

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 225



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The TOR MAGNOLIA seen at the Westerscheldt River

Photo : Rob van Deijk ©

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EVENTS, INCIDENTS & OPERATIONS



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Sail yacht "**Team DYT Racing**" being loaded in Newport, Rhode Island onboard the **SUPER SERVANT 3** with destination Olbia, Sardinia in order to compete in the Maxi Yacht World Championships in September

Photo : Jonathan Zier ©

Nachtelijke medevac voor man met vermoedelijk tbc/maagklachten

Door : Ron Zegers – KNRM Hoek van Holland



Donderdag ochtend 01.20 uur werd de bemanning van de KNRM reddingboot **Jeanine Parqui** gewekt door de Pager met alarm "medevac prio 1" van het kustwachtcentrum Den Helder. Aan boord van de reddingboot bleek dat een patiënt moest worden afgehaald met vermoedelijk TBC.

De patiënt verbleef aan boord van het vrachtschip **Serra Neval**, bij contact met het schip bleek de patiënt bloed op te hoesten. Rond 02.00 uur langs het bewuste schip in positie 52°01.2 Noord en 003°55.2 Oost. De 53-jarige patiënt van Turkse afkomst kon zelf geborgd de loodsladder afdalen en werd aan boord genomen van de **Jeanine Parqui**.

Aan boord van de reddingboot deed onze arts-opstapper een eerste onderzoek door de patiënt goed uit te vragen. Uit de antwoorden zou kunnen worden opgemaakt dat het ook maag klachten of een maagbloeding kon zijn. Uit voorzorg voor een mogelijke TBC besmetting is de man op het achterdek van de KNRM reddingboot geplaatst met een mondkapje voor. De bemanning is zoveel mogelijk bovenwinds gebleven.

Om 15.00 uur lag de reddingboot gemeerd en de patiënt met ambulance onderweg naar het Havenziekenhuis in Rotterdam. De arts-opstapper van de Hoekse KNRM neemt in de loop van de dag contact op met het Havenziekenhuis om te weten of de man TBC besmet was, dit kan gevolgen hebben voor de vrijwillige redders.

*****Het KNRM Gala*****

Zorg dat u erbij bent op 17 november in het Kurhaus

Heeft u interesse om met uw onderneming aan te sluiten bij dit maritime gezelschap? Neem dan contact op met het directiesecretariaat van de **KNRM**, mevrouw **Ria Ravenstijn**. Zij is te bereiken op 0255-548464 of via gala@knrm.nl. Voor een goede beeldvorming van de avond verwijzen wij u naar www.knrm.nl/reddersgala



Philippines considering criminal charges in shipping tragedy

Philippine prosecutors are considering filing criminal charges against owners of a ferry that sank during a typhoon in June, resulting in almost 800 deaths, the justice secretary said Thursday. Justice Secretary Raul Gonzalez said a

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special panel of prosecutors would determine whether to file criminal and civil charges for negligence resulting in multiple homicide and serious physical injury against the officers of the Sulpicio Lines shipping firm.

The panel was examining an official investigation which reportedly concluded that the ship's captain was at fault for the capsizing of the **Princess of the Stars** ferry in the waters of the central Philippines on June 21, Gonzalez said. "We are closely studying the Board of Marine Inquiry report and we recommend the filing of criminal charges if the situation warrants," he said. The board also said Sulpicio Lines, the ship's owner, was liable for failing to stop the captain from sailing into the typhoon.

The ferry was carrying 850 passengers and crew when it capsized off Sibuyan island. Only 57 passengers and crew survived the disaster. The board had blamed human error but the ship's captain is missing and presumed dead. The inquiry also recommended the Sulpicio Lines franchise be suspended but Gonzalez said it was up to Congress to revoke such franchises. Suspending the franchise could cause economic problems for this archipelago country, he conceded. Sulpicio vessels account for about 30 percent of the country's merchant marine fleet and stopping them from sailing could trigger a shipping shortage, Gonzalez said.

Italy: Record illegal migrant landing in southern Sardinia

One hundred and thirty-five illegal immigrants, including women and children, landed overnight on the southern coast of Sardinia aboard nine wooden boats. All are reported to be Algerian.

The illegal migrants have been intercepted by police and transferred to the island's temporary holding centre in Cagliari.

It is the largest single landing of illegal immigrants in Sardinia ever.

Italian coastguard on Thursday intercepted a motorised dinghy with 55 migrants on board 10 nautical miles off the southern Sicilian coast. The migrants, who include six women, were transferred to Agrigento.

As many as 71 African migrants died in the Mediterranean Sea between Sicily and Malta, according to eight of their companions who were rescued by a fishing vessel late on Wednesday. Most are reported to be Sudanese.

The people smugglers' boat set sail from Zuwara on the Libyan coast 10 days ago, but ran out of food and water and lost its engine in rough seas before sinking. Some of those aboard died of exhaustion, hunger and dehydration and others threw themselves overboard, survivors said.

The other victims, including a small child and four pregnant women drowned, according to the surviving passengers. Maltese authorities are reportedly combing the area where the boat sank, some 40 nautical miles south of Malta, to search for signs of the missing.

"If the numbers of people who lost their lives are confirmed, this would be a tragedy at sea comparable to an air disaster," said spokeswoman for the United Nations refugee agency the UNHCR, Laura Boldrini.

A total of 380 people died in the Sicilian Channel from January to June this year, according to medical charity Doctors without Borders, compared with 500 in 2007. **Source : adnkronos**

Indian Navy awaits government nod to escort ships to Somalia

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The Indian Navy is awaiting the government's nod to provide escort to ships carrying life-saving assistance to Somalia under the aegis of the United Nations, a senior naval official said. "The navy's request to protect the UN shipments from pirates is with the government. The Indian Navy is ready and keen to provide its assistance in the UN food programme as it will enhance our credentials as a professional navy in the region," the senior navy official told IANS Thursday.

The UN's World Food Programme (WFP) is responding to urgent humanitarian needs in Somalia. Over 2.4 million Somalis rely on food aid, of which 80 percent arrives by sea.

Food supplies are urgently needed in Somalia but danger posed by pirates has made delivery difficult by land and sea routes. In July the WFP had appealed to naval powers to help protect its ships carrying life-saving assistance from pirate attacks, saying that as many as two million Somalis could go hungry without this essential help.

"We cannot claim to be a power with global impact if we do not take up responsibilities. We are ready to protect the ships passing through the Mozambique Channel (between Madagascar and South east Africa) which is plagued by piracy," the official added.

To the north of Madagascar lies Somalia, whose coastline has been identified by the International Maritime Bureau (IMB) as the area with the highest piracy risk in the world. For India, monitoring the waters off Africa's east coast is an essential part of security of energy supplies through the Indian Ocean.

While pirates have launched 31 attacks on vessels off Somalia's eastern and northern coasts so far this year, to date no escorted WFP ships have been targeted. France, Denmark and the Netherlands have provided naval escorts over the last eight months.

Somalia has been beset by instability and insecurity for almost 20 years and is further affected by the recurring drought and increasing world food prices.

"We are ready to work under the UN flag and we need not worry about our safety as the UN charter does not forbid use of force in self-defence," the official said. **Source : thaindian**

Onderzoek naar grootschalige olieopslag Eemshaven

Het bedrijf **Vopak** is een onderzoek begonnen naar de mogelijkheid om in de Eemshaven (Groningen) een grootschalige olieopslag te realiseren. Een woordvoerder van het bedrijf heeft dat donderdag bekendgemaakt.

Het betreft een haalbaarheidsstudie naar een 'lage doorzetterterminal' voor de opslag van strategische voorraden vloeibare olieproducten voor Europese overheden. De haalbaarheidsstudie heeft betrekking op een gebied van 55 hectare in de Eemshaven. Het onderzoek gaat volgens Vopak om een voorziening met een totale maximale opslagcapaciteit van 2,76 miljoen cubieke meter. De haalbaarheidsstudie heeft betrekking op een gebied in de Eemshaven ten zuidwesten van de Julianahaven, in de gemeente Eemsmond. De terminal wordt via een pijpleiding verbonden met een steiger gelegen in de Julianahaven in de Eemshaven.

Volgens havenautoriteit Groningen Seaports is grootschalige olieopslag niet alleen van groot belang voor de Eemshaven, maar ook „voor Nederland als geheel vanwege het garanderen van strategische voorraden. De Eemshaven leent zich hier uitstekend voor vanwege de schaalgrootte die in andere havens niet meer is te vinden", aldus een woordvoerder. De Eemshaven ontwikkelt zich volgens Groningen Seaports steeds verder als 'energiehaven'. Mocht de olieopslag doorgaan, dan betekent dat voor deze haven een derde energiestroom. „De Eemshaven is straks de grootste producent van elektriciteit in Nederland, is straks actief in Gasleveranties (LNG) en dan wellicht ook nog in olieopslag", aldus Groningen Seaports. De beoogde activiteiten passen daarnaast geheel in het concept van 'Energy Valley' waarbij het Noorden zich steeds ontwikkelt tot energieregio.



Above seen the **Navigator of the Seas** arriving Kusadasi
Photo : Ronald de Bloeme - o/b ms Noordam ©

THEO NIEBOER NEEMT AFSCHIED VAN ROC ZEELAND

Medewerkers en College van Bestuur van **ROC Zeeland** nemen op vrijdag 29 augustus afscheid van **Theo Nieboer**, directeur van het onderwijscluster Maritiem van ROC Zeeland en van het Maritiem Instituut De Ruyter. In het maritiem instituut zijn de maritieme mbo en hbo opleidingen van ROC Zeeland en Hogeschool Zeeland gebundeld.

Sinds zijn aanstelling in 2000 is Nieboer de drijvende kracht geweest in het realiseren van een aantal belangrijke ontwikkelingen in het maritiem onderwijs in Zeeland en daarbuiten. Zo heeft hij een belangrijke bijdrage geleverd aan de totstandkoming van het Maritiem Instituut, en is onder zijn leiding het opleidingsaanbod uitgebreid met opleidingen binnenvaart en logistiek. Ook over de grenzen heeft Nieboer het Zeeuwse maritiem onderwijs stevig op de kaart gezet. ROC Zeeland is kartrekker in het Martins project, waarin instellingen uit vijf Europese landen participeren, en in een grootschalig project op het gebied van duurzame visserij in Indonesië.

Nieboer verruilt zijn functie in het onderwijs voor een baan in de particuliere sector, uiteraard wel in de door hem zo geliefde maritieme sector.

In de opvolging van Nieboer is voorzien door middel van een benoeming uit de eigen gelederen. Per 1 september neemt **Guus Verhagen**, voorheen projectmanager bij **Maritiem Instituut De Ruyter**, de scepter over.



MSV Seisranger doing a prelay survey at Canapu Oilfield offshore Vitoria (Brazil) as seen from the bridge of **Pride Rio de Janeiro** (SS-60).
Photo : **Peter Degroote** ©

Somali pirates free Omani ship - officials

Somali pirates have released an Omani ship they had held hostage for months, a senior government official said on Thursday. "The Omani ship held for six months was released last night," Abdiqadir Muse Yusuf, assistant minister for fisheries in northern Somalia's Puntland region, told Reuters.

"I think a ransom was paid but I do not know the exact amount," he added, but gave no other details.

Piracy is rife off Somalia, which has been mired in anarchy since warlords overthrew a dictator in 1991. Maritime officials say at least 30 ships have been hijacked off the coast of Horn of Africa nation so far this year. A record four ships were seized in 48 hours last week, meaning pirates are holding hostage four cargo vessels, two tankers and a tug boat, along with about 130 crew members. **Source : Reuters**

Second US naval ship with humanitarian aid docks in Georgia

The U.S. Coast Guard cutter **Dallas**, carrying 34 tons of humanitarian aid, arrived in the Black Sea port of Batumi, south of the zone of the fighting between Russia and Georgia, thus reinforcing the presence of US naval ships within sight of a newly built Russian military position.

Dallas arrived in the southern port city at 11:45 a.m. local time Wednesday, avoiding another port where Russian troops are still operating. It is the second US naval ship to reach Georgia with a humanitarian mission aimed at those displaced in the conflict with Russia.

The guided missile destroyer **USS McFaul** arrived at Batumi on Sunday as the first of three US ships that are to carry thousands of blankets, hygiene kits, baby food and infant care supplies to Georgia.

As per an earlier statement by the U.S. Embassy in Tbilisi, the ship was supposed to dock at Poti, but Zaza Gogava, head of Georgia's joint forces command, said its main cargo port could have been mined by Russian forces and still contained several sunken Georgian ships hit in the fighting.

The white-hulled US Coast Guard Cutter started unloading its cargo, amid chants of "USA! USA!" and waving of American, Georgian flags. **Source : rttnews.com**

Island ferry still not running

The Robben Island Museum's new R26-million ferry was still not running on Wednesday after being attached earlier this week, a museum spokesperson said.

"The lawyers are talking," said Shalo Mbatha. The Sikhululekile was attached on Monday over a reported R3,5-million outstanding on payments to its builders, Farocean Marine.

The museum, however, says it is claiming penalties for a number of "significant defects" in the vessel. **Source : iol.co.za**

New island tourist ferry attached in dispute over payment

Robben Island's new R26-million ferry has been attached because of money owed to boatbuilder Farocean on the purchase price. The twin-hulled Sikhululekile, which carries 300 passengers and has a top speed of 27 knots, was launched in February, a year behind schedule.

Robben Island Museum deputy chairman Carl Niehaus says they are working to reverse Monday's "excessive and unnecessary" attachment. "(We are) dissatisfied with the number of significant defects on the vessel. Despite numerous attempts to meet with them to settle the dispute, Farocean did not come to the party.

"As far as (we are) concerned, it is state property and should not have been attached." The state attorney had also furnished security, so there was no need to continue with the attachment.

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"There have been indications that Farocean is now prepared to meet with us and we await a response from them so that we can settle this matter speedily," added Niehaus. The ferry was one of the key issues in a damning forensic report on the island's finances which became public this month. The audit found the ferry did not even appear on the island's asset register.

Though delivered a year later than scheduled, the contract, signed by now-suspended museum chief executive Paul Langa, made no provision for penalties. The audit report queried the apparent payment of an extra R1,7-million for the vessel and missing details about the purchase.

Farocean managing director Peter Kuttel said earlier this month that they had not been paid in full. "The (museum) keeps on saying that it doesn't have the money to pay me. I believe it will, though." He could not be reached for comment yesterday. Langa is currently facing disciplinary charges.

The island has three other ferries, one of them a charter. At peak season last year, the island received 1800 visitors a day. **Source : theherald.co.za**

Mediterranean Sea - 71 immigrants drown

Seventy would-be illegal African immigrants to Europe perished when their boat sank in the Mediterranean Sea, according to eight companions rescued on Wednesday off Malta, officials said.

If their tale is confirmed, it would be one of the worst such incidents ever recorded off Malta, a target destination for Africans trying to reach Europe in often-flimsy watercraft.

The survivors were plucked out of the water by a Maltese fishing vessel, the Madonna di Pompei, from a semi-submerged dinghy 70 kilometres (40 nautical miles) off Malta, then transferred to a military patrol boat.

An Armed Forces of Malta twin-engine Islander patrol aircraft went out to the area to look for other survivors, but none were found.

It earlier emerged during police questioning that the original group consisted of 79 people — all men, apart from eight women, four of them pregnant, and one child. But a UN official later placed the original number at 78.

Investigations were continuing, a police spokesperson told AFP. The passengers, all African, had apparently set sail from Libya last Thursday and hit bad weather, said Neil Falzon, a representative of the UN High Commissioner for Refugees in Malta, who met with the survivors.

Four of those dead were women, three of them pregnant, he said. "On Monday, the rubber dinghy started taking water and it overturned with the immigrants drowned," Falzon said. "They just kept holding on to the dinghy until last night they were spotted by the Maltese fishing vessel."

He identified the immigrants as Eritreans, Ghanaians, Somalians and Sudanese, according to news reports. "My appeal goes to the government to release these immigrants from the detention centre because of their health and traumatic conditions," Falzon said, adding that three needed urgent medical care.

Malta, the smallest of the 27 EU member states, is a target for Africans trying to get into Europe by boat from North Africa, with Libya being the most common point of departure.

Some 1700 illegal immigrants landed on Malta in 2007, according to an AFP count. On Sunday, more than 100 illegal immigrants were brought ashore in two separate operations off Malta. The last case of serious loss of life off Malta came in May 2007 when 53 would-be immigrants perished at sea.

"Notwithstanding that they know about (previous) tragedies, these desperate people still try and make the journey to Europe," Falzon said. Some 380 illegal immigrants have died at sea over the first six months of this year in the Sicily

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Canal, the Mediterranean strip between Sicily and Tunisia, the aid charity Doctors Without Borders estimates. About 500 died there in 2006.

Elsewhere on the Mediterranean, the crew of a Dubai-bound ship discovered 14 stowaways aboard off the coast of Algeria this week. It turned them all over to the Algerian authorities, coast-guard officials in Algiers said on Wednesday. **Source : news.iafrica.**

CORRECTIE

In de nieuwscippings van gisteren over de replica van het VOC schip PRINS WILLIM is een slordige fout geslopen, het is schip is NIET zoals vermeld gebouwd in Japan maar by Amels in Makkum, en naar Nagasaki getransporteerd om daar te worden neergelegd in het attractiepark Oranda Mura (Holland Village). De replica van het VOC schip is in tegenstelling tot de in Lelystad gebouwde "Batavia" niet zeewaardig. De enige manier om het schip veilig over zee te vervoeren was aan boord van een zware-ladingschip, hetgeen in 1985 een bijzonder beeld opleverde. In de buurt van Singapore raakte de "Happy Mammoth" in een typhoon, waarbij de boegspriet van de Prins Willim werd afgerukt. In Japan werd het VOC schip op een grootste manier ontvangen en was het jaren lang het pronkstuk van het Hollandse themapark in Nagasaki.

Alle lezers welke op het stukje gereageerd hebben bedankt !!

US Suez shooting probe blames ship's wrong arrival time

A US probe into the shooting of an Egyptian man by a US Navy chartered boat near the Suez Canal in March said Thursday that the ship's arrival at the wrong time was a "significant factor" in the killing.

Mohammed Afifi was killed on March 24 when the **Global Patriot**, a transport vessel chartered by the US Navy waiting to cross the Suez Canal, fired warning shots at a small boat trying to sell merchandise nearby.

"Basically the ship received conflicting information on when it was supposed to arrive in the Suez Canal," US Fifth Fleet spokesman Lieutenant Nathan Christensen told AFP by telephone.

"The Global Patriot's arrival ahead of schedule was a significant contributing factor," he said, as a result of which it had to wait before entering the canal and was therefore approachable by hawkers' boats.

"We would like to express our sincere apology and profound sorrow for this tragic accident and extend our deepest sympathy to the family of Mr Mohammed Afifi," the US ambassador to Cairo Margaret Scobey said in a statement.

"We have offered financial assistance to the family, realising of course that no amount of money could ever compensate his family for the loss of life," Scobey said. The embassy and Fifth Fleet declined to say how much compensation had been paid.

The embassy statement said "we are reviewing our operating procedures as we cooperate closely with the government of Egypt to ensure that such an incident is not repeated." Christensen declined to comment on any precise changes to operational procedures but said "I can assure you we're going to ensure that all ships arrive at the prescribed time."

Egyptian Foreign Minister Ahmed Abul Gheit said at the time that the shooting was "unacceptable" and that "Egyptian ports are not open to those who want to fire shots."

Christensen said US sailors "have the right and duty to protect the ship to avoid incidents such as the **USS Cole**," a warship aboard which 17 sailors were killed in a water-borne suicide attack off the Yemeni coast in 2000. **Source :** AFP

NAVY NEWS

Annapolis one step closer to becoming artificial reef

The former **HMCS Annapolis** has made its final voyage out of Esquimalt Harbour and is undergoing reclamation in Howe Sound as it awaits its destiny to become an artificial reef.

The ship has found a new home in Long Bay on Gambier Island, where many of its remaining components will be dismantled before it undergoes an environmental clean-up in preparation for its new life on the ocean floor.

The Artificial Reef Society of British Columbia (ARSBC) purchased the Annapolis from the navy to make it the sixth former Canadian Navy ship to be sunk in waters off B.C. The high number of ships being turned into marine habitats and scuba diving destinations increases B.C.'s reputation as one of the premier diving hot spots in the world.

"With the sinking of the **Annapolis** on the mainland side, we effectively close an eco-dive tourism travel loop, allowing divers to visit each sink site, thereby adding to a unique Wreck Trek adventure second to none in the world," says ARSBC president Howard Robins. The final resting place has yet to be determined, but the ship is expected to be sunk in 2009.

The **Annapolis** will be the first DDH-Class helicopter-carrying destroyer escort to meet this high-profile fate, and the ARSBC is hoping the ship's unique design - which boasts up to 40 per cent more exterior diving space than other sunken ships plus a helicopter deck and enclosed hangar – will generate increased interest and new diver tourism in the region.

Teams of volunteers are working hard to dismantle and salvage some of the ship's components, saving valuable metals like copper, steel, aluminum and brass, which can be sold to offset some of the cost associated with the project. The real dirty work will come when it's time to dismantle the boiler and engine rooms.

Environmental clean-up will be sub-contracted to Canadian Artificial Reef Consulting (CARC), a group made up of former ARSBC directors and consultants. Using the knowledge they've gained from past projects, they have taken their expertise to artificial reef projects all over the world, including England, Australia, New Zealand and the United States.

The ARSBC has sunk more ships than any other group in the world, and they are considered to be world-wide experts on the subject of ships and artificial reefs, having sunk six ships and the world's first fully-intact Boeing 737 airplane in the coastal waters of B.C.

The **Annapolis** is one of two McKenzie class destroyer escorts modified to carry the CH-124 Sea King helicopter, used as the ship's main weapon in anti-submarine warfare.

Based on the converted St. Laurent class destroyer helicopter escorts (DDH), the Annapolis class included **Annapolis** and its sister ship the former **HMCS Nipigon**. They had the same machinery plant, featuring twin shafts, geared steam turbines driving fixed pitch propellers and was capable of speeds up to about 29 knots.

When **Annapolis** was commissioned in 1964, it was the most modern of the Canadian Navy's fleet.

For more information about the project, visit www.artificialreef.bc.ca.

USS Kitty Hawk coming to Bremerton to be decommissioned

The 47-year-old aircraft carrier **USS Kitty Hawk**, the Navy's oldest and longest serving active warship, is heading to the Seattle region to end its operational life.

"The Hawk," which served from the Vietnam War to the war in Afghanistan -- and for one day in 1963 was a floating White House for President John F. Kennedy -- will depart San Diego Thursday morning for Bremerton.

The ship is slated to arrive at Puget Sound Naval Shipyard next Tuesday to prepare for decommissioning early next year, Navy officials said Wednesday.

The **Kitty Hawk**, is traveling here with a reduced crew of about 1,600 sailors of its original 2,800. At least 50 Navy families are expected to move to the Pacific Northwest for its relocation here. By the time the ship is decommissioned in early 2009, its crew is slated to dwindle to 400.

Tom Danaher, spokesman for Naval Base Kitsap, said the ship will come straight into the shipyard Tuesday, so the closest the public can get will be viewing from the Bremerton waterfront.

People will be able to get closer to it when it is decommissioned in ceremonies in early 2009. "The ship will move to a pier where it is accessible to the public" at a date still to be determined in early 2009, Danaher said.

The **Kitty Hawk** will join three other inactivated carriers moored in Bremerton, the **USS Constellation, Ranger** and **Independence**, until Naval Sea Systems Command determines what to do with it.

The popular **Kitty Hawk** is attracting 65 former servicemen, including "plank owners" who were among the original crew, who plan to travel to the Seattle area for its final arrival, Navy officials said.

As the last non-nuclear powered aircraft carrier, **Kitty Hawk** also has been an exclusively West Coast warship. It was based most of its life at Naval Air Station North Island San Diego until about 10 years ago when it began to operate in a "forward deployed" capacity from Yokosuka, Japan.

The nuclear-powered **USS George Washington** is taking over the **Kitty Hawk's** role in Japan, and has seen several hundred members of the **Kitty Hawk's** crew transfer over, Navy officials said.

The ship, numbered CV-63, is named for the North Carolina town near where Wilbur and Orville Wright's flying machine gave birth to man-made flight. It is the second ship in the Navy to bear the name. During its history the carrier often achieved top recognition for readiness following inspections.

After 9/11, **Kitty Hawk** was the first carrier involved in military operations to take down the Taliban, sending Special Forces troops and helicopters from its deck into Afghanistan. In addition to Kennedy, vice president Dick Cheney visited the carrier in 2007. In 1993, former British prime minister Margaret Thatcher addressed the crew.

The ship also has served off Somalia and took part in the opening strikes in the 2003 invasion of Iraq. It also has served as a roving goodwill ambassador around the Pacific. The ship is not a stranger to Bremerton having previously undergone at least two overhauls at the naval shipyard.

To learn more, see the ship's Web site at: www.kittyhawk.navy.mil Source : seattlepi

Russian warship returns to Crimea base after drills

Russia's **Azov** amphibious warfare ship has returned to its base in Sevastopol, in Ukraine's Crimea, after international naval exercises, the Black Sea Fleet said on Thursday.

Russia is part of the Black Sea Naval Cooperation Task Group (Blackseafor), which also includes Turkey, Bulgaria, Ukraine, Romania and Georgia. The statement did not specify which of the six participating states took part in the drills.

The exercise took place amid heightened tensions in the Black Sea, with U.S. warships moored off Georgia's coast and a standoff between Russia and NATO over the recent conflict in Georgia.

Blackseafor ships were not involved in Russia's peace enforcement operation in Georgia, which followed Georgia's attack on breakaway South Ossetia three weeks ago.

Formally established on Turkey's initiative in 2001, Blackseafor conducts search and rescue operations, and environmental monitoring, and organizes goodwill visits among Black Sea littoral states. **Source : rian.ru**

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Navies join to track down 'hostile' ships

NAVY ships from Bahrain, the UK and the US are conducting a joint exercise to track and locate hostile vessels in the Gulf, officials confirmed yesterday. Operation Goalkeeper aims to ensure a lawful maritime order and improve relationships between regional countries.

Led by British Royal Navy Commodore and Combined Task Force (CTF) 152 commander Peter Hudson, it involves training marines in maritime security operations. The five-day exercise, taking place in the central and southern Arabian Gulf, ends today.

"Exercise Goalkeeper provides coalition and regional navies an opportunity to fine tune their skills in conducting essential maritime security operations," said Commodore Hudson. It provides participants with an opportunity to showcase their ability to locate and track various vessels, practice boarding techniques and work with Bahrain's coastguard.

Coalition vessels participating in the exercise include the RBNS **Al Fateh (PGGF 20)**, HMS **Montrose (F 236)** and **USNS Catawba (T-ATF 168)** and coalition maritime patrol aircraft.

Commodore Hudson said the operation's key focus was handling the command and control in locating and tracking specific vessels deemed to pose a threat to coalition nations.

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The exercise also allows coalition teams to board the vessel and practice the procedures for handing them over to coastguard ships.

The Combined Maritime Forces (CMF) regularly carry out security operations in the Gulf to promote the region's stability and prosperity. These seek to prevent potential terrorists using the maritime environment as a venue to attack or transport people and weapons. **Source : Gulf Daily News**

USS Theodore Roosevelt group to deploy in early September

Thousands of Norfolk-based sailors are gearing up to go overseas next month.

USS Theodore Roosevelt Carrier Strike Group will support maritime security operations and operate in international waters across the globe.

The carrier will leave Naval Station Norfolk on September 8. The guided-missile cruiser **USS Monterey** in Norfolk and the fast combat support ship **USNS Supply** in Earle, NJ leave two days later.

Then, on September 12, the guided missile destroyers USS **The Sullivans** from Mayport, FL, **USS Mason** and **USS Nitze** from Norfolk and the attack submarine **USS Springfield** based in Groton, CT will deploy.

Carrier Air Wing Eight consists of strike fighter squadrons VFA-15, VFA-31, VFA-87 and VFA-213; tactical electronics warfare squadron VAQ-141; carrier airborne early warning squadron VAW-124; and helicopter anti-submarine squadron HS-3. **Source : wvec.com**



Navy Exercise on Arakanese Coast Cut Short

A Burmese naval exercise off the Arakan coast was halted after the engine of one navy ship failed during the first day, said a fishing boat owner. He said, "The exercise started on 18 August and one navy ship, **No. 911**, suffered an engine failure. The navy officials requested us to pull the navy ship to the shallow part of the sea to anchor. We did so with other fishing boats."



The Burmese navy had plans to carry out the exercise over five days under the leadership of navy commander Min Thein Aung, but the plan was cut short a day after the ship's engine suffered a mechanical problem.

Two navy ships - **No. 911** and **No. 913** - and over 100 soldiers and sailors were set to participate in the exercise. All soldiers were sent back to Sittwe after the exercise was stopped.

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The fishing boat owner said, "We saw the navy ship near the Mayu lighthouse, maybe 100 kilometers southwest of the lighthouse, and it was drifting at sea." Some boats that were fishing nearby also helped transport some of the soldiers from the lame ship to Sittwe.

According to local sources, the Burmese navy has some ships patrolling the Arakan Sea but most are older model ships that have been bought from China. Such an incident is not uncommon with the Burmese navy, and some navy coast guard ships have also suffered engine failures in the area. **Source : Narinjara**

Royal Navy sailors fail drugs test

Eighteen sailors on a Royal Navy warship have failed a routine drugs test during deployment in the South Atlantic, the Ministry of Defence (MoD) said on Thursday. It was the biggest such incident in the Navy's history.

The results came during a regular compulsory drug test onboard **HMS Liverpool**, a Type 42 Destroyer.

"The Royal Navy does not tolerate misuse of drugs by its personnel and internal action is under way against all 18 individuals," the MoD said in a statement. "Notwithstanding the numbers involved in this single unprecedented incident, which is being treated very seriously, it has not affected the ship's ability to do its job."

HMS Liverpool, which has 240 crew onboard, has most recently been taking part in a joint exercise around the Island of South Georgia. She regularly patrols the Falklands.

In the past, the warship had been used in combating drug smuggling in the Caribbean, though there is no link with the current incident.

The 18 sailors were tested after having gone ashore during a break in Brazil, media reports said.

It is not clear what drugs were involved, and whether the 18 included women. Routine policy is for MoD servicemen who fail a drugs test not to be allowed to continue in the forces. Earlier this week five soldiers from the King's Troop Royal Horse Artillery regiment, which performs royal ceremonial duties, also failed a routine drugs test.

Russian navy to make more use of Syrian ports

The Russian navy will make more use of Syrian ports as part of increased military presence in the Mediterranean, a Russian diplomat said yesterday. The announcement comes as tensions rise between Moscow and the West over Russia's role in Georgia.

Syrian president Bashar al-Assad backed Russia's recent offensive on Georgia in support of South Ossetia during a visit to Russia last week. "Our navy presence in the Mediterranean will increase. Russian vessels will be visiting Syria and other friendly ports more frequently," Igor Belyaev, the Russian charge d'affaires, told reporters in the Syrian capital. "The visits are continuing," he added.

Russia relies on Syria's Tartous port as a main stopping point in the Mediterranean, although ties between the two countries have cooled since the collapse of Communism, when Moscow supplied Syria with billions of dollars worth of arms.

Internet news sites have reported that a Russian naval unit, including the aircraft carrier Admiral Kuznetsov, docked at Tartous earlier this month. Mr Belyaev would not be drawn on specifics, or whether new military agreements with Syria were reached during Mr al-Assad's meeting with Russian president Dmitry Medvedev at a Black Sea resort last Thursday.

"The two leaders gave their directions to advance ties in the economy, trade and energy fields, as well as military co-operation," he said.

Russian foreign minister Sergei Lavrov said last week Russia was prepared to sell Syria more arms as long as they do not disturb the "regional balance of power". Mr Lavrov was referring to the position of Israel, which has a superior military and is widely believed to possess nuclear weapons.

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Syria, which is technically at war with the Jewish state, has embarked on a drive to upgrade its military in recent years. The Interfax news agency quoted a Russian diplomat as saying that Syria and Russia were working on deals involving Damascus buying anti-aircraft and anti-tank systems.

The Syrian government has denied reports in Russian media that Mr al-Assad had said he was ready to host advanced Russian Iskander missiles, which would be able to hit Israeli territory.

Israel made it clear that it opposes sale of such weapons to Syria. Diplomats in the Syrian capital said Russia would not easily sell Syria any weapons that could seriously challenge Israel's military superiority.

"It remains to be seen how much the Russians would come through for Syria," one of the diplomats said. "Damascus also does not want to jeopardise its ongoing peace talks with Israel." Israeli aircraft raided a target in eastern Syria in September. The two countries have since embarked on indirect peace talks.

The United States, Israel's chief ally, said the target was a nuclear complex under construction with the help of North Korea. Syria denied the accusation and said it had no secret nuclear facilities. **Source : The Irish Times**

Sinking SA Navy needs billions

The South African Navy wants to spend billions more of taxpayers' money on patrol ships - because the hugely expensive corvettes they bought to monitor the country's seas are not ready or up for the job.

This has emerged from a staff paper commissioned on behalf of Chief of the Navy, Vice-Admiral Johannes Mudimu from the SA National Defence Force's (SANDF) Legal Services Division, which states that the navy "urgently and critically" requires the 85m-long multi-purpose hull patrol boats to replace its aging vessels.

The paper also states that the navy's lack of ability to patrol South African waters has led to the plundering of the country's marine resources.

The document, which the SANDF on Wednesday insisted had no official status, also reveals that the navy expects to face strong resistance to its mooted purchase of the "indispensible" ships, because of the backlash that followed government's previous R30-billion arms deal.

However, it suggests that government could partially fund the purchase of the hulls - the estimated total cost of which runs into billions of rands - with money saved from the "decommissioning of old ships".

The corvettes cost about R6-billion. Each hull is expected to cost a minimum R300-million.

Defence spokesperson Sam Mkhwanazi on Wednesday claimed the document, which was sent to Mudimu from SANDF Chief of Legal Services Major General SB Mmono in June this year, was a 2003 "academic study" conducted by a legal services staff member "in his personal capacity".

But the document, which is in possession of Independent Newspapers, includes numerous references to events, papers and conferences which occurred well after 2003. It also confirms that the document was commissioned on behalf of the chief of the navy. Mkhwanazi claimed, however, that the reference to "commissioning" might be as a "result of a misunderstanding of that word".

Mkhwanazi declined to respond to questions about the document, including its statement that the corvettes and submarines purchased as part of arms deal would only come into service in 2012, six years after the 2006 date given by government for when the corvettes would be "operationally ready".

At the time that the corvettes were purchased, government claimed that they would be used, among other functions, to conduct "regular patrols for the protection of our marine resources against poaching and pollution in our Economic Exclusion Zone (EEZ)".

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The staff paper now states that the limited budgets experienced by the navy, as a result of the huge arms deal costs, had left it unable to patrol this 1.3 million sq/km. According to the SANDF's legal services department, given the area's size and "massive potential in terms of fish, mineral and fossil wealth, the failure to patrol (one cannot control without patrol) is a departure from international trends verging on dereliction of duty".

This lack of control had led to "the unrestricted plundering of valuable resources like the Patagonian tooth fish", the document stated. The SANDF's legal department has, however, sought to downplay the navy's responsibility for this situation.

In the document, it insists that the navy has an "indirect responsibility" in conducting air and surface patrols of South African waters and claims it is "incorrect" to state that the defence force has a responsibility to manage the country's marine resources. While admitting that the navy had "historically" conducted patrols of South Africa's seas, the memo stated that downsizing and severe budget cuts - caused largely by the massive arms deal expenditure - had left it a "shadow of its original force structure with a number of 'gaps' apparent in its capacity".

The paper concluded that a possible solution to securing the EEZ, re-building the navy's credibility, and justifying the patrol boat expenditure, lay in establishing a coast guard within the navy.

"The answer therefore logically lies in a redefinition of the role of the navy, especially in peacetime. "From a political point of view there is no question that politicians, especially after the whole defence arms acquisition furore, require the so-called 'bang for buck'. "The SA Navy, seriously suffering a serious lack of credibility, has yet to pay its way. The SA Navy is convinced that a South African coast guard must be established as a separate flotilla," it stated.

Speaking to Independent Newspapers on Wednesday, Democratic Alliance spokesperson on the arms deal Eddie Trent said the paper's revelations "come as no surprise". "With each passing month and year it becomes more obvious how misguided and plain incompetent it was of the ANC government to purchase enormously expensive, highly sophisticated weapons without proper forethought."

"They could have done without the submarines and bought cheaper corvettes from Spain. We did not need the Gripens or the Hawks. "By saving billions, we could then have had the finances to purchase the vessels that the navy is now requesting." **Source : Pretoria News**

The U.S. Navy's Arleigh Burke class destroyers are likely to be upgraded

Even though the U.S. Navy will resume building Arleigh Burke-class destroyers because the ships are cheaper and the costs are predictable, the eight new Burkes may receive refinements that set them apart from earlier siblings.

The Navy has several options to improve and accessorize the new series of destroyers that will resume with the ship carrying hull number DDG 113. The new ships, will take the place of five bigger, more advanced Zumwalt-class destroyers. The general sense was that the new Burkes would correspond to the Flight IIA standard — including the latest SPY-1 radar — and be equivalent to ships that had been upgraded with the Navy's DDG Modernization, which includes open architecture, consumer off-the-shelf systems.

According to statistics provided by the Navy, the estimated cost for two new DDG 51s is about \$3.5 billion, as compared to an estimated \$3.2 billion per ship for DDG 1000. A recent report spells out a number of options that the Navy could request for its new ships, from money-saving possibilities to new propulsion systems to new weapons.

Apart from adding technology, the report's first money-saving option is to reduce crew sizes as much as possible. The goal is to reduce destroyer crew sizes from around 300 people to 200. A Burke class Destroyer costs \$25 million per year to operate, of which its crew cost \$13 million. The more people the Navy can take off its warships, the more money it saves.

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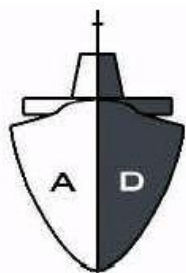
The report also points out that a new DDG 51 could be outfitted with the 155-mm Advanced Gun System that the DDG 1000 was intended to carry. With a range of 63 nautical miles and highly precise guided ammunition, the AGS is a much deadlier and longer-range gun than the 5-inch gun carried aboard today's Burke-class destroyers.

Navy studies found that a DDG 51 could carry an AGS forward of its superstructure, but only if its existing gun and missile tubes were removed. Even then, the ship could only carry 120 rounds for the larger gun, as opposed to the 600 rounds a DDG 1000 would carry for its two AGS guns.

There is a limit to how many upgrades engineers can shoehorn into a DDG 51 hull that is about 100 feet shorter and 6000 tons lighter than a DDG 1000. If the Navy wants its new Burkes to have a radar system comparable to the one meant for the DDG 1000, there's a good chance the new destroyers would need to be longer and heavier, or forfeit some of their existing weapons. **Source : rfdesign.com**

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The Iskes 7200 bhp tug (80 ton BHP) **BRENT** seen under construction in Turkey, the tug is of the Robert Allen RA 3200 design, Length 32 mtr , beam 12.0 mtr and will be powered by 2 ABC 12DZC engines driving 1 Wartsila/Lips type 275 CP propulsion unit, further more the tug will be equipped with an 280 BHP bowthruster, the tug will fly the Dutch flag and be homeported in IJmuiden.

Photo : Iskes tugs via Scheepswerf Gebr. Kooiman B.V.

Todd Shipyards to Overhaul Aircraft Carriers

Todd Pacific Shipyards Corporation has been awarded a contract by the United States Navy to provide long-term overhaul and maintenance to the Nimitz Class aircraft carriers (CVN) homeported or assigned for maintenance in Puget Sound. The contract consists of multiple contract options for planned incremental availabilities (PIA's) and docking planned incremental availabilities (dPIA's) for the **USS LINCOLN (CVN 72)**, **USS STENNIS (CVN 74)**, **USS NIMITZ (CVN 68)**, and the **USS REAGAN (CVN 76)**. The availabilities extend through the last PIA and dPIA ending in 2013. The work to be performed includes non-nuclear ship repair, alteration and maintenance. The work will be performed by the Todd Pacific workforce or Todd Pacific's subcontractors at the Puget Sound Naval Shipyard in Bremerton, Washington, the Naval Station in Everett, Washington, or Todd Pacific's shipyard in Seattle, Washington.

The work will be performed under a cost-plus-award-fee contract and represents the third such contract for aircraft carrier maintenance awarded to Todd Pacific. The first such contract was awarded in 1999 and the second in 2004. Todd Pacific will be supported in this effort by various regional suppliers and subcontractors.

The total value of all options, if exercised by the Navy, is not determinable until the work under each option is defined. There is no assurance that all options will be exercised, in whole or in part.

Todd Pacific performs a substantial amount of repair and maintenance work on commercial and federal government vessels engaged in various seagoing trade activities in the Pacific Northwest and provides new construction and industrial fabrication services for a wide variety of customers. Its customers include the U.S. Navy, the U.S. Coast Guard, NOAA, the Washington State Ferry system, the Alaska Marine Highway System, and various other commercial and governmental customers. Todd has operated a shipyard in Seattle since 1916. **Source : MarineLink**

DCNS Delivers Last Formidable-Class Frigate to the Singaporean Navy

DCNS, a world leader in the design and realisation of advanced naval defence systems, today announced the completion of the New Frigate Programme for the Republic of Singapore Navy (RSN), with the delivery of **RSS Supreme (73)**. This also marks the achievement of a comprehensive technology transfer to Singapore Technologies Marine (ST Marine) at the local shipyard providing turnkey shipbuilding.

In 2000, DCNS was awarded a contract to build six Formidable-Class Frigates as part of the New Frigate Programme, outlined by Singapore's Ministry of Defence through the Defence and Science Technology Agency (DSTA). As part of this contract, based on its history and experience in building naval defence systems, DCNS focused on ensuring a full technology transfer to ST Marine.

The delivery of **RSS Supreme (73)** and the technology transfer to ST Marine underscores and cements the commitment of DCNS to enabling the Republic of Singapore Navy to become a world-class defence force. As Europe's leading naval defence systems provider, DCNS can greatly contribute to governments in the Asia Pacific region that are looking to develop their naval defence systems to address growing security requirements.

The first frigate, **RSS Formidable (68)**, was built at the DCNS shipyard in Lorient, France. The five following frigates were built in Singapore by ST Marine under DCNS supervision.

The completion of the technology transfer is a testimony of the strong partnership between the two companies. "ST Marine is very glad to have had DCNS as a partner in the last eight years to work on the RSN's New Frigate Programme to replace the Missile Gun Boats. This partnership has culminated in the delivery of a fleet of highly capable frigates to the RSN", said CHANG Cheow Teck, President of ST Marine.

DCNS and ST Marine are thankful to DSTA and the RSN for their strong and continuous support throughout this successful program.

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RSS Supreme (73) together with **RSS Stalwart (72)** are expected to be commissioned in the first quarter of 2009. The first four Formidable-Class Frigates are currently in operation and are already participating in advanced combat exercises with foreign navies, abroad. The 3,200 -tonne, 114 -metre long Formidable-Class Frigates, are regarded as the Singapore navy's most powerful warships.

The design of the Singapore Formidable-class frigates is based on the French Navy's La Fayette Class Frigate, which boasts significant anti-air, anti-surface and anti-submarine warfare capabilities. The design of the frigates also has effective stealth capabilities, which reduce visibility of the frigates on radar screens, enhancing their survivability during combat.

Formidable-class frigates are also reputed for their advanced electronic systems, capable of preventing modern network-based attacks. These features have enabled the Republic of Singapore Navy to better fulfill its mission of protecting Singapore's coastlines and safeguarding its waters.

DCNS commenced operations in Singapore in 2002 and today has a team of 40 staff based in Singapore, which will continue to provide service and support to the RSN here. Globally, DCNS has the broadest range of naval defence capabilities and services, spanning from warships to nuclear submarines.

The DCNS Group is one of Europe's leading players on the world market for naval defence systems. To meet customer demands for more comprehensive and integrated systems, DCNS acts as prime contractor for naval shipbuilding, integration and support by combining its own development, marketing and production capabilities with those of selected partners. The DCNS Group employs 13,000 people and generates annual revenues of around EUR 2.8 billion.

ST Marine, the marine arm of ST Engineering, provides turnkey building, repair and conversion services for a wide spectrum of naval and commercial vessels. In shipbuilding, it has the proven capabilities to provide turnkey solutions from concept definition to detailed design, construction, on-board system installation and integration, testing, commissioning to through-life support. **Source : defencetalk**

Lockheed's New Combat Ship

After passing a U.S. Navy review, Lockheed Martin Corp. is closing in on delivering a new warship that will be a milestone in the defense contractor's expanding foray into shipbuilding.

The USS Freedom, the first of a new class of near-shore combat vessels called the Littoral Combat Ship, was recently inspected by Navy officials and put through trials on Lake Michigan.

The ship is being built at the Marinette shipyard in Wisconsin and is based on a commercial high-speed hull design from Italian shipbuilding giant Fincantieri Cantieri Navali Italiani SpA.

The successful inspection is one of the few bright spots for the program, which has been buffeted by ballooning costs that prompted the Navy to scale back on the number of ships it planned to build during the early phases.

The Navy originally planned to build six ships, with Lockheed and rival General Dynamics Corp. each delivering three. The Navy is pitting the two companies against each another, with the winner potentially receiving the bulk, if not almost all, of the expected 55 orders for ships of this size.

But design changes and other delays more than doubled the estimated \$220 million price tag for each ship, prompting Navy Secretary Donald Winter to limit each contractor to building one ship. Another two ships are expected to be included in the 2009 defense budget and the Navy has yet to decide how it will dole out the remaining orders. Another ship was funded as part of the 2008 budget but the Navy hasn't picked a builder.

During the recent trials of the Lockheed ship, a team of Navy officials found a "capable, well-built and an inspection-ready ship" and recommended the Navy accept the vessel, said Allison Stiller, deputy assistant secretary of the Navy for ship programs. The Navy also said it found far fewer items that needed attention than is usual on a new model of

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ship. Some environmental and technical tests will have to wait until the ship is on the Atlantic Ocean. The USS Freedom likely will be accepted in September and then commissioned in November. It will then travel from Wisconsin to Virginia for ocean-going testing.

"On balance, we were just very pleased at this whole thing," said a Lockheed spokesman. "We look forward to commissioning day on Nov. 8." The first General Dynamics ship is expected to complete acceptance trials by the end of the first quarter of 2009.

The milestone for Lockheed follows closely on the company's decision earlier this month to team with Fincantieri to buy Manitowoc Co.'s Manitowoc Marine Group LLC, which owns the Marinette shipyard. Lockheed didn't disclose how much it contributed to the \$120 million deal, but a company spokesman said the amount wasn't material to the company's earnings. Nevertheless, Lockheed's alliance with Fincantieri is seen as a signal to Navy leaders that the company is committed to shipbuilding. **Source : online.wsj.com**

Hanjin Heavy bags capesize order

SOUTH Korea's Hanjin Heavy Industries & Construction said today that it had received an order for a capesize dry bulk carrier from a new Shanghai-based company called Sealink Shipping.

The deal is worth Won108bn (\$99.9m) and calls for the vessel to be delivered in April 2011. Hanjin spokesperson Y S Kang said: "Sealink does not have much of a history but seems to be a serious player in energy carriage. We look forward to extending our relationship with the company in the future." Hanjin currently has an order backlog of 90 ships worth \$7.5bn. **Source : lloydslist.com**

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Sulpicio to appeal BMI findings

The owners of the ill-fated M/V **Princess of the Stars** yesterday vowed to challenge the recommendations of the Board of Marine Inquiry (BMI) which pointed the blame to human error by the captain of the ship adding that company officials can also be held criminally liable for the incident.

At the resumption of the hearing of the Maritime Industry Authority (Marina) on the tragedy, Sulpicio Lines Inc. (SLI) lawyer Arthur Lim said they will avail themselves of the 30-day appeal before the BMI.

In its 65-page report, the BMI said the SLI "failed to be extra-diligent in transporting its passengers to its destination."

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Copies of the findings were released to lawyers involved in the case late Tuesday and reported in the media yesterday. Of the more than 800 on board, only 57 passengers and crew survived the June 21 disaster. As a recommendation, the BMI said the franchise of the Sulpicio Lines, which has been repeatedly embroiled in previous sea tragedies, should be suspended.

The BMI has given Sulpicio Lines 30 days to appeal the body's decision. At the Marina hearing, Lim said should the BMI fail to grant the company's appeal, Sulpicio Lines would be forced to bring up the matter to the Department of Transportation and Communications, and even to the Court of Appeals.

He added the decision, which also described missing ship captain Florencio Marimon as "negligent," was putting the jobs of all employees of the shipping lines at stake. "There was a failure of the master to exercise extraordinary diligence and good seamanship thereby committing an error of judgment," the inquiry found.

It also found Sulpicio Lines liable for failing to stop the captain sailing into the typhoon. For its part, the Marina had already said it would adopt as "input" BMI's findings, adding it would come up with its own decision as early as next week.

Almost two months ago, the BMI and Marina separately carried out investigations on the tragedy that befell Princess, which was carrying 800 passengers and crew when it capsized off Romblon.

Cargoes of at least five toxic pesticides and other poisonous substances are still on board the ferry which is expected to be refloated next month. **Source : The Daily Tribune**

DA calls for inquiry into Waterfront sale

The Democratic Alliance on Sunday called for a judicial inquiry into the R7 billion sale of Cape Town's Waterfront and a vast area of sea through what it claimed was a "rigged tender".

The call followed a report in the Sunday Times that parastatal Transnet was frantically lobbying MPs in a bid to block legislation that would make coastal land public property.

It has emerged that the much-vaunted sale of Cape Town's major tourist attraction in 2006 included the transfer to the new owners of 22km of coastline and 90 square kilometres of sea, stretching from Table Bay to Robben Island.

The new owners are Lexshell, owned by Istithmar PJSC, an investment arm of the Dubai government; UK investor London & Regional; and a local black economic empowerment group. If the Integrated Coastal Management Bill is approved, Transnet faces a potential R20bn claim from Lexshell for failing to fulfil its contractual obligations.

DA Western Cape MPL Robin Carlisle said his party had established that a due diligence report prepared for the sale by Deutsche Bank and Investec did not include the 22km of coastline or 90 square kilometres of sea subsequently sold to Lexshell.

The due diligence report described the property to be sold and was the basis on which bidders established their prices, he said. "This means that the assets offered to Lexshell were different and significantly more valuable than the offer made to the rest of the bidders .

"This renders the tender to sell the V&A Waterfront irregular and almost certainly unlawful. In addition, despite the additional assets offered to Lexshell, they were not the highest bidders. After all the bids had been submitted, Lexshell increased theirs by R150m , to R7bn to top the next highest offer.

"This is a scandal of the highest order. Cape Town assets worth billions have been given away via a rigged tender." Transnet spokesperson John Dlodlu said he could not comment on potential financial losses should Transnet not be able to honour its contractual obligations. "However, it is most unlikely that any claim against Transnet would succeed if it is prevented by law from honouring its obligations in respect of reclamation," he said. **Source: I-Net Bridge**



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Shortage of containers, vehicles badly affects export activities

Despite the end of eight-day goods carriers strike, exports from the country have not resumed fully due to the shortage of containers and vehicles, exporters said. They claimed that still millions of dollar worth ready export cargo is lying in the different export units and industries across the country.

Karachi goods carrier association (KGCA) had observed 8-day strike to press for the acceptance of their demands including compensation for damage on December 27 and reduction in diesel price and toll tax. "Transporters began their strike on August 19, which ended on August 26 evening. During this period not a single export consignment reached Karachi and Bin Qasim ports," they said.

The eight-day strikes by goods transporters had badly affected the import and export activity by completely. They said that during the strike over 10,000 containers of imported cargo had reached at Karachi port and port Qasim and when these containers would empty then take export cargo.

They said that transporters are trying to carry the imported cargo to its destinations as soon as possible to reduce congestion at the ports and to provide space for the export cargo. "We are unable to export the consignments, as the shipping companies have refused to meet our demand due to shortage and at present millions of dollar worth export consignments are lying in factories," said Khalid Mukashi acting chairman Pakistan Hosiery Manufacturers Association (PHMA).

He said that exporters from upcountry, including Lahore, Faisalabad, Sialkot and other cities, are facing a major problem, where the containers are not available and transporters are demanding higher rates.

Exporters already had faced millions of rupee loss due to the strike, while the transport problem has still not been completely solved, he added. "We are aware of the situation, however, we would request the shipping companies to ensure timely shipment of export cargo," he added.

He said it is expected that things will become normal with in a week. "We want to acquire ten containers for our export consignments, however, shipping lines have provided only three containers," said Naqi, Bari chairman Pakistan Apparel Forum. He said that at present there is huge shortage of containers, while the demand is increased rapidly, making difficulties for the exporters.

Dubai port operator profits more than double in H1

Dubai-based port operator DP World posted on Thursday a 123 percent increase in net profits in the first half of 2008, which hit 287 million dollars, despite a global economic slowdown. The world's fourth-largest container port operator said its revenues grew by 32 percent to 1,598 million dollars, compared to the corresponding period last year. "The business has performed very well in the first half of 2008 despite a deteriorating global financial and economic background, and these uncertainties remain," DP World chief executive officer Mohammed Sharaf said in a statement. "In the last few months the industry has reported early indications of weakening growth in some markets," he said, but insisted that DP world has "continued to perform ahead of the market."

Sharaf also told reporters that there was a slowdown in the whole industry in the markets of South Asia and China, while the Middle East and Africa continue to see stronger growth.

DP World operates 45 terminals, in addition to 13 new developments in the pipeline, across 29 countries. Its throughput of containers in the first half of 2008 increased 21 percent to 13.6 million TEU (twenty-foot equivalent container units), the statement said.

The Dubai government-controlled DP World became one of the world's top container port operators after its 6.9-billion-dollar acquisition of Britain's Peninsular and Oriental Steam Navigation Co two years ago.

But the company had to relinquish the US part of that acquisition following fierce congressional opposition to the deal on security grounds despite the support of President George W. Bush.

Hoegh Autoliners' trial Maputo call scheduled for October

Hoegh Autoliners has announced that its first Maputo-bound vessel will be the Hual America, loading in Europe mid-September and scheduled to arrive in Maputo on October 12.

Logistical challenges in South African ports and the lack of terminal infrastructure prompted the line to add Maputo to its schedule on a trial basis from September 2008 to March 2009 with one port call per month.

Based on the response it will decide whether to retain the call and increase frequency.

It's therefore up to shippers to seize the opportunity. **Source : cargoinfo.co.za**



The ASD tug **ARAMIS I** seen loaded between several yachts onboard Dockwise **YACHT EXPRESS** on her first port call in Ensenada, Mexico

Photo : Jonathan Zier ©

Actie dreigt in Amsterdamse haven

De werknemers van Ceres, het grootste containeroverslagbedrijf in de Amsterdamse haven, houden vanaf vrijdag stiptheidsacties. FNV Bondgenoten heeft het cao-overleg met Ceres opgeschort na een conflict over de loonschalen waarin werknemers zouden worden geplaatst. „Als er geen bevredigende reactie komt op het ultimatum dat aan

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Ceres is gesteld, dreigen er stakingen", aldus de bond. Of het zover komt, blijkt volgende week. Het is voor het eerst sinds jaren dat er arbeidsonrust is in de Amsterdamse haven.

Volgens vakbondsbestuurder Tom Koningh horen veel werknemers wegens hun brede inzetbaarheid in andere loonschalen thuis. Hij wijst er op dat de 235 werknemers al jaren geen echte loonsverhoging hebben gehad, maar alleen prijscompensatie. Nu wil de bond bovenop de prijscompensatie 75 euro per maand.



The **HAPPY BUCCANEER** seen loading the **FSO Bunga Orkid** turret at Penglai, China
Photo : Capt. Jelle de Vries ©

Resultaat Vopak iets lager dan verwacht

Tankopslagbedrijf Vopak zag in de eerste helft van dit jaar het bedrijfsresultaat exclusief bijzondere posten met 12 procent stijgen tot 156,8 miljoen euro. Dat is iets minder dan geraadpleegde analisten gemiddeld hadden verwacht.

Het bedrijf maakte de halfjaarcijfers donderdag bekend. Het bedrijf bevestigde de verwachting van een stijging van dit resultaat met minimaal 10 procent over het hele jaar. De omzet kwam in het eerste halfjaar uit op 453,9 miljoen euro, dat is 7 procent hoger dan een jaar eerder in dezelfde periode.

Ondanks de groeivertraging in de economie ontwikkelen de internationale markten waarin Vopak actief is zich positief, zo stelde het concern. Het gebruik van energie en vloeibare chemicaliën blijft stijgen en wordt over een grotere afstand aangevoerd. Daardoor neemt ook het vervoer over zee toe, en is tijdelijk opslaan en overslaan van oliegerelateerde producten vaak nodig. Daarnaast neemt de vraag naar opslag en overslag van biobrandstoffen toe.

„We zijn niet afhankelijk van slechts een factor", zei financieel topman Jack de Kreij in een toelichting. Verschillende analisten hadden verwacht dat het bedrijf de verwachting voor het resultaat voor het hele jaar verder zou

opschroeven. „De minimale stijging van 10 procent van het bedrijfsresultaat exclusief bijzondere posten zat al in de outlook", aldus De Kreij hierover. „Dat houdt de mogelijkheid open voor een betere prestatie, ook bij onzekere marktomstandigheden."

Eerder stelde Vopak al dat het als gevolg van uitbreidingsprojecten en acquisities verwacht het oorspronkelijk voor 2011 verwachte bedrijfsresultaat voor afschrijvingen (ebitda) van 475 á 550 miljoen euro per jaar, een of twee jaar eerder te bereiken. De opslagcapaciteit van het bedrijf groeide wereldwijd met meer dan 4,5 miljoen kubieke meter (20 procent) in het eerste halfjaar. Voor een belangrijk deel is dat toe te schrijven aan de samenwerkingsverbanden in de Bahamas en Estland, actief in de opslag van olieproducten. In de Bahamas zijn nog zo'n achttien maanden nodig om de bestaande capaciteit te verbeteren. Dan is de gehele capaciteit beschikbaar voor gebruik door klanten, aldus De Kreij.

De bezettingsgraad van de opslagcapaciteit van Vopak handhaafde zich op ongeveer 95 procent, ondanks een sterke toename aan opslagcapaciteit in de markt. Volgens het bedrijf onderstreept dat de behoefte aan opslag. Vopak ziet op korte termijn geen invloed van de sterk fluctuerende olieprijs. „Veel klanten hebben bij ons langetermijncontracten", aldus De Kreij. Het bedrijf blijft uitkijken naar acquisitiemogelijkheden.

Fred Olsen revises cruise itineraries due to cost of fuel

Fred Olsen Cruise Lines has revised its itineraries with a reduced number of fly/cruises for two of its ships as a result of the rising cost of fuel. Marketing director Nigel Lingard said the **Braemar** will operate cruises from Dover to northern Europe, Iceland, the Baltic and the Mediterranean following its return from the Caribbean in early May.

Originally the boat's summer 2009 programme saw it use the Italian port of Civitavecchia as a base. The ship will still return to the Caribbean in November next year for its normal fly/cruise winter programme. Meanwhile **Boudicca's** programme remains unchanged until December 2009 when the original Caribbean fly/cruises from Barbados will be replaced with a number of cruises ex Portsmouth until after Christmas when the ship relocates to Southampton.

Lingard said: "Our fly/cruise programme was originally designed and costed on operating costs in effect almost two years ago. "However, with the dramatic increase in fuel prices we have taken the decision to offer a most cost-effective programme. This also gives us the opportunity to further widen the choice of ex UK cruises for our traditional clientele." The revised programmes are already on sale. **Source: Travelweek**



The PB Towage tugs "Yarra" and "Flinders 1" on the Yarra river in Melbourne.

Photo : Chris Percy - Pacific Basin Shipping (HK) Limited. ©

Lyttelton port profits up on record volumes

Lyttelton Port of Christchurch has increased profits and handled record freight volumes in the year to June 30.

At a time when hub ports are supposed to be growing to the detriment of others, a range of New Zealand ports are posting strong results. Lyttelton today added its voice to those calling for a rationalisation of ports but did not say anything about merger talks with Dunedin's Port Chalmers.

Lyttelton said it handled a record 9.8 million tonnes in the year ending June 30, up 9 per cent on last year. This increased cargo and lower costs helped the port increase its annual profit by 7.3 per cent to \$10.3m.

"LPC is cautiously optimistic about the future, and we expect the full year's net profit after tax for 2009 to be approximately \$10m," said chief executive Peter Davie. The port handled the equivalent of 250,657 standard-sized containers, up 9.8 per cent on last year. Vehicle imports were also up 29.7 per cent.

But Lyttelton's story is about coal as it handles more than any other port in the country. When the new Pike River coal mine is producing volumes through the port will rise by 1.3 million tonnes a year by the end of 2010. "Our coal volumes were on target for the year at 2.2 million tonnes," said Davie. Port of Tauranga released its results today, revealing a record annual profit of more than \$42m, up by \$2.7m from last year.

The port at Lyttelton is currently investigating options for expansion of its coal facilities to handle coal coming from the new Pike River mine. "It is good to see LPC trading strongly despite uncertain economic times," said chairman Rodger Fisher. He said the net profit after tax was higher than originally anticipated and achieved on a 9.2 per cent increase in revenue to \$83.4m.

"We can attribute this increase in large part to our increased trade volumes," he said. Earnings before interest, tax, depreciation and amortisation rose 14.9 per cent to \$30.9m. Directors declared a final dividend of 3.6c, taking total dividends to 5.1c a share, up from 4c last year. The dividend is payable on November 20. The port is majority owned by Christchurch City Holdings Ltd, part of the local city council.

The port is spending \$6.5m over two years on deferred wharf maintenance and \$10m on upgrading its oil berth.

Source : nzherald.co.nz

MOVEMENTS



The **SKY WONDER** seen moored in Kusadasi – Photo : Edwin Wiegiers ©

EXPECTED PORT VISITS MALTA

From Monday 8th - Thursday 11th September the Romanian Navy sail training ship **MIRCEA** is entering Valletta.

From Friday 12th - Monday 15th September the French Navy Grebe Class OPV **FS GREBE P 679** is entering Valletta.

From Thursday 18th - Monday 22nd September the Indian Navy Kilo Class Submarine **INS SINDHUVIJAJ S 62** is entering Valletta.

From Friday 19th - Monday 22nd September the Royal Navy Type 23 frigate **HMS MONTROSE F 236** is entering Valletta.

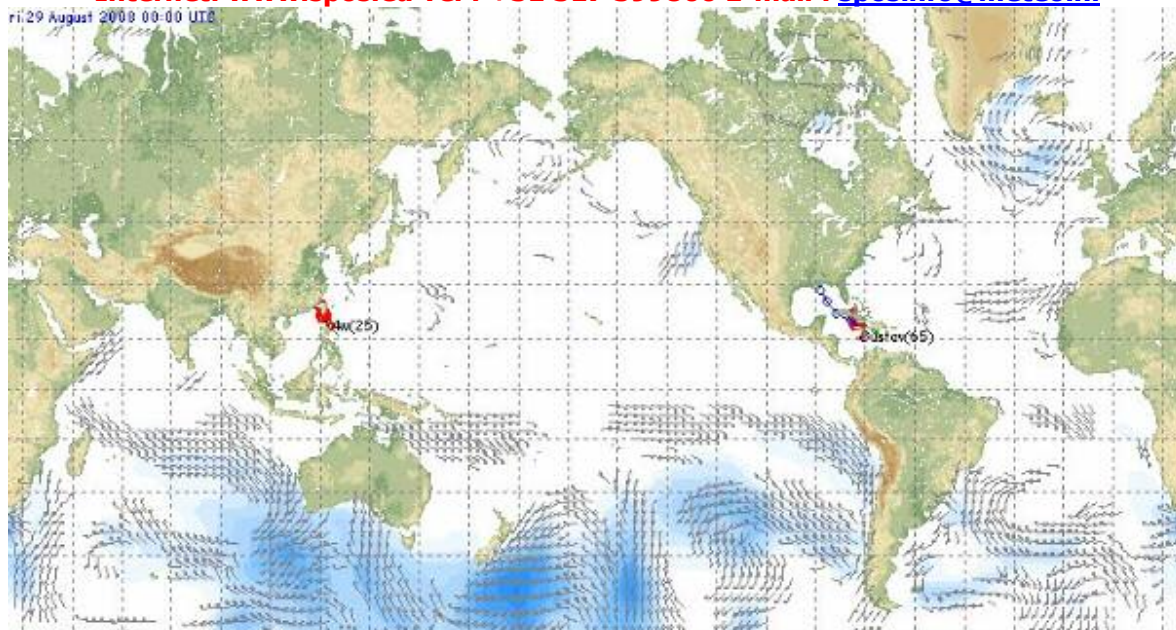
Source : Lawrence Dalli

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.

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Above seen moored in Juneau (Alaska) HAL's **WESTERDAM** (left) and **ZAANDAM** (right) and in the background the **CLIPPER PACIFIC** of **PEACEBOAT**
Photo : Marc Hennes – Zaandam ©

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