."

Algemeen Belang Groot Hulst kon enkel rekenen op de steun van de Hulster SP-fractie. **Bron : PZC**

MOVEMENTS



The **NYL LEO** outward and the **OOCL ATLANTA** seen enroute the Amsterdam container terminal
Photo : Joop Marechal ©



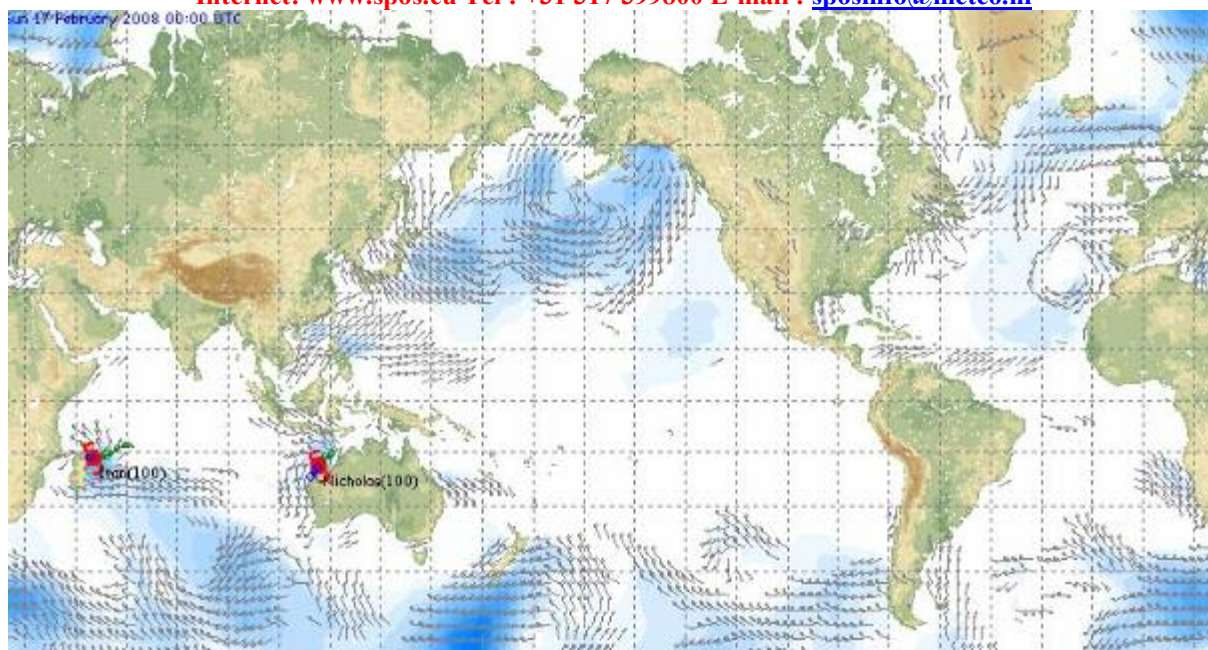
The **UNION MANTA** seen moored in Port Fourchon
Photo : Michiel Goedkoop ©

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



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



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 remains of the **UND ADRIYATIK** after the fire.

Photo : Klaas Reinigert ©

CRSL publishes Dredgers of the World - Sixth Edition

Now in its sixth edition, **CRSL's Dredgers of the World** is a well respected register that has become well known to all those involved in the dredging industry.

With the on-going assistance of the IADC and many of the world's best known dredging contractors we have been able to compile an even better register.

This sixth edition, as you would expect, is bigger than ever with specification and performance data for more than 1,100 vessels. We have spent the time since our last edition was published checking, updating and expanding the huge data content so that when we say that this is the definitive register, it is.

We will offer a 25% discount to members of the IADC, CEDA, IAPH or The Institute of Civil Engineers.

The data in this register can also be supplied as a database or online subscription. To order your copy telephone: +44 (0) 1531 634561, or visit our website at www.crsi.com .

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 046

For opportunities to advertise in this or other publications please contact us at: Tel: +44 (0) 1531 634561 or e-mail: sales@crl.com .

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