

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218



Number 218 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 10-08-2009**

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



Our offices are located in:
The Netherlands, Belgium,
France, Germany, Slovakia,
Spain & Malaysia.

Phone: +31 (0)30 666 97 80 - E-mail: info@ddm.eu - www.ddm.eu



Oil & Gas
Offshore
Transport
Demolition
Dismantling
Asbestos Removal
Environmental
Engineering



Dreaming: Above seen the Chilean training ship 'Esmeralda' with the restored 'Alma Doppel' in the background on Port Phillip Bay, Melbourne, Australia.

Photo : Kimberley Dunstan (c)

EVENTS, INCIDENTS & OPERATIONS

AMET UNIVERSITY- first Maritime University of India



Formerly, the **Academy of Maritime Education and Training, (AMET)**, located in Chennai, India, has been the country's premier institution for the Marine and Shipping related education. Today, it provides a wide range of Diploma, Graduate, Post-graduate and PhD level courses in all marine related disciplines. It also offers high-ended marine competency related short – term courses.

Left seen the editor of the newsclippings together with the Vice Chancellor Capt S. Bhardwaj and the Registrar Mr K.Seyadu in front of the Maritime University of Chennai

Commenced in 1993 and now in its 16th year of operation, AMET has had excellent placements record of its students with the most reputed shipping lines of the world. The world-leader Maersk group of Denmark has exclusive strategic MoU with AMET; and so also, world leaders like **Mitsui, K-Line, Bernhard Schulte, V Ships, Shell, Tanker Pacific group** and **Fleet Management** regularly source their cadets from here.

On the strength of its Maritime Courses, it has been conferred a "University" status by The Ministry of Human Resource Development upon recommendation by the University Grants Commission.

This made AMET as the First University in Maritime Education in the country. In recognition of this achievement, The Secretary General of International Maritime Organization, London, has formally inaugurate it on 7th February 2008.



DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218

AMET University is headed by a mariner Vice Chancellor Capt. S. Bhardwaj who is the recipient of the award, "Outstanding Contribution - Maritime Education and Training" at The Leadership and Excellence Awards 2008 of The Shipping and Marine World Expo held at Mumbai.



AMET University has also recently won the prestigious Lloyds List Training Award 2007, which event was for first time organized in India in November 2007.



AMET enjoys a good reputation and goodwill with the Directorate General of Shipping as well as the entire Shipping industry. It's Chancellor Mr J Ramchandran has been awarded the Excellence Award by the NMD Committee Govt. of India, at Mumbai in April 2008 for Lifetime contribution to Maritime Education and Training.



All its DG approved courses are rated by CRISIL an independent Rating Agency and group company of Standard & Poor, as Grade 1 – Excellent.



Left and right new Kongsberg integrated bridge / engine room simulator seen under construction, it is anticipated that the complete simulator will be operational within 1 month

AMET is a member of International Association of Maritime Universities and has MoU with Danish Maritime University, University of Glasgow and Strathclyde, South Tyneside College, UK and Glasgow College of Nautical Studies UK.

The DNV Academy is housed in its campus at Chennai now.

There are many foreign nationals too studying in AMET.

AMET has an International Board of Advisors who are very eminent persons of the Global Shipping industry.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218

The courses being run by AMET are:

Under Graduate Courses



BE (Marine Engineering)	- 4 years,
BSc(Nautical Science)	- 3 years,
BE (Marine Technology)	- 4 years, (for Maersk line)
BE (Naval Architecture)	- 4 years, (option UK degree)
BE (Harbour Engineering)	- 4 years,
BE (Petroleum Engineering)	- 4 years,
BE (Marine EEE)	- 4 years,
BE (IT & Comm. Engg.)	- 4 years
BBA(Shipping & Logistics)	- 3 years

Industry Oriented Courses

Post Diploma in Marine Engineering
for Graduate Mechanical Engineers
- 1 year

Top : The Accommodation of the 2000 students (1% are girls) complete with large swimmingpool

With DNV Academy

Post Diploma in Shipbuilding

for Graduate Mechanical, Electrical, Civil Engineers - 6 months.



A complete operational (concrete built) functional engine room is a part of the school

post Diploma in Electrical, Electronics and Gas Engineering
for Graduate Electrical, and EEE Eng

- 6 months.

Foreign Collaboration Courses

Higher Diploma/Foundation Degree in Marine Engineering

- 1st year in India and 2nd year in UK Colleges at Glasgow and South Tyneside.

Higher Diploma/Foundation Degree in Nautical Sciences

- 1st year in India and 2nd year in UK Colleges at Glasgow and South Tyneside.

Post Graduate Courses

Distribution : daily 9500+ copies worldwide

Page 4

www.maasmondmaritime.com/Inschrijven.aspx

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218



M.Sc.(Marine Fleet Operations Management)
- 2 years
M.Tech.(Marine Engineering Management)
- 2 years
M.S. by Research
- 2 years
MBA(Shipping & Logistics)
- 2 years
MBA(Shipping & Logistics)
- 2 years DLC,
MBA(Shipping Finance)
- 2 years
MBA(Marine HR)
- 2 years
M.Sc.(Marine Biotechnology)
- 2 years

PhD Doctoral Research Programmes.

Left : Newscippings Editor Piet together with the Vice Chancellor of the Maritime University of Chennai (India) Capt S.Bhardwaj

All Photos : Piet Sinke (c)

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

www : www.svitzer-coess.com

Zomer tijd voor station Neeltje Jans

Het zomerseizoen is weer volop begonnen voor het reddingstation Neeltje Jans van de KNRM.

Op 5 augustus kwam om 13.30 de melding dat het zeil jacht **Bleu Skies** een tros in de schroef in de Geul van de Banjaard. Hierop heeft de **Koopmansdank** het jacht naar binnen gesleept.

Om 17.30 uur was het wederom raak, dit keer voor de **Harder**, voor een jacht aan de grond in de Hammen.

Om 20.35 uur een sportvisser met motorproblemen voor de kering weggehaald door de **Koopmansdank**.

Om 22.35 uur werd er een vuurpijl gesignaleerd voor de Walcherse kust, samen met de **Valentijn** van Westkapelle gebied gezocht maar het bleek om een rijstpapieren ballon te gaan met een kaarsje erin. Gelukkig niets ernstig.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218

Op 6 augustus werd om 13.15 de Harder gealarmeerd voor een jacht aan de grond maar hier was onze inzet niet meer nodig.

Om 16.45 uur was het wederom raak. Een reis van 40 mijl naar de Noord Hinder voor een sportvisser met motorproblemen, hiervan om 21.00 uur weer terug op station.

Tenslotte om 23.05 uur wederom alarm voor een rode vuurpijl en zoals zovaak hier niets aangetroffen.

Met bovenstaande reizen en hulpverleningen is het station de magische grens van de 70 reizen wederom gepasseerd.

Op naar de honderd.



The **MSC LIRICA** seen outwardbound from Amsterdam

Photo : Sjaak Klaassen (c)

Norway cleans up after oil spill



Volunteers are cleaning up after one of Norway's worst disasters, when the freighter 'Full City' ran aground during a storm on 31 July and spilled about 200 tons of diesel

An oil tanker sits in a slick of 200 tons of diesel, 100 miles south of Norway's capital city, Oslo. Pictures, taken in the aftermath of the spill from the vessel, demonstrate the scale of the catastrophe: the usually picturesque beaches of Sastein and Langesund, site of wildlife sanctuaries and tourist beaches, have seen birds slaughtered and a massive clean-up operation has been launched following one of the country's worst oil disasters.

The boat, a Panama-registered freighter called **Full City**, ran aground in bad weather following engine trouble on 31 July. The 23-strong Chinese crew was immediately scrambled off the ship but not before much of the 1,100 tons of oil on board slipped into the sea off the village of Langesund and spread 100 miles along the coast. It has now emerged that safety questions had been asked about the 167m tanker – thought to be owned by the Chinese-based shipping

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218

giant Cosco – on more than 30 occasions in 11 years by European harbour authorities. Last week the captain of the ship was charged for not warning the authorities it was in trouble during the storm. He was released on bail.

In the days following the disaster, one of Norway's worst, thousands of birds said to be part of the Lille Sastein bird sanctuary and which were covered in oil, were considered beyond saving and had to be shot. Hundreds more are being cleaned up by volunteers along the coastline.

Around 200 tons have been collected from the sea so far, while Norway's government comes up with a plan to deal with the ship which may yet have to be broken up where it stands. Norwegian authorities, who have been criticised by conservationists for their apparent slow response, said efforts were focusing on protecting fjords, bays and rivers and blamed bad winds immediately after the spillage for spreading the oil to shores.



The **LIBERTY OF THE SEAS** seen departing from Miami (Florida)
Photo : Lex Keasberry (c)

Cruise line calls missing Alaska passenger suicide

Alaska authorities conducted interviews and reviewed security camera footage Tuesday aboard a cruise ship after the body of a passenger turned up in the icy waters off an island near the capital.

The passenger aboard the **Zaandam**, Amber Malkuch, 45, appeared to have committed suicide, a cruise ship spokeswoman said. Her body was found Monday just off Douglas Island. The Arlington, Wash., resident had been reported missing earlier in the day.

"Based on evidence and information to date, it does not appear to be foul play," Holland America spokeswoman Sally Andrews said from Seattle. "From what we have seen to date, it appears to be a suicide." Alaska State Troopers spokeswoman Megan Peters said troopers were not yet willing to conclusively point to a cause of death. An autopsy will be conducted in Anchorage, authorities said.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218

"We still have to do our investigation, and we're not going to make any guesses at this time," Peters said. Officers interviewed passengers and reviewed footage from the **Zaandam's** security cameras after the ship docked in Sitka, Peters said. The Coast Guard confirmed the identity with an ID found on the body, said Petty Officer Jon-Paul Rios.

Malkuch was reported missing by a traveling companion Monday morning when the **Zaandam** was in Glacier Bay National Park, about 75 miles northwest of Juneau. She was last seen about 12:30 a.m. after she ordered room service, when the vessel was near Douglas Island. Malkuch's body was found after a search stretching over 80 miles.

The crew of a commercial helicopter operated by Ketchikan-based TEMSCO Helicopters that was helping in the search found the body about 12 miles northwest of where the passenger was last seen, Chief Petty Officer Dana Warr said.

Warr said there was no immediate sign that any of the Zaandam's survival gear was missing. The 780-foot-long **Zaandam** can carry about 1,430 passengers and 600 crew members. **Source : The State**

Shipping company pays \$25m for spill

SWIRE Shipping has agreed to pay \$25 million in compensation - \$10.5 million more than its legal obligation - towards the cleanup costs for one of Australia's worst environmental disasters. The company has finally come to an agreement with the Queensland and federal governments after the **Pacific Adventurer** cargo ship lost 31 containers overboard and spilled oil off the Queensland coast in rough seas whipped up by Cyclone Hamish on March 11. Some of the containers holed the vessel, resulting in a 270,000 litre fuel oil spill that contaminated pristine southeast Queensland beaches and left the state with a clean-up bill of around \$31 million.

Swire Shipping originally offered to cover all costs. Then said it was only legally obliged to pay \$14.5 million. But after much wrangling with government officials, Swire has had a change of heart and will provide \$25 million for compensation of valid claims arising from the oil spill.

The money will also go towards a court-administered limitation fund and to a trust established to help improve marine protection and maritime safety. All valid private claimants and local governments will be given full priority for compensation through the limitation fund. Queensland Premier Anna Bligh said Queensland taxpayers would not be out of pocket for the costs of the environmental disaster. "This agreement provides the framework for compensating private claimants and the Queensland government for the impact of the oil spill," she said.

"This deal delivers what I was determined to deliver - no cost to the Queensland taxpayer." Federal Minister for Transport Anthony Albanese said the Federal Government had initiated proceedings at the International Maritime Organisation to increase the limit to shipowners' liability for the future. Under the national plan covering such oil spills, any shortfall in compensation for reasonable clean-up costs incurred by the Queensland government will be reimbursed by the Australian Maritime Safety Authority (AMSA). The AMSA will recoup any such payments from the shipping industry through a small increase in the protection of the sea levy.

Ferry bound for North Africa recalled turns to port as ETA members identified on board.

Ferry bound for North Africa recalled turns to port as ETA members identified on board.

A ferry which had just left the port of Algeciras bound for the North African, was forced to turn back on Tuesday night after police suspected that two of the passengers on board were ETA members. Apparently the two passengers, a man and a woman, who were on the 10pm fast-ferry **Jaume III** belonging to company Balearia, had a record for having been involved in criminal activities.

It is thought they belong to a branch of the terrorist group which is composed of young supporters who vandalise and cause general mayhem on the streets of the Basque Country. **Source : barcelonareporter**



The brand new **GAS GROUPER** seen in Rotterdam-Europoort
Photo : Jan Verhoog (c)

Korean ship had no business to be in Indian waters: Navy chief

Given that some North Korean ships in the past have been caught clandestinely transporting missile and nuclear components to Pakistan, Navy chief Admiral Sureesh Mehta on Saturday said India's initial apprehension was that the ship detained off Hut Bay in the Andaman and Nicobar archipelago was carrying some similar controversial cargo.

"However, all the cargo on the ship was genuine merchandise (around 16,000 tonnes of sugar)," he added. But while nothing suspicious has so far been found on the North Korean cargo ship impounded on Thursday, the probe into the entire matter and the interrogation of the crew are still in progress.

Moreover, said Admiral Mehta, the ship "had no business" to be in Indian territorial waters without the requisite permissions. Over the last decade, Indian maritime security authorities have seized at least two North Korean vessels illegally entering Indian waters off the western coast.

In 1999, when the Kargil conflict with Pakistan was at its peak, North Korean vessel **M V Ku Wol San** was impounded off the Kandla port and found to be carrying 177 tonnes of missile components, blueprints and manuals, even though the ship's manifest claimed it was carrying 13,000 tonnes of sugar and water purification equipment.

Ku Wol San was seized on June 29, 1999, after tip-offs that it was transporting missile and nuclear components to Pakistan's Karachi port, even though North Korea later claimed the consignment was headed for Malta.

DRDO officials who examined the seized consignment held that the missile components were for the Nodong-type of missiles. It is an established fact that Pakistan's "Ghauri" series of missiles are based on the North Korean liquid-fuelled Nodong missiles, obtained in a nuclear technology-for-missile technology barter deal facilitated by the infamous A Q Khan.

Again on October 29, 2006, Coast Guard ships had intercepted North Korean vessel **M V Omrani-II** close to the Maharashtra coast. The ship was found empty and the crew had failed to give convincing replies. **Source : Times of India**

Bergen schat is jongensboek zonder vindersloon

In januari kwam de 'Polar Mist' in zwaar weer in de problemen. De Argentijnse marine kon de bemanning ternauwernood redden, maar het schip en de kostbare lading gingen verloren. Maanden lag het vaartuig op een diepte van zo'n tachtig meter. Die diepte, maar ook de ruwe zee voor de Argentijnse kust, maakten de berging tot een bijzondere operatie. 'We wisten niet zeker waar het schip lag. En ook tijdens de berging kregen we met slecht weer te maken', zegt **Jan de Bokx** van **Mammoet**.

Toch stond verzekeraar Lloyds erop dat de lading geborgen zou worden. 'Het ging om bijna tienduizend kilo aan goud en zilver, verpakt in een soort zakjes van 25 kilo. Die zaten op hun beurt weer in kratten', zegt De Bokx. Door het



zinken van het schip was één van de ruimen beschadigd, waar het goud en zilver lagen. Dat maakte het voor duikers lastig om erbij te komen. 'Ongeveer de helft hebben vrij makkelijk uit het schip kunnen halen. Maar de rest moest met de hand, zakje voor zakje, uit het wrak worden getild. Dan praat je over 470 zakjes.' Mammoet wordt vaker ingeschakeld als het om ingewikkelde bergingsoperaties gaat.

Toch was de 'Polar Mist' een bijzondere klus voor het team van De Bokx. 'Je maakt niet iedere dag mee dat je tienduizend kilo goud en zilver aan dek hebt. Dat maakt het een unieke operatie.' Toch hoeven de mannen van Mammoet niet op een bijzonder vindersloon te rekenen. 'Wij doen gewoon ons werk in opdracht van de verzekeraar', zegt Bokx lachend. 'Maar het is vooral een bijzondere herinnering.' **Bron : Wereldkrant**

AUSTRALIAN RECOVERY TEAM ARRIVES IN TONGA

Sixteen specialist Royal Australian Navy clearance divers and a support team have arrived in Tonga to commence search, support and recovery operations for the victims of the Tongan ferry disaster.

The Sydney-based clearance divers were transported to Tonga aboard a C-130J Hercules aircraft overnight. The Australian Government agreed to the short notice deployment following an official request from the Government of Tonga for Australian assistance in recovery operations. The divers from Australian Clearance Diving Team One are working with a diving team from the Royal New Zealand Navy in support of the Tongan Defence Service. A joint diving reconnaissance mission aboard the Tongan patrol boat VOEA Pangai was launched on Saturday afternoon from Navy Base Masefield (Touliki).

Defence personnel are conducting a reconnaissance of the incident site to review the situation and conduct appropriate planning and preparation before recovery operations commence, which is likely for Monday. The exact location of the ferry is unknown, although a search area has been established.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218

The **Princess Ashika** sunk on Wednesday night during a regular weekly service, carrying an estimated 149 people aboard. A Tongan patrol boat recovered two bodies and 54 survivors, including 28 crew members from the ferry. 93 people remain unaccounted for. The sinking of **Princess Ashika** is Tonga's worst ferry disaster since December 1977, when the boat 'Tokomea' disappeared with 63 people on board. **Source : Gary Luxton**



Fridtjof to deter piracy

The Norwegian frigate **KNM Fridtjof Nansen** is currently on its way to the Horn of Africa to take part in the EU Operation Atalanta. The frigate will serve for six months. "There has been an enormous increase in piracy attacks against ships off Somalia. 34 vessels have been hijacked so far this year, and ten vessels are still being held. The weather conditions last month contributed to fewer hijackings, but when the monsoon period is over in September, there will probably be more attacks", says Arild Wegener, head of the Norwegian Shipowners' Association's emergency unit.

"This is an important contribution to the safeguarding of the UN food programme shipments, and also to securing the trade routes in the area", says Anne Grethe Strøm-Erichsen, Norwegian Minister of Defence. On August 2, the Dutch ship **HNLMS Evertsen**, under the command of Commander Cees Vooijs, sailed from Den Helder to join the EU Naval Force operating off the Somali coast. On board the ship is Commodore Peter Bindt, who will take over the role of Force Commander from the EU Navfor Spanish ship **Numancia** in the middle of August in the Gulf of Aden. **Source : Shipgaz**

m/v Arctic Sea after assault in Swedish waters disappeared without any trace enroute Finland

m/v Arctic Sea disappeared without any trace enroute Finland (Pietersaari) – Algeria. From July 29 no news from vessel, operator Solchart and crew relatives at a loss. In Russia such agencies, as Maritime Safety Service, Navy and Federal Security Service (KGB) are involved trying to find out what's all about. Last known position July 29 somewhere off Portugal, ETA Algeria Bejaia August 4, starting from July 29 no communications with the vessel, she simply disappeared. If anybody knows anything please contact vmd@odin.tc or mob. +7 926 795 0365. Vessel was assaulted by 10 unknown persons in Swedish waters July 24, see Bloomberg news below, and keep in mind – news about assault were published only July 31, a week after attack.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218

m/v Arctic Sea – IMO 8912792, dry cargo, dwt 4706, built 1991, flag Malta.

Swedish police are investigating the suspected hijacking of a Finnish ship in Swedish territorial waters, in which the crew was tied up and assaulted while the pirates searched the cargo vessel. The Arctic Sea was en route to Algeria from Finland with timber when it was boarded between the Swedish islands of Oeland and Gotland in the Baltic Sea on July 24 by the group who identified themselves as police officers, Swedish police said in a statement today. The ship is owned by Oy Solchart Management AB, sails under Maltese flag, and has a crew of 15 Russians.

Source : Mike Voitenko

**ALSO INTERESTED IN THIS FREE MARITIME NEWSCLIPPINGS ?
PLEASE VISIT THE WEBSITE :
WWW.MAASMONDMARITIME.COM
AND REGISTER FOR FREE !**

NAVY NEWS



Above seen moored in the Moscow Channel the 70ties built Russian KRIVAK I class Baltic Fleet unit **754 Druzhnyy**, The **Druzhnyy** was retired 3-10-2002 to become a museum exhibit at St. Petersburg, but as can be seen above no works are carried out

Photo : Jan Steehouwer ©

USS Georgia leaves Kings Bay for Maiden Deployment as Guided Missile Submarine

The fourth of the four guided-missile submarines (SSGN) departed for its maiden operational deployment as a newly converted SSGN from Naval Submarine Base Kings Bay, Ga., Aug. 6.

USS Georgia (SSGN 729), led by Capt. Brian McIlvaine, Blue crew commanding officer, completed its conversion from a ballistic missile submarine to a guided-missile submarine and returned to service March 28, 2008.

Georgia will deploy for approximately one year to the 5th and 6th Fleet Areas of Responsibility before returning to its homeport in Kings Bay. Georgia's two crews, Blue and Gold, will alternate manning the submarine every three months, conducting crew swaps in Diego Garcia.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218

Georgia's blue and gold crews are well-trained for a wide variety of missions including strike, special operations and irregular warfare. The submarine carries MK48 torpedoes and can carry 154 Tomahawk cruise missiles. There is additional space provided aboard Georgia to accommodate living, working and training of up to 66 special operations forces and their equipment.



"I could not be more pleased with the way the **Georgia** team has prepared and trained for their deployment," said Rear Adm. Barry Bruner, commander, Submarine Group 10. "I know the forces forward will use USS Georgia wisely and look forward to watching her excel throughout the many real-world and exercise events that she will participate in."

Georgia credits fellow commands at Kings Bay for preparing the boat and crew for the deployment, including the numerous certifications and inspections that the boat has completed in the past 45 days.

"All the support external organizations provided was superb," said Command Master Chief Richard Rose, Blue crew chief of the boat. "Submarine Group 10 and Submarine Squadron 16 staff, Trident Training Facility, Trident Refit Facility, and Naval Submarine Support Command Kings Bay's support during the [pre-deployment] phase has been above board. Every time the ship went to sea was a testament on all the hard work and support these facilities provided." **Source : Defpro**

Miss Universe Jennifer Hawkins' hush-hush naval mission

WOMEN may still be working their way up the ranks of the Australian Defence Force but the Royal Australian Navy knew the 40 women on board **HMAS Darwin** were the perfect choice for a secret mission this week.



The assignment for the women was to form a committee to recruit the hottest 200 blokes on board to appear in a fashion shoot for Myer girl Jennifer Hawkins' Cosi bikini line.

"We asked the women who would be the most attractive men to stand next to the most beautiful woman in Australia," navy events and marketing manager Lieutenant Commander Jillian Brownlie said.

Lt-Cdr Brownlie said the RAN agreed to team up with Hawkins as it would be used as a "secret weapon" in Defence Force recruitment.

It's not the first time the RAN has been involved in glamorous operations.

Last year it allowed Australia's Next Top Model to shoot on **HMAS Melbourne** with the commanding officer being pulled in as a guest judge.

HMAS Melbourne with the commanding officer being pulled in as a guest judge.

SHIPYARD NEWS

	Crewing Solutions	<ul style="list-style-type: none">• Ship Delivery• (Inland) Shipping• Offshore• Dredging• Shore Based Jobs
		
www.tos.nl	TOS Rotterdam (+31)10 – 436 62 93	E-Mail info@tos.nl

WADAN YARD UPDATE

Regional German broadcaster NDR is reporting that Meyer-Werft has denied the report in today's Ostsee Zeitung that they are interested in Wadan's Wismar yard, BUT they confirm having talks with the Administrator, Marc Odebrecht.

Original report, naturally in German here:-

<http://www.ndr.de/wirtschaft/dossiers/werftenkrise/wadan218.html>

One of Saturday's regional newspapers will be carrying an item over Stena/Wadan.

The Web version (in German) is here:-

<http://www.nnn.de/mecklenburg-u-vorpommern/artikeldetail/article/111/entscheidung-ueber-stena-fahren-steht-bevor.html>

Salient points

The Receiver expects a final offer from Stena, who are using the 'Insolvency clause' - the right to walk away in the case of the yard becoming insolvent - to put pressure on the price, sometime during the next two weeks.

Since the filing for Insolvency talks have been on going, had there been no hope they would have been broken off according to Lars Rosumek, the Receiver's spokesperson (it must be late, I'm being PC). There are 'concrete options' and despite the talks lasting months, agreement isn't excluded. Talks are also going on with the Laisz-Reederei (Shipping) over the two container ships. (Whether these are the vessels for the bankrupt firm Winter or two others I'm not certain).

Stena is seeking a 25% discount on the two ships which are 80% and 10% completed.

The writer of the item, Torsten Roth, suggests that Stena are using Wadan's difficulties to their own advantage, but in the end want the ships but perhaps to a later time point. Even if the talks fail there is nothing to stop Stena from bidding for the 'bits' since they will appear on the list of the Yard's assets which the Receiver must sell and the ship are thought to be so 'Stena Specific' that another buyer is unlikely.

At the same time the search for a new investor goes on, two names are in the frame, Liebherr (builds cranes and is using rented space nearby and wants to expand) or Erndtebrücker Eisenwerke, who build wind-farms and were planning to build a new construction shed in Rostock.

PS another 500 employees from now insolvent subbies have joined the unemployment list being the total job losses to 3000.



Above seen the **Smit Lumba**, in Dakarnave Dockyard in Dakar, Senegal for bow thruster repairs.

Photo : Roger Lim (c)

	<p>Hose & Reel Products is the largest European designer and manufacturer of high quality hose and cable Reels for the heavy industrial shipment and off-shore market.</p>		 <p>Hose & Reel PRODUCTS BV www.hosereel-products.com T. +31(0)43 3653102 F. +31(0)43 3653103 The Netherlands</p>
<p>[We have always the right Reel for you!]</p>			

Cebu shipbuilder completes P12-B expansion project

Shipbuilder Tsuneishi Heavy Industries Cebu Inc. (THICI) recently completed its P12-billion expansion project for its facility in Balamban town, west Cebu, increasing its capacity in response to increasing demand. THICI is one of the leading medium-sized shipbuilders in the world. Shipbuilding, ship repair and manufacturing of outfitings for ships and vessels constitute the main business of the company. Being diverse and multi-affiliated, THICI also engages in the engineering and fabrication services.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218

THICI director Roberto Aboitiz said the expansion will require an additional 4,000 workers in the next three months, increasing total employment of the facility to around 9,000.

"Cebu has shown it can build high-quality vessels and this expansion is a testament to that," Aboitiz told the BusinessMirror.

The expansion, which includes a fourth slipway, allows THICI to build Panamax bulk carrier cargo vessels to up to 190,000 tons. By 2011, Aboitiz said THICI plans to increase building capacity from 14 vessels a year to 22 with the new 900-meter dock in full operation. THICI's expansion is in stark contrast to its neighbor and sister company FBMA Marine Inc., which announced the ceasing of operations last month. FBMA, which specializes in high-speed vessels and utility craft, had to let go of the remaining 100 workers as the global economic crisis caused companies to scrap fleet expansion.

Aboitiz, however, said THICI continues to enjoy brisk demand from overseas clients. The facility has full orders up to 2013 and more projects are being pursued to fill up the work schedule. THICI reported \$886.813 million worth of exports in 2008. The company delivered its 97th vessel in July—the 58,000-deadweight tonnage Medi Segesta to Orient Line Co. Ltd. The P12-billion project was registered with the Board of Investments. THICI is a joint venture between Japanese-owned Tsuneishi Holdings which holds 80-percent stake in the company, while Cebu-based Aboitiz & Co. Inc. owns the remaining 20 percent. **Source: Business Mirror**

ROUTE, PORTS & SERVICES



Seamanship
Whatever the ship. Wherever delivered.

www.redwise.com

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered



Redwise
GLOBAL SHIP DELIVERY & CREWING
info@redwise.nl

FAMOUS PACIFIC SHIPPING ADDS OCEANFREIGHT SERVICES BETWEEN EUROPE AND SOUTH AMERICA

Famous Pacific Shipping (FPS) Rotterdam has beefed up its South American oceanfreight connections with the launch of a new fortnightly consolidation service to Cartagena, Colombia. This service adds to FPS Rotterdam's existing services to Santos, Buenos Aires, Callao, Valparaiso and Colon.

This new direct fortnightly oceanfreight forwarding service between Rotterdam and Cartagena can handle FCL and LCL shipments and has been developed in connection with FPS Rotterdam's new partner, MSL Colombia.

Says Jean Paul van Munster, managing director of FPS Rotterdam: "We are building on our strong and successful network from Rotterdam to South America serving five ports by adding a sixth destination.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218

"Cartagena is the perfect gateway for clients throughout the FPS Group network of companies wishing to send cargoes to Colombia. Exporters from Colombia will be able to take advantage of FPS Rotterdam's links through The Netherlands to easily connect with customers worldwide.

"Cartagena is being developed as a major hub for South American import and export traffic. By establishing this timely partnership with MSL Colombia, FPS Rotterdam is ideally suited to be a significant forwarder operating in."



Above seen the load-out at K/L terminal at Cape Town (South Africa) of a Generator (150 mt) build for Chevron South Nigeria onboard the **BBC ASIA**.

Photo : Capt. Will van 't Hek (c)

Tonga ferry death toll likely to rise

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218

The death toll from a ferry disaster in Tonga may rise higher with the discovery that more passengers than thought were on board, officials said Saturday.

The number of passengers was revised upward from 117 to 141 after officials realized children were aboard the inter-island ferry **Princess Ashika** without being listed on the passenger manifest, The (New Zealand) Herald reported.

The revised figures left 85 people unaccounted for after 54 were rescued and two bodies were recovered, the newspaper said. The ferry sank Wednesday.

Leaders of the Tongan community in Auckland said one the missing passengers was a Tongan New Zealander. A New Zealand navy ship set out for Tonga Saturday to aid in the rescue and recovery efforts, military officials said. It will act as a home for about 15 divers who were already in Tonga and working with Australian and Tongan teams to locate and recover bodies, the Herald said. **Source : UPI.com**

Baltic Breeze I crew finally paid

The crew of five Lithuanians on board the coaster **Baltic Breeze I** have now finally been paid and left the vessel, which is lying in Vejle, Denmark. The Swedish owner managed to pay outstanding wages of DKK 379,133. The coaster was blockaded in May as the crew had not been paid for months. The vessel, with a cargo of 100 tons of grain, had been held by the crew. The future of the vessel, built in 1952, is uncertain. The sister vessel **Baltic Wind**, owned by the same company, is still lying idle in Helsingborg, where it arrived after a similar situation in Aabenraa. The crew on **Baltic Wind** were paid in the middle of June.

The 570 DWT **Baltic Wind** and the 545 DWT **Baltic Breeze I** are owned by Swedish-controlled Baltic Offshore Ltd registered in Charlestown, St Kitts-Nevis in the Caribbean, with Marin Way AB in Malmö, Sweden, as the beneficial owner of both vessels. **Source : Shippaz**

ride on a sea of creative solutions

Brokerage and Commercial Services to Offshore Shipping

M3

www.m3marine.com.sg • mail@m3marine.com.sg • +65 6327 4606

Hanjin Shipping swings to loss in Q2

Hanjin Shipping Co., South Korea's leading shipper, said Friday that it swung to a loss in the second quarter of the year from a year earlier due to declining trade and falling rates, according to Yonhap News. Net loss reached 417 billion won (\$340 million) in the April-June period, compared with a profit of 152 billion won a year earlier, the company said in a regulatory filing. Sales also dropped 25 percent to 1.67 trillion won over the cited period, with an operating loss of 287 billion won from a profit of 83 billion won a year earlier. Shares of Hanjin Shipping were trading at 20,700 won on the Seoul bourse as of 2:29 p.m., down 2.82 percent. **Source: Korea Herald**



Holland America's 1993 built **Maasdam**, seen tendering off South Queensferry, yesterday
Photo : Iain McGeachy (c)

Costa Cruises wins one of the most prestigious travel awards in China

Costa Cruises has once again demonstrated its leadership position in the Chinese cruise industry by winning the title of 'Best Cruise Operator' at the 2009 China Travel & Meeting Industry Awards on 31 July 2009. The prestigious award further confirms the universal acceptance of the Costa Cruises brand.

Initiated by Travel Weekly China, the 'Best Cruise Operator' award is the only all-round recognition prize for the cruise industry in the '2009 China Travel & Meeting Industry Awards'.

Costa Cruises was nominated by a professional jury and won the votes of almost 600,000 readers of Travel Weekly China, which again highlights Costa's outstanding presence and leadership in the market.

As the first international cruise company to enter China, just three years ago, Costa Cruises has quickly established its solid reputation at the helm of the Chinese market. In April 2009, Costa Cruises welcomed its second cruise ship to China – the **Costa Classica**, and is the first and only international cruise company to have two ships operating simultaneously in the region.

In April and May 2009, **Costa Classica** successfully ran three chartered cruises for Amway to Taiwan, which were not only the first cross-strait cruise groups in history, but also solid proof of Costa Cruises' excellent operation of MICE groups.

"To win such a prestigious award shows recognition of our long-term commitment to China," said Leo Liu, China General Manager of Costa Cruises. "As the leading brand in the market, Costa Cruises continues to bring fabulous cruise holidays to consumers. We are very confident that the new regular Taiwan cruise programme will provide the next hot spots for Chinese tour groups and MICE travel. We remain optimistic about our growth in China and appreciate the continuing support of our business partners, relevant Government bodies and media friends."

In January 2010, Costa will become the first international cruise company to operate regular Taiwan cruise itineraries for mainland tour groups. Costa Classica will offer 15 cruises departing from Hong Kong, visiting some of Taiwan's most appealing cities: Taipei, Keelung and Taichung.

Costa Cruises will be increasing its investment in the Far East by replacing **Costa Allegra** (25,600gt and 1,000 total guests) with the larger **Costa Romantica** (53,000gt and 1,697 total guests) in 2010. **Costa Romantica** will join her sister ship **Costa Classica** in China in June 2010, which will allow even more passengers to enjoy a wonderful and memorable cruise journey

Klaipeda launched ferry

Western Shipyard in Klaipeda has launched the first ferry in a series of three units ordered by Saaremaa Shipping Company. The ferry will be named and delivered in November. The new vessels will have a capacity of 600 passengers and 160 cars. The ferries will be deployed between the two largest Estonian islands and the mainland. The Estonian port company AS Saarte Liinid is expanding several ferry ports to be able to handle larger ferries. The ferries have been ordered from Fiskerstrand BLRT, a joint venture between Estonian BLRT Grupp and Norwegian Fiskerstrand Verft. Western Shipyard is part of BLRT Grupp. **Source : Shippgaz**

Panama Canal in pact with US port

The Panama Canal Authority (ACP) has signed an agreement with Port Everglades of the United States to generate new business, the manager of the Panama Canal Authority (ACP), Alberto Aleman Zubieta, announced on Wednesday.



'The ACP and Port Everglades will work together to promote the commerce to Florida through the Panama Canal,' Mr Aleman Zubieta said. He added that this agreement would allow the two sides to exchange information on their most recent modernisation efforts and market analyses.

Photo : Frits van Hintum (c)

The modernisation of Panama Canal began on Sept 3, 2007, at a cost of about US\$5.25 billion, according to the ACP.

Philip Allen, director of Port Everglades, said that ports on the

East Coast of the United States, mainly in Florida, Georgia, South Carolina and Virginia, would all benefit from the modernisation of the Panama Canal.

The commerce of Port Everglades with Asia and South America's West Coast through the Panama Canal registered 909,893 tons in 2008. This represented about 15 per cent of the cargo managed by the port.

Port Everglades, located in Florida, generates approximately US\$18 billion worth of business activity annually and provides about 185,000 jobs in Florida. **Source: Xinhua**

Bourbon Liberty 100 and 200 series

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218

Of the 22 PSV Bourbon Liberty 100s on order at Sinopacific Shipyard, China, twelve are already in operation, and the remaining ten will be delivered between now and the end of 2010.

Delivery of the AHTS Bourbon Liberty 200, of which 54 vessels have been ordered, began in February and continues according to schedule. "It was an unprecedented challenge to mass produce 76 offshore vessels in four years," said Frank Dambrin Executive Vice President of Bourbon Offshore.

"But so far... the delivery schedule is rolling out at a steady pace." "Feedback from the first twelve PSVs in the Bourbon Liberty 100 series that are already in operation has been very positive, both in terms of reliability, ease of handling and operational performance," continued Mr Dambrin.

"Feedback from the crew who work on the diesel-electric is also unanimous. They find the machines clear and the circuits easy to follow. Everyday usage and maintenance are made much easier." Meanwhile, tests on the Bourbon Liberty 200 series have also been met with satisfaction. These compact AHTS, slightly bigger than the Liberty 100s, have more powerful engines and a winch for towing platforms. They are very versatile, with their massive capacity and open deck, and they can also be used for standard PSV assignments.

The commissioning stage (technical tests) is being conducted according to a standard schedule: circuit tests, engine and alternator tests, propulsion tests, and lastly the sea trials. The first tests of the 200 series recorded a bollard pull of nearly 85 tonnes, even though only 80 tonnes were specified in the contract. Ten vessels are now in operation in Africa, Asia, the Mediterranean and the Middle East. **Source : Baird**

OLDIE – FROM THE SHOEBOX



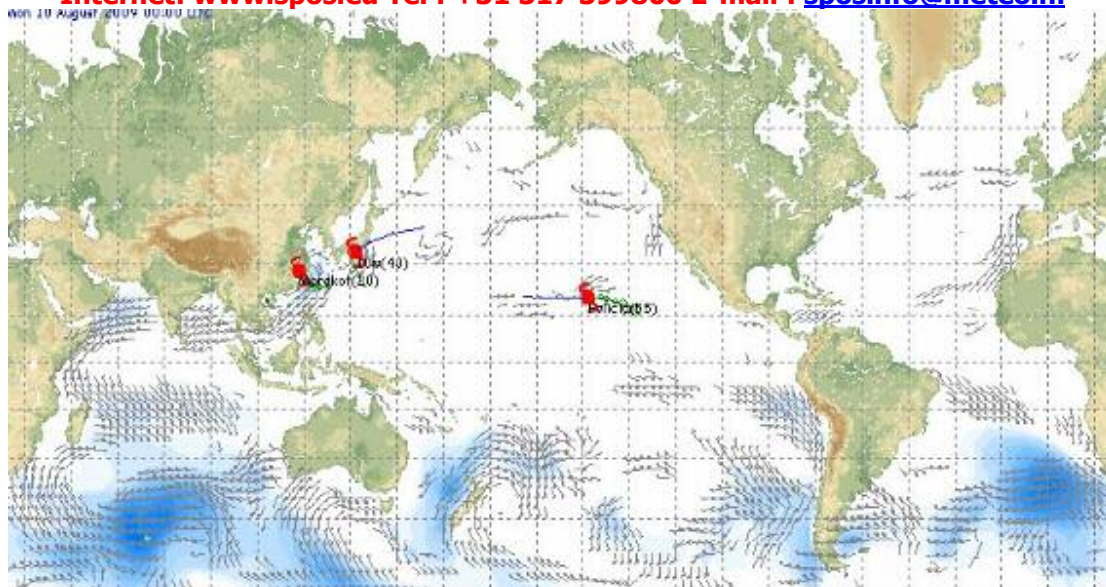
The **GERTRUD C. ERTEL** seen in 1967 discharging cargo in Nigeria
Photo : via Kees van Huisstede

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



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



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

.... PHOTO OF THE DAY



The **MSC CAMILLE** seen during her maiden voyage in Rotterdam

Photo : **Dave van Spronsen** ©

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2009 – 218

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 don't like to receive this bulletin anymore kindly send an e-mail with the word "unsubscribe" in the subject line to newsclippings@gmail.com after receipt of this e-mail I will remove you from the distribution list soon as possible