

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 146



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**The NORRONA seen arriving in Torshavn, the ferry sails between Hantsholm –  
Torshavn – Bergen - Lerwick and Seydisfjordur.**

**Photo : Jaap Striegel ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **STEVNS ICECAP** arrived with the **H-404** in Flushing-Sloe harbour  
Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com)

## Japanese ship spills oil in Indian Ocean



Some 4,500 tonnes of crude oil are believed to have spilled from a Japanese tanker in the Indian Ocean following a collision with a cargo vessel, the tanker's owner said

The **Bright Artemis** with 23 people on board leaked the oil on Monday some 290 kilometers (180 miles) west of India's Great Nicobar island, a spokesman for Mitsui O.S.K. line said in Tokyo. The collision occurred when the **Bright Artemis**, sailing to Japan carrying 250,000 tonnes of crude oil from Saudi Arabia and Oman, was trying to rescue the crew of the Singaporean vessel **Amar**, which was on fire, he said.

"The **Bright Artemis** approached the vessel to try to save people on the vessel, but accidentally the two collided," the spokesman said. "It is difficult to calculate at this moment, but the oil leak may have hit some 4,500 tonnes," the spokesman said, adding that no one was injured in the accident.

After informing Singaporean and Indian authorities of the accident, the tanker resumed sailing to Japan as there was no fear of sinking or further oil leakage, the spokesman said.

Japan, the world's second largest economy, is heavily dependent on oil imports from the Middle East.

## 'Grondige studie naar veerboten'

Door : Maurits Sep

Deskundigen moeten nu maar eens grondig uitzoeken waarom de veerboten tussen Vlissingen en Breskens steeds kapot gaan. Zowel de eigenaar (de provincie Zeeland) als de gebruiker (BBA) is de problemen beu.

De provincie gaat experts raadplegen om te achterhalen wat er mis is met de schepen **Prins Willem-Alexander** en **Prinses Máxima**, kondigt gedeputeerde voor openbaar vervoer M. le Roy (PvdA) aan. „We willen nu echt een diepte-onderzoek naar beide schepen door verschillende deskundigen. Dat moet aantonen of het vertrouwen dat we in de schepen hebben, gerechtvaardigd is.“



Want vertrouwen heeft de provincie nog steeds in de schepen, benadrukt Le Roy. „Het zijn de paradepaardjes van de provincie. We willen er ook niet van af. Maar ik ben wel enorm teleurgesteld dat ze regelmatig uitvallen.“

Foto : Willem Kruit ©

De **Prinses Máxima** is van begin juli tot vorige week uit de vaart geweest. Twee dagen nadat het schip weer

beschikbaar was, begaf de **Willem-Alexander** het. Dat schip kampt met een kapotte elektromotor, die de schroefas aandrijft. BBA ging ervan uit dat de veerboot slechts enkele dagen onbruikbaar zou zijn. Gisteren bleek dat het schip zeker zes tot acht weken niet gebruikt kan worden. Het komt begin oktober pas weer in de vaart.

BBA verklaarde dit weekeinde dat de regelmatige mankementen aan de schepen niet te wijten zijn aan slecht onderhoud of verkeerd gebruik.

Waardoor de problemen dan wel ontstaan, durft BBA-woordvoerder J. van den Broek niet te zeggen. „Deze schepen waren in 2004 de eerste schepen van dit type met een voortstuwing door een dieselelektromotor. Maar of daar dan ook de oorzaak ligt, weet ik niet. Ik ben geen technaut.“

Daarom moeten deskundigen dat uitzoeken, vindt gedeputeerde Le Roy. Meer dan de gedeputeerde begint Van den Broek zijn vertrouwen in de schepen te verliezen. „Ze zijn tot op heden niet betrouwbaar gebleken. We inventariseren nu de plussen en minnen en het zijn vooral minnen. In 2004 waren er diverse problemen, onder meer met de koppeling van de hoofdmotor met de generator. Vorig jaar is het goed gegaan, maar dit jaar is het weer helemaal mis. En dat juist in de zomermaanden.“

## Hapag-Lloyd fined \$11m

German container line Hapag-Lloyd has been slapped with a \$11.2m fine following a 2004 accident in which one of its containers landed on a car pinning a passenger inside. A New Jersey jury awarded Paul Dolan a total of \$9.2m and his wife Kathy \$2m in compensation for injuries sustained after the tractor-trailer carrying the container swerved and lost its load.

Hapag-Lloyd, which was the only defendant in the case that chose not to settle with the plaintiffs, described the verdict as "profoundly disappointing". The court had already determined the accident was caused by the driver of the truck after he failed to properly lock the container to the truck chassis.

Hapag-Lloyd will appeal the judgment. Dolan has not been able to work since the accident which crushed his hips, legs and foot. Though the truck driver's attorney claims the locks that held the container to the chassis were not secured at the shipping terminal, Hapag-Lloyd was penalized regardless due to strict liability laws in New York.

The container was loaded onto the truck at the Staten Island shipping terminal. Applying New York law the judge ruled the container line was responsible for the truck driver's actions. Hapag-Lloyd is already facing a difficult year, with rising costs and falling freight rates already eating into profits.

Shipping unit head Michael Behrendt declared recently he expected freight volumes to grow by less than the market average of 8% this year. It follows the cancellation of contracts by some customers who were clients of both CP Ships and Hapag-Lloyd. Customers indicated they wanted to spread their business in the wake of the merger of the two lines.

## Rotterdam blijft voorlopig in Gdansk

Het voormalig vlaggenschip van de Holland-Amerika Lijn **de Rotterdam** blijft voorlopig in de haven van het Poolse Gdansk. Het schip zou maandag worden versleept naar de Russische havenstad Kaliningrad, maar vanwege slechte weersomstandigheden moest het schip in Polen blijven. **De Rotterdam** ligt sinds februari in de Poolse haven voor een renovatie. Het is nog niet duidelijk wanneer het schip kan worden verplaatst.

De gouverneur van de Poolse provincie Pommeren, waarin Gdansk ligt, liet vorige maand weten dat hij het schip niet langer in de haven wil hebben omdat er asbest aan boord is. De Poolse centrale regering was het daar niet mee eens, omdat het opknappen van het schip een jaar werk betekent voor vijfhonderd mensen en 25 miljoen euro op zou leveren.

De problemen met de Poolse haven deden de Nederlandse reder besluiten het schip naar Kaliningrad te verslepen. Daar worden de zakken met asbestafval overgeladen op een schip dat het afval naar Nederland zal vervoeren. Ook wordt in Rusland de buitenkant van het schip gerenoveerd. In de herfst keert de Rotterdam, zonder asbest, terug naar Gdansk. Daar wordt de binnenkant van het schip gerenoveerd en klaargemaakt voor de nieuwe bestemming van

hotel en conferentiecentrum. Volgend jaar moet het schip terugkeren in Rotterdam, waar het een permanente ligplaats krijgt.

## 'Blue Lady' gets ready for shipbreaking.

Norwegian cruiseliner the **'Blue Lady'** on Tuesday beached for dismantling at the Alang shipbreaking yard in Bhavnagar after recently getting the go-ahead from the Supreme Court. The beaching was permitted after the cruiseliner, also known as the **SS Norway**, underwent a thorough inspection by a team of experts appointed by the apex court last week after environmentalists said that it contained tonnes of harmful asbestos.

Confirming that the cruiseliner had beached at Alang, the port officer Anil Rathore said, "The **Blue Lady** has beached today in plot No V1 after completing all formalities required. It should be ready for dismantling in a month's time."

**Blue lady**, that stands 315 meters tall and is almost 11 storeyed, got a green signal to beach on July 15 after the Supreme Court-appointed committee inspected it for five days and submitted a report to it. The team comprised 15 members of the Gujarat Pollution Control Board (GPCB), National Institute of Occupational Health (NIOH) and Gujarat Maritime Board (GMB).

On entering Indian seas on July 10 it was docked at Pipavav port in Kutch district till clearance from the experts committee. The cruiseliner made its way into Alang after it was turned away from the Bangladesh Shipbreaking yard following protest by environmentalists who complained that it contained toxic asbestos that could harm the numerous workers involved in ship breaking.



De **TK BREMEN** kreeg vanmorgen machineproblemen tijdens het rondgaan voor de Westhaven van Terneuzen. Ze is dan ook heel even ten anker gekomen voor de zekerheid. De **HOLLAND** was snel ter plaatse maar hoefde niet meer in actie te komen. De **TK BREMEN** is later in de put van Terneuzen rond gegaan en terug in afvaart naar zee vertrokken.

Foto : [www.tugspotters.com](http://www.tugspotters.com)

## Shell under pressure on Sakhalin-2

Russia's federal ministry of natural resources, which doubles as the government's watchdog for environmental protection, has issued a legal challenge to the Sakhalin Energy Investment Company and Royal Dutch Shell, operator of the Sakhalin-2 oil and gas fields due to start exporting oil and LNG in two years' time. Environmentalists at Sakhalin, who have been fighting in court against the project for several years, told Fairplay they endorse the move, in which the federal government says it will seek a court ruling that the original feasibility study is flawed, raising the risk that seismic, mudslide and other earth movements along the pipeline route could cause pipeline breaches and spills. Other government inquiries in Moscow accuse Shell of huge cost overruns in the \$20Bn project that will postpone the government's tax take from oil and gas sale revenues for years after shipments commence in 2008. However, some observers believe the move is an attempt to put pressure on Shell to sell a sizeable share of its stake in the project to Gazprom, the state gas producer and exporter.

## UK DETAINS 7 IN JULY

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THE UK's Maritime & Coastguard Agency (MCA) detained six foreign ships in July 2006 after failing Port State Control safety inspections. The MCA says that two of the detained were registered with flag states listed on the Paris MOU black list, two were registered with states on the grey list and two were registered with a state on the white list. All six were general cargo vessels. Among the vessels detained in the UK in July a 1,511 GT vessel detained at Goole with a holed forecastle bulkhead, numerous SOLAS related efficiencies and an oily engine room posing a major fire risk.

The MCA says four different vessels were detained for failure of their Safety Management Systems (SMS), an ISM major non-conformity. On two of these vessels both the maintenance of the ship and its equipment and also its emergency preparedness failed to comply with SMS.

## Geen ontslagen bij Dockwise

Het dreigend ontslag van Nederlandse zeevarenden bij rederij Dockwise is van de baan, zo meldt de vakbond FWZ in het jongste nummer van haar Maritiem Magazine. Alle Nederlanders op de vloot kunnen in dienst blijven. De situatie is zelfs zo verbeterd dat straks uitbreiding van de werkgelegenheid voor Nederlanders niet is uitgesloten. Aldus de FWZ, die twee jaar lang in onderhandeling is geweest met de rederij.

## CASUALTY REPORTING

### Vessel sinks off Japan

A collision between a Japanese general cargo ship and an Indonesian multi-purpose vessel on Saturday has sunk one of the vessels and left an oil slick off the coast of Japan. The incident happened in dense fog about 20 km off Cape Irozaki, Shizuoka Prefecture, in the early hours of Saturday morning, according to Japanese newspaper The Daily Yomiuri.

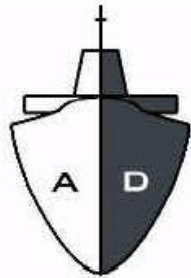
The Japan-flagged **Shinfutaka** (built 1989) sank shortly after colliding with the Panama-flagged **Dewi Parwati** (built 2001). All five crew members of the general cargo ship, which had a cargo of sand, were rescued by the Dewi Parwati, with only one slight injury reported amongst the Shinfutaka's crew.

The collision left a hole in the bow of the panama-flagged multi-purpose vessel which led to local coast guard officials ordering it to anchor off Shinoda Port. According to The Daily Yomiuri an oil spillage measuring 100 metres by 250 metres has developed as a result of the collision. The **Shinfutaba** was owned by Futaba Kisen of Hiroshima. The **Dewi Parwati** is owned by Arpeni Pratama Ocean Line of Jakarta and is classed by Bureau Veritas.

## NAVY NEWS

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## Japan to donate 3 patrol boats for Malacca Strait security

Japan will donate three patrol boats to support security measures by three littoral countries of the Malacca Strait, an Indonesian senior official said Wednesday.

Coordinating Minister for Political, Legal and Security Affairs Widodo Adi Sucipto told reporters after meeting visiting Japanese Defense Agency Chief Fukushima Nukaga that Japan promised to deliver three high-speed patrol boats to help Indonesia, Malaysia and Singapore safeguard one of the world's busiest sea lines.

The boats are expected to arrive this year, he added, Japan's commitment to help safeguard the strait had been earlier stated by Japanese Prime Minister Junichiro Koizumi at a meeting with Indonesian President Susilo Bambang Yudhoyono in Tokyo last year.

According to data, 600 vessels and 11 million barrels of oil pass through the Malacca Strait each day. The strait is very prone to piracy and several governments have expressed concerns about possible major terrorist attacks targeting commercial ships along the strait.

The coordinated patrol operations in the Malacca Strait were first carried out by three littoral states within the framework of Malsindo launched in July 2004.

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## Sen. Lott to Speak at Christening of Makin Island



In what will be the first major event at Northrop Grumman's Pascagoula, Miss. shipyard since Hurricane Katrina, Sen. Trent Lott, Miss. (R-Miss.) will deliver the principal address at the Saturday August 19, 2006 christening of **Makin Island (LHD 8)**. A multipurpose amphibious assault ship uniquely designed to support assaults from the sea against defended positions ashore, the ship is 844 feet long, will displace 40,500 tons fully loaded and will travel at speeds up to 20+ knots. It will carry a crew of approximately 1,000 sailors and 1,900 Marines.

Silke B. Hagee, wife of USMC Gen. Michael Hagee, commandant of the U.S. Marine Corps, is the ship's sponsor and will smash a bottle of champagne across its bow at the ceremony to signify LHD 8's official name as Makin Island. The name Makin Island honors the daring raid carried out by Marine Corps Companies A and B, Second Raider Battalion, on the Japanese-held island on Aug. 17-18, 1942. Marine Corps Lt. Col. Evans Carlson, the raid's leader, was awarded the Navy Cross for his actions, while Marine Corps Sgt. Clyde Thomason was awarded the Congressional Medal of Honor, the first enlisted Marine to be so honored during World War II. Original members of the Raider Battalion will attend the ceremony. **Makin Island (LHD 8)** is the eighth and final ship in the USS Wasp (LHD 1) Class, but is the first of the class to be built with gas turbine engines and electric drive, a first for large deck amphibious assault ships. Over the life of the ship, this design will provide significant savings in manpower and maintenance costs associated with traditional steam-powered amphibious ships.

Construction is taking place at Northrop Grumman's Pascagoula shipyard with fabrication and additional support from three other company facilities: New Orleans, Gulfport, Miss. and Tallulah, La. LHD 8 will be a multi-purpose amphibious assault ship designed to transport and land a Marine Expeditionary Unit, a force of almost 2,000 Marines, ashore by helicopter, landing craft and amphibious assault vehicle. LHD 8 will also have secondary missions of sea control and power projection using helicopter and fixed-wing vertical short take-off and landing aircraft; command and control; and mission support, including a hospital with six operating rooms.

## Hyundai Heavy Industries Says Profit Up

Hyundai Heavy Industries Co. last week posted a more-than-fivefold increase in second-quarter net profit amid higher ship prices and lower steel costs. Hyundai Heavy reported net profit of \$200m in the three months ended June 30. Hyundai Heavy received \$5.01 billion worth of new shipbuilding and offshore structure orders in the January-June period. Its backlog orders totalled 236 vessels valued at \$19.8 billion at the end of June, which will occupy its dockyards for next three years, the Houston Chronicle reported

## Samho delivers mega boxship

Hyundai Samho HAS delivered a 9,400TEU container ship to CMA CGM. She is named as **CMA CGM Norma**. Ship particulars are 349m in length, 42.8m in breadth and 22.8m in depth and a speed of 24 knots.

## Three launches at Cochin

Cochin Shipyard Limited (CLS) launched three vessels last week at a brief function held at the Shipyard. The vessels were a bulk carrier for Clipper group of Bahamas, a fire-fighting tug for ATCO Saudi Arabia and a platform vessel for Deep Sea Supplies of Norway. The vessel for the Clipper group was named '**Clipper Trust**'



During last year, the shipyard also delivered three fire-fighting tugs and launched a bulk carrier along with a platform supply vessel. The present order book for CLS comprises a 30,000 DWT bulk carrier, 12 platform supply vessels and the aircraft carrier for the Indian Navy.

## **Bharati to build oil rigs**

The private Indian shipyard Bharati Shipyard has firmed up plans to foray into oil rig construction. The company, which operates three yards, has tied up with a major US-based oil manufacturing company for the project. The development comes with domestic majors crowding the Indian offshore space scouting for brand new oil rigs, which cost around \$190 million apiece. Bharati has taken steps in direction of rig construction and the project is likely to take off within three months.

According to industry analysts, Bharati Shipyard would be the only domestic shipyard to have expertise to construct oil rigs. Keppel FELS of Singapore is the leading shipyard in the world building jack-up rigs and controls about 70% of the world's new buildings order book. The oil rig building facility will be developed in Bharati Shipyard's new site in Mangalore yard and the company has earmarked \$107 million for developing Mangalore unit and other existing three yards. Meanwhile, companies including Great Eastern Shipping, Mercator Lines, Varun Shipping, Jindal Drilling, Aban Lloyd and others are scouting for oil rigs.

## **New shipyard planned for Azerbaijan**

Korean representatives will arrive in Baku to hold talks on the creation of a new shipbuilding and ship-repair facilities in Azerbaijan. It is expected that talks on this project will also be held with representatives from Turkey, Italy and other countries.

At present, the Azerbaijan State Caspian Shipping Company (SCSC) is examining a possible place for the enterprise and, after selecting three locations, will submit their proposals for governmental approval. According to the preliminary assessments, this enterprise may be located in Garadagh, Zikh or one other place. No less than 20 ha of land is required for the creation of the yard.

The yard will be capable of constructing all types of vessels that are needed in Azerbaijan which includes dry cargo, tankers, yachts and passenger ships.

## **150,000 dwt Batam dry dock operational**

Singapore's ASL Marine Holdings Ltd. says that a 150,000 dwt capacity graving dock at its Batam, Indonesia, shipyard has been completed and is operational.

The dry dock measures 260 m x 60 m x 11 m in size and can accommodating larger vessels up to Capesize, Aframax tankers, container ships and bulk carriers.

Mr Ang Kok Tian, Executive Chairman and Managing Director of ASL Marine said, "The completion of the 150,000dwt graving drydock has strengthened the ship repair capabilities of ASL Marine. With enhanced dock facilities, the Group will be able to undertake larger ship repair jobs such as tankers, bulk carriers, containerships, specialized work vessels, Floating Storage and Offloading (FSO) vessels and oil rigs."

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## US LINES LAUNCHES AUSTRALASIA SERVICE

US Lines has started its ANZL Service to Australia and New Zealand. The **Falcon 1**, Voyage 603, sailed from Los Angeles to Tauranga, Melbourne, Sydney, and Brisbane. "We very much appreciate the support of those shippers who were on board this maiden voyage. Our entire organization in the USA, Australia and New Zealand is focused on earning customer loyalty through the continual delivery of proactive and accessible customer service, schedule integrity, timely and accurate documentation, and the availability of cargo-worthy equipment. It's that basic", said Ed Aldridge, USL's President and CEO.

USL is a wholly owned subsidiary of U.S. Lines Holdings Limited. With North American operations centred in Santa Ana, California, USL provides liner and logistics services in Australia, New Zealand, Asia, and North

## RR supplies USN with gas turbines

Rolls-Royce has won another significant order for the largest naval gas turbines in the world to power a next generation US Navy warship.

Two Rolls-Royce MT30 gas turbines will power the second Lockheed Martin-designed Littoral Combat Ship (LCS). Another set of the same turbines has already been ordered and installed in Lockheed Martin's first LCS, **Freedom (LCS 1)**. The latest contract continues the MT30's success in the United States. It was also chosen to power the Northrop Grumman DD(X) destroyer Integrated Power System Engineering Development Model at a U.S. Navy research site in Philadelphia.

The gas turbines for the second Lockheed Martin-designed LCS will be delivered to the Bollinger shipyard in Lockport, Louisiana, in early 2007. Rolls-Royce is also supplying four Kamewa water jets to the ship to maximize performance and maneuverability. These same water jets have also been supplied to **Freedom**. The company is also providing bearings and shafting to both ships.

## Antwerpen verwelkomt steeds meer cruiseschepen

Antwerpen ontving zondag het driehonderdste cruiseschip van 2006: de **EasyCruiseTwo**. Die was op zijn eerste wekelijkse trip van Nederland naar België, varende onder het motto 'goedkoop kan ook'.

De haven van Antwerpen wordt steeds meer een cruisehaven. Dit jaar meren er liefst 424 cruiseschepen aan, goed voor 50.000 toeristen. Ter vergelijking: in 2005 arriveerden er 326 boten, met aan boord in totaal 30.454 passagiers.

Het driehonderdste schip van 2006 was een buitenbeentje. De **EasyCruiseTwo** is niet alleen bezig aan zijn maidentrip tussen Amsterdam, Rotterdam, Antwerpen en Brussel, hij houdt er ook een afwijkend vaarschema op na. De meeste cruiseschepen varen 's nachts en zetten de passagiers overdag aan wal. De **EasyCruiseTwo** vertrekt 's ochtends, zodat de opvarenden nog van het nachtleven in de aanlegplaats kunnen genieten. Ook aan boord wordt er stevig doorgevuld.

"De eerste nacht was er al een groot feest, en de bar sluit hier pas als ze leeg is. Heel leuk, goed eten, heel goedkoop, en veel jonge mensen," vertelt de Brit David Wishart (59). Hij deelt zijn nationaliteit met de helft van de passagiers. De stad Antwerpen ziet de **EasyCruiseTwo** alvast graag komen. "Een groot pluspunt voor ons is dat de toeristen in de stad gaan eten, in plaats van op het schip zelf," vertelt Frank Deijnckens, verantwoordelijke Marketing en Communicatie van de stad. "We delen ook folders uit, zo leert de passagiers onze stad ook kennen."

## **Rowan awards major transportation contract to Fairmount**

Rowan and Louis Dreyfus Fairmount BV (managed by Fairmount Marine) have signed a contract for the transportation of the Rowan jack-ups **Gilbert Rowe** and **Rowan Paris** from the Gulf of Mexico to the Middle East.



The **GAVEA LIFTER** loaded with the **SEDCO 709** seen in Cape Town

**Photo : Piet Sinke ©**

The super barge **Gavea Lifter**, the world's largest semi-submersible transportation barge, will be mobilized to the Gulf of Mexico immediately after completion of the current **SEDCO 709** dry docking operation in.

Fairmount said only **Gavea Lifter** is able to transport both rigs at one time, thus saving considerable costs and time.

## **HHI wins biggest engine order from China**

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Hyundai Heavy Industries (HHI) contracted with Shanghai Shipyard & Chengxi Shipyard for the supply of nine sets of marine propulsion engines (MAN B&W 7K90MC-C) and 68 diesel generating sets (HiMSEN 7H21/32), which will be installed onto 3,500TEU container ships for German shipowners.

The contract is valued at \$110 million and, in terms of order price, is the largest engine order received by HHI as a single project since the first production of engines in 1979. An official of HHI's Engine & Machinery Division said, "This is one of our success stories, achieved through our solid relationship with Chinese shipyards and shipowners' confidence in quality and performance of HHI-built marine engines."

The engines will be delivered from April 2007 to July 2009. Including this order, HHI's Engine & Machinery Division have so far supplied the Chinese yard with 22 sets of main propulsion engines and 128 diesel generating engines.

## APM wins Adsteam takeover approval

AP Møller-Mærsk subsidiary SvitzerWijmuller says it has been given approval to take over Adsteam Marine by Australia's Foreign Investment Review Board. Competition-related approval had earlier been received from the Australian Competition and Consumer Commission on 18 July. SvitzerWijmuller's bid for towage operator Adsteam Marine, launched at the end of June, is valued at A\$693M (\$529M). The Adsteam board has recommended the bid to its shareholders. It is understood that the Danish company's offer runs for about ten weeks, and would include the purchaser taking on Adsteam's current debt of about A\$300M. SvitzerWijmuller said in its statement of 3 July that it would also need tacit approval from the UK's Office of Fair Trading before the end of the offer period.

## Star Cruises announces fleet deployment plans

Star Cruises has announced its fleet deployment plans and itinerary highlights for 2007-2008. The Asian fleet will continue to offer a combination of new, regular and special itineraries catering to changing market needs and consumer preferences.



"The selection of ports of call and special itineraries are a reflection of our understanding of market needs and the ability to respond to those needs", said Mr.. Chong Chee Tut, Star Cruises' Chief Operating Officer, "This has allowed us to continually refine our onboard services and operations and thereby raising satisfaction levels of our cruise passengers".

### **SUPERSTAR VIRGO**

For the 2007-2008 cruise calendar, her regular itineraries of 2, 3 and 5 nights will call at sought-after destinations in Southeast Asia such as Penang, Langkawi, Kuala Lumpur and Redang Island in Malaysia and Phuket Island, Thailand from her home-port in Singapore.

For her Wednesday sailings from Singapore, there will be 10 sailings that will call at the beautiful tropical island of Redang, Malaysia in the South China Sea. Introduced in 2006, Redang Island has proven to be a popular destination as cruises out of Singapore provide a relaxed and entertaining manner to get there.

Following strong response to her special 5 night itineraries in 2006, there will be another 4 sailings from June till September cruising the South China Sea calling at Bangkok, Ko Samui and Hua Hin in Thailand; Ho Chi Minh City,

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Vietnam and Redang Island, Malaysia. In October 2007, there will be one special 5 night cruise to Kuala Lumpur, Phuket Island and Langkawi Island.

### **SUPERSTAR GEMINI**

From January 2007 till April 2008, the intimate and charming **SuperStar Gemini** will sail on regular and special destination-intensive cruises from Singapore to a host of exotic islands and destinations in Thailand, Malaysia, Vietnam and Hong Kong.

Between October 2006 and April 2007, she will call at Phuket and Krabi in Thailand and Kuala Lumpur, Penang and Langkawi in Malaysia. Special South China Sea cruises will be offered from May to September 2007 calling at Kuching and Kota Kinabalu in East Malaysia; Ho Chi Minh City, Danang, Halong Bay and Nha Trang in Vietnam; Ko Samui, Bangkok as well as Hong Kong. Also included is the new island destination of Tioman on the east coast of Peninsula Malaysia.

Variouly named "Hong Kong Bound", "Singapore Bound" and "Asian Odyssey", her longer and destination-intensive cruises ranging from the 7 night to the longer 10, 11 and 21 night itineraries have proven to be popular with seasoned cruisers and the western markets. There are three 21 night "Asian Odyssey" cruises for the new season compared to two in 2006.

The "Ultimate Adventurer I and II", is a 14 night cruise that covers the highlights on both the famed Straits of Malacca and the South China Sea on the west and east coasts of Peninsula Malaysia respectively. Ports of call include Krabi, Phuket and Ko Samui in Thailand; Penang, Kuala Lumpur, Langkawi and Tioman Island in Malaysia and Ho Chi Minh City in Vietnam.

### **SUPERSTAR LIBRA**

From her home-port of Valletta, Malta she offers cruise itineraries of 7, 11, and 13 nights to destinations in Italy, Greece, Croatia, Egypt and Turkey. Embarkation for selected departures are available at Venice, Rome (Civitavecchia) and Istanbul in Turkey.

In the summer of 2007, **SuperStar Libra** will be deployed again to the Eastern Mediterranean adding the new destination of Mykonos in Greece in addition to Rome, Florence (La Spezia), Venice, Naples, Messina and Olbia in Italy; Athens (Piraeus), Santorini, Corfu, Rhodes and Iraklion in Greece; Dubrovnik in Croatia; Istanbul and Izmir in Turkey and Alexandria in Egypt. She will offer 7, 8, 11 and 15 night cruises with embarkation for selected departures at Athens, Istanbul, Venice and Rome.

Following a well-received inaugural season in India in 2005-2006, SuperStar Libra will return to Mumbai in October 2006 for a second season offering more destination itineraries to exotic Goa and Lakshadweep. The new season in India will see SuperStar Libra introduce 1 night cruises from Goa in addition to those from Mumbai as well as the 2 and 3 night destination cruises to Goa and Lakshadweep from Mumbai.

"A second season in India and the Eastern Mediterranean reaffirms our commitment and conviction of the potential of our product there where we have made significant inroads in our operations and growing the awareness of our product", added Mr. Chong.

### **STAR PISCES**

**Star Pisces** is currently the largest cruise ship home-ported in Hong Kong offering daily overnight cruises and destination cruises on selected departure dates. Star Pisces offers a range of fantastic dining, recreation and entertainment options combined with a unique sailing experience allowing first-time cruisers to experience the Star Cruises product as well as provide overnight stays in Hong Kong. Cruises depart from Hong Kong's Ocean Terminal at night set against the magnificent skyline of Hong Kong. **Star Pisces** will be joined by the **SuperStar Aquarius** in spring 2007 which will offer more choices for destination cruises.

## Morocco to privatise Comanav

Comanav, the Moroccan ferry, container and ro-ro vessel operator still majority owned by the state, is to be privatised by the end of the year, chief executive Toufik Ibrahimi said on Friday. The state currently holds 52% of the company, with the balance owned by the Caisse de Dépôt et de Gestion and Banque Marocaine du Commerce Extérieur. An international tender to pick up the state's shareholding will be issued in September, with offers to be received by December at the latest. The choice of the candidate will be made soon afterwards, a Comanav source said. The



privatisation has been on the agenda for some time, and has been brought forward because of an improved financial position.

Left : The **AL MANSOUR** seen arriving in Algeciras  
**Photo : Piet Sinke ©**

"The company still has a debt of Dirham 1Bn [\$115M], a

normal level in the industry. However, in order to strengthen its finances, Comanav would need to see investors injecting ideally Dirham 4-5Bn," Ibrahimi commented. Comanav currently operates a mixed fleet of 12 ferries, container vessels and ro-ros, both owned and chartered.

## **DFDS acquires AP Moeller-Maersk's Norfolk Line Containers ops**

DFDS AS said it agreed to acquire Norfolk Holdings BV's subsidiary, Norfolk Line Containers BV, which operates six chartered container ships serving two routes between the Dutch town of Rotterdam and ports in Ireland.



The **MAERSK ANGLIA** – Photo : Piet Sinke ©

Norfolk Holdings is part of the AP MoellerMaersk AS group. The parties agreed not to disclose the purchase sum. DFDS said the completion of the transaction is dependant on approval by the relevant authorities, reports AFX.

## **Reddingsboeien langs de haven van Maassluis**

Het college van B en W heeft besloten om langs de Binnenhaven, de Buitenhaven, de Noordgeer en het Hellinggat in totaal 18 stuks reddingsboeien te plaatsen.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 146

Met de renovatie van het gedeelte Govert van Wijnkade is ook de veiligheid rondom de kade bezien. De kaden zijn niet voorzien van een hek. Daardoor is het niet ondenkbaar dat iemand in het water kan vallen. De kaden zijn zo hoog dat een drenkeling hier niet zelfstandig tegenop kan komen. Daarom zijn in de nieuwe kade, zoals dat ook in de oude kaden in het algemeen het geval is, ladders opgenomen. De afstand tussen de ladders is circa 60 meter zodat maximaal 30 meter overbrugd moet worden. Dit lijkt niet veel, maar de omstandigheden waaronder dit moet gebeuren zijn verre van rooskleurig. Men is er niet op berekend dat men te water raakt, men kan bij laag water een behoorlijke val maken, met is gekleed, en het water kan erg koud zijn.

Het beschikbaar zijn van reddingsboeien kan in een dergelijke situatie net het verschil uitmaken. Met andere woorden het redden van drenkelingen kan hiermee worden verbeterd. Natuurlijk kunnen er ook bezwaren tegen het aanbrengen van reddingsboeien worden genoemd. Denk aan vandalisme of diefstal. Maar het college is van mening dat deze argumenten niet opwegen ten de veiligheid rondom de haven.

De boeien worden pas geplaatst als hiervoor een vergunning is verleend.

## Record ferry demand from UK

Ferry operators running between the UK, the Continent and Ireland have reported a strong increase in demand since last Thursday's security alert at UK airports. SeaFrance, which runs between Calais and Dover, carried more passengers and cars last week than ever before in the company's 10-year history. More than 26,000 cars were carried on the five SeaFrance ships in the week beginning 7 August; at the weekend cars and passengers carried were up 13% and 17% over the same weekend last year. SeaFrance sales director Bill Laidlaw has reported "unprecedented numbers just turning up at the port to buy a ticket". The Department for Transport Security and Contingencies Directorate (Transec) has confirmed that maritime security levels remain unchanged, and the Passenger Shipping Association advised that ferry companies are continuing to operate as normal. Speaking to Fairplay, PSA director Bill Gibbons suggested the weekend's events marked "a potential turning point for the ferry industry", with restrictions on carry-on luggage at airports unlikely to be completely lifted. About 18 ferry and 15 cruise companies offer departures from UK ports.

## Caspian Shipping To Sell Two Dry Cargo Ships

Under the fleet renovation program the Caspian Shipping Company plans to sell 2 dry cargo ships ("**Akstafa**" and "**Saatly**" timber carriers), reports Trend. The ships were deployed within the 40 years. At present the company's fleet consists of 86 ships including 41 tankers, 35 - dry cargo ships, 10 additional vessels.

## MOVEMENTS

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The **GREEN CHILE** seen enroute Rotterdam  
Photo : Henk van der Heijden ©



The **NORMAND MARINER** made a short visit to Rotterdam  
Photo : Jan Oosterboer ©





The **MULTRATUG 7** seen with the dredger **VESALIUS**  
Photo : [www.tugspotters.com](http://www.tugspotters.com)

## OLDIE – FROM THE SHOEBOX **Empress of Japan**

The **Empress of Japan** was a beautifully-designed steam liner that travelled at record-breaking speeds for 22 years and saw 37 years' service in total.

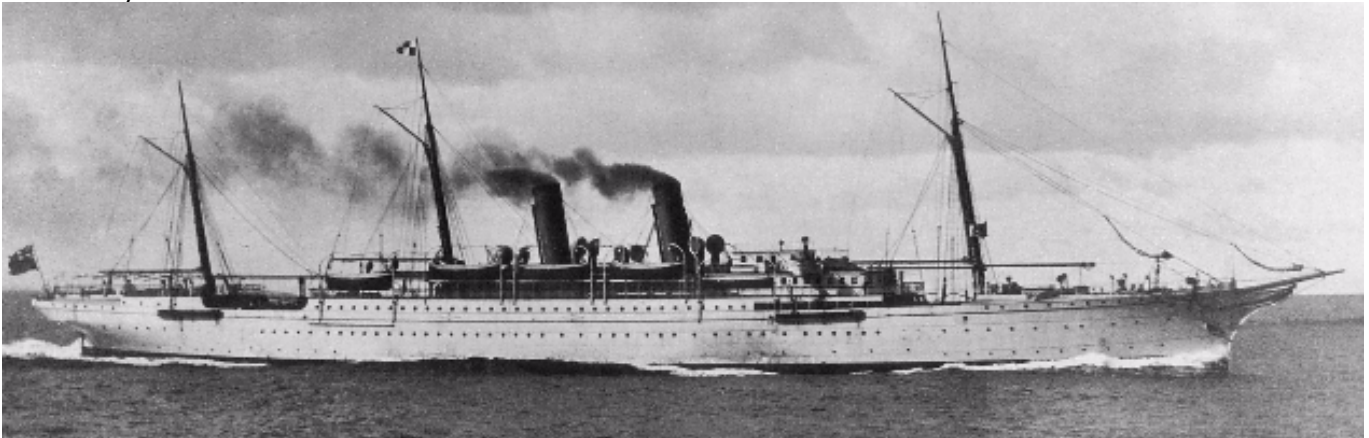


photo : coll Piet Sinke

The **Empress of Japan** was built in 1891 and owned by the Canadian Pacific Railway, who ran the Canadian mail contract. The steel steamship measured 148 metres in length and boasted 10,000 horsepower.

The ship was in service on the lucrative and exotic route from Canada to Japan and Hong Kong. She broke the Vancouver to Hong Kong speed route in 1897 and crossed the Pacific over 300 times during her career.

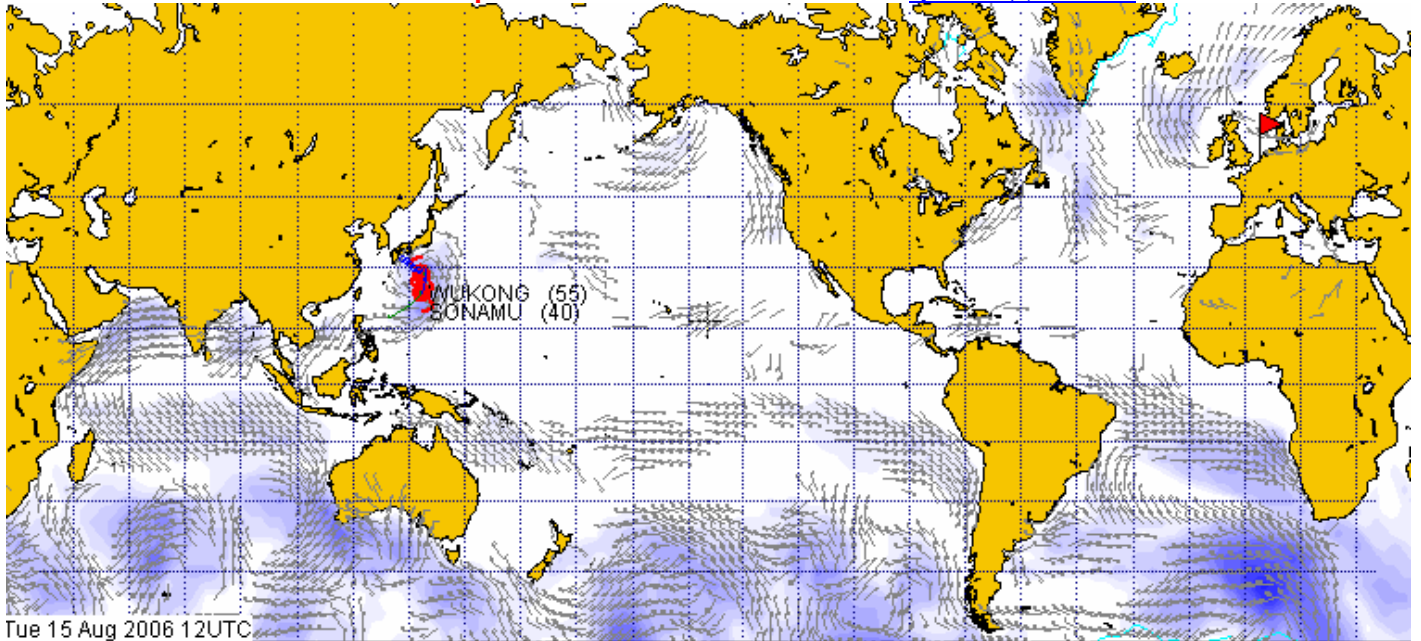
Many Asian immigrants to the New World travelled towards their new lives on the **Empress of Japan**, most of them journeying in the 700-berth steerage section of the ship. The **Empress of Japan** was called into service during World War One, resuming passenger service for the company between 1916 and 1922. She was finally scrapped in Vancouver in 1928.

## MARINE WEATHER

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Tue 15 Aug 2006 12UTC

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 ....

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 146



Oldie this time, a picture made onboard SMIT's pullbarge **TAKPULL 750** around 1987 / 1988 after connecting the pull wire into the socket and connecting all wires together and ready to pull one of the bundles (Controlled Depth Towing Method) at the launch site at Wick in Scotland, on the left Ch.Off **Wibbo Hofman** and on the right Bosun **Peer Damming**.

**Photo : Piet Sinke ©**

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