

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 212



Number 212\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\*Friday 16-09-2005



**THIS EDITION IS BROUGHT TO YOU BY :**

**VLIERODAM WIRE ROPES Ltd.**

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

**Binnenbaan 36 3161VB RHOON The Netherlands**

**Telephone:** (+31)105018000

(+31) 105015440 (a.o.h.)

**Fax :** (+31)105013843

**Internet & E-mail**

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

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



**VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.**



The ill-fated **ANGLIAN SOVEREIGN** arrived in tow of the **RT MAGIC** from the Shetlands at the Damen Ship repair yard in Schiedam where she will be drydocked in dock 6.

**Photo : Nico Ouwehand ©**

# Save the ELBE

**Giro rekening No 8145443**

Att : Piet Sinke - Stationsweg 21 - 3151 HR Hoek van Holland

**The score until today : 50.780 Euro**

## **EVENTS, INCIDENTS & OPERATIONS**



A busy cruise terminal at the Island of St. Maarten – Photo : Linda Mauritz ©

### **Skipper charged over tug incident**

The skipper of a coastguard tug which ran aground on rocks off Shetland has been charged with being more than three times over the legal limit of alcohol. Peter Leask, who lives in Shetland, appeared in private at Lerwick Sheriff Court on Wednesday.

He is facing five charges under Maritime and environmental legislation. Mr Leask made no plea or declaration and the case was continued.

The **Anglian Sovereign** ran aground on 3 September, spilling 200 tonnes of fuel.

A coastguard rescue helicopter from Sumburgh was called in after the 66-metre long vessel sent a mayday.

The 13 crew on the vessel, which had been contracted by Lowestoft firm Klyne Tugs, were airlifted to safety. A major clean-up operation dealt with the bulk of the diesel fuel spill and the rest dispersed naturally.

Three investigations into the accident are under way. The tug, which was badly damaged in the incident, has gone to Rotterdam for repairs.

### **One body found, three missing off Nfld.**

Searchers recovered one body from the storm-tossed North Atlantic on Tuesday following the sinking of a fishing boat that capsized with little warning on the Grand Banks, east of Newfoundland.

Four fishermen were rescued by another fishing boat late Monday, but four others drifted away from their crew mates after they had all clung for hours to the overturned hull of the 18-metre Melina & Keith II.

"It rolled over fairly quickly," said Clarence Peddle, spokesman for the Canadian Coast Guard in St. John's.

"Initially, all eight of them were on the overturned boat but by the time we got on the scene we only located four. They drifted apart and we're not sure what happened after that."

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 212

The rescued fishermen survived by clinging for three hours to a small, aluminum boat that was floating among the debris left behind after the longliner rolled over in the dark.

They were pulled aboard the [Lady Charlotte Star](#), about 150 kilometres east of Cape Bonavista at around 7:30 p.m. local time.

Two of them were later taken by rescue helicopter to Gander in eastern Newfoundland.

The two others remained aboard the coast guard cutter [Leonard J. Cowley](#) as it searched for their missing shipmates. Late Tuesday, Andy Caines, a search and rescue controller for the coast guard, said he couldn't comment on the chances of survival after 20 hours in the cold waters.

However, he noted the missing men weren't wearing neoprene survival suits.

"We're sure they weren't wearing any life-saving devices . . . We don't think they had survival suits or life-jackets. The body we recovered didn't have a jacket on," he said. Three other coast guard ships, five fishing vessels, a Canadian Forces Cormorant rescue helicopter and fixed-wing aircraft from Gander and Greenwood, N.S., took part in the search.

The ocean was relatively calm Monday when the boat went down, but conditions deteriorated by Tuesday evening when coast guard officials reported 10-metre waves in the area.

The search was to be suspended at nightfall, but the coast guard said it would resume Wednesday morning, despite predictions of continuing rough weather.

The names of the skipper and his crew were not released, but Transport Canada's Registry of Ships office in St. John's confirmed the 17-year-old boat was co-owned by Shawn, Donald and Albert Ralph of Eastport, on the southwest coast of Newfoundland's Bonavista Bay.

In the tight-knit community of Eastport, neighbours and friends were glued to their radios and television Tuesday, waiting for word.

"It's pretty devastating," said Marie Lane. "With 1,200 people, if you're not related to someone, you sure know them." Fishing and two fish plants are the mainstay of the picturesque town, one of eight small communities dotting the coastline of the Eastport Peninsula.

## AFRICAN PRIDE CREW GIVEN BAIL

A Nigerian court has granted bail to the 15 East European crew members of the tanker African Pride after almost two years in custody awaiting trial on charges of oil smuggling.

The men from Russia, Romania and Georgia agreed to be supervised by their diplomatic missions until the end of their trial.

The prolonged detention of the crew has caused a major diplomatic row between Nigeria and Russia.

Welcoming the crew's release International Transport Workers' Federation general secretary David Cockroft said: "We're as relieved as anyone that the crew are out of that awful jail. But this positive result for public and private diplomacy shouldn't obscure the fact that for two years they have suffered because of at best bureaucracy and official indifference, and at worst a mire of corruption at high levels. If ever a ship was misnamed it's this one – it's been a case of shame, not pride. The Nigerian government and judiciary have a lot of questions to answer on this one."

## **The International WorkBoat Show Hurricane Update**

In wake of the damage caused by Hurricane Katrina, the International WorkBoat Show, scheduled for November 30 – December 2, 2005 in New Orleans, LA has been cancelled. The 2006 edition will take place November 29 – December 1, 2006.

Full refunds will be given to all companies who have sent monies for the 2005 edition of the International WorkBoat Show. These will be processed as quickly as possible.

Over the next year, this industry will continue to thrive with relief and rebuilding efforts. We are proud to be a part of these efforts and are dedicated to ensuring that the Gulf Coast as well as the commercial marine industry rebounds from this horrible devastation.

We know our customers share this conviction. Every dollar donated today will help restore lives and rebuild this market. We encourage donations to the American Red Cross via their information page at <https://www.redcross.org/donate/donation-form.asp>

We will be contacting you in the days to come with marketing ideas for your business, initiatives for communicating with Gulf Coast companies as the region rebuilds and a contribution program so we can all help. Now more than ever, we are dedicated in our mission to bring buyers and sellers together for the health of the workboat industry.

**Dit betekent dat voor de Nederlandse bedrijven Verhaar Omega Thruster, Ned-Deck Marine BV en Radio Zeeland DMP B.V. het dit jaar geen Workboat Show New Orleans is. Het laatste bedrijf was decennia geleden de eerste buitenlandse exposant in New Orleans.**

**De IWBS is de beurs voor GulfCoast werven en offshore en zeker voor Mississippi binnenvaart, waar de Nederlandse toeleveranciers ook succesvol opereren. Katrina heeft dus ook negatieve gevolgen voor de Nederlandse maritieme wereld.**

## **North Korean Flagged Cargo Ship Breaks Down In Canakkale Strait**

A North Korean flagged cargo ship "**Tenecitis**" broke down as it was passing from the Canakkale Strait, it was reported on Tuesday. Vessel Traffic Services (VTS) officials told the A.A correspondent that the ship was carrying 2,000 tonnes of scrap metal from Algeria to Hereke, Canakkale.

"**Kurtarma-2**" tug boat was sent to the region after the guide captain informed the VTS that the ship's engine broke down.

Officials said the ship, accompanied by a tug boat, would drop anchor near Gelibolu (Gallipoli) against any possible danger and would later be allowed to leave following necessary procedures.

## **Coast Guard seizes cocaine in Pacific**

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 212

The U.S. Coast Guard, acting on Colombian intelligence, intercepted a ship towing an unmanned submarine-like vessel that held more than 2 tons of cocaine, Colombia's anti-narcotics police chief said Thursday.

The boat was raided Wednesday off the coast of the Ecuadorean-owned Galapagos Islands, Gen. Alberto Gomez told reporters. The underwater capsule, which was attached by a metal cable, was designed so smugglers could tow it below their boat and escape detection if drug agents searched the ship.

Although similar capsules have been seized in the past, Gomez said that increased vigilance in the Pacific has forced drug smugglers to come up with increasingly creative ways to hide their illegal shipments.

Separately, 2.5 tons of cocaine were discovered Wednesday hidden in the oil tanks of a ship docked in the Colombian Pacific port of Buenaventura, Adm. Jairo Pena, commander of Colombia's Pacific fleet, said in a statement. Eight suspects were arrested.

He said the cocaine was likely going to be taken to Central America from where it would be shipped on to the United States.

Colombia is the world's biggest produce of cocaine and a major supplier of heroin to the United States. The Colombian navy has this year seized a record 46 tons of cocaine.

Also Thursday, authorities seized \$4.5 million worth of counterfeit American currency during a raid on a clandestine printing workshop in south Bogota, police said in a statement. The network had been sending the money to Ecuador and Venezuela, where the U.S. dollar is widely accepted as legal tender.

Police have so far this year seized \$20 million in counterfeit bills, compared with a total of \$7.4 million in 2004.

## SMALL TANKERS GETTING LARGER

THE size distribution of tankers 5,000-80,000 dwt to be phased out of the oil trades according to MARPOL 13G is quite different from the size distribution of the orderbook according to Intertanko, with a marked shift towards larger vessels.

Speaking at the Lloyd's List's 7th Product Tanker Conference, held in London this week, the independent tanker owners' body's manager of Research and Projects Erik Ranheim said that there are about 28m deadweight tons of single-hull tankers 5,000-80,000 dwt to be phased out - including single hull and double bottom/side petroleum tankers and oil/chemical tankers, but excluding chemical tankers. The orderbook in this size range is about the same size. However whereas some 63% of the fleet (in tonnage terms) to be phased out consists of smaller tankers below 30,000 dwt, only 32% of the orderbook (in tonnage terms) is in this size range. On the other hand there are some 173 larger tankers in the size range 30,000 dwt- 80,000 dwt to be phased out compared to an orderbook in this larger size range of some 330 tankers. These phase-out figures are based on the information used by the IMO Group of Experts that evaluated the consequences of accelerated phase-out after the Prestige accident, and have been adjusted for sales for decommissioning and conversion, as well as on the basis of information received from brokers and owners. Mr Ranheim pointed out that, while the phase-out period is until 2015 (including any flag state and port state extensions), the orderbook for 2008 and beyond has still to be filled and is therefore an unknown quantity. There is still uncertainty over whether there will actually be a market for single-hull tankers that have been extended by their flag state to trade between 2010 and 2015 until they are 25 years old. Some 10 m dwt of the tanker fleet below 80,000 dwt (or 35% of the fleet) would be due to be phased out this year if the rest of the world took the same stance as the EU countries and barred single-hull trading after 2010, however, a number of countries have already declared that further trading is possible.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 212

Mr Ranheim said that no information has been received indicating that the phase-out regulations are not being properly implemented, but among the smaller tankers there is still a 'phase-out overhang' of ships that should in theory have disappeared from the market. Almost 200 smaller tankers are left in the records that should have been phased out before 2005. These ships may however be trading in domestic trades, in non-petroleum products, some may have been converted to PL/SBT, and some may trade in countries that have not signed up to MARPOL.

### Zoektocht overboord geslagen man beëindigd

De zoektocht naar een vermist bemanningslid van een schip in de Rotterdamse Europahaven is beëindigd. De hulpdiensten hebben de 38-jarige Numansdorper niet aangetroffen.

De man sloeg gisteravond door onduidelijke toedracht overboord van een zuigerschip. Duikers van de brandweer begonnen onmiddellijk een zoekactie, maar die bleef zonder resultaat.

De hulpdiensten gaat er van uit dat de man niet meer leeft. Het water in de Europahaven is ter plaatse 20 meter diep en de stroming is sterk.

### Offshore production vessel bound for Nigeria

#### SembCorp units put finishing touches to giant project

One of the world's largest offshore oil and gas production vessels will soon depart Singapore bound for Nigeria's rich offshore petroleum fields following completion of the final portion of the project by SembCorp Industries subsidiaries, SMOE and Sembawang Shipyard.

Ready to roll: Designed for the extraction and separation of oil, gas and water, the **Erha FPSO** has a production capacity of 150,000 barrels of oil per day with a storage capacity of 2.2 million barrels. The Erha FPSO was delivered to ExxonMobil affiliate, Esso Exploration and Production Nigeria which is a joint venture with the Nigerian National Petroleum Corporation, for use on Nigeria's deepwater Erha field.

Operating in 1,200 metres of water the FPSO (floating, production, storage and offloading) vessel with two trains of oil, gas and water processing facilities, will produce 150,000 barrels of oil per day.

With a storage capacity of 2.2 million barrels, its cargo will be transferred to tankers via the largest single point mooring buoy in the world, at 23 metres in diameter and 10 metres high. The vessel, with a 25-year lifespan, will begin operations in the first half 2006 after spending 10-weeks being towed to the Nigerian coast.

SembCorp's offshore engineering specialist SMOE in partnership with Sembawang Shipyard was sub-contracted by the project's main contractor, French offshore engineering specialist Saipem, in the third quarter 2002.

The SembCorp units were tasked to fabricate, integrate and commission 14 modules of topside facilities amounting to 17,000 metric tonnes, along with the integration of nine modules fabricated in Nigeria and Malaysia. The vessel's hull was purpose-built in Korea.

Both SembCorp and ExxonMobil declined to disclose the value of the contract, but FPSO projects can range anywhere from US\$200 million to US\$800 million depending on the number and type of production modules as well as hull specification.

A global phase-out of single-hulled oil tankers has provided the offshore industry with a guaranteed supply of decommissioned VLCCs (very large crude carriers) that are well suited for conversion into FPSOs.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 212

Depending on the requirements newbuilds may be chosen over the recycled tankers, as was the case in the Erha project. Singapore yards account for more than 70 per cent of offshore FPSO/FSO (floating, storage, offloading) conversions.

SembCorp Marine currently has five FPSO conversions in varying stages of completion and SMOE has recently started its fourth FPSO project, a fabrication and integration contract for 32,000 metric tonnes of FPSO topside facilities for ConocoPhillips China.

The **Erha FPSO** project also chalked up Sembawang Shipyard's best safety record to date, with more than 10 million man-hours without a lost time injury.

### Van den Nieuwenhuyzen en Defensie blijven ruziën over onderzeeboten

Ondernemer Joep van den Nieuwenhuyzen is weer volop in het nieuws. Hij tekent hoger beroep aan tegen de uitspraak van de rechter dat hij twee onderzeeërs voor 1 oktober moet slopen. Ook ontkent hij ooit smeergeld aan de Chileense oud-dictator Pinochet te hebben betaald.

Het ministerie van Defensie spande een rechtzaak aan tegen Van den Nieuwenhuyzen. Het ministerie eist van Van den Nieuwenhuyzen dat hij twee onderzeeërs, die hij al jaren niet heeft weten te verkopen, sloopt. Of voor 1 oktober in Maleisië, of de schepen moeten voor 1 november weer in Nederland zijn. Het ministerie had de duikboten in 1995 overgedaan aan de Rotterdamse ondernemer, omdat hij ze zou kunnen verkopen aan Maleisië. Maar het zuidoost Aziatische land zag af van de aankoop. De onderzeeërs liggen op het moment nog steeds aangemeerd in Maleisië.

De rechter stelde het ministerie in het gelijk, maar Van den Nieuwenhuyzen gaat nu in beroep. "Het is gewoon praktisch onmogelijk om die onderzeeërs op zo'n korte termijn in Nederland te krijgen," zegt Van den Nieuwenhuyzen vanuit China over de telefoon tegen RTL Z. "Dat is de reden van het hoger beroep: het is gewoon onmogelijk. Ik kan dat niet, en Nederland kan dat ook niet. Om een schip te charteren dat die duikboten kan terugbrengen, ben je drie, vier maanden verder. Maar als Nederland zegt dat zij het transport wil betalen, vind ik het prima. Dan zullen we ze met champagne staan opwachten als de boten aankomen."

Van den Nieuwenhuyzen zegt dat de kans dat hij alsnog kopers kan vinden voor de duikboten "erg hoog" is. "We voeren op dit moment hele concrete gesprekken met kopers."

Vorige week kwam naar buiten dat Van den Nieuwenhuyzen smeergeld zou hebben betaald aan oud-dictator Pinochet bij de verkoop van 202 door het Nederlandse leger afgedankte Leopard tanks aan Chili. "Dat bericht is volstrekt onjuist," zegt Van den Nieuwenhuyzen. "In Chileense kranten is het al geredresseerd." Maar Van den Nieuwenhuyzen geeft toe weldegelijk geld te hebben betaald aan een vriend van Pinochet. "We hebben keurig een commissie betaald voor verleende diensten, dat is 'general marketing' en 'legal advice', aan meneer Oscar Aitkin. Die heeft zijn eigen onderneming Cornwall. Daar hebben we 1,6 miljoen dollar aan betaald. Het weer de klok en de klepel." Aitkin was advocaat van de Chileense wapenfabrikant Famae en onder meer executeur-testamentair van Pinochet. "Het betalen van zo'n commissie is volstrekt normaal in een deal van 80 miljoen dolllar. We hebben die 1,6 miljoen ook keurig in de boeken verwerkt."

## CASUALTY REPORT

### 4 workers suffer burns in ship fire

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 212

A fire aboard a storage ship near an oil platform off Malaysia's northeastern coast seriously injured four people, a news report said on Monday.

Rosaini Mohamad Rawi, 34, and three colleagues were being treated for serious burns suffered when the ship, leased by Malaysia's national Petronas oil company, caught fire on Saturday in the South China Sea, the New Straits Times reported.

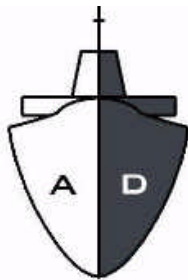
The fire broke out when the ship was near the Sotong oil platform, about 240 nautical miles off Kuala Terengganu, the capital of Terengganu state.

The ship's owners, Trenergy Sdn Bhd, declined to provide details, saying only that the cause of the fire was being investigated, the report added.

### NAVY NEWS

**THIS SECTION IS BROUGHT TO YOU BY :**

## ANGLO DUTCH SHIPBROKERS bvba



Petrus Bogaertsiaan 31  
2970 SCHILDE  
BELGIUM  
Tel : + 32 3 464 26 09  
Fax : + 32 3 297 20 70  
e-mail : [anglodutch@pandora.be](mailto:anglodutch@pandora.be)



The **A 387 FORT VICTORIA** seen here arriving in Brest  
Photo : Jacques Carney ©



## Wartsila powers Chilean patrol vessels

Wärtsilä Corporation won a contract in August to deliver complete propulsion systems for two 80.6 metre offshore patrol for the Chilean Coast Guard.

Designed by the German company Fassmer, each of the 1,850 tonne displacement patrol vessels will be equipped with two 12-cylinder Wärtsilä 26 main engines having a combined power of 8,160 kW at 1,000 rpm for a maximum speed of around 21 knots. Each engine will drive a Wärtsilä Lips controllable-pitch propeller through a single-input Wärtsilä reduction gearbox. Wärtsilä will also supply the control systems for engines and propellers plus Wärtsilä Deep Sea Seals stern tube seals. The first ship set of equipment is due for delivery to Chile in early 2007.

The patrol vessels will be built at the ASMAR Talcahuano shipyard and are due for commissioning in 2008 and 2009. Special features include anti-rolling tanks, helicopter platform, modular platform concept for simple integration of different combat systems and an x-shaped hull to reduce radar cross section. They will be employed by the Chilean Coast Guard to conduct interdiction and security operations up to 200 miles from shore. The vessels will be owned and operated by the Coast Guard, a branch of the Armada de Chile (Chilean Navy).

A key factor in Wärtsilä winning this contract was the company's ability to supply complete, integrated propulsion systems. Such complete solutions offer real benefits in terms of manufacturer's support through the life of a vessel.

### SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :

### RENERGI-*mergi*

**RENERGI-mergi** added to the fuel, changes the structure of the hydro carbons within the fuel. This will increase the efficiency of the combustion process and effectively lead to:

- \* Cleaner turbochargers, exhaust gas boilers and engines.
- \* Extended maintenance intervals and reduced consumption of spare parts.
- \* Lower emissions and substantially cleaner exhaust gasses.
- \* Reduced fuel consumption
- \* Easy and simple dosing system

#### WESTMARK bv

Postbus 1082  
3920 EB Woudenberg  
The Netherlands  
Tel + 31 (0)33 461 4844  
Fax + 31 (0)33 461 2461  
E-Mail : [westmark@cablesafe.com](mailto:westmark@cablesafe.com)  
website : [www.cablesafe.com](http://www.cablesafe.com)  
: [www.renergi.se](http://www.renergi.se)

## Iran expanding shipyard scope and capacity

Like many of its Middle East regional neighbours, Iran is expanding its shipyard capacity and scope to higher-end newbuilding projects. This will again see the competitive heat turned up a notch on Asian shipyards including Singapore's.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 212

The Iran Shipbuilding and Offshore Industries Complex Company (ISOICO) is embarking on its first container vessel newbuilding project which will see a total of five such vessels built. The five box ships along with two oil tankers, both of unspecified size, are being built for the Islamic Republic of Iran Shipping Lines (Irsil), according to the Tehran Times.

The shipyard is also making a bold move into LNG (liquefied natural gas) carrier newbuilding with ISOICO executive director Hossein Hassanzadeh saying contracts have been negotiated with major LNG producers for an unspecified number of LNG carriers.

These carriers will be based on the Gaz Transport Technigaz (GTT) design. The French GTT company is one of three main global suppliers of LNG containment systems along with Kvaerner-Moss and Ishikawajima-Harima Heavy Industries.

The Iranian shipyard obtained the licence in 2003 and is currently the only licensee in the Middle East.

The ISOICO anticipates nearly US\$1 billion in sales from LNG carriers by the end of 2008.

While Singapore's Keppel Offshore & Marine (Keppel O&M) and Sembcorp Marine do not build LNG carriers, both specialise in repairs of the vessels.

Both companies insulated themselves from the increasing competitive pressure first from the Middle East and more recently from China by specialising in higher end repairs, such as the LNG and LPG carriers. They also targetted what has become over the last year with record high oil prices, a very lucrative offshore conversion and rig building sector.

But as yards in the Middle East and elsewhere upgrade their capabilities, repair niches like LNG carriers will come under increasing pressures.

Rising demand for LNG which has seen a 20 per cent rise in LNG output over the last five years has created a bumper newbuilding industry with an estimated 120 LNG carriers slated to be built over the next five years.

Singapore is currently studying the possibility of building an LNG terminal here for both domestic power use as well as regional trading of the gas.

Keppel O&M, through its subsidiary Keppel Singmarine, recently made its first foray into China by acquiring a shipyard in Nantong, which the the company said would boost its newbuilding capacity to meet the increasing demand for specialised vessels serving the offshore sector, including LNG carriers.

Meanwhile, the Iranian shipyard is currently building two new dry docks that will enable it to handle up to two 300,000 DWT VLCCs (very large crude carriers) or two 140,000 m<sup>3</sup> LNG carriers per year in addition to the existing capacity of up to four 80,000 DWT vessels per year

## Damen Bergum overleeft door Oost-Europa

Damen Shipyards Bergum in het Friese Burgum bestaat dit jaar vijftig jaar. Op het eerste gezicht niets bijzonders, ware het niet dat de laatste jaren de ene na de andere Nederlandse scheepswerf de deuren moest sluiten of mensen moest ontslaan.

De concurrentie uit landen met lage lonen werd vele fataal. Damen heeft juist overleefd door als een van de eerste met Oost-Europeanen in zee te gaan. Vrijdag viert het dochterbedrijf van het wereldwijd opererende Damen Shipyards Group in Gorinchem het jubileum. "Maar vrijdagochtend wordt nog gewoon

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 212

gewerkt en we stoppen om 18.00 uur met het feest, want maandag moet iedereen weer fit op het werk verschijnen", zegt commercieel directeur Erik Schultz streng.

Er moet hard gewerkt worden in de scheepsbouw. Vooral nu, want de orderportefeuille zit voor het eerst sinds jaren weer flink vol. "We hebben de komende twee jaar werk en daar zijn we best trots op." Trots mag Schultz ook zijn want zijn bedrijf overleefde malaise die tot twee jaar terug de scheepsbouw teisterde. De scheepswerven van Bijlsma in Warten en Lemmer gingen failliet, Amels in Makkum werd overgenomen en gaat in afgeslankte vorm verder en scheepswerf De Tille in Kootstertille legde ook het loodje.

Grote vraag is natuurlijk waarom het Friese Damen nog bestaat. "We hebben vijftien tot twintig jaar terug al werk uitbesteed aan Oost-Europa. Veel bedrijven zijn daar pas vijf jaar geleden mee begonnen. Vroeger bouwden wij twee tot vier schepen per jaar. Doordat we ons personeel hebben bijgeschoold en de bouw van het casco naar het oosten hebben verplaatst, hebben we al jaren hetzelfde aantal werknemers. Met die zeventig mensen bouwen we nu zeven à tien schepen per jaar", zo vertelt Schultz.

Door deze ontwikkelingen is het bouwen van een schip enorm veranderd. In de eerste 25 jaar van Damens geschiedenis bestond het merendeel van het personeel uit bankwerkers en lassers. Dat werk is met de uitbestedingen nagenoeg verdwenen. "We hebben ons personeel daarom omgeschoold, want we zijn nu een soort montagebedrijf geworden", stelt de inkoopdirecteur. Hij durft niet te voorspellen of in de toekomst de bouw van schepen volledig naar het oosten zal verdwijnen. "De komende vijf jaar in elk geval niet, maar wat daarna gebeurt, is niet te overzien." In Europa heeft Nederland een vooraanstaande rol in de scheepsbouwsector. Bij de bouw van 90 procent van nieuwe schepen zijn Nederlanders betrokken. De Damen Shipyard Group is in Europa een toptienspeler.

Sinds twee jaar trekt de wereldwijde handel in schepen zeer fors aan, vooral onder invloed van de Chinezen. De vraag naar schepen om de goederen te transporteren is dan ook groot. "Wij maken vooral vrachtschepen die 7000 tot 8000 ton vracht kunnen vervoeren. Dat zijn schepen die vooral in Europa tussen bijvoorbeeld havens varen, dus de kust- en binnenvaart", zegt Schultz. De directeur stelt zelfs dat schepen terrein terugwinnen op vervoer per land. "De schepen zijn de afgelopen jaren erg verbeterd, waardoor de los- en laadtijd veel korter is geworden." Scheepswerven mogen werk uitbesteden aan montagebedrijven, het aantal werknemers in de scheepsbouw is stabiel, zo stelt Ruud Schouten. Hij is directeur van de Vereniging Nederlandse Scheepsbouw Industrie (VNSI) in Zoetermeer. "Er werken in de scheepsbouw en bedrijven die producten aanleveren ongeveer 25.000 mensen." Schouten is enthousiast over de toekomst. "De komende vijftig jaar zal het transport via schepen alleen maar stijgen. En dus zal ook de vraag naar schepen groot blijven. Damen Shipyards in Burgum lijkt dus nog wel vijftig jaar voor de boeg te hebben."

## ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



### TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 212

Fax : (31) 10 - 453 05 24  
E-mail : mail@workships.nl  
Telex : 24390 wosh nl



The 93 mtr long **HAVILA HARMONY** pulls alongside the **SOLITAIRE** to deliver pipes, the **SOLITAIRE** is at present working on the Langeled pipeline for Statoil.

Photo : © Crew Solitaire

## Bourbon builds profit

French bulker and offshore vessel owner Bourbon saw first half net profit reach EUR 72.2m (\$88.71m), from EUR 39.6m in the same period last year.

Revenues rose to EUR 566.3m from EUR 519.7m thanks to increases from bulkers and the offshore division. Offshore operating profit rose to EUR 53.7m, from EUR 37m in 2004, as it took delivery of 12 vessels and the Norwegian market recovered.

Bulkers posted a gain of EUR 28.2m, compared to EUR 19.6m, with ships enjoying high freight rates and volumes.

Looking ahead, it said it wanted to build its presence in the offshore market, where customers were favouring long-term deals at satisfactory rates.

## AP Moeller, 6 other cargo lines to raise ship fuel levy to US

AP Moeller-Maersk A/S, the world's largest container shipper, and six other cargo lines said they will raise fuel levies for shipments to and from the US to recover part of their costs from record fuel prices.

Starting on Oct 16, the shipping lines plan to charge US\$423 for each twenty-foot container to and from the US East Coast and the US Gulf Coast, an increase of 19 per cent, the seven-member Trans-Atlantic Conference Agreement (TACA) said on Monday. It will raise fuel charges by 20 per cent to US\$635 to ports on the US West Coast.

Shipping lines are grappling with higher fuel costs because of record oil prices. Ship fuel, or bunkers, rose to a record US\$303 a metric ton in Rotterdam on Sept 2, more than doubling this year. About 80 per cent of global trade is carried by sea. 'Based upon the latest bunker monitoring, which has seen the price of fuel hit a record high, an adjustment of TACA's levies has been triggered, the group said. The higher levies are expected to last through Nov 15.

Higher costs from fuel prices and port fees in the US are hurting profit at shipping lines such as AP Moeller' Maersk Sealand and Hapag-Lloyd Container Line GmbH, a unit of TUI AG. The price of so-called 380 Centistoke Bunker Fuel at the port of Rotterdam was US\$269 a metric ton on Monday, according to pricing data compiled by Bloomberg.

The group will boost fuel charges for 40-foot containers to US\$846 from US\$708 for East Coast and Gulf Coast ports and to US\$1,270 from US\$1,062 to and from the West Coast.

Atlantic Container Line AB, Nippon Yusen Kaisha Line, Orient Overseas Container Line Ltd, Royal P&O Nedlloyd NV and Mediterranean Shipping Co are also members of TACA.

## Farstad sells again

Norway's Farstad Shipping is selling a platform supply vessel (PSV) to compatriot Sartor Shipping.

The 2,200-gt **Far Spirit** (built 1983) will fetch NOK 50m (\$7.86m) and will give a booked profit of around NOK 35m in the fourth quarter. Delivery will take place in October, reducing the PSV fleet from 24 to 23 ships.

Last month Farstad sold the UT 745 L-type supply ship **Far Swan** (built 2001) to Geo ASA. Sartor has seven other offshore vessels.

## California cruise traffic soars

Cruise traffic through California ports has grown 80 percent in the past two years, according to new figures released by the U.S. Maritime Administration (MARAD). Los Angeles accounted for nearly half of the traffic through California ports, and was up 62 percent in the first half of 2005 from year earlier figures. 89 percent of passengers departing from Los Angeles cruised to Mexico.

Nearly five million passengers sailed on 2,305 North American cruises during the first half of 2005, an increase of 7 percent over the same period in 2004. Reflecting fewer new ship deliveries this year, the growth rate was only half that of the prior year.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 212

Operation of the new U.S.-flag **PRIDE OF ALOHA** contributed to a 41 percent increase in cruise traffic originating in Honolulu, a figure that will increase with the recent introduction of the **PRIDE OF AMERICA**.

Cruise traffic through New Orleans, Galveston and Mobile was up 38 percent from the first half of 2004, although future figures will reflect the impact of Hurricane Katrina.

### Bergesen in talks to lease 2 LNG tankers to Suez

Bergesen Worldwide Gas ASA, the world's biggest gas-shipping company, said it's in talks to lease two liquefied natural gas (LNG) tankers to Suez SA, Europe's fourth-largest power company.

Bergesen, which is set to start trading on the Oslo exchange later this year, is seeking to add new contracts to the two it has already won from Suez, said Jan Haakon Pettersen, Bergesen's chief executive, in Oslo yesterday. 'We are in talks with Suez on doing more ships with them,' he said. 'No firm contract has been signed and we are competing with other shipowners. Still, we believe we have a good position.'

Bergesen has ordered 11 LNG ships since 2000, making it the world's fourth-biggest LNG shipping company.

### CMA CGM Out of Running

French container line CMA CGM has ruled out a counter-bid for Canada's CP Ships.

Hapag-Lloyd parent TUI has offered \$21.50 per share at a total of \$2.3 bn, with backing from the CP board, topping any potential bid from CMA CGM.

The French owner said in a statement: "Given the price level of the (TUI) offer, CMA CGM does not intend to make a counterbid."

CMA has just completed its purchase of Bollore's Delmas and Otal lines. China Shipping Group (CSG) had also been interested in CP

### PSA moves 18.4% more boxes globally

PSA International said yesterday its terminals globally moved 25.84 million standard container boxes in the first eight months of the year, an 18.4 per cent increase over the same period last year.

Its Singapore terminals alone handled 14.8 million TEUs, compared to 13.54 million TEUs in the Jan-Aug 2004 period, a 9.3 per cent rise.

But for PSA's terminals outside Singapore, the improvement in box handled was much stronger.

The 11.06 million boxes moved amounted to a 33.3 per cent rise over the previous period, thanks to volumes recorded from its new port assets in Hong Kong.

Earlier this year, PSA invested a total of about US\$1 billion in acquiring stakes in Hong Kong terminals eyeing the booming China economy.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 212

PSA has investments in 18 port projects in 11 countries from Belgium to China.

### MOVEMENTS

**THIS SECTION IS BROUGHT TO YOU BY :**

**MULTRASHIP** Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

**Internet**

[commercial@multraship.com](mailto:commercial@multraship.com)

<http://www.multraship.com>



The **P&O NEDLLOYD YARRA VALLEY** seen here outward bound from Rotterdam

Photo : Jaap van de Meeberg ©



The **PACIFIC PRINCESS** visited the port of Cape Town

Photo : Ian Shiffman ©

**DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 212**



The **MELITA II** is one of the Maltese lifeboats based in Valetta  
Photo : Cindy de Kruijf ©



The MV **BUTE**. New this year for Scottish ferry operator **CALEDONIAN MACBRAYNE** she was built in Poland and serves the Isle of Bute from which she takes her name.  
Photo : Tommy Bryceland, SCOTLAND ©





The **TRACER** of BIGLIFT arrived on the Tyne  
Photo : Kevin Blair ©

## MARINE WEATHER

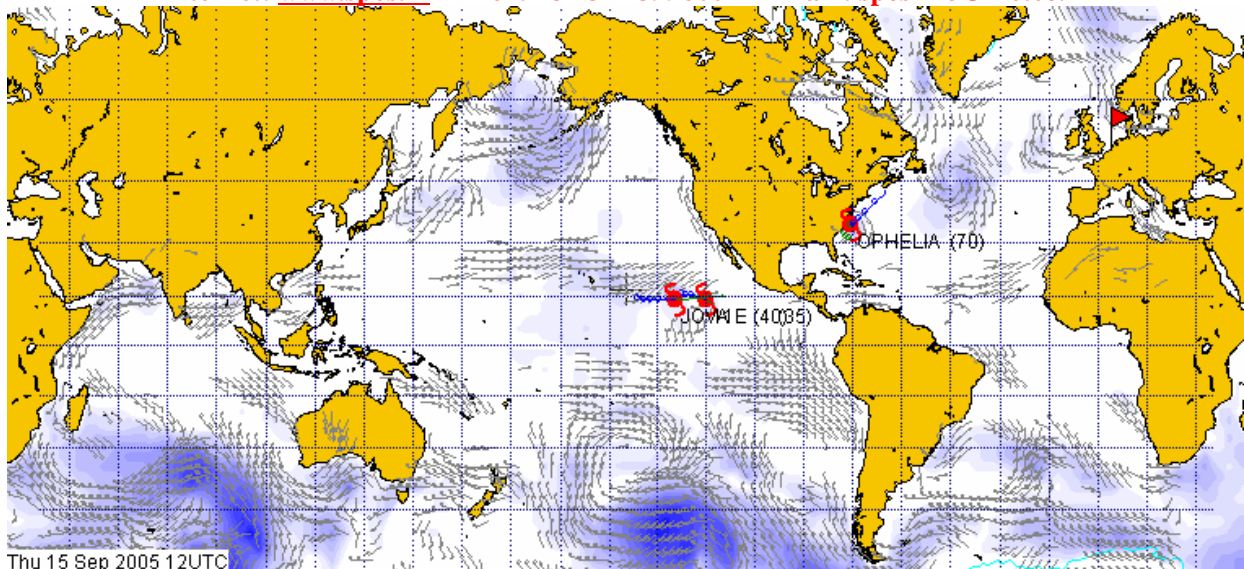
THIS SECTION IS BROUGHT TO YOU BY :



Internet: [www.spos.nl](http://www.spos.nl)

Tel : +31 317 399800

E-mail : [sposinfo@meteo.nl](mailto:sposinfo@meteo.nl)



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



The **DEVIN CANDIES** seen here operating in the US Gulf  
Photo : Henk Doornhein ©

## SMITWIJS TOWAGE B.V.





## **DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 212**

Westplein 5b  
3016 BM Rotterdam  
The Netherlands  
Telephone: +31 10 412 6969  
Telefax: +31 10 436 9587  
E-mail: [SmitWijs@SmitWijs.com](mailto:SmitWijs@SmitWijs.com)

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