

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 198



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The GIRASSOL FPSO seen operating offshore Angola

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EVENTS, INCIDENTS & OPERATIONS



The Polish tug **KRONOS** seen arriving with the newbuilding hull **MISTRAL** in Rotterdam – Photo : Jan Verhoog ©

Master Assisting Police

A ship's captain was assisting Barbados police on Monday (9 Oct) with investigations into the discovery of more than a million dollars in illegal drugs on a vessel at the Bridgetown port.

The captain, whose name has not been disclosed, is being held in connection with three hundred and nineteen pounds of cannabis found onboard the Antiguan registered vessel "**CFS Parameras**".

The drugs were found bolted to the ship's hull in metal containers, during a joint operation by law enforcement officials. Police public relations officer Inspector Barry Hunte says this is the second drugs seizure on this ship for the year. According to him, on June 22 just over two hundred pounds of cannabis were discovered on the ship. The drugs had a street value of about eight hundred thousand dollars.

SCRAPPING OF TANKERS TO CHANGE ?

The Regional Manager of Intertanko in Asia, Tim Wilkins, has said that existing ways of scrapping tankers are likely to change dramatically in the coming few years.

In particular, owners may soon have to pay for the scrapping of their ships, rather than receive payment per scrap-tonne from the breaker. This situation being due to a combination of factors, including the impending international Convention and the programmed scrapping of single-hull tankers.

The environmental impact of ship disposal, particularly in the sub-continent region, has become a major cause for international concern and an IMO-led working group is currently formulating a mandatory convention on scrapping and disposal of ships. Other participants in the group include the International Labour Organisation (ILO) and the Basel Convention Conference of Parties. It is likely that the Convention will be ready for adoption by 2009.

According to Wilkins, the so-called 'Green Passport' for ships, to embrace both ship operations and scrapping, will make the disposal process far more expensive due to future mandatory pre-scrapping requirements such as hazardous materials inventories, estimated to cost as much as \$200,000 for a VLCC, and requirements for gas-free tank cleaning that could cost up to \$250,000 per ship.

These added costs will also be exacerbated by the additional volume of vessels for disposal due to the single-hull phase-out and Wilkins said: "It is likely that owners will have to pay to have their vessels scrapped".

Re-floating of capsized oil barge to take five days

Preliminary assessments of the capsized barge Orion-I indicated the re-floating work would commence in conjunction with oil siphonage from its tanks, which is still holding heavy furnace oil. Experts, who conducted preliminary assessments of the barge, told Business Recorder on Tuesday: "The re-floating work would commence with the removal of heavy furnace oil from its tanks and the actual operation (re-floating) would be completed within a time period of five days, depending on weather conditions of the sea."

The source further said: "A slight sheen was observed on seawater near the barge during initial inspection, while small drops of oil were seen leaking from the oil vents (opening for air)." Malik Qutub, owner of Orion Bunkers, appointed contractor of an international salvager, **SMIT International** of Holland.

In this regard, a salvage master of **SMIT Salvage** is scheduled to arrive shortly in Karachi with a salvage plan to start operation of re-floating and to assist **Indus Divers** during the operation. Moreover, the **Indus Divers** conducted a detailed diving survey of the barge Tuesday morning. It was found that four out of six tanks were open to sea and no oil was found within tanks. The remaining two tanks, holding heavy furnace oil, are not leaking or breached into sea.

The Indus Divers, who have experience and capabilities of removing oil and salvage operations of the **Tasman Spirit**, have effectively sealed all possible leaks of the barge during its morning operation. There is no more danger of leaks emanating from the craft (barge), a source said. The next phase of the operation would be to pump out the remaining bunker oil to another barge through specialised equipment.

Divers have streamlined all required resources, including pumping systems, diving systems and recovery systems to remove oil, as per their contract with the owner Tuesday morning. The oil removal work is expected to take about 48

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hours and recovered oil would be transferred to another oil barge and redelivered to owners in port. The **SMIT Salvage** has provided all technical advice in this regard, source said.

During the oil recovery phase, assessments would be made to upright and re-float the vessel. The source further said detailed analysis would be conducted with the help of salvage experts (including salvage master and naval architect) from **SMIT Salvage**. Earlier, during a joint press briefing, manager of the Marine Pollution Control Department (MPCD) of Karachi Port Trust Arshad Yahya Usmani said the technical data and photographs of the oil barge were collected and sent to Australia.

He said the KPT has invited Dutch experts from **Svitzer Wijsmuller Salvage B.V.** to assess the scale of damage and advise the port authority on avoiding any spillage. Dutch experts would also help in re-floating the barge and oil siphonage to other barge, he added. On Tuesday morning the sea was comparatively smooth and divers examined the nature of the accident, though, it was a risky affair due to high swell in the sea, he said. After an underwater assessment of the damage to the barge and its position on seabed, the two-member team returned to the base at the KPT facility.

Experts disclosed all information gathered by them would be sent to Australia to prepare a report. The report would then be sent back to the team in Karachi with suggestions or plans for the salvage operation.

Classic Flag of Convenience mess

Polish and Filipino seamen are reportedly refusing to sail a wheat ship from South Australia because of a dispute over wages, a union said 11 Oct. The International Transport Workers Federation (ITF) said some of the 21 seamen aboard refused to sail the Liberian-flagged "**Boreal**".

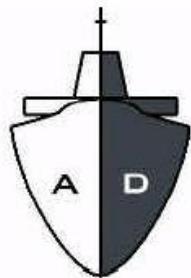
The "**Boreal**" was loaded with 72,000 tonnes of wheat for export to Sudan under AWB chartering arrangement, ITF Australia co-ordinator Dean Summers said. The ship was due to sail from Port Lincoln on SA's Eyre Peninsula last night, he said. But the seafarers complain of poor wages and conditions and want the German owners of the "**Boreal**" to sign an agreement under ITF auspices, Mr Summers said.

He described the situation as a "classic flag of convenience mess". "Crew are paid whatever the German owners think is fair on pay day and are kept on board as long as the bosses want," Mr Summers said. "These guys have just said that they're not going to sail until they get an ITF minimum wages and conditions agreement. "While it is against the law in our country to actively support these brave workers, we agree with the action from a human rights perspective. ITF officials were travelling to Port Lincoln and would attempt to board the ship later today, he said.

NAVY NEWS

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'Pak navy poses no threat to India'

The Indian Air Force and Army may be a tad worried about the erosion in their combat edge over Pakistan but the Navy is quite gung-ho about its crushing conventional military superiority over its Pakistani counterpart.

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The Chinese Navy, however, remains a source of concern. Despite Pakistan inducting two French **Agosta-90B** submarines, with another one on the way, and looking to acquire destroyers from China and frigates from US and Greece, the Navy feels it still retains a 4:1 or a 5:1 combat punch over Pakistani Navy. "Pakistan is certainly adding to its capabilities and will close the gap a little. But I don't see any erosion in our capabilities. Even with the reduced gap, we see no threat," said Navy chief Admiral Arun Prakash, in an exclusive interview to TOI.



While Pakistan has no aircraft carrier to brandish, India has the aging but still redoubtable 28,000-tonne **INS Viraat**, with another one — the 44,570-tonne **Admiral Gorshkov**, with its **MiG-29K** complement — slated to join service from Russia in end-2008.

As for major warships or "principal surface combatants", Pakistan has just 8-10 compared to India's 30 or so. The gap, however, is narrower as far as submarines are concerned, with Pakistan having 10 to India's 16. But then, India's long-delayed Rs 18,798-crore **Scorpene project** to construct six submarines between 2012 and 2017 will now finally take off in December.

"We will look at another six subs after that," said Admiral Prakash. Holding that his force operated "in a different paradigm" from Army and IAF, he said Navy's "maritime capability perspective plan-2020" was well on track.

FRANK CABLE IN HONG KONG



Submarine tender **USS Frank Cable (AS 40)** tends deployed submarines **USS Honolulu (SSN 718)** and **USS LaJolla (SSN 701)** while anchored in Hong Kong Harbor. The tender's presence made it possible for the two

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submarines to make a port visit to the Asian metropolis as United States submarines cannot moor to the mainland. This is one of the last Western Pacific port visits Honolulu will make before returning to Bremerton, Wash., to begin decommissioning.

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Indian government plans new shipyards

According to The Times of India, the Indian Government is to seek expressions of interest in building two new world class shipyards, able to build ships of over 300,000 dwt. One yard will be located on the west coast of India and the other on the east coast. The Mumbai Port Trust (MbPT) has been asked to manage the expressions of interest in the west coast yard and Ennore Port to manage those for the east coast yard,

The yards are to be operational in three years from the time a contract is awarded. Shipbuilding ministry officials told the Times of India that the government is keen to fund each yard by up to Rs 6 billion (about US\$132 million) in each shipyard and may even take a 51% stake.

"Funds will not be an issue. But we want technological backing for the shipyard from global players," the officials are quoted as saying. Each yard will have a capability to build at least 8 ships each year in the first phase. Later on, the capacity will be raised to 24 ships along with steel fabricating capacities of 60,000 tonne annually.



The **NIRINT ATLAS** arrived in Rotterdam with as deck load 2 newbuild hulls

Photo: Nico Ouwehand ©

Lloyd Werft to pay \$36m



Cruiseship owner NCL Corp Ltd has reached a settlement with the builder of a long-delayed US-flag cruiseship, the 72,000-gt **Pride of America** (built 2005).

In financial filings today, the company, controlled by Malaysia's Star Cruises, revealed that in September it entered into a EUR 29m (\$36m) settlement agreement "with a shipyard" in connection with its claims for the late delivery of **Pride of America**.

The vessel, originally meant for construction in the US, was completed at Bremerhaven's Lloyd Werft, where it sank during outfitting in January 2004. TradeWinds has previously reported that insurance claims over the casualty ran to \$228m in that year.

NCL has previously reported a net loss of \$35.1m in the second quarter of this year on revenues of \$499.1m, despite increased operating income, and a first-half loss of \$63.9m on revenues of \$921.6m. The losses were in part an effect of fuel costs and non-cash foreign currency translation charges.

South Korean Daewoo Shipbuilding Targets \$15.6 bln. Revenue by 2011

South Korea's Daewoo Shipbuilding & Marine Engineering Co. said on Wednesday it is shooting for annual revenue of \$15.6 bln. by 2011 with the construction of high-end ships and offshore facilities and a tapping of new businesses, reports Yonhap.

The world's third-largest shipyard said it plans to expand facilities to produce 75 vessels worth \$8 bln. and five offshore platforms worth \$3 bln. annually within the next five years. The company said it will also seek to branch out into energy and logistics businesses.

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Maersk Line to assess possible ports merger

Maersk New Zealand managing director Tony Gibson says the shipping line will take time to analyse the proposal announced today by Port of Tauranga and Ports of Auckland to merge their port companies.

Mr Gibson said that it was a complex proposal and the line was yet to form a view on its implications for shipping services or its customers.

"We have no view yet as to what this means for New Zealand exporters and importers, but we will study the proposal and talk to our customers. "Our goal remains to help our New Zealand customers create the most efficient supply chain possible to reach their international markets. Whether this proposal assists or threatens that remains to be seen."

China okays port joint venture

China has approved a 6.6 billion yuan (US\$835.4mil) joint venture between Tianjin Port Co Ltd and Singapore's state-owned port operator PSA to build six container berths.

Tianjin Port would hold 51% of the venture and PSA (Tianjin) would have 49%, the National Development and Reform Commission, China's top planning agency, said on its website yesterday.

Tianjin, about 120km southeast of Beijing, is China's fifth largest container port. Each new berth would have a handling capacity of 100,000 tonnes, the NDRC said.

Media reports have said the first three berths would be operational by the time of the Olympic Games in 2008



The **RETRIEVER** seen hooking up to the SSCV **THIALF** to tow the SSCV from the Okume field Equatorial Guinea to the Girassol FPSO offshore Angola to execute 5 lifts.

Photo : Fedde Visser – Thialf ©

Baku port to be relocated

Caspian Shipping Company has agreed on the location for the port of Baku infrastructure.

According to Aidyn Bashirov, the head of the Shipping Company, the port is to be relocated to the Alyat and Zykh settlements. The decision is still subject to the government approval

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"Samenwerking havens ontbinden"

Zeeland Seaports en het havenbedrijf van Rotterdam moeten een punt zetten achter hun huidige vorm van samenwerken. Dat adviseren twee onderzoekers.

De onderzoekers zien alleen nog draagvlak voor samenwerking bij de bouw van de Westerschelde Container Terminal. Verder stellen de onderzoekers voor om de samenwerking te ontbinden zodat Zeeland Seaports weer volledig baas wordt in de eigen haven.

Hanjin Shipping Starts a Local Company in India

Hanjin Shipping has established a wholly-owned local company in India, which starts operations from April, 2007. Approximately USD 900,000 has been invested in 'Hanjin Shipping India PVT LTD,' the new company will be called, which will reshuffle its sales organization.

The new local company is designed to secure a strategic foothold in the large Indian market with a huge growth potential, and proactively respond to the expanding market from a long-term perspective, and make logistics operations more efficient.

STATENDAM IN MAUI



The 4th engineer on board the **STATENDAM**, has recently started his flying lessons, we hired a plane in Maui and flew over the island and done fly by along the **STATENDAM** . Aboard the plane was the Second Electrician **Chris McKay**, the Safety Maintenance Manager **Stuart Wilson** (who took the above birds eye view) and the Pilot, the 4th Engineer **Arnout Van Maanen**.

Photo : Stuart Wilson ©

Port Facilities Garbage

During its current (55th) session, the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO) is expected to approve a proposed draft action plan to tackle the alleged inadequacy of port reception facilities - seen as a major hurdle to overcome in order to achieve full compliance with Marpol.

The draft plan was agreed upon by the Sub-Committee on Flag State Implementation (FSI) when it met for its 14th session in June.

The draft plan contains a list of proposed work items to be undertaken by IMO with the aim of improving the provision and use of adequate port reception facilities, including items relating to reporting requirements; provision of

information on port reception facilities; identification of any technical problems encountered between ship and shore-based transfer of waste and standardisation of garbage segregation requirements and containment identification; review of type and amount of wastes generated on board and the type and capacity of port reception facilities; and regulatory matters including development of guidelines for establishing regional arrangements for reception facilities, revision of the IMO Comprehensive Manual on Port Reception Facilities and development of a Guide of Good Practice on Port Reception Facilities.

The Arabian Gulf is a 'special area' as defined in Annex 1 of Marpol 73/78 yet reception facilities throughout the region are poor. This is despite an existing agreement between Member States of the Regional Organisation for Protection of the Marine Environment (ROPME).

New Chief On Africa Mercy



An Irish engineer has been named Chief Engineer of the **Africa Mercy**, the world's largest charitable hospital ship that will provide free medical care, relief aid, community development and long-term sustainable development to some of the poorest people in the world.

Ciarán Holden from Ballincollig Co. Cork, will take up his new post on the "**Africa Mercy**" later this month, when he arrives in the UK from his current mission serving at the Mercy Ships International Operations Center in Texas.

A qualified Marine Engineer, Ciarán has been giving up his time to serve as a volunteer for Mercy Ships, the global hospital ship charity, since 1998. He has worked in a variety of capacities both onboard the Anastasis as Third Engineer and on the Caribbean Mercy as Chief Engineer and Engineering Superintendent. At present Ciarán is filling the role of Marine Staffing Manager for the charity.

Ciarán, who is looking forward to transferring on to the charity's newest vessel, the "**Africa Mercy**", will be travelling with his family to Newcastle, where they will sail on the ship's maiden voyage to Liberia next year.

Commenting on his new position, Ciarán Holden said: "After many years of hard work and perseverance of hundreds of volunteers my family and I are privileged to be able to participate in the launch and sail of this unique ship to Africa. My role as Chief Engineer is to maintain and support the ship in order that Mercy Ships medical staff will have an operational hospital to help the African people. We are very excited about this historical moment in Mercy Ships."

The "**Africa Mercy**", a former Danish rail ferry, is in the final stage of the £35million re-fit taking place in Newcastle and when complete, will be heading to West Africa, providing essential medical and humanitarian services to the millions of Africans who have no access to healthcare services, clean water or stable housing.

The ship will be staffed entirely by an international crew of more than 400 dedicated volunteers. Volunteers will range from seamen, engineers, plumbers and deckhands to surgeons, dentists and nurses. Volunteer crew pay fees for the time they serve onboard thereby allowing all funds received by the charity go directly to those in desperate need as all medical services on board the ships are free of charge.

No Option for Viking

Finland's Viking Line will not exercise options for two more 2,500-passenger ferries at Aker Finnyards.

Finnish media quoted Viking deputy chief Kent Nystrom as saying it had enough capacity on the route between Helsinki and Tallinn in Estonia. This will be boosted by the firm ship ordered in 2005 for delivery in January 2008.

"It is enough for us if we get a new fast boat on the route," he added. The company's priority is improving traffic between Maarianhamina and Kapellskar, for which the new type of ship is unsuitable.

The price for the new ship is between EUR 120m (then \$141.5m) and EUR 130m, the yard said last year.

Aker has already built 7 ships for the ferry operator over the years, though not since the late 1980s.

Containerized Cargo Dry and Safe

Container stuffing is the business of PCD Packing-Center-Duisburg GmbH (PCD), an affiliate of Duisburger Hafen AG.



The container packing company has opted for the TCe desiccant rod manufactured by TCI in Hamburg. The easy-to-handle and reasonably priced product keeps humidity inside the container at 50 to 60 percent. "This climate warrants that containerized cargo will remain dry while it is moved from A to B. Prior products were not successful under all circumstances," said PCD's Norbert Greiwe. TCe experience has now convinced PCD to acquire the global marketing rights for the product.

Greiwe is responsible for the sale of the advanced desiccant rod and has already won customers such as ThyssenKrupp, Grohe and the Corus Group for the 1 m x 0.1 m rod with a proprietary bayonet coupling. Encouraging talks are currently underway with major German automobile manufacturers, Greiwe confirmed.

Foto: Köppen ©

Münchener Rückversicherungsgesellschaft found that moisture and condensation are by far the most frequent cause of container transportation losses. "The crucial factor is the ambient humidity of 50 to 60 percent," underlined Greiwe. This humidity level is considered safe and will prevent corrosion, mold and soggy cardboard. "This is exactly the effect of our rod which was developed for logistic applications together with TCI, a reputed specialist in Hamburg."

The Swedish product with a German plastic enclosure is attached to the ceiling of the container. The number of rods depends on the route traveled by the cargo, the transit time and the size of the container. Each rod absorbs over 2.2 liters of moisture. "Openings in the

rod allow the magnesium chloride salt used by us to respond in a much more controlled fashion to humidity and temperature fluctuations than competing products do," explained Greiwe. The plastic material will not fracture and the design of the rod prevents the evaporation of the brine. The rods can be reused as they can be refilled.

"In a test in the Port of Hamburg, R + V Versicherung was able to prove that container sweat will even occur in moderate climate zones during a frost-free winter period," Greiwe mentioned. In the test some 13 liters of water migrated from wood pallets to the container roof from where it dripped down on the container floor. "Moisture is not limited to the tropics."

Losses may be higher than the actual product damage. "If cargo worth 100,000 Euros is lost by moisture, for example, the cost of replacement, loss of production and image effects may, according to Hapag-Lloyd, be as high as 350,000 Euros," said Greiwe.

Sectors in which desiccant rods can be used to protect cargo include the chemical, automobile, metal processing, steel, paper, wood, food and furniture industries and mechanical and electrical engineering.

HORIZON LINES BOX BOAT NAMED

THE first of five 2,824 TEU-capacity, 23-knot containership vessels scheduled to enter the Horizon Lines fleet in 2007, has been named at Hyundai Mipo shipyard in South Korea. The US-flag ship is being bare-boat chartered from John Fredriksen-controlled Ship Finance International Limited.

"The naming of the **Horizon Hunter** marks another milestone in the growth of Horizon Lines and our businesses," said Chuck Raymond, Horizon's president and ceo. "These new Hunter-class ships are named to connote speed, agility, keen sense and focus-the attributes that we believe have allowed our company to excel now and in the future."

The new ships-each with 568 reefer slots - will be deployed in Horizon Lines' weekly service linking the US West Coast with Guam and Asia. They will allow Horizon Lines to switch the five Jones Act-eligible vessels currently sailing the trans-Pacific route to the rest of the Horizon Lines Jones Act network.

Stena Tanker Named in Charleston

Stena Bulk USA is hosting the Christening of the new Concordia Maritime P-MAX Vessel, **Stena Performance**; the fourth of ten in the P-MAX series. The ceremony took place at Cruise Ship Terminal at the Port of Charleston.

The Stena P-MAX has several features as a result of Stena and Concordia Maritime's policy of building vessels with proactive safety as a central design criterion.

Double hull, optimal corrosion control, two engine rooms with full fire and water integrity, redundant and separate systems for propulsion are vital safeguards for proactive safety. Add manoeuvrability and an integrated bridge layout to facilitate safe navigation in narrow waters. Sum up with a dedicated and well-trained crew and you have the product tanker Stena P-MAX.

Clipper Group Orders More

Torben Gylmar Jensen, the owner of Clipper Group, has been out power shopping again. Recently he has been to Japan to order 12 handysize bulk carriers.

The 12 ships have been ordered from Tsuji Heavy Industries and will be double hull bulk carriers of the Trader type, it has been developed by Clipper Group along with a number of partners.

The 12 bulk carriers will be built at the Tsuji Group Chinese shipyard. The order is worth \$550 mn, reports SSG.

Two Biggest Russian Tanker Carriers to Merge

Russian authorities plan to merge the biggest tanker operators - Sovkomflot and Novoship, reports Prime-TASS referring to transportation ministry deputy and board of directors chairman Alexander Misharin.

He said that in the nearest future the Russian government will adopt documents, which will include Novoship into Sovkomflot authorized capital stock. Misharin also noted that the documents had been approved by Russian Property Committee and meantime were at Economy and Development ministry consideration.

100% state industry Sovkomflot continuously suggest merging with Novoship, which is also controlled by the government. Although the Novoship management was sceptical about the idea.

In August Sovkomflot and Novoship jointly acquired the leading Spanish chemicals carrier Marpetrol, S.A.

Sovkomflot operates 52 vessels with total deadweight 4,16 mln. metric tons. Novoship fleet consists of 62 vessels with total deadweight 3,8 mln. metric tons.

Seaspan to acquire four Maersk box ships



Seaspan Corporation says it has signed contracts to acquire four 4,800 TEU vessels from A.P. Moller-Maersk A/S (APM). After purchase, the ships will be chartered back to Maersk.

These vessels, the **Mette Maersk**, **Mathilde Maersk**, **Maren Maersk** and **Margrethe Maersk**, were delivered to APM from Odense Steel Shipyard in 1989.

Left : The **METTE MAERSK**

The cost will be \$40 million per vessel and they are expected to be delivered to Seaspan between November 1 and December 31, 2006.

This new acquisition will increase Seaspan's total fleet to 41 vessels, which represents a 78% increase from its fleet at its IPO in August, 2005.

Seaspan also announced that it has arranged simultaneous five-year charter agreements for these four vessels with APM at a rate of \$23,450 per vessel per day.

After the initial five-year charter periods, APM will have two consecutive one year options to recharter each ship for \$22,400 per day and \$21,400 per day, respectively. It will have a further option to charter each ship for two final years at \$20,400 per day.

Seaspan expects each new vessel to contribute, in the first twelve months following acquisition, between \$5.9 million and \$6.3 million in incremental EBITDA. "The completion of this acquisition will mark a major milestone in our development," said Gerry Wang, Chief Executive Officer of Seaspan. "We are pleased to add APM, the largest carrier in our market, to our existing portfolio of customers. This transaction with APM is our first acquisition of secondhand tonnage and will be immediately accretive to cash flow upon vessel delivery during the fourth quarter of 2006. Our detailed physical inspections of these vessels have verified APM's reputation for designing and building excellent vessels and maintaining them to a superior standard."

"It is Seaspan's plan to continue to grow our business through accretive acquisitions in order to grow our dividend per share and this acquisition is a material step in the furtherance of this plan." The 4800 TEU vessel size will complement Seaspan's existing fleet consisting of 9600 TEU, 8500 TEU, 5100 TEU, 4250 TEU, 3500 TEU and 2500 TEU vessels.

Seaspan Management Services Limited ("SMSL") will operate the ships for Seaspan at an expected rate of \$5,750 per day. Seaspan expects to finance this purchase by drawing under its existing \$1 billion credit facility.

TOP Tankers Sells Handymax Vessel

TOP Tankers Inc. on said it expects to book a profit of about \$4m from the sale of one its tankers to an undisclosed buyer. The company said it plans to recognize the gain in the fourth quarter, but didn't disclose the sale price. The

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Tainless, a double-hull Handymax tanker built in 1999, will be delivered to its new owners in the next 60 days, the company said. The sale of the vessel brings the company's fleet of 26 tankers to 13 double-hull Suezmax tankers and 13 double-hull Handymax tankers, with a total capacity of about 2.5m tons.

Horizon Marine Supports Rig Tow to Brazil

After 5,500 nautical miles and 64 days at sea, the semi-submersible drilling unit **Noble Therald Martin** arrived in Macae, Brazil. Horizon Marine assisted the routing of the rig prior to its departure and while underway. Horizon Marine's Eddy Watch - Gulf of Mexico and Eddy Watch -Trinidad/Venezuela reports were issued to the tow vessels **John P. Laborde** and **Maersk Master** and used with great effect.

Traditionally Horizon Marine has focused north of the equator, but with the analysis and interpretation of satellite imagery and NOAA drifting GPS buoys, the route south of the equator was charted for and journeyed by the Noble Therald Martin without any surprises. As operations move further offshore into deeper water and assets are moved between oil fields, Horizon Marine's Eddy Watch and Rig Watch programs are becoming an essential service to the oil industry.

MOVEMENTS

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The **SWAN CHACABUCO** seen in Rio Grande – Photo : Marcelo Vieira ©



The **Alexi 1** - Comoros Is. flag – Berthed in Santos shed 12 loading sugar in bags
Photo : **Marcelo Lopez** ©

VERWACHT OP MAASPILOT STATION

Vandaag 12 Oktober 06:01 uur **Irbis + Samary** voor Dordrecht.
(aankomst tijd nog niet bevestigd)

Vandaag 12 Oktober 08:00 uur **Ada D + Pontra Maris** voor de Werkhaven (Rotterdam).

13 Oktober 23:30 uur **Balder Viking & Bourbon Dolphin** met booreiland voor de 2e Werkhaven Verolme.

15 Oktober 12:01 uur **Salvage Champion + Sainty 3** voor de Parkkade.
(aankomst tijd nog niet bevestigd)

Landfall Transport & Towage reports that a "position update" from Capt. **Piet Cnossen** on board of the tug "**Thomas de Gauwdief**", was received, which is presently on her way back to Holland with the scrap-vessel "**Otapan**" in single tow, based on present speed and position arrival in **AMSTERDAM** is foreseen on **Monday 16th October 2006 midday**, of course still weather permitting.

AIRCRAFT / AIRPORT NEWS

Four killed in Kvaerner plane crash

Norwegian police confirmed that four people died when a plane chartered by engineering contractor Aker Kvaerner burst into flames after landing on the island of Stord, off western Norway.

"Four persons have been found dead in the plane," police officer Svein Roald Vikse told Reuters. "They have not been identified yet." Twelve people survived the crash. Six were flown to a severe burns centre in Bergen, 60 kilometres away. The other survivors were treated locally.

The Atlantic Airways plane was carrying 12 passengers and four crews. It made a scheduled stop at Stord on a flight from the Norwegian oil city of Stavanger to Molde, on the Faroe Islands. The plane reportedly caught fire after sliding

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off the runway. Aker Kvaerner released a statement confirming that the plane carried its employees and those of a subcontractor. It listed the names of four people "missing and believed to be dead" in the accident. They are Per Olaf Skjæveland and Martin Charles Evertsen, of Aker Kvaerner Elektro; Jarle Reime, of sub-contractor IKM; and Gudrun Hervør Joensen, an Atlantic Airways crew member.

The statement said all 12 survivors were in a stable condition. Aker Kvaerner said its emergency team was assisting those injured in the accident. It said crisis centres had been set up in Stord and Stavenger to assist the families and friends of those involved in the accident.

"This is a tragedy. The entire company is deeply affected by this loss. Our deepest sympathy and thoughts go to the family, friends and colleagues of both the deceased and the injured," says Martinus Brandal, Aker Kvaerner president and chief executive.

Brandal flew to Stord from the town of Hammersfest, where he was attending a meeting. Molde is the base for operations on Norway's Ormen Lange gas field.

British Airways verlaagt opnieuw toeslag

British Airways World Cargo heeft aangekondigd om de brandstoftoeslag te verlagen van 55 naar 50 cent per kilo vanaf 19 oktober.

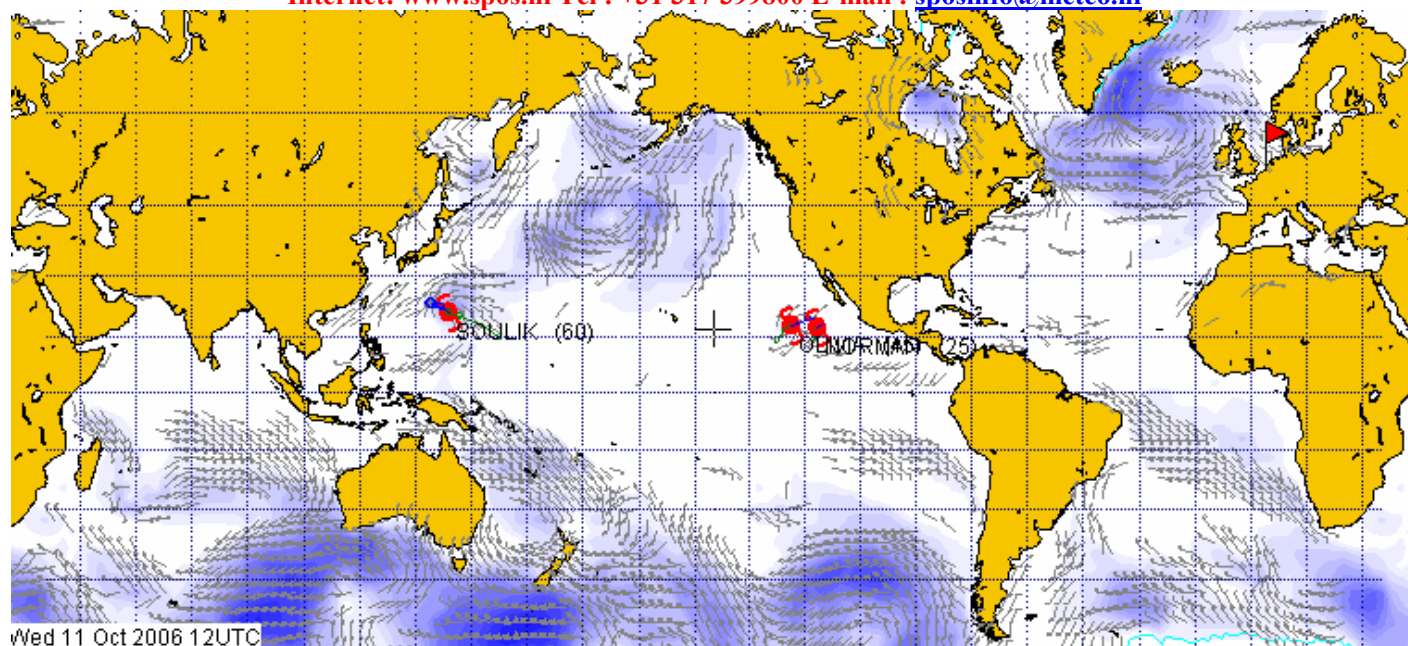
De aankondiging komt nauwelijks een week nadat de Britse vrachtovervoerder de heffing verlaagde van 60 naar 55 cent. De prijsdalingen op de internationale oliemarkten zijn volgens general vrachtmanager Chris Bosworth de reden voor de verdere verlaging..

MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

.... PHOTO OF THE DAY

Wijs de jeugd de weg naar zee



de **BETELGEUZE** van het Zeekadetkorps uit Rotterdam, met erachter de **RIGEL** van het korps uit Maassluis
Foto : Piet Sinke ©

Het **Zeekadetkorps** Nederland brengt jongens en meisjes vroegtijdig in aanraking met de zee. Interesse in een maritiem beroep, varend of aan de wal, wordt aangewakkerd en ontwikkeld. De verschillende zeekadetkorpsen verspreid over het land, geven jongens en meisjes een unieke mogelijkheid om in hun vrije tijd op een plezierige en leerzame wijze alvast kennis te maken met de maritieme beroepen uit alle sectoren. Jaarlijkse kiezen vele zeekadetten voor een opleiding gericht op een maritiem beroep. Uiteindelijk maken zij van hun hobby hun werk.

Het Zeekadetkorps Nederland "Wijst de jeugd de weg naar zee".

Ontelbare gingen voor en maakten van hun hobby hun levensjob!
Lijkt jou dat ook wat? Neem dan een kijkje aan boord van een korps bij jou in de buurt, en overtuig je dat scheepvaart nog altijd toekomst biedt.

www.zeekadetkorps.nl

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