

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 109



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**The training ship SAE YU DAL of the Mokpo Maritime University (Korea) seen moored in Keelung (Taiwan) - Photo : Piet Sinke ©**

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## EVENTS, INCIDENTS & OPERATIONS



# Feds Find Kilos Of Cocaine Stashed On RCCL Cruise

A luxury cruise ship, which docked at the Port of Miami was carrying more than just passengers, it was carrying an illegal load of cocaine.



Agents from US Customs and Border Protection and Immigration Customs Enforcement seized 16 kilos of cocaine from Royal Caribbean Cruise Lines '**Brilliance of the Seas**.' Security personnel on the ship found the drugs in a passenger cabin on April 11th. The cabin was sealed off until the vessel docked at the Port of Miami.

The drugs, 26 bricks of cocaine, was found hidden behind some ceiling panels. 16 kilos is about 35 pounds.

Left : The **Brilliance of the Seas**  
Photo : Piet Sinke ©

Officials say they think the cocaine was brought on the ship by passengers and left behind in order to be smuggled off the ship at a

later date. The ship had just returned from a voyage that included Aruba, Panama, Costa Rica and Grand Cayman.

Source : cbs4.com

# Nigeria overtakes Indonesia in piracy

Pirate attacks rose worldwide in the first quarter of the year, with Nigeria overtaking Indonesia as the country worst plagued by sea bandits, a global maritime watchdog said Wednesday.

Seafarers suffered 49 attacks between January and March around the world, up 20 percent from the 41 in the same period last year, the International Maritime Bureau said in a report by its piracy reporting center in Malaysia.

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Nigeria ranked as the No. 1 hotspot amid a lack of effective law enforcement, with its 10 reported attacks — mostly off its main city of Lagos — accounting for one-fifth of the global total, the London-based bureau said.

Myriad armed groups roam the Niger Delta, where violence has slashed oil production and helped propel oil prices to new highs. Nigeria produces about 2.1 million barrels of oil a day, the largest output in Africa.

"Violence in the waters off Nigeria is spiraling out of control," the report said, adding that the true number of incidents could be even higher because many attacks in the oil sector are believed to go unreported.

India and the Gulf of Aden off the north coast of Somalia tied for second place among pirate-troubled territories, with both reporting five incidents apiece. Those in India were low-key attacks aimed at theft, while the Gulf of Aden was prone to hijackings.

Indonesian waters have long been the world's most afflicted by pirates, but the number of attacks in the first quarter fell from nine last year to four in 2008, the report said.

"For the first time in the last decade ... Indonesia is no longer ranked with the highest number of reported incidents," the bureau said. "The Indonesia navy and police should be commended for the anti-piracy measures taken."

Other countries recording attacks in the first quarter included Tanzania with four, and the Philippines, Bangladesh, Peru, Angola, Ghana and Mozambique with two each. **Source : ap google**



The tug **LUCA** seen in Maracaibo (Venezuela)

**Photo : Sjouke Bierma ©**

# 'Nederlandse zeehavens blijven achter door ondercapaciteit'

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'Nederlandse zeehavens blijven door ondercapaciteit in hun groei achter bij het buitenland', zegt voorzitter Wim van Gelder van de Nationale Havenraad. Hij wijt het tekort aan capaciteit in onze havens vooral aan de trage besluitvorming door de overheid ten opzichte van de marktontwikkelingen.

Van Gelder deed zijn uitspraken in het blad Zeehavens Amsterdam. 'De Nederlandse Zeehavens ontwikkelen zich de laatste jaren bijzonder gunstig. Er is dan ook nauwelijks sprake meer van onderlinge naijver. Als gevolg van de groei is er wel een gezamenlijk probleem en dat is de ondercapaciteit. Nederland kan de groei in het internationale scheepvaartvervoer nauwelijks bijbenen en loopt daardoor achter op concurrerende zeehavens in Europa, die wél tegemoet kunnen komen aan het aanbod.'

'In Nederland wordt overcapaciteit als een misser of een schandaal gezien. Ik vind ondercapaciteit eigenlijk erger dan overcapaciteit. In België bijvoorbeeld gaat men met dat capaciteitsvraagstuk veel voortvarender om. Het is blijkbaar een Nederlands trekje, want hetzelfde geldt ook voor de wegeaanleg tengevolge waarvan we nu met een vrijwel onoplosbaar fileprobleem zitten.'

## Brazilië ontdekt kolossaal olieveld

Voor de kust van Brazilië is een van de grootste olievoorraden ter wereld ontdekt. De directeur van het Braziliaanse nationale aardolie-instituut ANP, Haroldo Lima, zei dat het voor de kust van de deelstaat Rio de Janeiro aangetroffen olieveld mogelijk het op twee na grootste ter wereld is. Lima zei dat hij deze vooralsnog onofficiële informatie heeft van de staatsoliemaatschappij Petrobras. Het gaat mogelijk om 33 miljard vaten olie. Het is op dit gebied de grootste ontdekking in dertig jaar tijd, aldus Lima. Wel ligt de olie op circa 5 kilometer diepte. Het olieveld is Carioca genoemd naar de inwoners van de havenstad Rio. Het zal nog jaren duren voor daadwerkelijk met de exploitatie kan worden begonnen. In november maakten de Braziliaanse autoriteiten bekend dat ze voor de kust van de deelstaat Sao Paulo een reusachtig olie- en gasveld hebben gevonden.

## Shipping services resume in south China strait after typhoon Neoguri

Shipping services across Qiongzhou Strait in south China resumed on Saturday after a 17-hour suspension due to typhoon Neoguri. The Maritime Safety Administration Bureau of Hainan Province revoked the suspension at 11:40 am Saturday, considering the waters were safe.

Passengers and vehicles have begun to board on ships at Xiuying Port in Haikou, capital of Hainan. Typhoon Neoguri, the first to hit south China this year, weakened into a severe tropical storm and landed at Longlou Town, Wenchang City, in the northeast of the island province of Hainan at 10:30 pm on Friday.

It led to the missing of 18 fishermen and evacuation of at least 42,000 residents in Hainan. The central observatory of the country said the storm was moving at 10 to 15 kilometers per hour northward, and could make a landfall between Wuchuan and Taishan, Guangdong Province on Saturday afternoon or later into the night with a weakening force.

Source : GulfNews

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### Kotug International B.V. zoekt: hoofdwerktuigkundige en commercieel manager

Kotug International B.V. is als maritieme dienstverlener al twee decennia een begrip in de Rotterdamse Haven. Inmiddels is het aantal havens waar Kotug actief is uitgebreid naar vier (Bremerhaven en Hamburg in Duitsland en Le Havre in Frankrijk). Bij Kotug wordt op de sleepboten en op kantoor gewerkt in kleine, betrokken, teams.

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(Vacature commercieel manager:)

t.a.v. de heer Paul Vermeulen, group commercial manager, [p.vermeulen@kotug.nl](mailto:p.vermeulen@kotug.nl)

Kotug International B.V.  
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*- acquisities worden niet op prijs gesteld -*



## 4,000 specialised ice seafarers urgently needed— Expert

About 4,000 seafarers with specialty in ice class ships are currently needed to meet rising global demand.

Disclosing this at the Arctic Shipping training held in St Petersburg, Russia, DNV senior principal surveyor Morten, Mr Meilaender-Larsen stated.

He explained that to avoid structural damage from ice, it's essential to carry out risk analysis based on the specific operation and ship. Ice conditions are very different from area to area, year to year and season to season. If you're going to operate year-round, for instance, you'll need high ice class, a lot of power and possibly support from icebreakers, so you have to design accordingly.

In addition are crew issues including an extreme shortage of ice experienced personnel. I've seen estimates that an extra 2,000 to 4,000 seafarers will be required to crew all the ice class ships currently on order. Specialist academy courses have been set up and ice training is now available via a very advanced ship maneuvering simulator in Trondheim, Norway, but we need more hands-on training.

"On top of this, we know that human fatigue increases due to 24-hour darkness, extreme cold and the noise and vibration caused by ice. These factors will influence the ability to be alert when on duty and to relax when off duty.

Speaking on, "Technical and human factors in risk evaluation for cold climate operations", he noted, "Design and crew concerns over tankers, gas carriers and support vessels also apply to the fast expanding Arctic cruise sector. These ships were not designed for ice and there is little relevant experience among their crews, so you have to ask questions about rescue and evacuation.

A new aid to ice navigation was described by Richard Hall, business development manager at Kongsberg Satellite Services of Norway. The company's image anywhere system provides real time access to high-resolution satellite images of ice conditions, enabling a ship to plot the safest and most economical route through or preferably around the ice. Launched last year, the system is currently in use with the Norwegian coastguard.

The aim is to improve safety and productivity in a hostile environment where human activity is increasing every year, says Mr Hall. AEU trials in the Baltic in 2005 showed that such data offers potential time savings of 20%. And if a ship can avoid breaking ice, it will also save money by using less fuel and needing less hull maintenance.

Due to dramatic growth expected as a result of vast energy resources and a rise in cruise ship calls, operators are expected to put in place measures to maximise opportunities and therefore the industry needs urgent solutions to challenges ranging from sovereignty claims to design and crewing for a hostile environment.

Some 200 delegates discussed the latest issues at Arctic Shipping 2008 - the fourth annual conference in the world-leading series from Lloyd's List Events - which takes place in St Petersburg, Russia, this week. About 50 government and industry-wide operators are expected at the training workshop. Amongst issues to be looked at includes: (a) Policy and development including sovereignty and environmental issues, market sector assessments and investment needs for shipowners and industrial producers. Plans for the NW Passage and Northern Sea Route will be outlined following analysis of future sea ice trends and the strategic impact of ice-free routes.

(B) Ship design, covering shuttle tankers and LNG carriers, latest ice class concepts, new generation icebreakers, Azipod propulsion and equipment winterization. The day ends with a choice of seven discussion groups on subjects including emergency response, ice class rules and navigation training.

(C) Detailed presentations on ice navigation together with sessions on port operations and offshore support vessel demand and designs.

Arctic Shipping 2008 also includes a pre-conference visit to the Admiral Makarov State Maritime Academy and a post-conference seminar on LNG operations. **Source : [vanguardngr.com](http://vanguardngr.com)**

## **British sailors captured by Iran were in disputed waters**

Fifteen British troops who were held by Iran for two weeks last year were in disputed waters when they were captured, not in Iraqi waters as the government had publicly claimed, The Times reported Thursday. Citing documents released by the defence ministry under Freedom of Information laws, the newspaper said the contingent of Britons was captured because the US-led coalition in Iraq had unilaterally designated a maritime boundary for Iraq and Iran without informing the latter. The 15 sailors and marines were seized on March 23 near the Shatt al-Arab waterway which divides Iran and Iraq, and were released nearly two weeks later. Last June, a report by the former head of the Royal Marines, Lieutenant General Sir Rob Fulton, found the capture was down to no individual human error, but a series of shortcomings.

According to The Times, the internal defence ministry briefing papers also showed that the Britons made a last-gasp radio call to their ship asking for a helicopter to be sent to give them cover, and also raised their weapons before the Iranian gunboats that captured them arrived alongside their boat. The documents, which were addressed to the Chief of the Defence Staff, Air Chief Marshal Sir Jock Stirrup, blamed their capture on the absence of agreed-upon maritime borders between Iraq and Iran, and a failure to co-ordinate any boundaries between Iraq, Iran, and the coalition. When contacted by AFP, a defence ministry spokeswoman was unable to immediately comment on The Times report.



The **ITAL ONESTA** seen anchored off Singapore  
**Photo : John Payne ©**

## **10 tonnes of hash seized on ship off Yemen**

Coastguards in Yemen have seized 10 tonnes of hashish aboard a Pakistani ship in the Gulf of Aden, a top security official said. General Ali Rassaa was quoted by the defence ministry newspaper September 26 as saying the vessel was intercepted last Tuesday 35 kilometres (22 miles) off the coast and that 16 crew members were arrested. Under Yemeni law drugs trafficking carries a maximum penalty of death.



## Alpatron Marine introduceert nieuwe MULTIFUNCTION-lijn

**Alpatron Marine B.V.** introduceert tijdens de beurs **Construction and Shipping Industry** (6 t/m 8 mei in Gorinchem) de nieuwe MULTIFUNCTION-lijn. Deze nieuwe navigatielijn is de opvolger van de zeer succesvolle MULTICOLOUR-lijn en betreft technisch vooruitstrevende aanwijsinstrumenten in de kwalitatief zeer hoge Alpatron standaard. Met de uitstraling, het design en de functionaliteit van de MULTIFUNCTION-lijn zal Alpatron naar verwachting als vanouds hoge ogen gooien in de binnenvaartsector en de commerciële vaart.

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In 2006 heeft Alpatron Marine B.V. samen met dochteronderneming Alphatechnique het ALPHACONNING-systeem geïntroduceerd, een systeem dat inmiddels op meer dan 70 binnenvaartschepen is geplaatst. Op verzoek van de crew van **MS Navigatie** heeft Alpatron een speciale functie in het ALPHACONNING-systeem aangebracht, zodat de aflezing ook mogelijk is op portrait radarschermen. Deze ontwikkeling wordt nu regelmatig op binnenvaartschepen toegepast.

Naast de MULTIFUNCTION-lijn wordt tijdens **Construction and Shipping Industry** ook het nieuwe ALPHALOAD diepgangmeetsysteem geïntroduceerd. Het is leverbaar met een wisselend aantal sensoren (variërend van 2 tot 12) en blijkt een uitstekend hulpmiddel voor bijvoorbeeld koppelverbanden. Van het ALPHALOAD-systeem zijn er vóór de officiële introductie al meerdere verkocht en geplaatst.

Tijdens Construction and Shipping Industry kunt u bovenbeschreven noviteiten bekijken op de Alpatron stand, nummer: 381. Natuurlijk ontbreekt ook de moderne en meest verkochte rivieradar, de JRC-JMA609 niet. Het stralend middelpunt en onderdeel van MULTICOLOUR en MULTIFUNCTION design in menig bruglessenaar. Van deze rivieradar zijn er inmiddels ruim 1500 (!) verkocht.

**Alpatron Marine B.V. en Alphatechnique heten u welkom op de stand.**

Voor nadere informatie: Alpatron Marine B.V. +31 (0)10-4534000 mail: [J.Tournier@alpatronmarine.com](mailto:J.Tournier@alpatronmarine.com) website: [www.alpatronmarine.com](http://www.alpatronmarine.com).

## Raising sunken Ukrainian ship near China will take two weeks

Work to raise a Ukrainian ship that sunk after colliding with a Chinese vessel near China's southern coast on March 22 will take two weeks, the South China Morning Post said Thursday.

Earlier attempts to pull the Ukrainian tug, **Neftegaz-67**, to shallow waters failed, as the ship's mast is embedded 7 meters into the seabed. Out of the 25 crew members on board at the time of the collision, only seven have been rescued, and divers have recovered three bodies. The **Hua Tian Long**, the largest-floating crane in Asia has arrived at the site to assist in the salvage operation, involving four auxiliary tugs, three barges and a floating derrick. The vessel will be raised, repaired and towed to land under an agreement signed by the Chinese company conducting the search and rescue operation and by the vessel owner.

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A search will be carried out once the tug has been lifted out of the water to try and locate the remaining 15 missing crew members. Ukraine's Deputy Transport Minister Vasyl Shevchenko said using the **Hua Tian Long** crane in the salvage operation would cost Ukraine \$250,000 per day.

To avoid marine traffic congestion and to ensure the safety of divers working at the site, the area has been declared a restricted zone

# 'Apaches gebruiken schepen niet als aanvalsdoel'

De piloten van Apaches voeren geen schijnaanvallen uit op schepen tijdens hun laagvlieg oefeningen boven het Maas- en Waalgebied. Wel kan het op binnenvaartschippers zo overkomen dat ze een oefenobject zijn, omdat objecten op de grond en op het water kunnen dienen als richtpunt. Dat heeft een woordvoerder van Defensie maandag gezegd. Defensie zal enkele tientallen schippers uitnodigen op de vliegbasis Gilze Rijen om uitleg te geven over de noodzaak van het laag vliegen en hoe dat precies gebeurt.

De schippersvereniging Schuttevaer had in februari geklaagd bij Defensie over de gevechtshelikopters die soms laag over de Waal vliegen, ook 's nachts. De schippers zouden daarvan soms hevig schrikken en bovendien waren ze bang voor een ongeval. De schippersclub noemde de laagvlieg oefeningen boven de drukst bevaren rivier van Europa onverstandig en wilde dat die stopgezet werden. Deze grote zorgen waren bij Defensie niet bekend, zo schreef staatssecretaris Jack de Vries onlangs aan Schuttevaer. Slechts incidenteel zijn er klachten gemeld over het laagvliegen boven de Waal. De bewindsman hoopt dat er meer wederzijds begrip ontstaat als er meer informatie wordt gegeven. In december ontstond een grote stroomstoring in het Maas- en Waalgebied toen een Apache tegen een hoogspanningskabel vloog. Twee maanden later werden de vluchten hervat.

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## CASUALTY REPORTING

# REDDINGSBOTEN SLEPEN VISKOTTER NAAR HAVEN

Twee reddingsboten van de KNRM zijn woensdag-avond uitgerukt om de viskotter '**HD 64**' naar de haven van Stellendam te slepen. De schipper van het station Noordland/Burghsluis vroeg het station van Stellendam rond 22.30 uur om assistentie om het schip, dat kampte met een motorstoring en vier opvarenden aan boord had, veilig naar de haven van Stellendam te kunnen slepen.

Rond 23.00 uur was de Zuid-Hollandse reddingsboot '**Prinses Margriet**' ter plekke bij de vissersboot. Net buiten vaargebied het Slijkgat kon een sleepverbinding worden gemaakt met het uit Den Helder afkomstige schip.

Nadat de in 2001 gebouwde garnalenkotter naar een steiger bij de Stellendamse buitenhaven was gebracht, zat de klus er voor de beide reddingsboten weer op. De beide boten zijn daarop naar het station in Stellendam gevaren.

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Nadat de Zeeuwse redders wat hadden gedronken konden zij met hun reddingboot '**Koopmansdank**' weer naar hun eigen station. De '**HD 64**' kwam de afgelopen jaren overigens meerdere keren in het nieuws. In december 2004 maakte het schip water in de visserijhaven van Colijnsplaat. Half november vorig jaar liep het schip vast op het strand bij Renesse. Het werd toen na een dag weer losgetrokken. **Bron : HV Zeeland**

### NAVY NEWS

## US to train Nigerian Navy on high speed vessels

A detachment of the United States (US) Navy led by Captain John Nowell arrived the country to train its Nigerian counterpart on the operational technicalities of some High Speed Vessels (HSV) expected to arrive Nigeria soon

The vessels are to be fitted with communication and radar equipment. Sources said the vessels were being ordered to meet the challenging needs of the menace of Niger Delta militancy as well as provide adequate security for the oil rich Gulf of Guinea. Already, the Chief of Naval Staff, (CNS) Vice Admiral Ganiu Adekeye left the country weekend for Singapore, Malaysia and Australia to inspect the extent of works on some platforms and armoured-built helicopters being manufactured for the Nigerian Navy. The Flag Officer (FOC) commanding Western Naval command, Real Admiral Ishaya Ibrahim who received the US Navy entourage at the Nigerian Navy Ship (NNS) **Beecroft Apapa**, described the gesture as timely.

He stressed that the US had always been of immense assistance to Nigeria adding that the three day training could not have come at a better time. He assured that "the national maritime environment would now be better secured after the training and delivery of the expected vessels".

Continuing, the naval boss said, "you know how much we have gone through in providing security for the gulf of guinea particularly in our own area and you know the resources of the gulf of guinea attracts a lot of international concern. More so, personnel of most countries especially those of our white brothers you know have at various instance been abducted in Niger Delta; these equipment are to enhance our capacity to cope with the demanded security and protection of these activities in our waters."

Reacting, the leader of the entourage who doubles as the commanding officer African Partnership Station (APS) Captain Nowell said no one country can tackle her maritime security alone saying, "no one country can try to tackle its maritime problems alone; so we think it is a global maritime partnership and we are prepared to work together and that is why are proud to be here working in partnership with Nigeria. The Africa Partnership Station is a collective effort designed to help the increase in maritime safety and security." **Source : vanguardngr.com**



The South African Environmental protection cutter **LILIAN NGOYI** seen departing from Cape Town  
**Photo : Aad Noorland ©**



## Filipino Warships In Labuan For Annual Naval Exercise

Five Filipino warships with some 200 officers and crew onboard arrived in Labuan for the annual naval exercise with the Royal Malaysian Navy (RMN). The vessels arrived last Monday and were anchored at the Labuan Liberty Wharf after they were guided in by the **KD Pahang** naval ship.

Royal Malaysian Navy Captain Shan Muganathan told Bernama last Tuesday that the ships would be in Labuan until Thursday. This year is Malaysia's turn to host the annual bilateral naval exercise. "Bilateral military relations, in particular, have been rapidly boosted in recent years," he said, adding that similar exercises had also been jointly conducted with the Indonesian and US navies.

Such exchanges and cooperation also boosted efforts to increase mutual understanding and trust between the two navies, said Labuan Liberty Port Management Sdn Bhd's (LLPM) senior manager Abd Ghani Paijan.

Source : [bernama.com.my](http://bernama.com.my)

## Indo-French naval exercise to be held in Bay of Bengal

After bringing in Nuclear carrier **Charles de Gaulle** and Nuclear submarines to Indian waters, the French Navy proposes to field its largest Amphibious assault ship **Mistral** in the war games with Indian Navy to be held early next month.

**Mistral**, 32,300 tonnes displacement warship would be accompanied by Missile frigates and stealth ships in the Varuna-2008 exercises to be held in Bay of Bengal off India's Eastern Sea board in which amphibious landings would form a major component, Naval sources said.

The visit of the amphibious warship to Indian waters assumes significance as Indian Navy has expressed interest in the design of the Ship Landing dock. **Mistral** is capable of deploying 16 NH 90 medium helicopters and also has reinforced forward pod to accommodate 30 tonne helicopters such as the CH-53E super stallion.

The warship is capable of ferrying a whole armed battalion with 13 heavy tanks and 70 vehicles and has four landing barges. The French Naval flotilla will dock in Chennai around May 12, and then after a port call undertake war games with Indian Naval warships including Rajput class missile destroyers, Kirch class corvettes, submarines and helicopters, in the Bay of Bengal.

At around the same time, an Indian Naval flotilla comprising warships of the Western Naval Fleet will embark on a trip to Horn of Africa for the first ever Indo-South African and Brazilian trilateral war games. Source : [hindu.com](http://hindu.com)

## SHIPYARD NEWS

### New Hull Launched

At Nevsky Shipbuilding and Shiprepair plant

April 15 2008 at the Nevskiy shipbuilding and shiprepair plant, which is a subsidiary of the North-Western Shipping company, the hull of the "**Damen Combi Freighter 3850**" was launched.

According to Interfax, the hull was built due to the order of the dutch company Damen Shipyards Bergum. The sum of the order totaled 2.6 mln. euro. The length of the vessel totals 88.6 m, width – 12.5 m.

## Trailing suction hopper dredger **SHOREWAY: a boost for the Boskalis fleet**

The name giving and launch of the 5,600m<sup>3</sup> trailing suction hopper dredger **SHOREWAY** took place at the IHC Merwede yard in Sliedrecht on Thursday, 17 April 2008. The ship is being built for Royal Boskalis Westminster nv.



The name giving and launch was performed by Mrs. M. Scheurwater-van Mourik, the wife of Mr. T. Scheurwater, the chairman of the Works Council of Royal Boskalis Westminster nv. The **SHOREWAY** is the first of two medium-sized 5,600m<sup>3</sup> hoppers that Boskalis is having built. Her sister ship, the **CRESTWAY**, is currently under construction at IHC

Dredgers in Kinderdijk, where she will be launched on 16 May of this year. **Photo : J. van Heteren ©**

Both ships are 97.5m long, with a hopper capacity of 5,600m<sup>3</sup>. They will be used in global Boskalis dredging operations, and they have been specially designed for dredging and the transportation of sand and sludge. They are ideal both for working in shallow waters and for the maintenance of harbours, beach replenishment and land reclamation projects.

**Photo :**  
**J. van Heteren ©**

The **SHOREWAY** and **CRESTWAY** combine a no-nonsense approach to design with a high level of versatility. During the design phase, the emphasis was on keeping the weight of the vessel relatively low, while maximising hopper capacity. The construction of the **SHOREWAY** and **CRESTWAY** fits in with the Boskalis multi-



year fleet plans. The programme includes the construction of four trailing suction hopper dredgers varying from 5,600 to 12,000m<sup>3</sup>, the extension of the **Queen of the Netherlands** to transform it into a 35,500m<sup>3</sup> mega-hopper, the replacement of the mega-hopper the **WD Fairway**, the construction of the jumbo cutter suction dredger the **Phoenix**, and various other specialist vessels for the energy markets. The ships will go into service between 2007 and 2012.

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In addition, Boskalis is making preparations for investments in a new generation of jumbo cutters that will supplement its fleet in the years to come, replacing it in the longer term.

The **SHOREWAY** is a twin-screw trailing suction hopper dredger. She is equipped with a suction pipe on the port side with an inner diameter of 1,000mm, and can dredge to a maximum depth of 33m. The maximum hopper capacity is 8,362 tons, and the draught is only 7.10m. The dredged material can be discharged through two rows of rectangular doors in the bottom of the hopper. Other options are the use of the system for pumping the dredged material to the shore through a floating line, or "rainbowing" through a pipe mounted on the bows of the vessel.

### Main features

Type trailing suction hopper dredger  
Client Royal Boskalis Westminster nv  
Builder IHC Dredgers B.V. / IHC Beaver Dredgers B.V.  
Overall length, approximately 97.50m  
Length between perpendiculars 84.95m  
Breadth 21.60m  
Draught at maximum loading capacity 7.10m  
Hopper capacity 5,600m<sup>3</sup>  
Inner diameter suction pipe 1,000mm  
Maximum dredging depth 33m  
Total installed power 6,776kW  
Speed when loaded 12.8 knots  
Accommodation 14 people



Photo : Eddy Debaets ©

## Hanwha Group considers purchase of Daewoo Shipbuilding

Hanwha Group said Thursday that it could make a bid to buy Daewoo Shipbuilding & Marine Engineering and also expressed interest in Hynix Semiconductor, lifting shares of Daewoo and Hynix. Hanwha, a conglomerate with interests in the chemical, energy, machinery, brokerage and insurance sectors, joins a list of potential bidders for a \$4.4 billion stake in Daewoo Shipbuilding, which state-run banks have put up for auction. Hanwha has studied a number of acquisition targets and is concentrating on Daewoo Shipbuilding for now, said a Hanwha spokesman, Ju Cheol Beom. "Our focus on Daewoo does not rule out interest in other firms, such as Hynix," Ju said, clarifying a news report that said Hanwha was planning to bid for Hynix.



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Hanwha's interest in Hynix raised hopes that the long-awaited sale of a \$4.8 billion stake would start soon. Hanwha is one of several South Korean business groups seeking to expand and diversify their investment portfolios. C.W. Chung, an analyst at Lehman Brothers, said in a note to investors that Lehman was "uncertain if Hanwha Group will be able to generate any obvious synergies by acquiring Hynix, but we understand that Hanwha Group is seeking new growth engines."

A host of domestic companies, including the steel maker Posco, the conglomerate GS Group and the country's state pension fund, have expressed interest in Daewoo Shipbuilding, which is expected to have strong earnings from orders. The memory chip industry has suffered a prolonged slump because of oversupply and slower demand for personal computers, but Hynix and Samsung Electronics have said they expect stronger demand. Domestic financial companies, led by Korea Exchange Bank, own a combined 36 percent stake in Hynix after converting debt owed by the chip maker into equity during a cash crisis at Hynix. Credit Suisse has been selected to advise on the sale of the stake, and Hanwha is the first prominent potential bidder to emerge.

LG Group, which media and industry experts had speculated was a potential buyer, has repeatedly denied any interest. Hanwha, which started as a maker of explosives in the 1950s, has in recent years also expanded into distribution and leisure businesses. But it has been less aggressive in mergers and acquisitions than rivals like Kumho Asiana Group, which bought Daewoo Engineering & Construction in 2006 and Korea Express this year.

Source: <http://www.iht.com>

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## Ice Maiden fires up A&P Tyne efforts

A&P Tyne have been awarded the contract to carry out the conversion of a former ice breaking cargo vessel into a DP3 accommodation vessel carrying up to 399 persons. The vessel, ex-**Paardeberg**, has been renamed **Ice Maiden 1**.

The contract has been awarded by the C&M Group of Aberdeen on behalf of the owners Silters, to A&P Tyne Ltd. Some preparations have already taken place on the vessel in the USA. The vessel is due to be brought to the Tyne by the heavy lift cargo vessel **Fairstar Fjord**, where the main part of the flotel conversion will be undertaken.

The project will require the fitting of some 1,400 tonnes (1,543 tons) of new accommodation block steel work, which include all the necessary services to support the personnel to be carried.

There will be a further 1,900 tonnes (2,094 tons) of steel work fabricated and fitted to form new decks and machinery spaces. Eight new generating sets will be fitted to power eight new thrusters, giving the vessel full DP3 dynamic positioning capability.

When completed the vessel will be the first of her type to be fully Ice Classed and will be capable of operating in conditions of minus 40 deg Celsius. The US\$60 million contract will take nine months to execute from the time of arrival at the yard.

## IHC MERWEDE NEEMT HET ENGELSE SEA STEEL LTD OVER

IHC Merwede is verheugd te kunnen aankondigen dat de overname van het Engelse SEA STEEL Ltd en haar dochtermaatschappijen op 4 april 2008 is afgerond. Het bedrijf, gevestigd in Dorset (Engeland), heeft een lange ervaring in het ontwerp van innovatieve offshore hei oplossingen voor de olie en gas industrie. Het bedrijf gaat handelen onder de naam IHC Sea Steel.

SEA STEEL heeft een aantal "everyday" innovatieve hei instrumenten op de markt gebracht, inclusief de gepatenteerde "Fast Frame", ontwikkeld om de installatie tijd offshore fors in te korten terwijl de oriëntatie van de paal en de verticaliteitstoleranties door het frame gerealiseerd worden. De huidige vloot aan verhuurmateriaal kan worden ingezet voor hei palen van 20" tot 96" diameter in wateren met een diepte tot 2.000 m. De oprichter, de heer Clive Jones, blijft de komende tijd. Hij zal zijn kennis aan de nieuwe directeur, de heer Carl Mogg en zijn team overdragen. IHC Merwede is wereldmarktleider in de bouw van gespecialiseerd baggermaterieel en complexe klantspecifieke offshore schepen. Tot de klantenkring van IHC Merwede behoren grote baggerbedrijven, olie- en gasconcerns, offshore contractors en overheden. Bij IHC Merwede zijn ongeveer 2.200 medewerkers in vaste dienst, verspreid over de bedrijfslocaties in Nederland, China, Engeland, Houston, India, het Midden-Oosten, Rusland en Singapore. "De komst van SEA STEEL binnen de groep IHC Merwede doet mij genoeg", zegt Goof Hamers, President directeur IHC Merwede. "SEA STEEL zal ook in de toekomst blijven samenwerken met toeleveranciers van hei systemen." "SEA STEEL levert, in samenwerking met IHC Hydrohammer en IHC Handling Systems een compleet programma aan hei systemen en biedt op die manier de beste oplossingen voor offshore operaties wereldwijd." Clive Jones voegt hieraan toe "wij verwachten een continuering van onze productieve samenwerking met klanten, toeleveranciers en overige relaties van IHC Merwede en SEA STEEL."

## CSSC plans to build China's largest shipyard in Guangdong

China State Shipbuilding Corporation (CSSC) is looking for a site for its south China shipbuilding base, which could become China's largest shipyard when completed. A CSSC field study group has been scouting Guangdong's coastal areas for initial selection of an appropriate site. Jieyang city, with 82 km of coastline, has become one of the key candidates for the planned shipyard.

CSSC is a large scale central enterprise with 60 subsidiaries and is the leader of China's shipbuilding industry, with ships and marine products exporting to over 50 countries and regions. Its new yard in the Guangzhou area, Longxue, is already slated to become one of the four largest in China, while what has been described previously as another CSSC world beater yard, Changxing, is now building ships just north of Shanghai, having delivered its first last November. CSSC is the state umbrella organisation of southern Chinese yards. CSIC is its northern counterpart.

Source: [seatradeasia-online.com](http://seatradeasia-online.com)

## Singapore's Sembcorp to operate Brazil shipyard

Singapore's Sembcorp Marine said on Thursday its unit has signed an agreement with Brazil's Mac Laren Shipyard to operate a shipyard in the Latin American country. Under the alliance its unit, Jurong Shipyard, would collaborate with Mac Laren for all future offshore oil and gas projects in Brazil, the company said in a statement. Analysts said earlier this week that Singapore's offshore oil firms such as Sembcorp could benefit from a large oil find in Brazil by Petrobras.

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

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## PIL charters 2 015-TEU ship for East Asia-South-West Africa trade

Shipping line, PIL, has chartered the 2 015-TEU vessel, the **O.M. Agarum**, from Germany's Reederei O. Marten.

This reported AXS Alphaliner, for a round voyage on the line's East Asia-South & West Africa service (SWS/WA 3) - with MOL as slotter. **Source : [cargoinfo.co.za](http://cargoinfo.co.za)**

## The 220,000-tonne cruise liner that has its very own New York-style Central Park

The world's biggest cruise liner is to have a New York-style "Central Park" on the ship, its owners have revealed.

Royal Caribbean is building the 220,000-tonne liner with the working name **Project Genesis** and the announcement is the latest salvo in the intensely competitive global cruise market. The company said the park would be "a revolutionary design in which the centre of the ship opens to the sky and features lush, tropical grounds spanning the length of a football field".

The 1,180ft long luxury liner is under construction in Finland at a cost of £700 million and dwarfs the current biggest ships - also owned by Royal Caribbean - which are 160,000 tonnes. The builders said the space will be like a town square for al fresco dining and entertainment.

The park will be located on Deck 8 of the 16 deck ship and open to the sky, with dimensions of 19m wide and 100m long. Trees in the park will tower more than two-and-a-half decks tall and the area is to have micro-climate control techniques to make sure the plants thrive.

Richard Fain, chairman and chief executive of Royal Caribbean, said: "This ship is a quantum leap in architecture and design and will deliver an unparalleled vacation experience to all who sail with us."

Figures from the Passenger Shipping Association predict 1.55 million Britons are expected to take a cruise holiday in 2008 - up from 1.35 million last year. Royal Caribbean will base one of its current biggest liners, **Independence of the Seas**, in Southampton from next month for its inaugural season.



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P&O Cruises has responded with a new ship - the **Ventura**, which was named in Southampton recently by Dame Helen Mirren, and Cunard recently launched the **Queen Victoria** - also based in Southampton.

The recent credit crunch does not seem to be affecting the industry as Royal Caribbean alone is pumping £1.4 billion into two Genesis class liners over the next few years. When finished, **Genesis** will be able to carry 5,400 passengers and stood on its stern it would dwarf Britain's tallest building - the 800ft One Canada Square in Canary Wharf.

It will be longer than four football pitches and 40 per cent bigger than the existing biggest liners. It is scheduled to enter service in autumn 2009 and its home port will be Fort Lauderdale in Florida. **Source : dailymail.co.uk**



The **ELISABETH RUSS** seen moored in the port of Zeebrugge, the vessel is at present sailing at the route Zeebrugge-Bilbao for Transfennica.

**Photo : Henk Claeys ©**

## DMT Emerald in transit to Blind Faith

Deep Marine Technology says its 292-ft (89-m) **DMT Emerald** is in transit to Blind Faith in Mississippi Canyon block 650 for tie-in riser spool piece installation. The work will be done under contract with Aker Marine Contractors.

This is part of the project of tying in two 14-in. (36-cm), one 6-in. (15-cm), and one 8-in. (20-cm) riser. The project began at the end of March and is scheduled to last approximately six weeks. Aker will use the 150 hp Triton XLS ROV onboard the vessel, as well as surface divers. **DMT Emerald** is equipped with a 100-ton (91-metric ton) heave compensated, multi-purpose lifting tower, a 100-ton (91-metric ton) knuckle boom crane, and accommodations for 73.

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## Primorsk Shipping Corporation is preparing for the arctic navigation

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Primorsk Shipping Corporation is ready for the arctic navigation of 2008 year which presumably starts early June, the company informs. Agreements for the delivery of oil products to the settlements of Chukotka and Eastern Arctic have been already concluded with the company's longstanding partner "Chukotsnab".

According to Yuri Godlevskiy, the Head of Charter Division, two tankers of 17,000 tons deadweight and one tanker of 3,000 tons are scheduled to operate in these directions. By the end of September, tankers have to deliver more than 100,000 tons of different bulk liquid cargoes to the customers. This delivery is quarter greater than last year one.

The main destination points will be Anadyr, Egvekinot, Provideniya, Beringovsky, Lavrentiya, Enmelen, Pevek, Ratmanov Island, and Uelen. Tankers of PRISCO will provide the northerners with the light oil products, diesel oil, petrol and kerosene

## HOSCO Orders VLCCs At Chinese Shipyard

China's Hebei Ocean Shipping Co (Hosco) has ordered two VLCCs at a domestic yard for \$270m combined. Dalian Shipbuilding Industry Company (DSIC) will deliver the 298,000-dwt vessels in 2010, Chinese media reported.

Hosco is better known for bulkers, but its 270,000-dwt single-hulled VLCC **Hebei Spirit** (built 1993) hit the headlines in December when it was involved in Korea's worst oil spill. It has two other single-hulled VLCCs and the 301,000-dwt double-hulled **Hebei Mountain** (built 1995).

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## Van Oord to Build Four Split Hopper Vessels

Van Oord and IHC Merwede have reached agreement on four split hopper vessels to be built at the Dalian Liaonan Shipyard in Dalian, China. The vessels to be built are part of our current investment programme. The vessels are 96 m long over all, 18 m wide, have a hopper capacity of 2,850 m<sup>3</sup> and they have 3,159 kW of power installed. The propulsion is by two 1100 kW Azimuth thrusters and there is a DP-facility for easy manoeuvring. The first two vessels will be operational from April 2009 and the other two from June 2009. They will be deployed together with our two new backacters, which are currently being built.

## Hamburg Sud to up capacity from Far East to west coast South America

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Hamburg Sud is increasing the capacity of its Far East-west coast South America trade by replacing 2,500-TEU ships with others of 3,600-TEU capacity. The larger ships are being taken from the Far East to the east coast of South America, which in future will be using 5,500-TEU vessels.

The 3,630-TEU ships will be used on the Asia-WCSA service, the ASPA 2/NAX service, which uses nine ships. The other displaced ships will be used on one of the two FE-WCSA loops that Hamburg Sud operates in partnership with CCNI. CCNI already deploys three 3,091-TEU ships on this loop, AXS-Alphaliner News said. **Source: schednet.com**

## NYK, Hapag-Lloyd, RCL, HMM to launch new joint India-China service by end of month

NYK feeder wing TSK Line is launching a new joint India-China service on April 28 with Germany's Hapag-Lloyd, Thailand-based Regional Container Lines (RCL) and South Korea's Hyundai Merchant Marine (HMM).

Five ships of around 2,700 TEUs each will be deployed on the route with TSK providing two ships and the other partners one each.

The port rotation is Xingang, Qingdao, Ningbo, Shekou, Singapore, Port Kelang, Mumbai-Nhava Sheva and Pipavav. Meanwhile, RCL, Taiwan's Wan Hai Lines and feeder line Sea Consortium are to upgrade their South Korea-China-Straits-India service by replacing five ships of 1,790 TEUs with 2,500 TEU vessels. South Korea will be dropped from the route, which will be renamed the Central China-India service. **Source: cargonewsasia.com**

## MOVEMENTS



The Russian **KAPITAN MARTYSHKIN** seen anchored off Singapore

**Photo : John Payne ©**



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The Sri Lankan flagged AHT **MAHANUWARA** (former **Smit-Lloyd 114**) seen deploying an 4-point anchor system in the Straits of Taiwan.

**Photo : Piet Sinke ©**

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