

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 101



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Scheepswerven houden open dag

Het zijn tijden van 'booming business' in de wereld van de scheepsbouw en de toeleveringsbedrijven. De zaken gaan de laatste jaren zelfs zo voorspoedig dat het aantal vacatures bij de Nederlandse scheepswerven in de tientallen loopt. Daarom is het deze week dan ook de **Week van de Scheepsbouw**, en deze week wordt vandaag afgesloten met open dagen bij de diverse scheepswerven en toeleveringsbedrijven zoals ALPHATRON. De meeste Nederlandse werven, waaronder DAMEN, IHC MERWEDE, BARKMEYER (Stroobos) SCHELDE Marinebouw, AMELS, Scheldepoort, Schelde Exotech en ook ALPHATRON zijn vandaag geopend voor het publiek

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Le Ponant hostages released

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French President Nicolas Sarkozy today released a statement announcing the liberation of the crew members of the cruise ship **Le Ponant**, held hostage for a week by pirates off Somalia.

President Sarkozy thanked the French armed forces and government services that had permitted a rapid resolution of the hostage taking incident.

MORE DOCK STRIKES "LIKELY"

SHIPPING operations continue to be plagued by strikes and other triggers for delay, reports The Strike Club, the mutual delay cover insurer. The club said today: "Indeed, this week's news of the sudden and alarming rise in the price of harvested rice in the main Asian producing countries could lead to widespread shortages in the world food chain, and therefore unrest, according to economists.

It added "If this situation worsens in the immediate or near future, as is widely predicted, it could put many regions and countries on strike watch as the world grapples with a problem which could have shattering economic consequences."

Meanwhile, most shipping trades are still showing robust results for owners and charterers, says the club, and operations remain at high pressure level as ships and crews are driven hard. Yet the first few months of this year have demonstrated again that earnings and profits can easily be seriously diluted by time lost through strikes and other causes of delay, including the knock-on effects of shoreside accidents or malfunctioning equipment.

Union unrest over pay and other grievances has also spread to mariners themselves. On March 14, cross-Channel ferry operator SeaFrance was able to resume services after a 17-day strike by officers on its vessels. This week, the two Swedish ship officers' unions issued a notice of strike on Swedish-flagged vessels to commence on April 18, or as soon thereafter as one of the 17 targeted vessels (including four ferries) calls at a Swedish or European port. Swedish shipowners quickly responded to this threat by issuing a notice of lockout on the same date covering the same 17 vessels. **Source : Maritime Global Net**



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Drenkelingen na negen dagen gered

De Kustwacht Nederlandse Antillen & Aruba heeft op donderdag 10 april drie drenkelingen opgepikt. Het zeiljacht "**Wishfull Thinking**" had een reddingsvlot met de drie mannen erin gevonden.



Het Rescue en Coordination Center van de Kustwacht voor de Nederlandse Antillen en Aruba ontving donderdag avond omstreeks 18:30 uur een melding vanuit Bonaire dat een zeiljacht "**Wishfull Thinking**" drie drenkelingen had opgepikt op ongeveer 12 mijl Noord Oosten van Bonaire. Op dat moment werd de kustwachtcutter **Jaguar** meteen ingeschakeld om de mensen op te halen en naar Curaçao te brengen. Rond 20:00 uur was de Jaguar ter plekke en konden de drenkelingen worden overgenomen. De drie mannen waren afkomstig uit Grenada en St. Vincent en waren al negen dagen in hun reddingsvlot aan het dobberen omdat hun boot was gezonken. Nadat ze over

waren gestapt in hun reddingsvlot hadden ze zo'n 700 km afgelegd voordat ze werden opgemerkt. Bij aankomst bij de Kustwachtsteiger op Marinebasis Parera werden de mannen overgedragen aan de Immigratie Dienst. Zij verkeren in goede gezondheid. **Bron : Kustwacht voor de Nederlandse Antillen en Aruba**

Queen Elizabeth 2 departs Port Everglades for last time

The **Queen Elizabeth 2** sailed for the last time out of Port Everglades (her home for 36 winters) and the people who watched - on the causeway, on boats, on balconies, on beaches - said goodbye not just to a ship but to an era.



Photo : Richard Simpson ©

There are other passenger vessels, more now than in 1969 when the **QE2** made her maiden voyage. And there are two other queens, **Mary** and **Victoria**, carrying the flag of Cunard (now owned by Carnival). But the **QE2** was of a different time. It was not just her form; those elegant lines became even more so whenever she docked next to one of

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this century's floating condos. Or even her function; she was designed as a ship that would do both cruises and trans-Atlantic crossings. Indeed, in her later years, she became known for round-the-world cruises, a sanctuary for the wealthy retired.

Yet in her prime she was a vital, vibrant, popular means of transportation between the United States and England (also France), one of the few options for people who wished to travel by sea and didn't have a fortune.

As such, she carried a motley of passengers: students, diplomats, Peace Corps volunteers, writers, backpackers, immigrants, as well as the well-to-do. This is what distinguished her from the modern fleet, including the Queen Mary 2, which has taken over her trans-Atlantic route. When people board ships today, they are starting their vacations. When they boarded the **QE2**, they often were starting new chapters in their lives.

I was. On a clear fall day in 1975 my parents drove me to Manhattan, where the curved black bow loomed at its midtown dock. I was headed for a year of study in France and I thought a ship, a Queen no less, would provide an appropriately majestic entry.

Making my passage possible, in addition to my parents, was a special youth fare, which made the lowest deck resemble a college dorm. Of my two cabin mates, one was headed to the same town in France, the other to the same table in the dining room, where, to our delight, we found two young women in sleeveless dresses.

After dinner the four of us penetrated, with no resistance, the first-class realm and sat at a table in an empty nightclub. When the band finished its number, the leader headed straight toward us. We readied to leave, until he pleaded with us to dance, complaining that no one had been in all night. The first-class passengers, we later learned, were down in our disco.



The days passed in a glorious blur of sloth punctuated by meals. I spent hours on deck, marvelling at how the world had disappeared, and how, thanks to salt, I was travelling with all my senses engaged. At night I'd lean over the rail, struck by the strangeness of our festive lights in that dark immensity. I thought - as you never do on planes (and rarely do on cruises) - of explorers and pilgrims.

Photo : Richard Simpson ©

One evening I had a drink with one of my table mates. Laura was a flutist with the St. Louis Symphony and I confessed to her what I had told very few friends (ocean liners did such things to people) - that I wanted to

become a travel writer. When I eventually did, moving to Fort Lauderdale in 1989, it was all the more satisfying because I could periodically see the ship that had set me on the path.

So of course I was one of those people on the beach yesterday. In fact, I got on board in the afternoon. The interior looked in pretty good shape, but one visitor noted the smell of "cigars and cigarettes. You can tell," she said, "it's an old ship."

The crew was philosophical - they've been offered positions on other Cunard ships - or, in the case of the veterans, impressively stoic. "I don't think about the ship finishing until she finishes," said hotel manager John Duffy, now in his 27th year on the Queen. "She's too precious." He will be on board in November when she sails into Dubai to become a floating hotel.

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By 5 p.m., over a hundred people had gathered at the southern tip of Fort Lauderdale beach. A few flags - British and American - flew from Point of the Americas' balconies, and tugs shot arcs of blue and red water. Dianne and Charles Keith of Fort Lauderdale sat sipping glasses of rosé from Provence. The sun disappeared behind a cloud.

For the last time, the ship entered the channel. Arms waved, cameras framed, horns blasted; there was even the sound of one man clapping. And then she was in the ocean.

"I'm moved to tears now," Karin Gardner said. "It's the primeval longing to go, explore the world." A few moments later the great ocean liner emerged from the shadows into the sunlight. **Source : South Florida Sun-Sentinel**



MCA Strike

UK Coastguard staff have gone on strike for 24 hours over pay levels, leaving a service that the Maritime and Coastguard Agency describe as 'limited'.

700 coastguards walked out at 7am at 11 Apr, and will remain on strike for 24 hours, although those on strike are mainly rescue co-ordinators and not the actual rescuers. Trouble at sea would be dealt with as usual, according to the agency, with other ships being drafted in to help.

Coastguards are paid barely the minimum wage, says the The Public and Commercial Services Union, with the most experienced employees receiving just a 1% pay rise this year. **Source : ShipTalk**

Koningin Beatrix 'ontslagen'

'Naar Urk, voor het ontslag van Koningin Beatrix'. Staatssecretaris Tineke Huizinga-Heringa moest even twee keer nadenken voordat ze weer wist wat die zin in haar agenda ook weer inhield. Vrijdagmiddag werd afscheid genomen van de reddingboot **Koningin Beatrix** en was het tijd voor de officiële ingebruikname van **Kapiteins Hazewinkel**.



'Een hele eer', noemde staatssecretaris Tineke Huizinga, van Ministerie van Verkeer en Waterstaat (ChristenUnie), het dat ze de sleutel van de nieuwe reddingboot mocht overhandigen. Daarna was het tijd voor actie.

De Kapiteins werd volgestouwd en was snel de haven uit. Na een tijdje mocht de staatssecretaris het roer overnemen van schipper Willem Hoekstra, en scheurde vol gas over het IJsselmeer. Willem Hoekstra meerde even later de Kapiteins veilig aan in de haven en daarmee was het tijd voor toespraken en cadeautjes. „Een prachtig schip, voor een prachtige organisatie. De KNRM redt een groot aantal levens en dat er zoveel professionele vrijwilligers achter staan, daar heb ik grote bewondering voor,” zei Tineke

Huizinga.

Ook vice-voorzitter van de KNRM, Peter van den Brandhof, had een ode aan de KNRM en dan met name aan station Urk. „Sinds de oprichting in 1966 van het station Urk, heeft het zich ontwikkeld tot één van de parels van de KNRM.

De Urker KNRM is druk, snel, professioneel, zuinig en zelfredzaam. We mogen er ons petje voor afnemen", vertelde Van den Brandhof. Volgens burgemeester Jaap Kroon legt het vele vrijwilligerswerk op Urk een speciaal accent op het dorp. „Het blijft altijd bijzonder om te zien hoe het vrijwilligerswerk hier opgepakt wordt in de samenleving." Als voorzitter van de plaatselijke commissie van de KNRM, kwam Dick Schutte als laatste aan het woord. Hij noemde de overdracht een feestelijke gebeurtenis en is apetrots op het nieuwe materieel. „En natuurlijk trots op de bemanning. Het draait fantastisch in het team."

Tineke Huizinga mag thuis alvast wat planken leeg maken. Als dank voor haar bijdrage vrijdagmiddag kreeg zij namelijk allerhande cadeautjes. Van een replica van het Vissersmonument tot een gerookte zalm. Zelf had zij ook nog een cadeautje terug te schenken: ze werd donateur van de KNRM. De KNRM draait op de inzet van vrijwilligers en op giften en donaties. Haar reddingswerk doet zij geheel gratis. Meer weten over KNRM: www.knrm.nl

Source : OpURk

Work begins on double hulling Pentow Energy bunker barge

It was a tense few moments in the early hours of Monday morning, 7 April when at peak spring high tide the 'mating' took place of SMIT Amandla Marine's bunker barge **PENTOW ENERGY** with her new bottom (if one may be so indelicate).



In the event the operation at the Dormac Shipyard in Durban went off without a hitch – quite a feat considering this is the first time such an operation has been attempted in South Africa and it was also the first time since the slipway was built well over 30 years ago that a vessel came 'up' the slip instead of going down.

Photo : Terry Hutson ©

The project to double hull the barge known as Pentow Energy was awarded to Dormac Marine shortly after the Durban-based company won the contract to build SMIT Amandla Marine's new barge, **SMIT Li Puma**. Once the new barge had been completed (on the same slipway) launch preparations for the

double hulling exercise were able to begin.

First the lower section of the double hull was constructed on blocks on the slipway waiting for the 'mating' with the barge itself. This was a very delicate operation in which the barge had to be positioned exactly in the right place above the new lower hull whilst the tide still permitted some manoeuvring. In the event everything went off like clockwork and with the gate closed and the slipway drained artisans could get on with fitting the sections together.

Side sections and at the stern will be fitted once the bottom section is complete, and the barge is expected to be back in action by late June or early July.

Once **Pentow Energy** has been completed as a double-hulled bunker barge she will transfer to Richards Bay to relieve the **SMIT Bongani** which in turn will come down to Durban to also undergo double-hulling. By September/October Bongani should be completed after which she will be taken back to Richards Bay and **SMIT Energy** will return to Durban to continue operations.

Only then will Dormac Marine commence building another new bunker barge, this time for Unicorn Shipping which in turn will enter into service with that company's bunkering division, Unicorn Calulo Shipping. Source : ports.co.za

HEEREMA schenkt dieselpompen aan KNRM

een initiatief totstand gekomen uit het Veilig Werken Fonds van Heerema Vlissingen medewerkers en klanten

Heerema Vlissingen, een van de drie fabricagewerven van Heerema Fabrication Group (HFG), schenkt vandaag een drietal dieselpompen aan de Koninklijke Nederlandse Redding Maatschappij (KNRM) voor de reddingsboten van Cadzand, Westkapelle en Veere. De schenking vertegenwoordigt een waarde van 3.750 euro en is gedoneerd door Heerema Vlissingen uit dit Veilig Werken Fonds .

Vanochtend heeft de symbolische overdracht plaatsgevonden voor de kade van Heerema Vlissingen aan de Van Cittershaven in Vlissingen-Oost. De symbolische overdracht is voltrokken door middel van het starten van de dieselpomp door een medewerker van Heerema Vlissingen, de heer Pieter Posthuma, in aanwezigheid van diverse vertegenwoordigers van de KNRM en Heerema Vlissingen. Vervolgens hebben de schipper en de bemanning van reddingsstation Breskens een demonstratie gegeven van een dieselpomp aan boord van de reddingsboot Zeemanshoop, die speciaal hiervoor vanuit Breskens was overgestoken naar Vlissingen.

De reddingsboten van de KNRM varen primair uit voor mensen en dieren op zee en groot binnenwater die in nood verkeren. Ook wordt de KNRM vaak verzocht om in problemen verkerende schepen binnen te brengen en/of voor zinken te behoeden. Hiervoor zijn de reddingsboten uitgerust met benzinepompen om zinkende schepen leeg te pompen. Om een aantal redenen wil de KNRM deze pompen vervangen door dieselpompen. De belangrijkste reden is dat deze pompen naast een grotere bedrijfszekerheid, waardoor milieuschade door bijvoorbeeld verontreinigd water wat in zee of binnenwater stroomt wordt beperkt, ook veiliger zijn met name met het oog op mogelijk explosiegevaar.

Binnen de Heerema organisatie is veiligheid van de mensen prioriteit nummer één. Een van de vele activiteiten binnen het zeer actieve veiligheidsbeleid is de aansporingsregeling Safety Incentive Scheme , door Heerema ingevoerd in 2006. Concreet houdt dit in dat elke maand door het bedrijf geld in het fonds wordt gestort als er veilig wordt gewerkt. De hoogte van dit bedrag is afhankelijk van een meting op het gebied van veiligheid, welke bestaat uit een aantal criteria. Op basis hiervan wordt het behaalde percentage berekend en wordt door het bedrijf een geldelijke donatie in het fonds gestort. Niet alleen Heerema draagt bij in dit fonds, maar ook de klanten van Heerema ondersteunen dit initiatief van harte en storten soms op basis van veilig werken aan hun project het veelvoudige in het fonds. Vervolgens wordt aan de medewerkers gevraagd aan welk goed doel zij een bedrag willen doneren. In dit geval werd gekozen voor de KNRM. Pieter Posthuma van Heerema Vlissingen is de persoon die het voorstel voor deze donatie heeft ingediend bij Heerema. Inmiddels is sinds de start van dit initiatief voor ruim 30.000 euro gedoneerd aan diverse goede doelen in Nederland.

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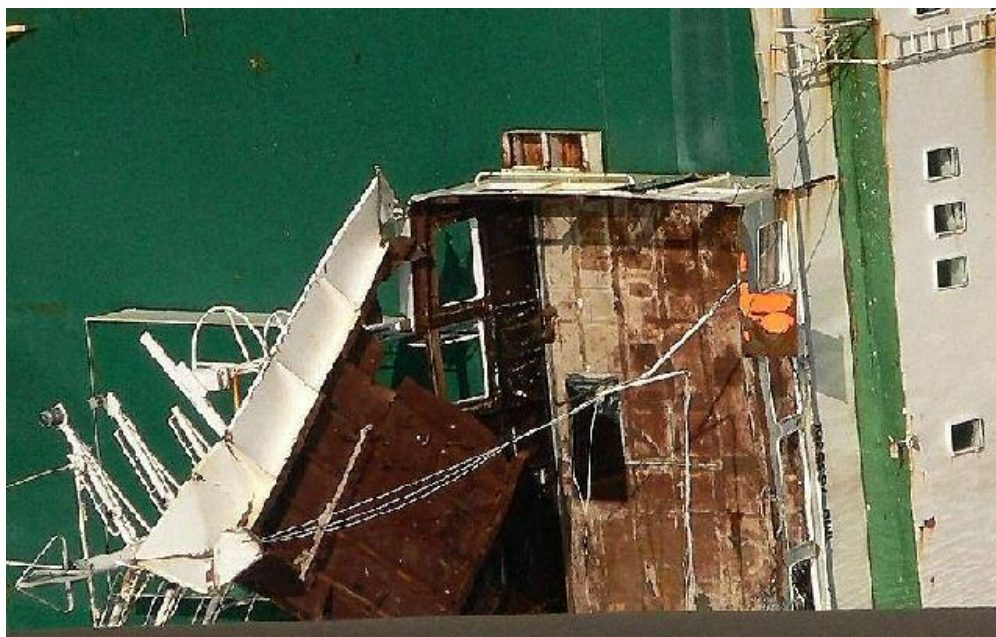


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Riverdance ferry to be cut to pieces

WORK will start soon to demolish the wrecked **Riverdance** Ferry. The Gazette can today reveal that Heysham firm, **Hancock's Contactors Ltd**, have been awarded the huge contract, which will see the ship cut to pieces on the beach and sent away to be recycled.



The announcement is a final death sentence for the ferry, ending all hopes that it could be refloated. Ten companies had been bidding for the contract to remove the **Riverdance**. Tony Redding, from **Riverdance** owners, Seatruck Ltd, said: "We have placed the contract for the demolition of **Riverdance** with a local firm, Hancock's Contractors Ltd who are based in Heysham.

"Shearing machines will be used to cut the wreck into small sections and they will then be taken away to a recycling plant." The decision

to demolish the ferry was taken after more than two months of efforts to refloat it failed.

Salvage crews tried a number of methods to refloat the ship but were hampered by bad weather and heavy tides. The news of the death sentence will come as a blow to **Riverdance** fans and businesses in Cleveleys and the surrounding area.

The ferry has become a popular tourist attraction which is said to have boosted tourism in the area by as much as a third. Hancock's, which specialise in demolition and logistics, were said today to be delighted by the news and will make an official announcement later. The **Riverdance** ran aground in January when it was hit by a freak wave during a storm.

Lack of attention from all parties caused the grounding

The grounding of the crude oil tanker **Minerva Concert** in the Hatter Barn Channel on May 14 2007 was caused by lack of attention by the pilot, the captain, the second officer on duty and by the lack of communication between them on the voyage from Fredericia to Rotterdam via Grenå with 81,268 tons of crude oil on board. The pilot, which had a pilot-trainee attending, did not discuss the voyage plan with the captain when deciding to sail in the Hatter Barn Channel as the draft was 12.5 metres. During the sailing the pilot and his trainee talked in Danish without telling the officer on watch about the change in the voyage plan. After some hours the tanker hit the ground just on the wrong side of bouy 19. The pilot claimed that the ship's gyro compass had a deviation of +5°, but several expert teams investigating the instruments in the four days of the salvage operation did not discover any failures. The ship was lightered and sailed to dry dock in Hamburg, where it stayde from late May to August 25, 2007.

Final piece of Napoli wreck to go

The final section of the **MSC Napoli** is being removed 15 months after the ship sank off Devon. Contractors have begun work to cut off the propeller, rudder and main drive shaft using small explosives.

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Accommodation, scrap barges, a crane and a cutting machine will then move in to deal with the material. It will be five months before the last piece of the **Napoli** is removed from the seabed off Branscombe beach, which will remain open.



Photo : Jan de Bokx ©

The ship was deliberately beached in Lyme Bay after it was damaged in storms while en-route to South Africa. In the ensuing £50m salvage operation, nearly 4,000 tonnes of oil was pumped off the ship and more than 2,300 containers removed.

Thousands of people descended on Branscombe beach to scavenge the contents of 50 containers which washed ashore. The ship was later split in two by controlled explosions and the bow taken to Belfast.

A pollution control plan will be in place throughout the operation and once it is removed the material will be taken to Holland for recycling. Once the work is complete a full underwater survey will be carried out to ensure that the seabed has been cleared of all recoverable debris from the vessel.

CASUALTY REPORTING

Fishing Boat Collision

A Chinese fishing boat collided with a foreign ship early on Friday morning (11 Apr) in the East China Sea, leaving 10 people missing, said a spokesman of the local public security authority.

The collision happened at about 6:00 a.m. Friday morning near Shanghai when the boat, with 14 crew, hit the ship, the spokesman of the eastern Zhejiang provincial public security department said.

He did not disclose the nationality of the foreign ship. Four of the sailors were rescued by the foreign ship. More than 30 ships, including some nearby fishing boats, were searching for the missing people. **Source : ShipTalk**

Duwbak gezonken in Hartelkanaal



Source : Vaart ! – Photo : Jan Oosterboer ©

Een met erts geladen voorste duwbak van het vierbaksduwstel **Veerhaven IV** is vrijdagochtend gezonken in het Hartelkanaal bij de uitvaart van de Dintelhaven even voorbij de Suurhofbrug. De zinkende bak brak los van de andere bakken, die door een havenbootje terug de Dintelhaven zijn ingevaren. Over de oorzaak is nog niets bekend. De duwbak ligt in de vaargeul, maar geeft geen hinder voor passerende scheepvaart. De Havendienst regelt het verkeer ter plaatse.

NAVY NEWS

New Zealand Shows Off its New Multi-Role Vessel



HMNZS Canterbury (L 421), the Royal New Zealand Navy's brand-new multi-role vessel (MRV) amphibious transport ship, is on its first major multinational exercise, taking part in Croix du Sud 2008, a six-nation military exercise organized by the French armed forces on and around New Caledonia from March 28-April 12.

Nations involved in the exercise include France, Australia, New Zealand, Tonga, Vanuatu and Papua New Guinea.

HMNZS Canterbury, New Zealand's new Multi-Role Vessel, seen working with a French navy Alouette 3 light helicopter during the six-nation Exercise Croix du Sud 2008 off New Caledonia. **Photo: Australian Defense Dept.**

The 8,870-metric-ton **Canterbury** was built half way across the world at Merwede Shipyard outside Rotterdam, the Netherlands, under a contract signed in 2004. The ship is based on a commercial ferry design that Merwede has used for

ferries in service in Denmark and on the Irish Sea.

Merwede built the ship as a subcontractor to Australian-based Tenix Defence, where the vessel arrived in mid-2006 for outfitting. It was delivered to New Zealand in 2007.

Canterbury does not have a well dock but is equipped with aviation support facilities that are significant for its size: a flight deck capable of launching two medium-sized helicopters or a single Chinook-type transport rotorcraft, and a hangar designed with four storage spots and one maintenance spot for helicopters.

Next to the hangar is a hospital which can be extended to include part of the hangar in case of emergencies.

The ship is laid out with a vehicle carrying capacity of a little over 400 lane meters, and can accommodate an embarked force of 350+ personnel in addition to the ship's own crew of 74. **Source : aviationweek.com**

Peruvian Navy Ship Visits Seattle

Navy Region Northwest said farewell to the captain and crew of the Peruvian Navy transport ship **BAP Mollendo (ATC 131)** April 6, following a port visit in Seattle.



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

Mollendo, commanded by Capitan de Fragata, Gonzolo Carrera Mazuelos, and its 134 enlisted Sailors and 28 officers were in Seattle for a four-day port visit. During their visit, the crew toured the **USS Ford (FFG 54)** homeported at Naval Station Everett and visited Boeing airfields, as well as Microsoft headquarters in Redmond.

The crew also toured famous Seattle sites, such as the Space Needle, the Seattle Aquarium, and Pike's Place Market.

"My junior officers took them on a tour and they enjoyed it a lot," said Cmdr. John Wilshusen, Ford commanding officer. "I spent the last two years in my previous job working with South American navies. I can see we all face similar situations."

With more trade and commerce between the countries, most of it goes by ocean. So, we all have a common interest in protecting those sea-lanes, and opportunities like this help build those ties," Wilshusen added.

During their stay, the Peruvians also hosted tours of **Mollendo**, which houses a museum displaying some of Peru's industrial products and cultural artifacts. "This training cruise lasts 180 days," said the Peruvian skipper. "We've already visited ports in French Polynesia, Hong Kong and Shanghai, the People's Republic of China, The People's Republic of Korea, Vladivostok in the Russian federation, Tokyo, Japan, and Hawaii, and now we are in the beautiful city of Seattle."

Mazuelos added that fourth and second year midshipmen from the Peruvian Naval Academy were also on board Mollendo. "They are increasing their knowledge about other cultures and training on board," he said. "This institution will help our midshipmen think about their reasons for becoming Navy officers in the near future."

Rear Adm. Stewart O'Bryan, commander, Carrier Strike Group 3, who was on board **Mollendo** April 4 for a Peruvian buffet style banquet and a performance by traditional Peruvian Marinera dancers and a salsa band, stressed the importance of maintaining friendly ties between the two navies.

"It's very important for Peru and the United States that our navies work together as we both fight terrorism," said O'Bryan. **Mollendo**, which left Seattle's Elliot Bay April 6, will make one final stop in San Diego before returning to its homeport in Lima, Peru.

Calgary's namesake ship bound for Middle East

Mayor Dave Bronconnier and two aldermen will travel to Victoria this weekend to send off Calgary's namesake frigate as it leaves CFB Esquimalt for a six-month mission to the Middle East.

HMCS Calgary is one of four Canadian warships -- carrying more than 900 sailors, soldiers, airmen and airwomen -- leaving Esquimalt Harbour on Sunday. "It's a very important day for our namesake ship," Bronconnier said Thursday. **HMCS Calgary** and **HMCS Protecteur** are leaving for six months in the Middle East, while **HMCS Ottawa** and **HMCS Regina** will set sail on a four-month deployment to the Far East.

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More than 1,000 family and friends are expected to be at the dockyard for the departure ceremony. Lt.-Cmdr. Mark MacIntyre, senior public affairs officer for Maritime Forces Pacific, said the navy knows how much support they have from the city. "It's an honour and it's something that is indicative of the strong namesake ship relationship that the frigate enjoys with Calgary," he said.

Bronconnier and the others are taking along crates of presents for the ship, including white Smithbilt cowboy hats to outfit the entire crew. They're also bringing furniture, video game systems and satellite TV equipment so the sailors can watch the Flames playoff run.

"We are adding some upgrades to Calgary's ship to help alleviate some of the tough times the sailors may face as they are off in a foreign country," Bronconnier said. The **Calgary** will help conduct maritime security operations in the Gulf of Aden, Gulf of Oman, the Arabian Sea, Red Sea and the Indian Ocean. **Source : Calgary Herald**

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SHIPYARD NEWS

Aker Yards Germany cuts steel for first RoPax 55

Aker Yards Germany has started the production of the world's largest combined freight and passenger ferries. The first steel plate has been cut at its site in Warnemünde for Yard number 159-- the first of two Aker RoPax 55 vessels for Stena Rederi being built under a EUR 400 million contract.



At 63,600 gt each, the new Stena ships have a gross tonnage 35 per cent higher than any similar vessels currently in service. The ferries were developed and designed by Aker

Yards Rauma in Finland and Stena RoRo in Sweden. Delivery of the vessels is scheduled in the first and third quarter 2010 respectively. Production will be split between the Aker Yards Germany sites in Warnemünde and Wismar.

Aker Yards Germany is increasingly targeting higher value added specialized ships. Besides RoRo and RoPax projects, recent orders have included ice-breaking and ice-going tonnage and projects for specialized tankers.

Length and beam: 240 m long and 32 m wide, abt. 11,600 t deadweight
Lane metres: 5,500 for trailers + 728 for cars
Passenger capacity: 1,200 persons
Engine and performance: 4-stroke main engines 2 x 9,600 kW and 2 x 7,200 kW
Service speed: approximately 22 knots
Source : MarineLog

CMA CGM TO RUN GIANT MARSEILLES DRYDOCK

THE Port of Marseilles Authority has chosen Marseilles-based container shipping giant CMA CGM as the winner of its call to tender for the use of Drydock 10 – one of the world's largest repair docks at 465 x 85 metres - and ten hectares of surrounding space.

Tenders were invited last year and attracted four bids. The euros350m CMA CGM proposal envisages a repair centre for the latest generation of mega container carriers and passenger vessels and would include the construction of a new dock gate. The project also covers a marina development and the provision of repair facilities for large leisure craft.

The scheme is expected to generate annual income of more than euros5m for the port authority, with the final contract due to be signed by the end of the year.



As mentioned in yesterday newscippings the LNG tanker **DAPENG SUN** seen fitting out in Shanghai September 2007

Photo : Richard Matterson - Matterson Marine Pty Ltd ©

Moonen opent werf in Groot-Ammers

Moonen Shipyards uit 's-Hertogenbosch zal per 1 mei een werf openen in Groot-Ammers. Moonen is gespecialiseerd in de nieuwbouw van grote jachten. Moonen maakt gebruik van de hoogste hal op het industrieterrein langs de Lek. In het pand zit nu nog een vestiging van Van der Vlist Transport. In de twee andere hallen op het terrein blijven een aannemer en een bedrijf in offshoreactiviteiten gevestigd.

Het openen van de locatie in Groot-Ammers is het antwoord van Moonen op de vraag naar steeds grotere en luxere jachten. Op de locatie zal een team van dertig tot vijftig medewerkers jachten tot 45 meter gaan afbouwen.

Groot-Ammers krijgt de primeur van de Moonen 124, een superjacht van bijna 38 meter. Het is het langste en grootste jacht dat ooit door Moonen is gebouwd. Het schip krijgt een stalen romp en een aluminium opbouw met drie dekken.

De Moonen 124 zal het eerste Moonenjacht zijn met een centraal gelegen atrium met een wenteltrap die toegang biedt tot de dekken en de brug. Naar verwachting komt het schip volgend voorjaar in de vaart.

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Wie de eigenaar wordt, wil de werfdirectie niet zeggen. Ook over het prijskaartje doet men geheimzinnig. Stelregel is echter dat dit soort jachten 1 miljoen euro per meter moet kosten.

De werf in 's-Hertogenbosch blijft de hoofdvestiging van het bedrijf, dat al meer dan 25 jaar bestaat. **Bron :** **Reformatisch Dagblad**



The **SD SEAL** seen under construction for KOTUG in Turkey

Photo : Jacco van Nieuwenhuyzen ©

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PRISCO began construction of 50,000-tonne tankers at STX Shipyard in S. Korea

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The steel cutting for the new ship of PRISCO was held at STX Shipyard in South Korea. The new vessel is the first of seven tankers of 51,000 tons deadweight each. As Konstantin Globenko, Director of Fleet Technical Department of PRISCO, says the new tankers will be the first vessels in the world built with Winterization class D according to new rules for shipbuilding and operation under the conditions of negative degrees worked out by Lloyd's Register.

All ships of the new series will be double hulled and fitted with special systems and equipment providing tankers with safe operation and transportation of bulk liquid cargoes under the conditions of negative degrees. The main ship of this series is scheduled to put into operation on November, 2008. The other vessels are planned to be delivered by May, 2009.

ROUTE, PORTS & SERVICES

Open dag - Alpatron Marine in teken van onderwijs en arbeidsmarkt.

Afgelopen week vond de Week van de Scheepsbouw in Nederland plaats. De hele week stond in het teken van leren en carrière maken in de maritieme industrie. Als sponsor van dit evenement wil **Alpatron Marine** de uitdagende toekomst mogelijkheden binnen de maritieme sector voor communicatie- en navigatie apparatuur laten zien. Als afsluiting van deze week vindt vandaag (zaterdag 12 april) van 10.00-16.00 uur een open dag plaats aan de Schaardijk 23, te Rotterdam.

Scheepssimulator

Tijdens deze open dag kunnen maritiem geïnteresseerden kennismaken met de innovatieve maritieme industrie door een kijkje te nemen in het onlangs nieuw geopende trainingscentrum van Alpatron Marine. In het opleidingscentrum worden nationaal en internationale klanten, dealers en medewerkers opgeleid om de brug met de complexe softwaresystemen te kunnen bedienen. Ter demonstratie wordt de zeer professionele scheepssimulator tentoongesteld aan de bezoekers van de open dag. Een waar genoegen om met eigen ogen te aanschouwen.

Rondleiding

Daarnaast is er de mogelijkheid een kijkje te nemen in de werkplaats. Zo krijg je een goede indruk hoe de communicatie en navigatie apparatuur in de eigen Alfabridge geïnstalleerd wordt. Ook de engineers van de tekenkamer laten zien waar het allemaal begint. Kortom, een speciale gelegenheid om kennis te maken met Alpatron Marine. Voor meer informatie over het programma, kijk op www.alpatronmarine.com

Global to build second \$250 million derrick/pipelay ship

Global Industries, Ltd. Carlyss, La., says it has approved the construction of a second \$250 million new generation dynamically positioned combination Derrick/Pipelay vessel for its worldwide offshore fleet. Global says the decision is in line with its growth plan for fleet upgrades, geographic expansion, and a broadened product line with increasing focus on deepwater/subsea/SURF work. The new vessel is scheduled for delivery in April, 2011, just 12 months after delivery of the Global 1200, its sister ship.

The vessel, designated the Global 1201, is a next-generation multi-purpose vessel designed for work in both deep and shallow water, with a high bollard pull allowing for pipelay without the need for supplemental tugs. With a length of 587 feet, the **Global 1201** will have a state-of-the-art pipelay system capable of operating in water depths to 10,000 ft (3,000 m) and handling up to 60 inch concrete coated pipe. The vessel incorporates a 1,200 metric ton capacity crane and a deepwater lowering system. Classed as DP-2, the vessel will be able to transit at speeds of up to 15 knots and will swiftly and economically mobilize to work destinations across the globe.

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B.K. Chin, Chairman and Chief Executive Officer, stated, "With the expansion of our work in the Middle East, Latin America, Asia Pacific/India, and West Africa, the Global 1201 gives us an asset which can be easily deployed to all areas in an expeditious manner. We're also maintaining our momentum of achieving one of our strategic growth initiatives of major fleet expansion."

The addition of the **Global 1201** to the fleet means that Global will have added five new state-of-the-art vessels to its fleet since 2006. The other vessels include the **REM Fortress**, **REM Commander**, **Olympic Challenger**, and the **Global 1200**.

Chin added, "This will invariably position Global strongly to meet the needs of the market and our customers as we execute our business strategy of increasing our involvement in deepwater, SURF, and EPIC projects."

Global Industries, Ltd. is a leading offshore solutions provider of offshore construction, engineering, project management and support services including pipeline construction, platform installation and removal, deepwater/SURF installations, IRM, and diving to the oil and gas industry worldwide. The Company's shares are traded on the NASDAQ Global Select Market under the symbol "GLBL". **Source : MarineLog**

€100m invested in tug services

Rimorchiatori Malta Ltd announced the purchase of a third vessel, taking the total investment made by the company past the €100 million mark since it bought out Tug Malta last July.

The new vessel ordered is an anchor handling supply vessel, AHSV type, from the Spanish shipyard Union Naval Valencia and was designed by Moss Maritime, one of Norway's leading naval architects forming part of Messrs Saipem. It will be delivered to the Maltese company in March 2010.

The vessel is specifically designed to perform offshore activities giving assistance to fixed or floating oil rigs in the South Mediterranean waters. The construction price of the vessel is €20 million and will be financed by an Italian bank, possibly in a pooling arrangement with a Maltese bank.

This investment is being made through the company's Maltese subsidiary, Menqa Shipping. The announcement was made by the president of the Rimorchiatori Riuniti Group, Giovanni delle Piane, during a media conference held at Tug Malta's offices in Floriana.

Last September Tug Malta ordered from the Spanish shipyard Armon S.A. an 80 tonnes bollard pull harbour/escort/anchor handling tug primarily designed to operate in the Maltese harbours and their approaches. The vessel is due to be delivered in December.

The total investment is €10.3 million and this has been partly financed by Bank of Valletta and partly by the group.

Dott. delle Piane also said that last December an anchor handling supply vessel with delivery due in April, 2010 was ordered by another Maltese subsidiary, Rimorchiatori Malta Offshore, from the Spanish shipyard Armon Vigo S.A. This is one of the largest vessels of its kind and required an investment of €42 million.

"This large investment underlines our commitment to develop our activities in the Maltese islands. Rimorchiatori Riuniti Group has invested more than €100m since last July. "This is far in excess of our contractual commitments with the government, when Tug Malta was privatised. We are proud of this achievement and intend to continue to develop our activities in the Mediterranean region using Malta as a base," concluded Dott. delle Piane. Group managing director Gregorio Gavarone said: "It is the group's policy to preferably employ local personnel in management and other technical posts both onshore and also afloat. However, in order to do so, we must find qualified personnel with the requisite certification as demanded by international standards."

He added: "Our primary challenge is therefore to improve, on a voluntary basis, the qualifications and certification of Tug Malta's existing personnel and to be able to recruit, as necessary, qualified personnel in order to form a team of Maltese seafarers, with the aim of employing them on the off-shore vessels under construction."

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Mr Gavarone continued: "It is a long term plan to which we are committed and we will be pleased to cooperate with MCAST and other Maltese organisations in the field in order to create a centre of excellence that is certainly in line with the maritime vocation of the island.

"It goes without saying that cadets qualified at the Maritime Institute of MCAST will have the possibility of employment on the new off-shore vessels both during their cadetship and more so later when they become certified," he said.

In conclusion Mr Gavarone said it was the group's intention to continue to enhance Tug Malta's harbour towage fleet as and when necessary in order to meet the future requirements and demands of its clients.

Communications and National Projects Minister Austin Gatt said that the company was bought out for €30 million and that it had already far exceeded its investment commitments. "We also wanted Rimorchiatori to look beyond our shores and that is what they are doing in servicing the offshore business," he said. "We want Malta put on the map and you are helping us do that. We are sure that the more profits you make, the more you will invest," he said.

Dr Gatt said that for Malta to be a hub in the maritime industry, the government needed to back the private sector. "We have one of the world's largest shipping registers, and in the next five years, the maritime industry should expand drastically. We want the MMA to be more of a regulator rather than an operator," he said.

TMID pointed out to the group that their investments were being made on two fronts, offshore servicing and in-harbour operations, asking whether both were growing sectors.

"Yes, we intend to expand in both sectors. We intend to be part of the drive to upgrade the ports' facilities, it is getting bigger. Time is a big factor, the sector is growing, ships are growing and we must grow in turn," he said.

TMID also asked whether the crop of cadets emerging from MCAST was in line with the company's needs, to which both Dr Gatt and Mr Gavarone replied. Mr Gavarone said that seamen needed specific training and experience. "They need international certificates and we would like to see that expertise being offered in Malta," he said.

Dr Gatt said that this was similar to when Lufthansa Technik set up shop in Malta. "Before we consulted with Lufthansa, there were no aircraft technician graduates in Malta. Now, they are being turned out every year and the company is employing Maltese people," he said. He continued: "They can proceed to work in the US, Germany or anywhere else and I am sure that the same will happen with the maritime sector once the exact needs are ironed out."

He said that if new courses are needed, the MMA and MCAST consulting with Rimorchiatori will provide them.

Source : The Malta Independent Online



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Tidewater eyes Superior Offshore assets

A Reuters report says that Tidewater, Inc. is evaluating assets of Superior Offshore International, Inc. "We've had some people bring Superior to our attention," Tidewater CEO Dean Taylor told Reuters. "It's something we are evaluating."

Houston-headquartered Superior Offshore describes itself as "a leading provider of subsea construction and commercial diving services to the offshore oil and gas industry, serving operators in the outer continental shelf and deep waters of the U.S. Gulf of Mexico as well as offshore Mexico, Latin America, Africa and the Middle East." The company also operates a construction/fabrication division. Superior Offshore operates a fleet of 11 service vessels and provides remotely operated vehicles (ROVs) and saturation diving systems for deep water and harsh environment operations.

On April 1, Superior notified the SEC that it was unable to file its Annual Report on Form 10-K for the year ended December 31, 2007 within the prescribed time, said it "presently has extremely limited liquidity and requires substantial additional financing to fund its operations and pay its obligations," and revealed that it had retained Tudor, Pickering, Holt & Co. Securities, Inc. as its financial advisor to assist it in exploring a range of financial and strategic alternatives including obtaining additional or alternate sources of debt or equity financing, a sale or merger of the company or other strategic transaction, a sale of certain company assets and execution of the company's business plan

Source : MarineLog



Seen at Khorfakkan Container Terminal in the United Arab Emirates approaching the passenger-vessel "C. Columbus" of Hapag Lloyd. berthing assisted by tugboats "Khorfakkan 1" and "Al Mutaibhi", pilot was Captain Maqsood.

Photo : Dag P. Froehmcke ©

Cosco's China-EU service makes first call at Lianyungang

Cosco's China/Europe service recently made its first call the eastern China's port of Lianyungang, Logistics Week reported.

The **Cosco Ningbo**, which handled 1,038 TEU while in port, is one of the world's largest containerships at 9,496 TEU. Lianyungang is one of the few ports in the region that can handle mega-containerships. Cosco's China/Europe service links China with northeast Europe, calling at port of Rotterdam, Hamburg and Antwerp. Sailing time is 30 days.

Source: schednet.com

Swissco signs contracts worth S\$14.43 million

Swissco International Ltd has announced that its wholly-owned subsidiary, Swissco Offshore Pte Ltd has recently secured chartering contracts with sale options worth S\$14.43 million for two of the group's offshore support vessels.

The Group signed the first charter contract with an existing established Australian client for one of its 40m anchor handling tugs. After making some minor modifications in Singapore, the vessel is expected to be deployed in the oil and gas market off Western Australia.

The contract is for a minimum charter period of one year, and comes with an option to purchase. The second contract is a three-year contract, secured with an Indian company for shallow water oilfield work in the Indian subcontinent.

The 26m shallow draft utility workboat will be deployed on the East Coast of India to assist in drilling operations. The charter contract also includes an option to purchase.

"With our new offshore support vessels coming on stream progressively, we have been able to capitalize on the current demand for offshore vessels, not merely from the South East Asian region, but also beyond. We are firmly committed to enhancing the capability and diversity of our fleet in our fleet expansion and renewal programme," said Mr Alex Yeo, CEO of Swissco.

The Group is expected to take delivery of 12 new vessels in 2008 and another five new vessels in 2009. **Source :** [Offshore Shipping Online](#)

Star Bulk Announces a 3-Year Time Charter for Its Newest Supramax Vessel Star Omicron

Star Bulk Carriers Corp. announced that the vessel **Star Omicron** has been committed to a three-year time charter agreement at a gross daily rate of USD 43,000. The Star Omicron (ex Nord Wave) will be delivered to Star Bulk within April 2008 and the three-year time charter will commence at the time of the vessel's delivery to Star Bulk. Star Omicron is a 2005-built Supramax vessel of 53,489 dwt built in Japan **Source :** [Starbulk](#)

New Mangalore Port handled 36.02 million tonnes in fiscal year 2007-08

New Mangalore Port has handled a record traffic of 36.02 million tonnes during the fiscal year 2007-08 as against 32.04 million tonnes during previous fiscal year, registering a growth of 12.41% and 4.89% over and above the target fixed by the ministry, said P Tamilvanan, chairman of New Mangalore Port Trust (NMPT).

Speaking to press persons here on Thursday, April 10, he said that movement of coal, lime stone, iron ore pellets, and railway traffic has been increased in the last year to a considerable extent. This has contributed to the growth rate of the traffic in the port, he added.

Emphasis has been given to increase the railway line inside and outside the port during last fiscal year. 1.2 km long railway line and platform has been constructed inside the port area to facilitate efficient handling, which has led to 104% growth in the railway traffic in the last fiscal year, he added. The income from the port has crossed more than Rs 300 crore for the financial year 2007-08. Meanwhile, expenditures stood up to Rs 187 crore and the net surplus reached Rs 115 crore. Handling of petroleum oil has contributed major portion of the income from the port, Tamilvanan said.

NMPT will be linked under Port Community Systems (PCS) under the initiation of ministry of shipping. This PCS will link all major ports in India and all the other stake holders of the port. This will also save time spent on trading and thus help in cost reduction. The first phase of PCS work has already been finished and the second phase work is under

progress, Tamilvanan said. NMPT will be joining hands with Mangalore Special Economic Zone (MSEZ) to develop port-based SEZ. Meanwhile, the port has planned to increase its capacity to 22.5 million tonnes more during 2011-12, Tamilvannan added. Bhaskarachar, deputy chairman of NMPT was also present on the occasion. **Source:** daijiworld.com

FESCO launches regular container service Vostochny-Novosibirsk

Transport Group FESCO launches a regular container service Vostochny-Novosibirsk, the Group's press center reports. On April 9, 2008, TIS and FLV companies (part of FESCO linear-logistics division) dispatched the first container train from Nakhodka-vostochnaya-exportnaya (port Vostochny) to – Novosibirsk vostochny (Novosibirsk). It is the first train within the framework of a regular ser to be known as FESCO Siberian Shuttle.

The service will be used for transportation of 20-foot and 40-foot containers (up to 132 TEU) with cargo cleared by customs or transported under customs control.

According to Sergei Kostyan, Vice-President of FESCO on linear-logistics division, the service is to improve commercial attractiveness of transportation by regular container trains. It will optimize the logistics through cutting the time needed for forming of batches as well as rolling stock idle time, reduction of transportation prices, decrease of transit time and avoidance of container sorting during transportation.

FESCO Transport Group is created on the basis of Far East Shipping Company - one of the largest and oldest transport companies in Russia, founded in 1880. In 2007, total volume of the group's container operations exceeded 2 million TEU.



The **LAMENTIN** seen in the port of Willemstad (Curacao)

Photo : Rich Fontaine ©

5 vessels stand idle in the port of Vladivostok due to slow operation of customs

5 vessels with automobiles stand idle in the port of Vladivostok due to slow operation of customs, the report of Automobilist Protection Society reads. According to the society, total idle time of the vessels in the port of Vladivostok reached 417 hours.

As of April 10, 2008, there are 8,018 automobiles accumulated at the storage grounds of the port while the capacity of the grounds is 5,800 units. From April 1 till April 9 of the current year Commercial Port of Vladivostok unloaded 20 vessels. As of today there are 5 vessels waiting for unloading (motor vessels **Ocean Pride, Teddy Bear, Visayan Trader, Neks, Cebu Trader**). Total amount of automobiles exceeds 700 units. According to the administration of Commercial Port of Vladivostok 4 more vessels loaded with 1,500 automobiles are to come to the port from April 10 till April 13. In April 01 – 09, customs used to clear 366 automobiles per day.

On April, 1, 2008, customs reorganization in the port of Vladivostok resulted in reduction of the staff of inspectors. Thus the number of accepted declarations fell from 200 to 30 per day. Besides, customs plastic cards are not accepted any more which additionally slowed the process. The port handles over 20,000 automobiles per month.

Grand Alliance to launch a new EU5 Service and update its Far East service

The Grand Alliance has announced that it is to launch a new EU5 Service and update its dedicated Far East service in response to the growth of the Chinese mainland market. The newly established EU5 will deploy eight vessels of 5,500teu on a weekly basis calling at: Amsterdam - Hamburg - Southampton - Singapore - Shanghai - Ningbo - Xiamen - Singapore.

Upon commencement of the EU5 service, the EU3 service will omit Xiamen, and the EU4 service will omit Ningbo. Both calls have been transferred to the EU5 service.

The EU5, together with service improvements in EU3 and EU4, is expected to enhance schedule reliability and cater to a fast-growing market. The Grand Alliance members are Hapag-Lloyd (Germany), MISC Berhad (Malaysia), NYK (Japan) and OOCL (Hong Kong). **Source: seatradeasia-online.**

Tallinn new container terminal postponed

The Estonian port of Tallinn has officially postponed plans for a new container terminal in Muuga as a winner could not be named for the construction tender. Chairman of the Port of Tallinn's supervisory board Neinar Seli told the Baltic News Service that "work on the tender had not proceeded according to plan." Seli said the port would not be naming a winner for the construction tender because "the supervisory board first wanted to discuss the port's strategy for the next few years."

This is the second time that the Port of Tallinn has postponed announcing a winner for an extension of Muuga port to accommodate a container terminal. Seli said a final decision would be reached next month. The new container terminal was slated to add two kilometres of wharves with first phase development allowing the terminal to handle some one million TEUs per year. The project appeared to have the backing of the Chinese port of Ningbo with a recent report saying Chinese officials had signed a letter of intent to invest in a container terminal.

The Baltic News Service has said that the port of Tallinn was hoping a major Chinese goods distribution center in Muuga would boost throughput following a difficult year in 2007 when Russia cut its exports through Estonia. Official data from the Port of Tallinn showed that cargo throughput for March was 3 million tonnes, which is a 25% drop from the 4 million tonnes it handled in March last year. **Source: portworld.com**

Singapore to double cruise ship capacity by 2010

Singapore's international cruise infrastructure will double in capacity when the new International Cruise Terminal at Marina South becomes operational in 2010. Two new berths at the facility will accommodate the largest ships currently

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in service, as well as those on order including the new 5,400 capacity Genesis-class ships. The new berths will complement the existing two berths at the Singapore Cruise Centre at Harbor Front; both cruise facilities are only 10-15 minute drive from each other.

Jason Ong, Area Director, Middle East and Africa, Singapore Tourism Board said the International Cruise Terminal will allow Singapore to capitalize on the global growth of the cruise industry. "We are experiencing an increase in Middle Eastern clients taking cruise holidays from Singapore where they can choose from a range of cruise liners who offer them the chance to sail around the world in absolute luxury," he said. "These new cruise facilities will bring Singapore closer to its goal of becoming the 'Cruise Hub of Asia' and attracting even more Middle East visitors to sail from Singapore."

The new facilities will also significantly increase Singapore's cruise passenger handling capacity, helping meet Singapore's target of achieving a throughput of 1.6 million cruise passengers by 2015. Last year, Singapore Cruise Centre reported a cruise passenger throughput of over 943,000, an increase of more than 10 per cent over 2006. The Ocean Shipping Consultants has projected that Asia (Greater China, South Korea, Japan and Southeast Asia) can expect a 44 per cent growth in cruise passengers by 2010. By 2015, the number of Asian cruise passengers is expected to hit 2.02 million, an 88.79 per cent increase over 10 years - making the cruise industry one of the fastest growing segments of the tourism industry. Recognizing this growth potential, cruise operators are offering a wide range of itineraries within Asia. Leveraging on Singapore's strategic location between major international maritime routes, and its excellent air connectivity to more than 190 destinations in 60 countries worldwide, a number of cruise companies have chosen to create a base in Singapore to strengthen their Asian presence. **Source: alibaba.com**

Korea's STX Pan Ocean to Add Two Container Ships to Fleet

STX Pan Ocean Co., South Korea's top bulk carrier, said Thursday that it plans to spend 288 billion won (US\$295 million) to add two container ships to its fleet by 2012. Early this year, the shipper said it plans to spend US\$810 million in 2008 on 13 new ships in order to meet rising demand for bulk cargo such as grain and iron ore. The company, the shipping unit of STX Group, a mid-sized South Korean conglomerate, is seeking to become one of the world's top five shipping companies by 2010. The company owns and operates more than 70 ships. The company's earnings more than quadrupled to 431 billion won last year on higher shipping rates. **Source: Yonhap**

Two SAECS ships to be replaced

The South Africa Europe Container Service (SAECS) has announced that two of the container vessels deployed on the SAECS Service, **MAERSK VIGO** and **MAERSK VERA CRUZ** will be phased out during May 2008.

Maersk Vigo will be phased out from the service in Durban on 14 May and is to be replaced by the vessel **MAERSK ORION**.

Maersk Vera Cruz will be phased out also in Durban on 24 May and is to be replaced by the **MAERSK HONG KONG**.

In an unconnected matter, sister company Safmarine has taken on charter the 1,708-TEU container ship **SAFMARINE BIA**, the third ship of the Japanese Imabari 1700 class to be accepted by Maersk/Safmarine and the 14th of her class.

Safmarine Bia will be deployed on the EAF service operated between Salalah and Mombasa jointly by Safmarine and Maersk Line. **Source : ports.co.za**



Plans for largest container port on the Red Sea

Dubai-based terminal operator, DP World, and Saudi-Arabian company, Emaar, have signed a memorandum of understanding (MOU) to develop and operate the new port of King Abdullah Economic City – a large urban development in Saudi Arabia, about 100-kilometres north of Jeddah.

The new terminal will be a key component of the planned 550-hectare city – and King Abdullah will be the largest container port in the Red Sea.

According to AXS Alphaliner, the initial phases, scheduled to become operational in 2010, are the construction of a multipurpose cargo terminal and a container terminal with a capacity of 1.6-million TEUs. **Source : cargoinfo.co.za**



Build as the **SMIT-LLOYD 104** now seen as the **MASINDRA LANGKAWI** approaching the anchorage area at Balhaf Yemen (Yemgas LNG Terminal) The jackets will be lifted by the **Taklift 7**.

Photo : Han van Lith - Capt. Smit Polen ©

Falklands' cruise season new record: 67.700 visitors

Falkland Islands Tourist Board Manager Jake Downing confirmed, "Over 67,700 cruise ship passengers were cleared to land in the Falklands between October 2007 and April 2008, representing a 32% increase on 2006/07 season numbers."

Tourism Coordinator of the Islands' most successful cruise ship agency, Sullivan Shipping Ltd, Samantha Marsh said, "Antarctica as a destination is increasingly popular, cruise ships are also getting bigger so the amount of passengers cruising is increasing worldwide."

Sullivan Shipping dealt with approximately 84% of all cruise ships visiting the Falklands this season, including the expedition ships that do multiple landings on smaller islands and destinations outside of the capital Stanley.

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A total of 46 different vessels visited the Falklands during the season, as compared to 42 in 2006/07. This included ten maiden calls from Ocean Nova, Hanse Explorer, Fram, Peace Boat's Topaz, Grand Voyager, Boudicca, Azamara Journey, Spirit of Adventure, Costa Cruises Costa Victoria and Minerva.

Local increases are set to continue with cruise holidays experiencing unprecedented growth across the globe. CLIA, the official trade organization of the cruise industry of North America, recently revealed that 43 new ships with a total of 106,000 berths will be operational before 2010.

Speaking of further development onshore in the Islands, Ms Marsh said, "...it would be helpful to see an increasingly pro-active attitude from the Government towards tourism development. It would make a vast difference to efficiency and first impressions to have a suitable car park surface funded, and the landing area to be improved. Tendering is not an ideal situation, but we could make the best of it by improving the facilities we currently have.

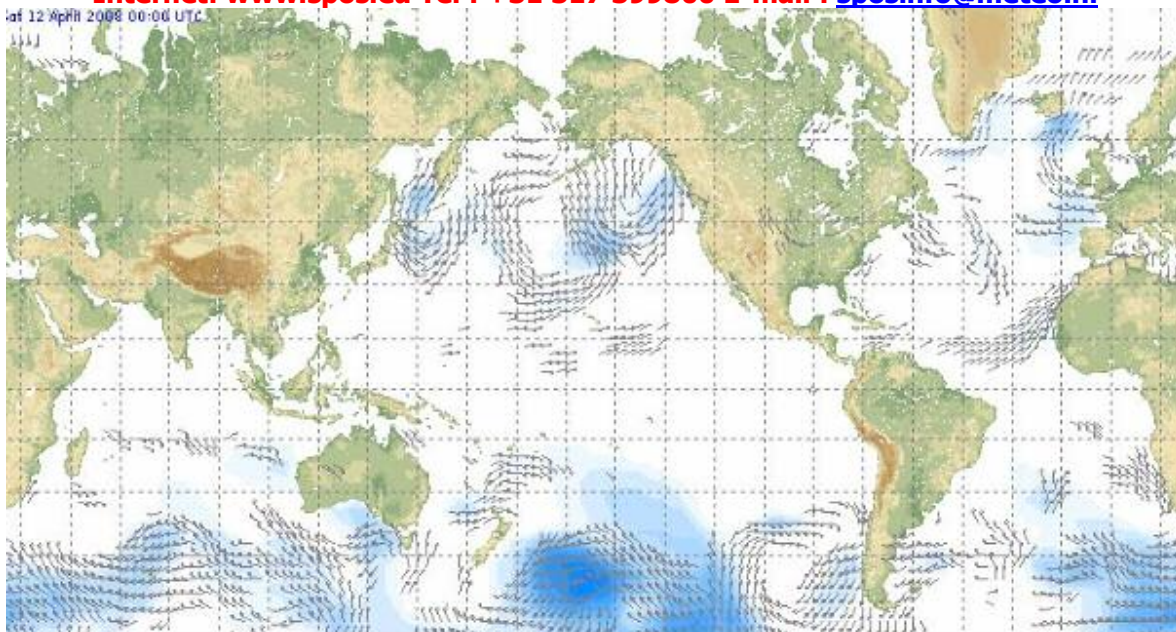
The Islands also suffer to a degree from a lack of human resources, Ms Marsh added, "We very much need more people to work within the industry, private driver guides, and tour guides are all in very short supply." Overall, however, things are looking extremely positive for the Falkland Islands, Mr Downing said, "This considerable increase in arrivals is part of a larger growth pattern, with latest calculations from the Tourist Board showing that passenger numbers have grown by an average of 17% per annum for seven consecutive seasons."

MARINE WEATHER

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

.... PHOTO OF THE DAY



The **FAIRPLAY XII** seen returning in Rotterdam after a drydocking period in Antwerp
Photo : Hans Lingbeek ©

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