

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238



**Number 238 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 11-09-2008**

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

A collage of maritime-related images including a ship on fire, an oil rig, a shipwreck, a large cargo ship, and a ship being towed. In the center is a circular logo for 'T&amp;T BISSEO RESPONSE' with a yellow border containing the text: 'EMERGENCY RESPONSE - OPA90 - SALVAGE - DIVING - CASUALTY MANAGEMENT - POLLUTION RESPONSE - FIREFIGHTING - RESCUE TOWING - LIGHTERING'. Below the collage is a blue banner with the text: 'www.tandtbisso.com', 'COVERAGE WORLDWIDE', and '+1 713-534-0700'.



**The CLIPPER MARIANNE seen at the Westerscheldt River  
Photo : Henk de Winde ©**

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

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

# CONTENTS

## EVENTS, INCIDENTS & OPERATIONS

- The "Near-Zero" Emission Tug
- Sharing Sulpicio's blame
- E-Mail Received from the master of the MV Annegret
- Somali pirates seize South Korean cargo ship
- MISC denies third pirate attack in Gulf of Aden
- Owner of sunken tug fined for Wash. oil leak
- Gulf of Aden pirating called sophisticated
- Seafarer killed after tug seized in Nigeria
- AP MOLLER-MAERSK AIMS AT ZERO FATALITIES
- Zeehavenpolitie houdt controleweek
- Dronken kapitein van zeeschip gehaald
- Bangkok Port closure fuels \$8m lawsuit

## CASUALTY REPORTING

- Fire on Pride Pennsylvania injures five
- Two oil ships collide near Venezuelan port
- Two Gambians Die in Senegal Seas

## NAVY NEWS

- Italian Navy: rescue drill to submarine in difficulty
- US helicopter carrier deploys off Haiti to aid relief efforts
- Aircraft carrier to be ready after 2011
- US Navy punishes 6 more for aircraft carrier fire
- Observing the Atlantic Fleet Rotations
- Canadian ships arrives to exercise with Indian Navy
- NATO ships that angered Russia to leave Black Sea

## SHIPYARD NEWS

- Bids Submitted for Daewoo
- Fincantieri delivers 'Cruise Barcelona'
- Sembawang bags \$69m conversion contract
- Flinke opdrachten voor De Vries Makkum

## ROUTE, PORTS & SERVICES

- PB Towage name two new tugs in Port Botany
- Ship vibration causing pain for workers, ferry union says
- Hallin Recruits New Project Director for East Group
- Troms Falken sold to Mexican interests
- Holland America Line Names 2010 Signature Class Ship ms Nieuw Amsterdam
- TBS International Limited Announces the Acquisition of Its First Heavy-Lift Tweendecker, Expanding Its Fleet to 47 Vessels
- Hellenic ship owners place orders worth \$1.14 billion in August
- Ireland: Cargo drop was first in a decade
- AF Gruppen to decommission Shell platforms
- Sydney to lose cruise business
- AHTS Maersk Mahone sold
- MSC Cruises Places Two Ship Orders for the Most Modern Fleet in the World
- Sale of a Vessel: Globus Maritime Announces Agreement to Sell Handymax Dry Bulk Carrier
- Kirkenes chosen before Murmansk
- Demolition of restaurant ship "Concord"
- New freight service delayed until 2009
- Informatie-avond expedities Antarctica

## EVENTS, INCIDENTS & OPERATIONS



### VLIERODAM WIRE ROPES Ltd.

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

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

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

Fax : (+31)105013843

#### Internet & E-mail

[www.vlierodam.nl](http://www.vlierodam.nl)

[info@vlierodam.nl](mailto:info@vlierodam.nl)



The **IRAN BROOJERDI** seen anchored off Singapore

Photo : Hans Schaefer ©

## The "Near-Zero" Emission Tug

WorldWise Marine, a partner in the Offshore Ship Designers group, has launched a new design for a near-zero emission hydrogen powered tug. Michiel Wijsmuller, managing director of Offshore Ship Designers, said, "This new harbor tug will be able to remain on standby, and mobilize/demobilize with zero emissions, and will save up to 98 percent of SOx, NOx and particulate matter and 30 percent of CO2 emissions in total compared to a conventional harbour tug over the whole employment cycle. This is a major step forward for tug operators who have tugs operating in densely populated areas."

For the development of the Hydrogen Hybrid Harbor Tug, WorldWise Marine worked with Dutch tug operators Iskes from IJmuiden and Smit from Rotterdam, which are expected to build the first of the new tugs for use in European harbors.

The 50 ton bollard pull tug is fitted with fuel cells and hydrogen tanks, where hydrogen is stored under a pressure of 430 bar. The fuel cells, in combination with batteries, are able to provide sufficient power to operate the tug during

standby and mobilization/demobilization periods. Only when substantial bollard pull is required to actually perform a berthing operation are the diesel generator sets used. Eighty-five percent of the time, the tug is powered by the fuel cells and achieves zero emission.

The Proton Exchange Membrane (PEM) fuel cells, developed by NedStack fuel cell Technology B.V. of the Netherlands, deliver well-to-propulsion efficiency of 34 percent, substantially better than the efficiency of conventional diesel direct drive installations. Further energy savings are made by incorporating power regenerating features by way of the towing winch when giving out and by one of the propeller units when the tug acts in the dynamic braking or steering mode.

Emissions in the diesel mode are reduced by installing 2-4 generator sets, so that the number of engines running can always be closely matched to the power demand, ensuring the engines always operate under optimal load conditions. That substantially cuts fuel consumption and also emissions, especially of particulate matter.

The HHHT is an azimuth stern drive tug with a single winch. It is fitted with a 300 kW inline Voith retractable bow propulsion unit to be used for mobilization and demobilisation purposes operating on electric/hydrogen power. When the tug switches to berthing/assisting mode and is running on diesel generators, the Voith unit is retracted, so cutting hull drag. The HHT is 30.2 m loa, 9.5 m beam and has two main electric propulsion units delivering 1300 KW each. Four 650 kW Caterpillar C32 generator sets provide full power when needed to deliver the full 50-ton bollard pull.

**Bron: WorldWide Marine**

## Sharing Sulpicio's blame

Now it can be told: One of the reasons why Maritime Industry Authority chief Vicente Suazo Jr. resigned recently was to protest the order allowing two ships belonging to Sulpicio Lines to sail again, despite an ongoing investigation regarding the disastrous capsizing of the m/v **Princess of the Stars** and the grounding of all the company's vessels. And now, after one of the two Sulpicio ships given clearance by the Marina to sail figured in a new mishap in Iloilo City last Thursday, perhaps the decision to partially lift the blanket suspension order should be revisited.

As far as we can gather, Suazo was not the official who gave the go-ahead for the sailing of the m/v **Cotabato Princess** (which rammed into the Iloilo port) and the m/v **Princess of the Earth**. Initially though, it was Suazo who got flak from his own board when its members learned about the order to allow the two vessels to sail again—albeit only to ferry cargo, not passengers.

In the beginning of August, Marina deputy administrator Primo Rivera signed the order which called for the partial lifting. Apparently, the document was prepared during the weekend of Aug. 2 to 3, when Suazo was not in his office and could not be asked to sign it himself.

During the next Marina board meeting, the members demanded to know from the administrator why the two vessels were allowed to sail again. Suazo said it was not him but his deputy, Rivera, who signed the order in his name.

Rivera, in turn, said he was asked to sign the order by Transportation Undersecretary Elena Bautista, who was by then already assigned as head of the task force created to investigate the **Princess of the Stars** disaster. Bautista, who was also presiding over the meeting at the time, admitted that she asked Rivera to sign the order because Transportation Secretary Leandro Mendoza had told her to get it done.

Bautista justified the signing of the order, saying it was based on the Sulpicio's vessels having passed the audit of Marina's own inspectors. The board countered that while Marina did audit the shipping company's vessels, the company itself had yet to comply with important requirements set by the agency such as the purchase of comprehensive protection and indemnity (P&I) insurance, the re-training for its officers and crew to meet International Ship Management (ISM) standards and the appointment by Sulpicio Lines of a Ship Management Team to oversee technical management.

The board later agreed to allow the two ships to sail again, on the condition that Sulpicio comply with the requirements it set within a month. The grace period had nearly ended by the time the **Cotabato Princess** rammed into the Iloilo port, destroying an estimated P16 million worth of infrastructure at the harbor.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238

The piecemeal takeover by Bautista of Suazo's functions as Marina chief—who frequently cited as her authority direct instructions from Mendoza and her positions as supposed undersecretary for maritime affairs and head of the Princess of the Stars task force—was apparently too much for the administrator. The signing of the order allowing the two Sulpicio vessels to sail again without the prior consent of the Marina board (or even so much as a by-your-leave from the administrator) was just one of the reasons that convinced Suazo to resign.

It turns out that Suazo could not have picked a better time to leave. Bautista's recent takeover as officer-in-charge of Marina itself from Suazo (something that surprised no one, really, given her previous run-ins with the man she replaced) had not yet ceased to be news when one of the Sulpicio vessels that she had ordered released figured in another near-disaster.

Setting aside, for the moment, the unbelievable bad luck of the Cebu-based shipping company, perhaps it is time for Bautista to answer some very hard questions, the first being: Was she really ordered by Mendoza to release the two Sulpicio ships without consulting the Marina board? And if the transportation secretary really did tell Bautista to overrule the Marina board, what were his reasons for doing so, given the agency's supposed autonomy in regulating the maritime industry?

Another question flows from these, especially now that Bautista has replaced Suazo as Marina administrator: What is the status of the shipping company's compliance with the requirements set by Marina itself as a precondition for lifting the suspension of its vessels?

Bautista should know the answer to that. For instance, given Sulpicio's chronic lack of comprehensive P&I insurance (a direct result of the perception that its ships are uninsurable due to their poor safety record), it is doubtful that the company will be able to comply with this basic requirement anytime soon—or even if it is making a serious effort to do so right now.

In addition, perhaps Bautista should explain why the supposed salvage operation in Romblon—which is really a very expensive attempt to recover just the endosulfan and other toxic waste shipments and substances from the holds of the capsized **Princess**—is taking so long. The delay in starting the partial salvage stands in stark contrast to the pressure which Bautista and other maritime authorities applied on the shipping company two months ago to sign a contract with a salvor. And yet, Bautista has not yet offered a sufficient explanation for the delay.

Sulpicio Lines could just be the most unlucky (or, as some say, the most badly-run) shipping company of all time. But if the government officials who are supposed to be making sure that the company's bad luck or incompetence (or both) continues, then they, too, must share the blame. **Source : Manila Standard Today, Philippines**

### E-Mail Received from the master of the MV Annegret

We receive your news clipping from time to time and read them with interest. At the moment we just passing the highrisk area of the Gulf of Aden.

Today other highjacking taken place. Vessels Name seems to be "**Bright Ruby**" Position Latitude 13°09'N - Longitude 047°58'E Master has surrender vessel to pirates according Coalition warplane.

It is a pity that the international community takes so little force to fight and stop this hijackings. But it is good to read in the last clipping that some action has been taken. That should be intensified to set clear signs to the pirates.

kind regards

**Capt. K.Lang – Master Annegret**

## Somali pirates seize South Korean cargo ship

A South Korean cargo ship with Korean and foreign sailors aboard has been seized by pirates off the coast of Somalia, diplomatic sources said.

Eight Korean sailors and an unspecified number of foreigners were on the ship when it was seized at 4:00 pm Korean time (0700 GMT), the sources said.

The foreign ministry said it could not immediately confirm the report. Somali waters are the most dangerous in the world for piracy. The International Maritime Bureau reported more than 24 attacks in the area between April and June. Maritime experts say many other attacks go unreported along Somalia's 3,700 kilometres (2,300 miles) of largely unpatrolled coast. Pirates operate high-powered speedboats and carry heavy machine guns and rocket launchers. A South Korean tuna ship with 25 crew members was hijacked by Somali pirates in April 2006. The ship and its crew were released after four months when a ransom was paid.

Last year, Somali pirates seized two South Korean vessels and 24 crew including four South Koreans. The crew was released in November after six months in captivity. Local media reports said the pirates had demanded a ransom of five million dollars before reducing the sum to an undisclosed figure. The reports said the kidnappers had badly beaten the South Koreans, with one suffering a broken tooth and ear damage.

In April this year, a South Korean bulk carrier came under attack in the Gulf of Aden off Somalia. Pirates believed to be from Somalia attacked the ship for about 40 minutes with machine guns and rocket-propelled grenades.

captain took evasive measures to prevent the 10 pirates in two speedboats from boarding **Source:**  
**timesofindia.indiatimes**

## **MISC denies third pirate attack in Gulf of Aden**

MISC denies a third vessel from its fleet was attacked in the Gulf of Aden as attempted hijackings continue.

The Danish Navy said on Sunday that its warship **Absalon**, came to the rescue of the 7,943 teu MISC containership **Bunga Seroja Satu** in the Gulf of Aden which was being chased by four pirate boats.

According to the Danish Navy the **Absalon** responded to an emergency call from the **Bunga Seroja Satu**, while a helicopter from the same warship was helping the Chevron owned tanker Front Voyager from being boarded by pirates.

With a combination of course changes made by the containership and the arrival of the Absalon the suspected pirates gave up and retreated from the area.

MISC however denied that the attempted attack took place. "**Bunga Seroja Satu** was not attacked as confirmed by the Coalition Navy," the Malaysian shipowner said.

Data from Lloyd's MIU showed that the containership had called at Jeddah on August 31, where it appears to have stopped as MISC suspended all vessel movements in the Gulf of Aden. It was next sighted passing Muscat, Oman on September 8.

MISC had stopped its vessels from transiting the Gulf of Aden after the tanker Bunga Melati 5 became the second of its vessels to be hijacked in the area in 10 days.

Along with the **Bunga Melati 2** some 80 seafarers working for the Malaysian company are be held hostage for ransom. MISC said that negotiations with the hijackers were ongoing and the crew were safe and in "relatively good" condition.

"Adequate security measures are in place on our vessels passing through the designated security corridor in the Gulf of Aden. MISC works closely with the Coalition Navy to ensure the safety of all its vessels within the vicinity of the Gulf of Aden," MISC said late on Monday evening.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238

The Malaysian government has sent three naval vessels to the area. The number of attempted attacks in the major sealane is growing with International Maritime Bureau's piracy reporting centre saying between September 5 and September 7 a Chinese cargo ship, a Singaporean liquefied gas carrier and a Thai bulk carrier, all managed to thwart attacks. IMB figures show that 24 attacks have taken place in the region since May 19, including nine hijackings.

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



### Owner of sunken tug fined for Wash. oil leak

The Washington Ecology Department has slapped a \$12,000 fine on the owner of a tug that sank in the Columbia River and leaked nearly 200 gallons of oil and diesel.

SDS Lumber of Bingen, Wash., is the owner of the 55-foot **White Salmon**. The company has 30 days to appeal Ecology's decision or pay the fine.

The tug had been tied up and unattended for a period of time at RSG Lumber in Kalama, Wash., when it sank last October. A fisherman noticed the tug was underwater and reported it.

Regional Ecology spill response supervisor Jim Sachet says the spill could have been avoided. Source : **Seattle Pi**

### Gulf of Aden pirating called sophisticated

A surge of maritime piracy in the Gulf of Aden off Somalia has alarmed shippers because of its sophistication and efficiency, officials say.

The International Maritime Bureau, a marine-crime watchdog, has counted 33 pirate attacks or attempted attacks in or near the Gulf of Aden this year, up from 13 in 2007. It's not just the numbers but the new methods being used by pirates that are worrisome, The Wall Street Journal reported Monday.

The IMB issued a warning to mariners in late August describing three large "mother ships" that they suspect are coordinating at least some of the recent attacks.

"There is a degree of organization" in recent attacks, Commodore Keith Winstanley, deputy chief of a coalition of U.S.-led navy ships operating in the region, told the newspaper. "Which is why we're taking action."

The newspaper said the U.S. Navy Fifth Fleet has set up a special patrol area to counter the piracy threat in the gulf and the U.N. Security Council in June authorized international naval vessels to enter Somalia waters in pursuit of pirates. Source : upi.com

## Seafarer killed after tug seized in Nigeria

A SEAFARER has been killed and another is feared to have been kidnapped by armed men who took control of an offshore supply tug in Nigeria's River State.



**Lamnalco Fulmar** was attacked in the early hours of Sunday on the River Sambriero, near Bonny, said Nigerian army spokesman Lieutenant Colonel Musa Sagir. Commercial databases describe the vessel as operated by Lamnalco Group, a 50/50 joint venture between Royal Boskalis Westminster and Rezayat Group, which operates offshore support vessels in west Africa, the Middle East and eastern Europe.

Lloyd's List's attempts to contact Lamnalco today proved unsuccessful. But the company's website says that a tug called **Lamnalco Fulmar** is part of its fleet.

Boskalis confirmed the killing but said it otherwise had little information and was not aware of any kidnap. "We have a lot of question marks on this one," said spokesman Martijn Schuttevæer.

Initial reports carried on leading newswire services that the ship is owned by Italian oil concern Agip were rapidly refuted.

The Nigerian army did not identify or reveal the nationality of the two seafarers it said had been involved. It said that ships in the area were not always making use of the naval escort vessels that are available.

"A situation where a vessel moves in the troubled water of the Nigerian Delta unescorted is inimical to our collective efforts in securitising the waterways and has to be stopped for good of all," Lt Col Sagir reportedly said.

The new attack was reported just two days after the release of two supply vessel officers employed by offshore operator Bourbon, who were taken hostage in Nigeria on August 2 following an attack on a shore base near Port Harcourt.

The two **Bourbon Apsara** officers, who were released on Friday and returned to France on Sunday, were in good health, according to the company, which indicated, however, that they been held in "particularly difficulty and trying" conditions.

Bourbon declined to discuss the conditions of their release, indicating that it did not want to give any information which could be prejudicial to the release of other hostages or to the general security situation in Nigeria.

On the other side of Africa, there were reports at least three further pirate attacks on shipping over the weekend. The International Maritime Bureau in London listed the ships involved as St Vincent & Grenadines-registered general cargoship **Jin Yuan Men**, Bahamas flag tanker **Front Voyager**, and Thai bulker **Fonarun Naree**. Some media outlets named other vessels.

According to the IMB, shots were reportedly exchanged in two cases, although there is no word of any injuries resulting. But in a worrying development, a spokesman added: "We suspect that captured vessels are being used as motherships to launch further attacks."

Concern centres on recently captured French yacht **Carre D'as**, which may be being used to approach other yachts or merchant vessels.



Meanwhile, a US Navy representative discounted reports carried on leading newswire services that coalition naval assets had captured a around 14 Somali pirates in Gulf of Aden, destroying the pirates' vessel in the process.

No US Navy vessels were involved in such a capture, and the spokeswoman added that she was not aware of any other coalition naval vessel involved in such an incident. **Source : [loydslist.com](http://loydslist.com)**

## **AP MOLLER-MAERSK AIMS AT ZERO FATALITIES**

GIANT Danish shipping group AP Moller - Maersk has published its first consolidated Health, Safety and Environment (HSE) Report and declared its intention to achieve zero fatalities against last year's toll of 25 deaths, all within transportation divisions of the company.

The company says in a statement: "The HSE-report 2007 marks a starting point of reporting to the Group's stakeholders and will over time develop into a Sustainability Report covering additional important aspects such as human rights and labour issues.

Joseph Nazareth, head of Group HSSE (Health, Safety, Security and Environment) says: "We are proud to present this report. HSE has always been a high priority within the A.P. Moller - Maersk Group and this report shows our commitment to making progress at HSE matters – in terms of reporting as well as performance. Traditionally, the AP Moller - Maersk business units have made individual reports on HSE performance. But with this report we have now created a basis for reporting on Group level."

The company statement says: "Within safety, eliminating fatalities is a key objective. In 2007, A.P. Moller - Maersk regrettably suffered 25 fatalities, all in the transport segment which covers container shipping and terminals. Operating global transport systems is highly complex and involves activities such as moving containers weighing up to 30 tonnes. Even though it accounts for demanding workplaces, the Group aims for zero fatalities."

"We aim to take good care of all of our 117,000 employees, thus we feel strongly obligated to show substantial improvement on safety. Our target is zero fatalities. Our vision is to eradicate injuries at our workplaces," says Mr Nazareth. He adds: "Our investigation into the incidents shows that most of them are due to unnecessary short cuts and lack of complying with procedures. That is why we need to strengthen our safety mindset, a task we are already addressing in a number of ways."

"Energy efficiency is our response to the environmental challenge. But it requires innovative solutions. We have already come far, and we are confident we will be even more energy efficient with the projects we have in the pipeline," says Mr Nazareth.

The company particularly points to its Waste Heat Recovery System. It claims to be the only container shipping company in the world to install the system on the ships on a large scale. AP Moller-Maersk says the system can reduce fuel consumption by up to 10% and should result in saving half a million tonnes CO<sub>2</sub> per year when 58 existing and ordered container ships have the system installed. **Source : [Maritime Global Net](http://MaritimeGlobalNet)**

## **Dronken kapitein van zeeschip gehaald**

De Waterpolitie van het Korps landelijke politiediensten (KLPD) in Vlissingen heeft in de nacht van dinsdag op woensdag 10 september op de Westerschelde de 46-jarige kapitein van een Portugees zeeschip aangehouden omdat hij dronken was. De man had een alcoholpromillage van 2,4 in zijn bloed. Dat is driemaal de hoeveelheid die wettelijk maximaal is toegestaan.

Op dinsdag 9 september, kort voor middernacht, kreeg de Waterpolitie van de hoofdverkeersleider te Vlissingen de melding dat de kapitein van een zeeschip dat onderweg was van Antwerpen naar Schotland, vermoedelijk dronken was.

Het schip was geladen met n-butylacrylaat, een licht ontvlambare vloeistof. De zeeloods die het schip ter hoogte van Vlissingen van een rivierloods had overgenomen had de hoofdverkeersleider ingelicht en bracht daarna het schip ten anker op de rede.

De Waterpolitie ging aan boord en nam de Portugese kapitein een blaastest af. De test gaf duidelijk aan dat de man inderdaad teveel alcohol had genuttigd. Hij werd aangehouden en naar het politiebureau overgebracht voor de ademanalyse.

Daar bleek dat de kapitein een definitief alcoholpromillage van 2,4 in zijn bloed had. De man werd vastgezet in de penitentiare inrichting te Middelburg. In overleg met het openbaar ministerie werd de Portugees na betaling van 1700 euro boete vanochtend in vrijheid gesteld.

De kapitein keerde niet meer terug aan boord van zijn schip. Zijn werkgever heeft direct aflossing voor hem geregeld.

**Bron : Blik op Nieuws**

## **Zeehavenpolitie houdt controleweek**

Personeel van de Zeehavenpolitie heeft van maandag 1 september tot en met zondag 7 september jl. een nautische controleweek gericht op de vaartijdenwet gehouden. Op diverse locaties in de Rotterdamse haven werden in totaal 51 binnenvaartschepen gecontroleerd.



Bij 32 gecontroleerde binnenvaartschepen bleek alles in orde te zijn. De Zeehavenpolitie heeft vier waarschuwingen gegeven voor niet goed of volledig invullen van het vaartijdenboek. In totaal zijn er vijftien processen-verbaal uitgeschreven voor onder meer onderbemand varen, onjuist invullen van het vaartijdenboek, onvoldoende rusttijd, technische gebreken in de machinekamer en een overtreding op ADN (vervoer van gevaarlijke stoffen over water).

**De P 6 - Foto : Piet Sinke ©**

Om de veiligheid in de Rotterdamse haven nog verder te verbeteren houdt de Zeehavenpolitie, vaak ook in nauwe samenwerking met partners, regelmatig nautische controleweken. Te weinig cq. onvoldoende bekwame bemanningsleden of technisch niet goed uitgeruste schepen verhogen de kans op ongevallen. Verder wordt ook opgelet of de bemanningseisen, de noodzakelijke certificeringen en de arbeidsomstandigheden die gelden worden nageleefd. **Bron : Vaart !**

## **Bangkok Port closure fuels \$8m lawsuit**

The Port Authority of Thailand (PAT) and its union may have to shell out over \$8m in compensation to companies affected by the closure of the Klong Toey Port in Bangkok last week due to a strike by union members in support of anti-government protests. Although the port has resumed normal operations, The Bangkok Post had reported that the Exporters and Importers Association have launched a 300m baht (\$8.6m) civil lawsuit for losses sustained during the

work stoppage targeting the PAT labour union, with the PAT itself and the state agency's board of directors are the second and third defendants

"The decision was based on the actual damage caused to our business by the strike," the paper quoted Thongyu Khongkant, secretary of the Land Transport Federation of Thailand as saying. "The figure is our extra expense for fuel for transporting cargoes from Bangkok to Laem Chabang." Shippers are estimated to have paid an additional 2,000 baht for each of the 4,000 containers that had to be moved 120 kilometres southeast from the port in Klong Toey to Laem Chabang Port in Chon Buri.

The PAT's legal affairs office is reported to be in negotiations with the parties involved in the lawsuit to resolve the situation.

The PAT union may also face action by the Office of Consumer Protection Board as the Imports-Exports Transport Association has announced its intention to file a complaint for suspension of services without "appropriate reasons".

Source : Seatrade Asia

## **CASUALTY REPORTING**

### **Fire on Pride Pennsylvania injures five**

A mechanical malfunction caused a fire on jackup **Pride Pennsylvania** at 1:50 p.m. local time on Sept. 6, injuring five crew members, who were evacuated to the Juhu Helibase. Fire-fighting operations immediately commenced and the fire was extinguished. The other 82 crew members of the rig are safe.

The rig was carrying out drilling operations for ONGC at the Mumbai High South field with Well No. 15 of the WB platform. Drilling operations were suspended and the well has been closed. Senior officers of ONGC have gone to the site.

### **Two oil ships collide near Venezuelan port**

Two ships belonging to Venezuelan state oil company PDVSA collided on Tuesday, but it was not immediately clear if they were carrying cargo, local media reported.

The accident occurred near a port in the central state of Miranda between the **Negra Matea** liquefied gas transporter and the **Paramacay**, which frequently carries crude derivatives, Caracas daily El Universal reported.

Officials at PDVSA did not immediately comment on the report. OPEC member Venezuela, one of the world's leading oil exporters, provides nearly 10 percent the United States' imported crude oil.

### **Two Gambians Die in Senegal Seas**

According to the French News Agency (AFP), the Senegalese navy rescued two Gambians and one Senegalese and recovered two bodies after a trawler sank off Dakar. Nine other people are reported missing.

The Greek-registered trawler capsized Wednesday in the Popenguine area, 70 kilometres (45 miles) east of the Senegalese capital, Colonel Ousmane Sarr told AFP. The cause of the incident still remains unknown.

He said 14 people were aboard the boat, comprising eight Senegalese, four Gambians, a Sierra Leonean and an Egyptian. "One of the two bodies recovered by the navy was identified as an Egyptian passenger," Sarr said.

The survivors have been taken to Dakar, where they were admitted at one of the hospitals. Nine other people remain unaccounted for and the search for them would continue, the officer said.

According to the Senegalese radio station RFM, the trawler, named Artemis, was on its way to The Gambia when the accident happened. Source : [allafrica.com](http://allafrica.com)

## Vessel ran aground on the way to Astrakhan, inner waterways, Russia

September 9, 09.00 LT – dry cargo vessel **Senator-1** ran aground on inner waterways Russia, navigating Karpovskoye basin, 2675 km mark, fore draft loss 0.5 meter. Vessel en-route Ukraine-Astrakhan with cargo 1736 mt steel. Refloated same day at 21.30 LT, with assistance. **m/v Senator-1** – dwt 2998, built 1986, flag Russia, owner Sevintrans, IMO 8942668. Source : Mike Voitenko

### NAVY NEWS

## Italian Navy: rescue drill to submarine in difficulty

"The '**Subex 2008**' drill, one of the most important training event in rescue field to submarines in difficulties, begins in the Gulf of Taranto. The '**Longobardo**' and '**Prini**' submarines, '**Anteo**' ship with on board the skin-divers will train until next September 20.

The drill expects the simulation of emergencies on board, situated in bottom of the sea, and starting of rescue procedures by specialized units on board of '**Anteo**' ship. The specialized staff of the Italian Navy has been particularly differentiated and outstanding in the implementation of new rescue manners in depth.

The Italian Navy, thanks to the use of specialized means and staff, is one of the reference Navies in international ambit for rescue to submarines in difficulty; for this capability, delegations of observers of Algeria, Egypt, France, Greece, Israel, Malaysia, Pakistan, Turkey and Brazil will be present on board of '**Anteo**' ship".

## US helicopter carrier deploys off Haiti to aid relief efforts



The US Navy has deployed a helicopter carrier off the coast of Haiti to help with relief efforts in the aftermath of a series of storms, the military said Monday. The **USS Kearsarge** was redirected from Santa Marta, Colombia and has arrived near the island that Haiti shares with the Dominican Republic, the US Southern Command said in a statement.

It said the **Kearsarge**, an amphibious assault ship loaded with relief supplies, will help move cargo and equipment

between Port-au-Prince and Gonaives, Jeremie, Saint Marc, Port de Paix, Jacmel and Les Cayes.

Four storms in a little over three weeks have killed at least 600 people in Haiti and left hundreds of thousands in desperate need of food, clean water and shelter.



"We moved as quickly as possible to get here, following the passing of Hurricane Ike, and we are rapidly moving to distribute relief supplies to the citizens of Haiti in the affected areas," said Captain Fernandez Ponds, the mission commander.

The **Kearsarge** has eight helicopters and three landing craft. Helicopters were flying from the Kearsarge to identify suitable landing sites, the command said. Source : [afp.google](#)

## Aircraft carrier to be ready after 2011

After major delays and cost overruns, the aircraft carrier "**Admiral Gorshkov**" will be ready for handover to the Indian Navy after year 2011, Russian military representatives say. The vessel will be one billion USD more expensive than planned.



The vessel, which originally was to be ready for hand-over in 2008, will be one billion USD more expensive than what was originally agreed upon by in the contract from 2004. The Russian side originally demanded 750 million USD for the sales and upgrades of the vessel. The job turned out to be more than two time more expensive The vessel is currently undergoing upgrades at the Sevmash yard in Severodvinsk, Arkhangelsk Oblast

As BarentsObserver previously reported, the higher price and the delays has been a subject of major irritation in the Indian Defence Ministry.

Russian and Indian authorities still appear to have reached a compromise over new contract conditions. According to Mikhail Zavaliy, head of Russia's main weapon exporter – the Rosoboroneksport – the vessel will be handed over to the Indian side after 2011. A contract on the vessel, by the Indians called the "**Vikramaditja**", has still not been signed, however Source : **Barents Observer**

 Transport & Offshore Services	<h3>Crewing Solutions</h3>	<ul style="list-style-type: none"><li>• Ship Delivery</li><li>• (Inland) Shipping</li><li>• Offshore</li><li>• Dredging</li><li>• Shore Based Jobs</li></ul>
		
<p><a href="http://www.tos.nl">www.tos.nl</a> TOS Rotterdam (+31)10 – 436 62 93 E-Mail <a href="mailto:info@tos.nl">info@tos.nl</a></p>		

## US Navy punishes 6 more for aircraft carrier fire

The Navy has punished six sailors for their roles in a fire that caused \$70 million in damage to the nuclear-powered aircraft carrier **USS George Washington**, a newspaper reported Monday.

U.S. Pacific Fleet officials say the six were given nonjudicial punishments, meaning no sailor was discharged from the Navy, according to The Navy Times. The Navy did not release the names or ranks of those who were punished.

The punishments come two months after the Navy relieved the carrier's commanding officer and executive officer of duty over the May 22 fire. Pacific Fleet public affairs officials did not return repeated phone calls by The Associated Press seeking comment.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238

Officials told The Navy Times in an e-mail that the sailors were punished for "their involvement in the chain of events leading to the fire."

One sailor was found guilty of willful dereliction of duty and three others were found guilty of disobeying a lawful order for hiding hazardous material, the newspaper reported. Two noncommissioned officers were found guilty of negligent dereliction of duty for failing to properly supervise a workspace, it said.

The news comes as the Navy confirmed the investigation into the fire had been completed and a report was being reviewed by administrators before being released. It is expected to be released Oct. 1.

The Norfolk, Va.-based carrier was en route from Chile to San Diego when the fire began. Officials have said Advertisement smoking, likely a lit cigarette, near improperly stored chemical containers appears to have started the fire that injured 37 sailors. All were returned to duty shortly afterward.

Navy officials say it took about 12 hours to put out the fire because of the location and size. Fire and heat damaged electrical cabling and components running through 80 of the 3,800 compartments across several decks of the carrier.

The crew of the carrier was temporarily assigned to shore duty in San Diego during the nearly three months of repairs needed following the fire.

The carrier is expected to arrive in Japan in late September or early October to replace the **USS Kitty Hawk**, which is being decommissioned. The **George Washington** will be stationed at the U.S. naval base in Yokosuka.

The **USS George Washington**, the fourth Navy ship to bear the name, was commissioned July 4, 1992. It is a Nimitz class nuclear-powered supercarrier with a crew of 3,000 but can carry up to 5,000. **Source : mercurynews**



The Dutch submarine **S 802 WALRUS** seen departing from Rotterdam bound for Den Helder naval base  
**Photo : Piet Sinke ©**

## Observing the Atlantic Fleet Rotations

The Navy is shaking things up with the deployment of the **Theodore Roosevelt Carrier Strike Group**. Unlike the usual cruise from Hampton Roads, Va., that proceeds through the Mediterranean and into the waters of the Middle East, the **Theodore Roosevelt Carrier Strike Group** — which began deploying Monday — is expected to make its first port call in South Africa in the coming days.

"We have been invited and the planning is in progress," said Rear Adm. Frank Pandolfe, strike group commander, speaking to reporters on the pier before the ship departed.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238

This could be happening for any number of reasons, but to increase the presence of US Naval forces off Africa is hardly a bad reason. We need to be more visible, interact as often as possible with local naval and coast guard forces, and in general be present just in case, even if it is just passing through the western coast of Africa.

Of course, there could be another legitimate reason. The **Iwo Jima ESG** is already moving towards, and soon to move through the Mediterranean Sea, and already will be moving through the Suez Canal. Carrier strike groups move faster, and there is no reason to bottle up an ESG and CSG in the Med at the same time, it sends the wrong messages and can make people nervous. On top of that, we will also soon see Standing NATO Maritime Group 2 move through the Suez Canal as well.

We discussed the window about 11 weeks ago. Well, by this time next week we will see three major strike groups moving towards the Middle East. We do not see this as a US attack on Iran, but we note the timing should Israel decide that is what they want to do. We also expect a number of media outlets to cry the alarm as they do everytime naval forces deploy. The three strike groups are as follows:

### **Theodore Roosevelt Carrier Strike Group**

- USS Theodore Roosevelt (CVN 71)
- USS Monterey (CG 61)
- USS The Sullivans (DDG 68)
- USS Mason (DDG 87)
- USS Nitze (DDG 94)
- USS Springfield (SSN 761)
- USNS Supply (T-AOE 3)

### **Iwo Jima Expeditionary Strike Group**

- USS Iwo Jima (LHD 7)
- USS San Antonio (LPD 17)
- USS Carter Hall (LSD 50)
- USS Vella Gulf (CG 72)
- USS Roosevelt (DDG 80)
- USS Ramage (DDG 61)
- USS Hartford (SSN 768)

### **Standing NATO Maritime Group 2**

- NMM Durand de la Penne (D560)
- USS Barry (DDG 52)
- HMS Cumberland (F85)
- TCG Gokova (F496)
- GS Karlsruhe (F212)
- HS Kountouriotis (F468)
- FGS Rhon (A1443)

All are regular rotations. The **Theodore Roosevelt CSG** is expected to replace the **Reagan CSG**, which will be conducting exercises with India in October. The **Iwo Jima ESG** is expected to relieve the **Peleliu ESG**, and **SNMG-2** has exercises planned with Kuwait and UAE.

# Canadian ships arrives to exercise with Indian Navy

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238

Two Canadian warships will be visiting Indian waters for four days from Wednesday and carry out an exercise in the sea off the Chennai coast on Saturday.

The two ships -- **HMCS Calgary** and **HMCS Protecteur** -- will dock at the Chennai port while the Canadian Naval officers and men interact with their Indian counterparts there during the visit, Indian Navy sources said in New Delhi.

Before the ships leave the Indian waters, the two navies would conduct a Passage Exercise in the Bay of Bengal involving communication, maneuvering, station keeping, Visit-Board-Search-Seize operations and exchange of personnel.

**HMCS Calgary** is a Halifax-class frigate with a complement of 215 men including 25 officers. It has a maximum displacement of 4,770-tonnes and is equipped with Electronic Counter Measures capability.

It carries Harpoon missiles, Sea Sparrow Surface-to-Air Missile, 57-mm Bofors Gun and suitable Anti-Submarine Warfare capabilities, along with a Sea King helicopter.

**HMCS Protecteur** is an Auxiliary ship (tanker) with a complement of 365 men including 27 officers. It has a maximum displacement of 24,700 ton and carries a Sea King helicopter.

## NATO ships that angered Russia to leave Black Sea

NATO announced that four of its warships would leave the Black Sea Wednesday, following Russian allegations that the military alliance was building up naval forces amid tensions over Georgia. NATO said the small fleet had "successfully completed its planned visit and is leaving the Black Sea today (Wednesday) in accordance with the Montreux Convention which limits Black Sea naval deployments to 21 days for non-Black Sea navies."

Late last month, a top Russian general warned NATO against violating the convention and said Moscow was monitoring developments. Then last week, Prime Minister Vladimir Putin warned that Moscow would react to a buildup, which NATO denied it was doing.

"The reaction will be calm without any hysteria. But there will of course be a reaction," he said. The Montreaux Convention, which dates from 1936, sets a weight restriction of 45,000 tonnes on the number of warships that countries outside the region can deploy in the basin.

It provides Turkey, which joined NATO in 1952, full control over the Dardanelles and the Bosphorous, which separates western Turkey and its biggest city Istanbul from its east. The military alliance's deployment -- dubbed "Standing NATO Maritime Group One" -- comprised a Spanish vessel, the **Admiral Juan de Bourbon**, Germany's **FGS Luebeck**, Poland's **General K Pulaski** and a US frigate, the USS **Taylor**. While in the Black Sea, they conducted exercises with vessels from NATO allies Bulgaria and Romania.

## SHIPYARD NEWS

### Bids Submitted for Daewoo

POSCO and three other South Korean companies submitted their formal bids Tuesday for Daewoo Shipbuilding & Marine Engineering Co., the world's third-largest shipyard, a state-run bank said.

Korea Development Bank (KDB) and state-run Korea Asset Management Corp. (KAMCO) are seeking to sell a combined 50.4 percent stake in the shipyard, which they bailed out in 2000 after its parent Daewoo Group collapsed under a mountain of debt. KDB said it will pick a preferred bidder in October after allowing POSCO, Hyundai Heavy Industries Co., GS Group and Hanwha Group to conduct a due diligence on Daewoo Shipbuilding for three weeks starting next week.



The deal, estimated to be worth as much as 7 trillion won (US\$6.36 billion), has drawn much attention from potential bidders as the winner will likely gain a new growth engine from the shipyard's lucrative energy-related business and strong cash flows. KDB and KAMCO plan to complete the sale of Daewoo Shipbuilding by the end of the year. Creditors are seeking to sell off other bailed-out firms, including Hynix Semiconductor Inc. and Hyundai Engineering & Construction Co. So far this year, Daewoo Shipbuilding has won \$10.9 billion worth of orders to build ships and offshore facilities, about 62 percent of this year's target of \$17.5 billion. Its backlog has reached about \$42 billion.

Source: Trading Markets

## Fincantieri delivers 'Cruise Barcelona'



Fincantieri has delivered '**Cruise Barcelona**', the second in a series of four cruise-ferries ordered by the Grimaldi Group. The new vessel will immediately take up a service connecting Civitavecchia (Rome) to Barcelona every day.

Built at Fincantieri's Castellammare di Stabia shipyard, the '**Cruise Barcelona**' belongs to a new generation of ships which combines the comfort and entertainment of cruise vessels with the flexibility and loading capacity essential to serve the highways of the sea.

Joining her sister ship, the '**Cruise Roma**', which was delivered in April, the '**Cruise Barcelona**' completes the voyage between Civitavecchia and Rome in 20

hours.

Capable of carrying 2,300 passengers and with 3,000 lane metres for trucks and trailers in addition to 215 cars at a speed of 28 knots, the '**Cruise Barcelona**' has 478 cabins equipped with all the comforts of a modern cruise ship, from a large wellness centre to a casino.

At 225-metres-long and 30.45-metres-wide, the 'Cruise Barcelona' has a gross tonnage of 55,000 tonnes, making her, alongside her sister ship the largest ferries in the Mediterranean.

The two sister vessels were conceived to respect the environment and save energy, said Emanuele Grimaldi, Co-Managing Director of Grimaldi Group. "By carrying hundreds of trucks and thousands of passengers every day between Italy and Spain, the ships reduce traffic congestion and halve the emissions of carbon dioxide in the atmosphere.

"The motorways of the sea are the future of transport in Europe and continuing to invest in their development is an act of social responsibility."

Delivery of a further two sister ships ordered from Fincantieri by Grimaldi Group is due in 2009 and 2010. The total value of the investment is in the order of Eur 600 million (US\$848 million) for the four ships. Source : Baird Online

## Sembawang bags \$69m conversion contract

Sembcorp Marine subsidiary, Sembawang Shipyard, has secured a S\$99m (\$69.1m) contract from Brazil's Dynamic Producer to convert a 111,567dwt tanker into a DP Floating, Drilling, Production, Storage and Offloading (FDPSO) vessel. The FDPSO, to be named Dynamic Producer, will have a crude oil drilling and storage capacity of 300,000 bbls and be able to comfortably house a complement of 106 persons upon delivery in last quarter of 2009.

The new FDPSO is to be operated by the Petroserv Group subsidiary on long-term charter to Petrobras at the Espirito Santo, Campos and Santos Basin off the Brazilian Southeast Coast.

"Sembawang Shipyard has been selected by Petroserv to be our partner shipyard in this milestone project as the shipyard has clearly demonstrated its strong track record in handling sophisticated FPSO conversion and offshore work, especially vessels equipped with dynamic positioning capabilities," said Petroserv vp and director Roberto Jessourun "We are confident that the shipyard will deliver a quality FDPSP vessel for our deployment in Brazil."

"We thank Petroserv for this important award as it reaffirms Sembawang Shipyard's strong track record in the specialised FPSO conversion sector and market leadership in dynamic positioning offshore vessels," said Ong Poh Kwee, Sembawang Shipyard md. "The buoyant offshore market offers exciting opportunities for both the shipyard and owners and we look forward to a long-term collaborative partnership with Petroserv." **Source : Seatrade Asia**

## **BRENT LAUNCHED IN TURKEY**



Dutch towage operator Iskes Towage **BRENT** was launched in Eregli (Turkey)

**Photo's : Via Shipyard Kooiman**

## **Flinke opdrachten voor De Vries Makkum**

Koninklijke De Vries Scheepsbouw te Makkum heeft een aantal grote opdrachten binnen gehaald. Momenteel is De Vries bezig met de afbouw van het eerste nieuwbouwjacht. Dit najaar start de bouw van een 88 meter lang jacht, het grootste schip uit de historie van de werf. Daarnaast gaat de werf een jacht van bijna vijftig meter verlengen (refit) met circa drie meter.

Het schip krijgt onder meer een beachclub en jacuzzi op het bovendek. Ook de bovenbouw wordt verlengd. Het jacht is dertien jaar terug bij De Vries in Aalsmeer gebouwd, aldus werfdirecteur Sijbrand de Vries. Het is voor de werf in Makkum de vijfde grote refitopdracht sinds de start drie jaar geleden. Het bedrag dat met de opdracht gemoeid is, werd niet bekend gemaakt.

De nieuwbouwportefeuille van De Vries is op dit ogenblik gevuld tot 2013. Er werken momenteel 165 mensen. De werf is op zoek naar tientallen vaklieden in de disciplines metaal, montage, timmeren en schilderen **Bron : Friesch dagblad**



The **ARCHANGELGRACHT** seen enroute Ijmuiden after drydocking at the Shipdock shipyard  
Photo : Evert Sikkema ©

## ROUTE, PORTS & SERVICES

### PB Towage name two new tugs in Port Botany

Tug Operator PB Towage celebrated the commissioning the two new tugs, **PB DARLING** and **PB MURRAY** at a ceremony in Port Botany yesterday, The two new Damen 2412 ATD tugs of 68 tonne bollard pull represent a significant investment in their rapidly growing Australian harbour towage fleet.



Chief Executive Tony Cousins welcomed customers and guests expanding on PB's development plans;



"With the support of progressive shareholders, PB Towage are committed to expanding our harbor towage business to provide a competitive towage option based on sustainable rates and high quality customer service. These two new,



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238

state of the art harbour tugs are the first of six new builds ordered with Damen that will be the core of a modern fleet of powerful, highly manoeuvrable tugs servicing our valued customers as opportunities present around the coast." Vessel sponsors Beverley Lines and Loretta May, representing ANL and Inchcape named **PB Murray** and **PB Darling** in a ceremony attended by over 150 staff and guests.



**Seamanship**  
Whatever the ship. Wherever delivered.

GLOBAL SHIP DELIVERY & CREWING



**REDWISE MARITIME SERVICES B.V.**

Amersfoortseweg 12-E

3751 LK Bunschoten-Spakenburg

The Netherlands

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

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

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

## Ship vibration causing pain for workers, ferry union says

The union representing ferry workers in British Columbia is concerned that excessive ship vibration aboard one vessel may be contributing to hip and thigh pain among some catering staff.



Richard Goode, a spokesman with the BC Ferry and Marine Workers Union, says that some female catering workers aboard the **Coastal Renaissance** ferry - which travels from Horseshoe Bay in Vancouver to Departure Bay in Nanaimo - have complained of hip, thigh and foot pain while working on the vessel.

**Photo : Piet Sinke ©**

"Because they are working on tiled floors or porcelain floors, that vibration goes directly to them," Goode says, adding that the vessel began operations in March. "The problem is, a lot of times people don't realize what's happened to them."

Short-term exposure in the range of two to 20 Hertz can produce abdominal or chest pain, headaches, nausea, loss of balance, muscle contractions and shortness of breath, says a fact sheet from the Occupational Health Clinics for Ontario Workers. Long-term exposure may result in health problems related to the spine, such as disc displacement, degenerative spinal changes, intervertebral disc disease and herniated discs, the fact sheet says.

Goode says that the vibration is caused by the ship's propulsion system and the excessive vibration crops up when the propulsion system is used to push the ship into a dock. The **Coastal Renaissance** is "very smooth" when it is away from a dock, he adds.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238

However, some vibration issues aboard BC Ferries' vessels have been tackled, reports BC Ferries' (British Columbia Ferry Services Inc) spokeswoman Deborah Marshall.

"Normally, when we first brought the ships into service, we would operate with two propellers when the vessel was in dock," Marshall says. "We have changed our operating procedures now and we're only operating with one propeller and that has reduced the vibration coming from the vessel."

Marshall says that she is not aware of any concerns about vibration from catering staff, while Goode says that the union is looking at the possibility of using anti-vibration mats or gel-filled insoles to reduce the effects for workers.

WorkSafeBC spokeswoman Donna Freeman says that safety officers have not received any complaints from workers on the **Coastal Renaissance** ferry. "Our officers speak frequently to the BC Ferries' union and employer, but this issue has not been raised," Freeman says. **Source : ohscanada.com**

## Hallin Recruits New Project Director for East Group



Hallin Marine continues to beef up its operations team with the appointment of the experienced **Rik Zwinkels** as a project director for the Company's East division.

Rik, 37, will be responsible for the safe execution and result of operations in the eastern division of the Hallin group and joins its management team.

Dutch born Rik qualified as an engineer after leaving college in Rotterdam and has recently worked for Vroon Offshore and SMIT and has operational experience in both the Far East and the Netherlands.

Hallin East Division MD Jon Attenburrow said: "Hallin is soon to take delivery of new-build vessel **Ullswater** and someone of Rik's pedigree joining the team is another example of the Company continuing to strengthen the Hallin Marine operational management with dynamic, skilled and experienced personnel."

## Troms Falken sold to Mexican interests



Troms Offshore has sold the UT755L **Troms Falken** to a Mexican owner.

Left : The **TROMS FALKEN** seen moored in Aberdeen  
**Photo : Piet Sinke ©**

Offshore Shipbrokers Ltd said it the new owner is understood to be Cotemar. The terms of the deal were not disclosed. **Source : Offshore Shipping Online**

## Holland America Line Names 2010 Signature Class Ship ms Nieuw Amsterdam



Holland America Line will name its latest Signature Class ship and the 15th in its fleet, ms **Nieuw Amsterdam**. To be delivered in 2010, the 86,000-ton **Nieuw Amsterdam** will be built at Italian shipbuilder Fincantieri's Marghera shipyard and its interior design and art collection will reflect the glamour and history of New York City, formerly called **Nieuw Amsterdam**.

"The Signature Class marks Holland America Line's latest series of new-build vessels and with a guest capacity of 2,106 for **Nieuw Amsterdam**, it reaffirms our commitment to the mid-sized cruise ship market," said Stein Kruse, president and CEO, Holland America Line. "This name has a rich heritage in our company with this ship being our fourth in 135 years. We are proud to extend this illustrious ship name to our current fleet."

The first **Nieuw Amsterdam** was launched in 1906 and used both a full set of sails and steam engines. She was 17,149 tons and carried 2,886 passengers, 2,200 of them in third class. She sailed in regular service through World War I and then through to 1932.

The famed **Nieuw Amsterdam II** joined the fleet in 1938 as the company's flagship. The silhouette of this ship can still be seen today behind Henry Hudson's Half Moon in the company's logo. At 36,287 tons, "the Darling of the Dutch," as she was known, was decorated in great style and was launched by Her Majesty Queen Wilhemina of the Netherlands. **Nieuw Amsterdam II** served proudly in World War II completing 44 war time voyages carrying nearly 400,000 passengers (mostly troops). Following the war, she was rebuilt and, as the queen of Holland America Line's "spotless fleet," hosted countless well-known figures among her guests, including Katherine Hepburn, Rita Hayworth, Spencer Tracey and Albert Schweitzer.

**Nieuw Amsterdam III** was launched in 1983 as one of the most elegant ships of her time. At 33,900 tons, **Nieuw Amsterdam III** sailed in Alaska in the summers and in the Caribbean in the winters.

"With innovative design and guest offerings, **Nieuw Amsterdam IV** will continue the proud tradition of her name and continue to evolve of Holland America Line's sophisticated mid-sized ships and further our premium leadership position," said Kruse.

Previous new-build series include the four-ship Statendam Class group, four-ship Rotterdam Class and four-ship Vista Class. The line also owns and operates the 793-passenger Elegant Explorer, ms **Prinsendam**. The first Signature Class vessel, ms **Eurodam**, joined the fleet in July 2008.

**Eurodam**, and now **Nieuw Amsterdam**, further define and expand the Holland America Line premium brand with new concepts such as the innovative pan-Asian Tamarind restaurant and Silk Den lounge surrounded by panoramic views overlooking the ocean expanse and the Lido pool. Other additions are an Explorer's Lounge Bar, a premium wine-tasting lounge, an elegant luxury jewelry boutique, new atrium bar area, enhanced and reconfigured show lounge, and a new photographic and imaging center.

**Nieuw Amsterdam** will feature 11 guest decks and staterooms will spotlight all the Signature of Excellence premium amenities of plush Euro-top Mariner's Dream Beds, deluxe waffle/terry cloth robes, Egyptian cotton towels, flat panel

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238

TVs, dvd players, make-up mirrors with halo lighting, massage shower heads, professional grade hair dryers, fresh flowers and complimentary fruit baskets. The ship will also feature innovative spa staterooms with additional spa amenities.

The ship will continue several much-admired Holland America Line features, including outside-view, glass elevators at midship; the Explorations Cafe -- a cyber-coffee house powered by The New York Times; the Pinnacle Grill and Pinnacle Bar; the innovative Culinary Arts Center presented by Food & Wine Magazine, where culinary experts provide cooking demonstrations and intimate classes in a state-of-the-art onboard show kitchens; an expanded Greenhouse Spa and Salon with thermal suites and hydro-pool, the largest gymnasium ever built for Holland America Line; and a youth facility that includes the teens-only Loft. In addition the ship will feature the family-style Canaletto's Italian restaurant,

On the technical side, Signature Class ships will feature the latest state-of-the-art navigation and safety systems including dynamic positioning abilities to hold the ship in a precise position. The vessels will be powered by six diesel generators and propelled by the latest Azipod propulsion technology.

"This new class of ships demonstrates the strength of our brand, the loyalty of our guests and the dedication of our more than 16,000 employees worldwide," said Kruse. "The added capacity will provide greater opportunities for our guests and employees alike." **Source : Holland America Line**

## TBS International Limited Announces the Acquisition of Its First Heavy-Lift Tweendecker, Expanding Its Fleet to 47 Vessels

TBS International Limited announced that it has entered into an agreement to acquire the M.V. **CEC Cardigan**, to be renamed **M.V. Zia Belle**, a 1997 built, 8,874 dwt heavy-lift multipurpose tweendecker with two 150 ton cranes, combinable up to 300 tons. TBS has agreed to acquire this vessel charter free for \$20.6 million with expected delivery during the fourth quarter of 2008.

The **Zia Belle** will be TBS' first tweendecker with heavy-lift gear, a cargo capability in demand for project shipping worldwide. Following this purchase, TBS' fleet will be comprised of 47 vessels with an aggregate of 1.4 million dwt, consisting of 24 multipurpose tweendeckers and 23 handysize/handymax bulk carriers. In addition, TBS has on order with Chinese shipyards six Roymar Class 34,000 dwt multipurpose vessels with retractable tweendecks, of which two are scheduled for delivery in 2009 and four in 2010.

Joseph E. Royce, Chairman, Chief Executive Officer and President, stated: "We are excited to announce the acquisition of the **M.V. Zia Belle**, our first heavy-lift tweendecker, which solidifies TBS' operational capabilities in project cargoes and complements our multipurpose tweendecker fleet. Adding heavy-lift capability in the TBS Fleet will better enable TBS to service our growing list of customers engaged in global projects in the energy, mining, steel, construction and infrastructure industries which require vessels with heavy-lift capabilities.

"Unlike a traditional dry bulk company which charters its vessels to other companies or trades its ships in the spot market, TBS has been able to achieve consistent growth with the implementation of our 'Business First, Fleet Second' strategy as well as our foundation of direct customer relationships. Despite the volatility in the shipping markets, our business continues to grow and we continue to evaluate opportunities to expand our fleet." **Source: TBS International Limited**



The **BUGSIER 6** – Photo : Jacco van Nieuwenhuyzen ©

## Hellenic ship owners place orders worth \$1.14 billion in August

Although August is generally a “quiet” month in terms of new building ordering activity, Hellenic ship owners were rather active amid a year of low investment volumes. According to a relative report compiled by George Moundreas & Co., owners were reportedly active both in the wet and dry side of the market, with orders totaling 18 ships for \$1.14 billion. Tankers were the option of choice with 13 ships being contracted for a total market value of \$916 million. Dry bulk carriers followed with five being ordered, aggregating \$230 million. Nevertheless, despite the sluggish activity of August, some conclusions can be given. “Tanker orders, despite their relatively small numbers indicate a clear trend of focusing to this type of vessels” said Moundreas. As for prices, they seem to have stabilized to high levels and don’t appear to show signs of retreat. Instead, the report says that many shipyards are complaining for “low” prices, which don’t reflect the rising cost of steel, machinery and labor.

From those companies placing orders during August, Tomasos was one of them, with an order for six Medium-Range 52,000-dwt product tankers ordered at GSI/PRC shipyards. The price tag for each vessel was estimated at \$51 million, bringing the total at \$306 million. All ships are scheduled for delivery during 2012.

But the most active ship owner was Grand Union, which concluded a structured deal with Sungdong shipyards. The company will receive four suezmax tankers of 158,000-dwt during 2011/12 at a cost of \$98 million for each vessel. Furthermore, the company ordered two panamax product tankers of 75,000-dwt, expected to be delivered during 2010/11 at a price of \$60 million each. The total investment by Grand Union is estimated at \$512 million, i.e. about half of the value of ships ordered by Hellenic ship owners during August. **Source : Nikos Roussanoglou, Hellenic Shipping News**

## Ireland: Cargo drop was first in a decade

Figures from the Irish Maritime Development Office (IMDO) show that the volume of cargo transported through ports across the country fell during the first half of 2008. This was the first decline in shipping volumes for more than a



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238

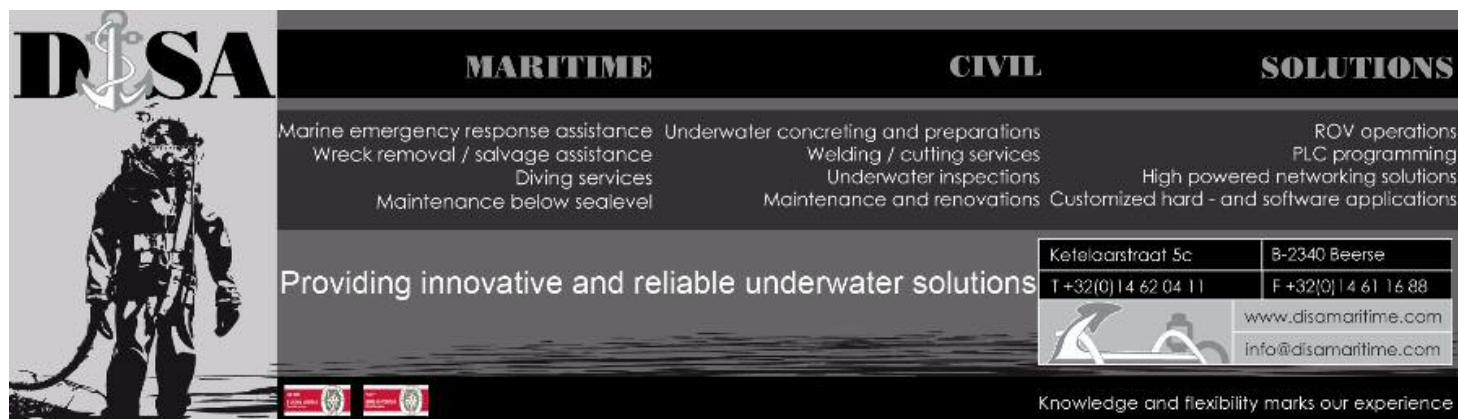
decade as the slowdown in the economy took effect. The IMDO is a state body which is charged with promoting Irish shipping and advising the Government on shipping policy.

The IMDO said the two main areas of container volumes fell, with load-on/load-off (lo/lo) traffic down 4%, while roll-on/roll-off traffic (ro/ro) dropping by 3%.

The traffic figures show that the volume of imports declined by 4%, with operators reporting a big drop in imports from China. The IMDO says the cost of freight on most Asia-Europe routes has fallen as the supply of shipping has caught up with the rapid increase in demand from the region over the past few years.

'The mid-year shipping statistics appear to show a clear correlation with other recent trade data for which also indicated a reduction in the value of imports from China by 14%,' said the IMDO. It blamed weaker consumer sentiment and a fall-off in domestic consumption compounded by a slump in the housing market.

Elsewhere, the IMDO estimated that the bulk and breakbulk areas had suffered the largest overall declines of 8% over the year to June, mainly attributed to a fall-off in demand for construction related imports of steel, cement, timber and other building materials. The IMDO said export volumes had fallen in the first quarter of this year, but had not fallen any further in the second quarter. **Source: RTE Business**



**DISA**

**MARITIME CIVIL SOLUTIONS**

Marine emergency response assistance Underwater concreting and preparations ROV operations  
Wreck removal / salvage assistance Welding / cutting services PLC programming  
Diving services Underwater inspections High powered networking solutions  
Maintenance below sealevel Maintenance and renovations Customized hard - and software applications

Providing innovative and reliable underwater solutions

Ketelaarstraat 5c B-2340 Beerse  
T +32(0)14 62 04 11 F +32(0)14 61 16 88  
www.disamaritime.com  
info@disamaritime.com

Knowledge and flexibility marks our experience

## AF Gruppen to decommission Shell platforms

AF Gruppen signed an interim agreement with Shell U.K. today for the decommissioning of six platforms from the Indefatigable gas field in the UK sector of the North Sea.

The interim agreement is limited to preparatory work. Negotiations on the final contract are ongoing and are subject to Project Final Investment Decision by Shell. The value of the full contract is expected to be around NOK 230 million (US\$41 million).

AF Decom Offshore, part of AF Gruppen's environmental business, will carry out the offshore lift preparations and onshore dismantling activities for the decommissioning project.

Preparatory work has begun for decommissioning activity to start early next year. The project will last three years.

As part of the work, AF Decom Offshore is set to recycle around 13,000 tonnes (14,330 tons) of steel and equipment from the Inde structures.

AF Gruppen CEO Pål Egil Rønn said, "This is the fifth decommissioning project AF Gruppen has undertaken offshore, and the second in the British sector of the North Sea. The agreement is recognition of our competence in dismantling and recycling offshore steel structures internationally."

## Sydney to lose cruise business

**Royal Caribbean drops visits to save fuel costs**

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238

A cruise itinerary change by Royal Caribbean International because of high fuel costs will cost two Maritime ports hundreds of thousands of dollars in lost revenue next year.

Royal Caribbean had scheduled four calls each into Sydney and Charlottetown in the fall of 2009 with its 3,000-passenger ship **Explorer of the Seas**, but has changed its plans to reduce operational costs. The decision will also hurt the Port of Quebec City.

According to news reports, Royal Caribbean International and other cruise lines are changing courses and itineraries to use less fuel.

Bernadette MacNeil, manager of cruise marketing and development for the Sydney Ports Corp., said Monday the four calls would have meant an estimated \$87,220 in passenger taxes for the port. The port charges \$7 per passenger. In terms of other economic impact, industry estimates that passengers spend between \$65 and \$100 on average, in a port.

Tracey Singleton, director of marketing and cruise ship development in Charlottetown, confirmed the Island port would also lose four calls. Ms. MacNeil said she got the call from Royal Caribbean a few weeks ago.

"They apologized profusely and personally I think that is a good thing. They assured us it had nothing to do with the port and if things change in fuel, they will look at it again," she said.

It has been reported the change could save the cruise line, which operates the cruise out of New Jersey, \$2 million to \$3 million. Ms. MacNeil said Sydney has not put its budgets together yet for next year "so we have a chance to look at our operational budgets and expenses so we can make sure they line up with actual ship calls."

Ms. Singleton said Royal Caribbean's move "is really a complete itinerary change so they are sort of reverting back to their older programs, which only included Halifax and Saint John, because they are also reducing time on the program."

Charlottetown, which is benefiting from a multi-million-dollar pier expansion, has had a busy summer, including a visit from Explorer of the Seas.

Ms. Singleton said the line was pleased with the port. She said the change for next year is extremely unfortunate "but all we can do as ports during times like this is really make them question their decision, which is what we have been doing."

She is confident they will return. Ms. MacNeil said there is disappointment but "we certainly can understand their position and secondly we appreciate the integrity they had and how they handled the whole call to us."

In spite of the Royal Caribbean loss, both Sydney and Charlottetown are expecting to have busy seasons again in 2009. Sydney's passenger numbers, for example, were up 88 per cent this year over last year.

The Port of Halifax, which has not been affected by the Royal Caribbean change, is enjoying a record cruise year in both passenger numbers and vessel calls.

The chairwoman of the Atlantic Canada Cruise Association says the group is always concerned about issues that impact calls to Atlantic Canada. "The recent itinerary change is not a surprising response to the rise in fuel costs," says Jackie Chow of Corner Brook, N.L. "In 2006, there was a similar itinerary change by Carnival where they substituted a port that allowed them to reduce fuel. We do occasionally see changes to arrival and departure times to allow ships to slow down to save fuel."

"Overall, we have to increase our efforts to show that Atlantic Canada is a value proposition to the lines and continue to develop itineraries that allow fuel savings," she said. **Source : TheChronicleHerald - Canada**

## AHTS Maersk Mahone sold

Offshore Shipbrokers reports that the AHTS **Maersk Mahone** (built 1983 - 10,880bhp) has been sold to Rolf Berg Norway for a price of US\$16 million with delivery at the end of the year. **Source : Offshore Shipping Online**

## MSC Cruises Places Two Ship Orders for the Most Modern Fleet in the World

MSC Cruises has announced the extraordinary expansion of its fleet with the order of two additional ships from the Aker Yards France at St. Nazaire.

The announcement was made in Milan by Pierfrancesco Vago, CEO of MSC Cruises worldwide, and Domenico Pellegrino, MSC Cruises General Manager, and Jacques Hardelay, General Manager of Aker Yards France.

The new ships -- due for delivery in 2011 and 2012 -- will be named **MSC Meraviglia** ("marvelous/amazing") and **MSC Favolosa** ("fabulous") and will be the fifth and sixth ships in the "Musica" class, at 93,000 tons, 1,275 staterooms and capacity of 2,550 passengers, double occupancy.

"I can say with pride that MSC Cruises has the most modern fleet in the world," declared Vago. "**MSC Meraviglia** and **MSC Favolosa** carry us forward to 2012, with more than 1.4 million guests to whom we can offer a product that has been designed, engineered and presented as only MSC Cruises knows how. We now play a key role on the global market, successfully acting as an ambassador for Italian style worldwide."

**MSC Meraviglia** and **MSC Favolosa** will bring the fleet total to 14 ships, completing a development plan that has allowed the company to achieve these records:

- the most modern fleet in the world: most ships are less than 5 years old;
- an investment of 5.5 billion Euros between 2003 and 2009 for the construction of 10 new generation ships, subdivided into three classes: Lirica class (60,000 tons), Musica class (93,000 tons), Fantasia class (133,500 tons);
- the largest cruise company with entirely European capital;
- two super-flagships -- **MSC Fantasia** and **MSC Splendida**, at 133,500 tons -- the largest ships built for a European shipping company;
- the first company to receive the '6 Golden Pearls' from the Bureau Veritas

"The new orders are the result of a careful evaluation of trends in the cruise industry in recent years," declared Pellegrino. "Over the first months of 2008, the cruise market grew by 13% while, in the same period, the company recorded an increase equal to 32% in terms of passengers. This result was achieved also thanks to the confidence the sales channel has been showing us year after year. Based on these figures, we foresee a rosy future for both the cruise sector and MSC Cruises."

Construction will start on **MSC Meraviglia** and **MSC Favolosa** under the guidance of the Korean STX Shipbuilding at the Aker Yards France.

"The strong relationship which already exists between MSC Cruises and Aker Yards has been reinforced by this contract. We look forward to continuing our innovative cooperation with MSC Cruises in order to offer unique cruise experiences to MSC Cruises' passengers. We are ready and happy to take up this new challenge," said Hardelay.

MSC Cruises, the fastest growing cruise line with the youngest fleet, has nine ships: **MSC Poesia**, **MSC Orchestra**, **MSC Musica**, **MSC Sinfonia**, **MSC Opera**, **MSC Armonia**, **MSC Lirica**, **MSC Melody**, **MSC Rhapsody**, cruising in the Mediterranean year round and seasonally in Northern Europe, Atlantic Ocean, Caribbean, South America, Indian Ocean and South Africa. In fall 2008 and spring 2009, **MSC Fantasia** and **MSC Splendida**, will be launched. In fall

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238

2009, **MSC Magnifica**, fourth in the "Musica" class, will enter service, followed by sister ships **MSC Meraviglia** (2011) and **MSC Favolosa** (2012). By the end of 2012, MSC Cruises, with 12 vessels, will have the most modern fleet in the world. **Source: MSC Cruises**



POSH SEMCO's **SALVALIANT** with the loaded **BOA BARGE 7** seen above in Cape Town to load bunkers  
**Photo : Aad Noorland ©**

## Sale of a Vessel: Globus Maritime Announces Agreement to Sell Handymax Dry Bulk Carrier

Globus Maritime Limited a marine transportation company that owns and operates a fleet of Handymax and Panamax dry bulk ocean-going vessels, announces that it has signed a Memorandum of Agreement ("MOA") with Nikator Navigation SA, an unaffiliated third party, for the sale of the M/V "**Ocean Globe**", a 1995-built Handymax dry bulk carrier, for a price of US\$52.25 million in cash.

Delivery to the new owners is expected to take place sometime between September 30, 2008 and November 30, 2008 at the option of Globus. The vessel, which has been trading on the spot market since early February 2008, will continue trading on the spot market until the time of delivery.

Once the sale is concluded the Company expects to realize a capital gain of approximately US\$30 million as the vessel had been purchased in July 2006 for US\$25 million. Globus intends to utilize the proceeds from this sale to fund future vessel acquisitions. **Source: Globus Maritime Limited**

## Kirkenes chosen before Murmansk

Kirkenes is this week being used for base activities in connection with drilling at the Shtokman gas-field. The Dutch company Fugro says that it is much easier for them to use Kirkenes than Murmansk as base for their operations. This Tuesday the drilling vessel **Bavenit** left the port of Kirkenes with course for the Russian Shtokman gas-field. The Dutch company Fugro has signed a contract with Shtokman Development Company to do test drillings around the Shtokman field. Fugro has chosen Kirkenes as their base for the activity, despite the many requests from Gazprom to use Russian ports as base for large operations on the gas-field.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238

– The distance to the Shtokman field is the same from Kirkenes and Murmansk, but everything is more simple and efficient from Kirkenes than from Murmansk, says technical manager Michael A. Hagens in Fugro Marine Service to local newspaper Finnmarken.

For Fugro it was an easy choice to use the port of Kirkenes. It is easier to transport people in and out from Kirkenes with the two-hour direct flight to the Norwegian capitol Oslo. The pilot services in Kirkenes are more efficient, the supply of needed goods for the operation is better, and last but not least, the customs declaration of equipment is far easier in Norway than in Russia.

The operation will last for three months and Kirkenes will function as base for the entire operation. The base activity gives income to many companies in Kirkenes. In total the local community could earn up to half a million EUR on this single operation. It will now be important for local companies and the local harbour authorities to invite more offshore companies to use Kirkenes as their base.

– It is up to us now. If we do a good job, the rumour will spread internationally and we will get more assignments in Kirkenes, says Ulf Hagen in Kirkenes Transit who has organized the base operations for Fugro. **Source : Barents Observer**

## Demolition of restaurant ship "Concord"

Demolition of the ship at Salerno began at the weekend after a long dispute between the owner and the local authority. The ship was laid-down at Geestmünde in the first world war as a minesweeper, but was completed in 1919 as Hapag's passenger steamer **HÖRNUM**. She acted as a tender and served Helgoland. In April 1922, she was sold to the Liverpool and North Wales Steamship Co and renamed **ST ELIAN** for summer excursions from Liverpool and Llandudno to Menai Bridge, Blackpool, Holyhead, Bardsey Island, etc. She was sold to SPAN of Napoli after the 1927 season, becoming the **PARTENOPE**, then the **ISCHIA** from 1949, and continued in service in the Golfo di Napoli till about 1970, still steam powered. She was put on the beach at Salerno and opened as a restaurant/bar.

## New freight service delayed until 2009

THE PROPOSED freight service between Kristiansund, in Norway, Rosyth and Zeebrugge, in Belgium, will not commence in 2008 after it failed to receive EU funding in this year's round of grant approvals.



Preferred operator for the Norshukon Link service, Shetland businessman John White, said he was disappointed by the decision but added that he was confident to have the service up and running by 2009.

**The BLUE STAR 1**  
**Photo : Ruud Kempe ©**  
**1<sup>st</sup> mate European Trader**

The decision by the European Commission will also have a knock on effect on Mr White's plans to take over the Superfast ferry service between Rosyth and Zeebrugge after the operator pulls out next week.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238

The Norshukon project said this morning (Tuesday) that they had not secured Marco Polo funding because of a competition issue as Mr White was now planning to operate a freight as well as the discontinued Superfast ferry service.

Norshukon is a partnership between the Norwegian Moregruppen, Shetland Development Trust, the Shetland transport partnership ZetTrans and the South East of Scotland transport partnership SEStrans to provide a "Motorway of the Sea" ferry link from Norway to the Continent.

Mr White, from West Burrafrith, was selected preferred operator of the service in April this year.

He said: "I am very disappointed not to have succeeded this time round, however, I remain hopeful that a revised submission in January 2009 will be successful. "Our application, which was submitted in April, was made prior to the announcement by Superfast that they were withdrawing from the Rosyth-Zeebrugge route this month. Not being aware of their withdrawal at the time of our submission presented issues of competition, which we had to account for in our application."

He added that a delay in the start of the service could bring about benefits as the new vessel that he was planning to introduce to the route at a later point would now be the vessel which he hopes to start the route with.

"This vessel is larger and more efficient than the one that I would have used had we started this year so there is some benefit to be had from the delay."

SEStran chairman, councillor Russell Imrie, said: "We are naturally disappointed at the delay, but it was impossible to foresee that Superfast would withdraw from the Rosyth-Zeebrugge route.

"This presents issues of competition, which John White could not account for in their application. The application will therefore be resubmitted in January, taking into account the new realities.

"One positive benefit of the delay is that John White will now be able to start the service with a bigger vessel. This means that tonnes more goods, which would otherwise have had to go by road, could now travel by sea, reducing the region's carbon footprint and cutting congestion on Scotland's roads."

Chairman of Møregruppen, Rolf Kare Sether, one of the partners in Norshukon, added: "Like John White we are bitterly disappointed that we will not be seeing a service starting up this year.

"We remain fully committed to the project and the project partners will continue to support John as he prepares to resubmit his proposal in January." **Source : shetlandmarine**

## Delta Lloyd in Ocean Race

Aan de tiende zeilrace om de wereld, ook wel Volvo Ocean Race genoemd, nemen ook Nederlandse zeilers deel. **Team Delta Lloyd** heeft zich amper drie weken voor de start in Alicante verrassend ingeschreven voor de maandenlange uithoudingsproef. Donderdag is in Amsterdam de presentatie van het project. Volgens een woordvoerder van het Nederlandse concern zullen zeker drie Nederlandse zeilers aan boord stappen van de **Volvo 70**.

De schipper is evenwel een buitenlander. Aan de komende editie doen acht boten mee. De vloot doet achtereenvolgens Alicante, Kaapstad, Kochi, Singapore, Qingdao, Rio de Janeiro, Boston, Galway, Göteborg en Stockholm aan. De finish is eind juni in Sint Petersburg. De laatste zeilrace om de wereld werd twee jaar geleden gewonnen door **ABN AMRO 1**, met de Nieuw-Zeelander Mike Sanderson als schipper.

## Informatie-avond expedities Antarctica

Winter 2008/2009 naar Antarctica



De **EUROPA** op de synchrolift in Kaapstad voor onderhoud  
Foto : Piet Sinke ©

De **Bark Europa** maakt komende winter opnieuw vijf expedities naar Antarctica. Daarom organiseert de rederij op 25 september en op 1 oktober a.s. twee informatieavonden in Rotterdam en Amsterdam. Voor de gastbemanning die al geboekt heeft een goede voorbereiding en voor geïnteresseerden dé gelegenheid om kennis te maken met de Europa en de reizen naar Antarctica.

#### **De expeditie naar Antarctica**

Vanaf het meest zuidelijke punt van Argentinië steekt het schip de oceaan over bij Kaap Hoorn, de bij zeelieden beruchte Drake Passage. Begeleid door dolfijnen, albatrossen, stormvogels en meeuwen reist zij naar Antarctische wateren. Hier ankeren we bijna dagelijks in beschutte baaien en gaan met bijboten aan land voor het bekijken van gletsjers, korstmossen, zeehonden en pinguïnkolonies.

Meedoen met het reilen en zeilen aan boord is deel van de ervaring van het zeilen op een Tall Ship. Iedereen wordt ingedeeld in wachten om het schip te sturen, zeilen te zetten, te brassen, te navigeren, piepers te jassen etc. Zeilervaring is niet nodig; de bemanning maakt iedereen wegwijs aan boord.

#### **Informatieavonden**

Voor iedereen die interesse heeft in de Antarcticareizen of meegaat op een van de expedities van de Bark **Europa** organiseert de rederij twee informatieavonden:

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 238

Op 25 september 2008 in het Verolme Paviljoen, het entreegebouw van het Havenmuseum aan de Schiedamsedijk.  
Adres: Leuvehaven 50, 3011 EA Rotterdam

Op 1 oktober 2008 in de zaal van Koffiehuis KHL. Adres: Oostelijke Handelskade 44, 1019 BN Amsterdam.  
Ontvangst: 19.30 uur

Tijdens deze avond vertelt de kapitein over de **EUROPA** en het reilen en zeilen aan boord. Daarnaast is er een gids aanwezig die uitleg geeft over Antarctica en het verloop van de tochten en wordt een film vertoond. Nadien is er gelegenheid tot het stellen van vragen.

### Aanmelden

Om organisatorische redenen vernemen wij het graag indien u één van de informatieavonden wenst bij te wonen. Opgeven via [info@barkeuropa.com](mailto:info@barkeuropa.com) onder vermelding van naam en aantal personen. Het aantal plaatsen is beperkt, dus meld u snel aan!

Neem voor meer informatie contact op met:

Rederij bark **EUROPA**

Liza de Kurver / Marijke Jäger

Tel: 010-2810990

E-mail: [info@barkeuropa.com](mailto:info@barkeuropa.com)

Web-site : [www.barkeuropa.com](http://www.barkeuropa.com)

## MOVEMENTS

**SVITZER**  
OCEAN TOWAGE



**PARTNERS IN POWER**

### SVITZER OCEAN TOWAGE

Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands

Telephone : + 31 2555 627 11  
Telefax : + 31 2355 718 96  
E-mail: [ocean towage.sales@svitzer.com](mailto:ocean towage.sales@svitzer.com)

## UPDATE ON ARRIVAL OF THE FPSO UISGE GORM

**BLUEWATER'S UISGE GORM under tow of the tug ZEUS will arrive now September 12<sup>th</sup> at 10:00 hrs at Maaspilot station**





Spliethof's **EEMSGRACHT** seen arriving in Hobart  
Photo : Glenn Towler ©

## OLDIE – FROM THE SHOEBOX



The Dutch ms **TJISADANE** was built in 1931 at Netherlands Ship Bldg. Co, Amsterdam for the Java-China-Japan Line. With her sister **TJINEGARA** (lost in WW II) they were the first motor ships in the fleet. In post war years she served the Royal Interocean Lines on their 3 continents route: Far East - South Africa - South America.

Photo: Robert Pabst ©

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