

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 178



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EVENTS, INCIDENTS & OPERATIONS



Former Allseas **TRENCHSETTER** is still moored at the JSML Shipyard in Singapore

Photo : Capt Jelle de Vries ©

Navy joins Guimaras cleanup

THE Philippine Navy is sending 10 boats to Iloilo to help clean up the country's worst oil spill caused by a tanker that sank off Guimaras on Aug. 11, an official said yesterday.

Navy spokesman Giovanni Bacordo said the Bureau of Fisheries and Aquatic Resources donated the 28-footer boats, which would be turned over to the Office of Civil Defense in Iloilo.

He said the Navy ship **BRP Bacolod City** would carry the boats, and it was expected in Iloilo last night.

Meanwhile, the head of the House committee on public information said she would summon Maritime Industry Authority and Coast Guard officials to shed more light on a report that overloading had caused the oil tanker Solar 1 to sink. "Congress will determine the liability of the Coast Guard and other maritime agencies [in the tanker's sinking], Rep. Emmylou Talino Santos said. "They know that the major cause of sea disasters are overloaded vessels."

On Tuesday, a member of the Special Board of Marine Inquiry said overloading and bad weather caused Solar 1 to sink along with its cargo of 2 million liters of bunker fuel.

"Those are my personal findings based on the testimonies," said the source who had requested anonymity. "The other board members have different conclusions, but in the end the same result should come out."

Another congressman said Marina and the Coast Guard should be revamped so that maritime rules would be enforced more strictly. "The maritime industry is in danger. If that tanker was overloaded, why did they let it sail?" Iloilo Rep. Rolex Suplico said. Rep. Joel Villanueva blamed corruption for the continuing disasters at sea.

"We will continue to experience all sorts of disaster for as long as we fail to stop corruption [in the maritime industry]," he said. Over at the health department, Health Secretary Francisco Duque said most of the 542 people who had consulted with medical workers in Guimaras complained of respiratory problems as a result of the fumes from the spilled oil.

"Halt scrapping of toxic ships in developing nations"

A world coalition of environmental, human rights and labour groups has demanded an immediate halt to the import and export of ships to developing countries that have not been pre-cleaned to remove hazards.

The appeal comes in the wake of the findings of a special committee of the Supreme Court. It revealed alarming proportions of asbestosis and death by accidents afflicting thousands of workers in the world's largest ship-breaking yard in India.

Demanding that **SS Norway**, now lying on the beach at Alang and reported to contain 1,200 tonnes of asbestos, be denied breaking at once, Gopal Krishna of the Ban Asbestos Network of India (BANI) said an authorisation to break a toxic ship amounted to the State authorising murder.



Photo : Malviki Bogah ©

The NGO Platform on Ship-breaking demanded that India change its interpretation that the Basel Convention, which controls the trans-boundary movement of hazardous waste, does not apply to ships and materials in the structure of ships.

V Ships and Wallem caught

Ships operated by shipmanagers V Ships and Wallem were among eight vessels detained last month by the US Coast Guard (USCG), while Wagenborg of Holland had a ship fail security checks.

The V Ships-managed, Marshall Islands-flag 2,850-cbm LPG carrier **Coral** (built 1982) was held in Ingleside, Texas on 17 August. Its quick-closing shut-off valves did not shut off quickly enough and its crew failed tests on fixed gas detectors.

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The Wallem-managed, Liberian-flag 95,000-dwt products tanker **Brave Heart** (built 1992) was detained in Honolulu on 22 August over problems with the rescue boat, which was damaged when the crew tried to lower it and the cable parted.

Thesarco Shipping's Cyprus-flag, 25,000-dwt bulker **Thermopylae Sierra** (built 1985) was held in Houston on 7 August for lack of a safety construction certificate, a cargoship safety radio certificate and a valid cargoship safety equipment certificate. The USCG said three minor deficiencies provided evidence the ship had not been maintained in accordance with the safety construction certificate and there were no plans for the class society, Det Norske Veritas (DNV), to re-issue any of the relevant documents.

The same ship was detained in April last year in Montreal for faulty life-saving equipment.

The Chinese-flag, 46,000-dwt oil tanker **Da Qing 453** (built 2002), operated by Nanjing Tanker Corp, was held in San Pedro on 8 August when the chief mate failed to monitor oxygen levels in tanks when the inert gas system was shut off and took no immediate action when low-pressure alarms went off.

Oscar 1, a 1,900-gt Panamanian-flag ro-ro (built 1975), was detained in Miami on 25 August for inoperable emergency generator, emergency fire pump and oily-water separator (OWS). The OWS had been down for six months and the non-conformities had not been reported to the company.

The St Vincent-flag, 47,000-cbf reefership **June B** (built 1982), detained twice in the US last year, was held again in Fernandina Beach, Florida on 9 August for having an invalid minimum safe-manning certificate and no flag-state endorsements on the tickets of the chief and second engineers. The two other vessels detained last month were a tug without the right communications equipment and a supply ship with a too-small rescue boat and invalid certificates for the master and chief engineer.

Wagenborg of the Netherlands had its Dutch-flag, 6,000-dwt multipurpose vessel **Sirocco** (built 2004) detained in Chalmette, Louisiana on 8 August for an unspecified deficiency under the International Ship and Port Facility Security (ISPS) code.

Philippines points the finger

The owner of ill-fated tanker **Solar 1**, its captain and the company that chartered it have all been blamed for its sinking off the Philippines.

The 11 August incident caused the worst oil spill in the country's history in the Guimaras area. The Department of Transportation and Communications said that based on the report of the Special Board of Marine Inquiry, overloading, bad weather and the incompetence of the captain caused the 1,000-gt vessel to sink.

Oil refiner and part state-owned Petron Corp was said to be liable for overloading the tanker with bunker fuel oil when it sailed from Limay, Bataan, the Business World newspaper reported. Petron chartered the tanker from Sunshine Maritime Development Corp. The tanker was carrying 528,000 gallons of oil when it sank amid stormy weather. Reports stated that the tanker was overloaded by 150 tons.

The transportation department said it would forward the report to the Department of Justice, which will determine the appropriate civil and criminal charges against Sunshine, Petron and **Solar 1** master Norberto Aguro.

The Board of Marine Inquiry called for the suspension of the shipping line and Aguro, whom it found to have committed a disabling error of judgment because he lacked adequate training. Aguro is not licensed to man an oil tanker.

Authorities have decided to siphon the remaining oil from the sunken tanker because it was settled stably underwater.

An estimated 343,000 gallons of bunker fuel has leaked out of the tanker. Siphoning would take around 20 days.

Royal Navy vessel joins Ultimate Solo Challenge



The **VELUX 5 OCEANS** is pleased to announce an exciting working partnership with the Royal Navy's Ice Patrol Vessel, **HMS Endurance**. **HMS Endurance** is a unique platform, with a unique role, operating in a unique environment; she is deployed for nine months of the year deep in the southern polar regions, experiencing the cold and ice of the Antarctica austral summer where she carries out operational duties on behalf of numerous international agencies and institutions. Captain Nick Lambert and the crew are well versed in the oceanography, metrology and climatology of the treacherous Southern Oceans.

Speaking from onboard **HMS Endurance**, Captain Nick Lambert, who has served in the Navy for 29 years, commented, 'We are very pleased to be a partner of the **VELUX 5 OCEANS**. For many years the ship has provided world class data and support

for organisations such as the British Antarctic Survey, the UK Hydrographic Office and the Royal Meteorological Society.'

'We are passionate about the role we play for the Royal Navy, which is unique amongst the world's navies, and the contribution that she makes to global scientific output and research. We are looking forward to helping the world's media follow the brave skippers of the **VELUX 5 OCEANS** as they battle the elements in the Southern Ocean.'

HMS Endurance, which is due to depart Portsmouth on September 25 en route to the Antarctic, will provide information and advice to the organisers and followers of the **VELUX 5 OCEANS** on weather patterns, ice formations and eco-systems for the area in which she is operating. Captain Nick Lambert and crew will provide regular updates to the website and radio vacations, as well as sending back images and video where possible. Dependent on the fleet's position and the Royal Navy's operational requirements, HMS Endurance will endeavour to rendezvous with the skippers as they complete their passage of the Southern Ocean to capture images of the Open 60s as they power their way past Cape Horn.



David Stublely, speaking from Clipper Ventures' HQ, added, 'This is a perfect partnership for the **VELUX 5 OCEANS**. The knowledge, data and assets of **HMS Endurance** will really bring the Southern Ocean to life, helping the general public understand the harsh reality of the polar environment. We are honoured and very grateful to Captain Nick Lambert and the Royal Navy for agreeing to be part of our exciting race.'

HMS Endurance operates a web platform for education and information purposes from www.visitandlearn.co.uk, detailing the ship's route, operations, pictures, videos and onboard diaries from the crew. The **VELUX 5 OCEANS** website will feature updates on weather, ice and ocean state from the Captain and his meteorological experts. Race organisers will also look to organise telephone press conferences with Captain Nick Lambert from the Southern Ocean to discuss the extreme and harsh conditions faced by the skippers.

More container giants ordered

SSG-GÖTEBORG. Hardly had the world's largest container carrier, the "**Emma Maersk**" loaded a cargo for the first time than one of Maersk's foremost competitors ordered a new series of gigantic container carriers. The world's third largest container shipping company, CMA CGM, has placed an order worth USD 1.2 billion for eight 11,400 TEU carriers with Hyundai Heavy Industries in South Korea for delivery in 2009/2010. According to information from the shipyard,

however, the dimensions of these vessels are much smaller than those of the "Emma Maersk". They are more than 30 metres shorter and 10 metres narrower, which would indicate that Maersk's official capacity figure for the "Emma Maersk" is well below its actual capacity.

Danish coaster-captain arrested in USA

SSG-RINGKØBING. The Danish Captain Villy Larsen (45) from the coaster "Danica White" has been taken into custody by the American authorities in Wilmington, North Carolina. He is accused of being non-cooperative and using bad language towards US Coast Guard officers. It started at sea, when the coaster was boarded by a USGC party, which wanted to inspect the ship and check the crew on board.

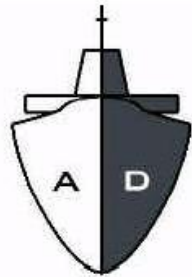
Captain Villy Larsen insisted on seeing the IDs of all the members of the USCG party. Not all of them were able to show an ID. Instead, the head of party showed his ID and said that he could vouch for his men. When the captain did the same with his passport and said that he would do the same for his men, the trouble started.

It ended alongside in Wilmington with arrest. His union Danish Maritime Leaders has hired a lawyer to help the captain. According to the lawyer, Larsen can expect to stay in jail for up to 30 days. Yesterday a hearing in front of a Grand Jury was postponed with no new date set. The mate on "Danica White" has been allowed to leave US with a promise to come to the hearing. The same goes for the cook, which is the wife of Villy Larsen. "Danica White" was bound for Sunny Point, the military port in Wilmington, for loading military equipment for Spain and Greece.

NAVY NEWS

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FINCANTIERI: TO BUILD FOUR PATROL SHIPS FOR IRAQI NAVY

Fincantieri has been awarded orders to the value of over 80 million euro for the construction of four patrol ships for the Iraqi navy. The ships are to be delivered by the first half of 2009, with an interval of three months between each. The contract, which provides for the provision of relative logistical support and training, was concluded 'thanks to considerable collaboration on the part of the Italian defence and foreign affairs ministries via the embassy in Baghdad' the statement says. The ships, that will comprise the central nucleus of the fleet of patrol ships of the Iraqi navy, will have the same role as our coast guard. They will be destined to carry out surveillance mission in the Exclusive Economic Zone, carry out search and rescue operations, control maritime traffic, including inspections on board ships in transit, and anti fire operations. The ships originate from those that the company - the statement continues from Fincantieri - developed for the Italian coast guard (five ships of the 'Diciotti' class) and the Maltese armed forces (one ship). The ships will be built under the supervision of the Italian Naval register (RINA) in accordance with stringent

international standards regarding issues of security and respect for the environment. Fincantieri will also deal with the provision of parts and naval systems.

DIPONEGORO and HASANUDDIN CHRISTENED AT DE SCHELDE YARD IN FLUSHING



The new Indonesian corvettes **KRI DIPONEGORO** and KRI HASANUDDIN were christened at the De Schelde (Damen) yard in Flushing the Dipenogro was pulled out of the building dock for out fitting alongside, and the HASANUDDIN went back into the building dock.

Photo top : Willem Kruit ©

Photo left : www.maritimephoto.com

HMAS 'Westralia' decommissioned



A ceremony on Garden Island near Perth has marked the decommissioning of **HMAS Westralia**, the ship on which four sailors were killed in a fire eight years ago.

The sailors died when a ruptured fuel hose caused a fire in the ship's engine room in 1998.

Just last month the Federal Government accepted responsibility for the fire, clearing the way for surviving crew members and families of

the victims to claim compensation.

HMAS Westralia's Commanding Officer Tim Crawford says it is important the sailors who perished in the 1998 fire were remembered as part of the ceremony. "It's something that we will not forget, it was a tragic event, the Navy's learnt lessons from the inquiries that took place," he said.

HMAS Westralia has provided food, fuel and ammunition for Australian Navy ships for the past 17 years.

The ship served in the 1991 Gulf War and played a crucial role in the rescue of yachtsmen Tony Bullimore and Thierry Dubois in 1997. Commander Crawford says it is a significant day for the Navy.

"It is a very emotional day to see the ship go but also it's a bright day because we're looking at the new ship and looking to the future Navy," he said. **HMAS Westralia** will be replaced by the tanker **Sirius**, which is being commissioned at the same ceremony.

From the editor :

The **WESTRALIA** is original build as the commercial tanker **HUDSON CAVALIER**, Refitted 12-78 to 11-79 for British Royal Fleet Auxiliary service: stack raised 3.5 m, dry cargo hold added forward, replenishment-at-sea working deck added amidships, and superstructure enlarged aft and commissioned in the Royal Navy as the **APPLELEAF** during 1979, the tanker was leased to Australia on 9-10-89 for five years; but was purchased during 1994 by Australia. Intended to support Indian Ocean squadron based at Fremantle. Refitted 18-1-93 to 4-93 at Forgacs Engineering, Newcastle, and again in 1-96 to 3-96, when she was equipped to carry two Mk 15 Phalanx CIWS. Suffered an engineroom fire and explosion 5-5-98; four killed, five injured. Repaired 4-99 to 11-99 by ADI Marine.

The U.S. offer of the **Willamette (AO 180)** for transfer in 4-99 as a replacement for **Westralia** was not accepted.

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Fresh fears of LNG leaks

Industry concerns over leaks in membrane-type LNG-carrier newbuildings have flared up again.

Another Samsung Heavy Industries-built LNG carrier has suffered containment-system problems, igniting industry concerns again over leaks in membrane-type LNG newbuildings that followed problems on two ships last year.

Officials for Mitsui OSK Lines (MOL) which manages the ship on behalf of the so-called J3 consortium of MOL, NYK and K Line and Samsung confirm two leaks have been discovered in the lower part of the No 4 tank on the 145,130-cbm **Al Deebel** (built 2005).

The problem was discovered when abnormalities were noted from the nitrogenpressure system that monitors the spaces in the primary and secondary insulation membranes.

The tank problems are said to be "not as extensive" as those found on BG's Samsung-built, 138,200-cbm LNG carrier **Methane Kari Elin** (built 2004) last year, where 17 defects relating to de-bonding problems on the flexible secondary membrane or Triplex that features in Gaztransport & Technigaz (GTT)-designed Mark-III membrane system were noted in total over two tanks.

In the first tank local repairs to areas where contamination of the triplex had caused the adhesive to fail. Samsung says the more extensive problems in the second tank on the BG vessel, where the tank floor had to be replaced, were caused by very low ambient temperatures and a lack of temperature control during the gluing process.

Samsung vice-president for LNG-carrier sales JK Kim explains that the cause of the problems on the **Al Deebel** look similar to the triplex contamination found on **Methane Kari Elin** .

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Samsung has chosen to put the **Al Deebel** into MISC-controlled shiprepair yard Malaysia Marine&Heavy Engineering in Johor Baru, with which it has a joint venture agreement on LNG-carrier repairs. Repairs will be carried out afloat and currently the work is expected to be completed in three to four weeks, although further testing is also necessary.

The Al Deebel is one of series of LNG carriers ordered by J3 against long-term charters with Middle East LNG producer RasGas in Qatar. The vessel is a sistership to the **Al Thakhira** (built 2005) and **Lusail** (built 2005). The Samsung-built 138,000-dwt LNG carrier **Fuwairit** (built 2004) also works alongside the ships on the RasGas-2 project.

News that containment-system problems have been identified on a third ship has emerged just three months after the Methane Kari Elin returned to service following six months of repairs. The problems on the BG ship were first reported last September and the vessel returned to the yard in January. However, TradeWinds has recently seen documents that reveal BG first made a claim about the Mark-III system on its ship in August 2004.

When news of the **Methane Kari Elin 's** problems was made public, it created considerable concern throughout the LNG sector as it followed hot on the heels of similar sounding problems found on a newbuildings constructed at Chantiers de l'Atlantique in France. The French yard was forced to cancel the January 2005 delivery of the **Gaz de France Energy** , which is fitted with the first application of another GTT-designed bonded system called CS1, and rebuild the containment systems in all four of the ship's tanks. The **Gaz de France Energy** has still not been delivered 20 months later.

No official explanation has been given on the causes of the problems on the Gaz de France Energy and the French yard, owner Gaz de France (GdF) and membrane-system designer GTT have all maintained silence on the ship.

But GTT and Samsung tried to be considerably more proactive on the **Methane Kari Elin** , visiting other concerned owners and presenting a paper to the Society of International Gas Tanker&Terminal Operators (Sigtto) in April.

In a seemingly separate move, brokers say the **Al Deebel 's** long-term charterer, Qatari LNG producer RasGas, has put a requirement out in the market for an LNG carrier for short-term charter.

RasGas is said to be seeking a vessel for six months charter with an option on a further 90 days.

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MSL TO MERGE WITH CAVOTEC

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Mooring Systems Limited (MSL) is proposing to merge with Cavotec Group Holdings NV., the company's European license holder for the MoorMaster range of automated ship mooring systems.

The process will involve MSL issuing shares to acquire 100% of the shares in Cavotec, which requires special resolutions by shareholders in both companies. MSL shareholders will continue to own shares in MSL. On completion of the transaction, MSL will be renamed Cavotec MSL Holdings Limited. Cavotec MSL will continue to be a New Zealand incorporated and publicly-listed company, headquartered in Christchurch. The size of Cavotec MSL should place it in the NZX's Top 50 companies by market capitalisation once the merger is complete.

The Cavotec Group specializes in the design and manufacture of innovative mobile power supply solutions. With sales of NZ\$200,000,000 per annum, the group currently employs over 460 staff. The composition of the group includes seven manufacturing companies, 24 sales companies and an extended network of distribution partners throughout 30 countries. MSL chairman Michael Cashin says it is the view of both Boards that the merger proposal offers considerable benefits.



"For MSL, the merger should accelerate the growth future MoorMaster sales by providing access to Cavotec's strong and well-established international distribution, manufacturing and support network," he says. "For Cavotec, the merger presents an excellent opportunity to expand its marketing and sales of the

innovative MoorMaster product range from within Europe's borders to the entire globe. With the Pacific Rim's markets expected growth in the coming years, Cavotec and MSL's New Zealand base will uniquely position the company to maximize its potential," says Mr Cashin.

Cavotec Chairman and CEO, Stefan Widegren, who would become the Executive Chairman of Cavotec MSL, says: "The merger adds another revolutionary technological solution to Cavotec's product range and further broadens our presence in the Australasian market". "Cavotec MSL will have seven manufacturing 'Centres of Excellence' across the globe, including an Engineering Centre of Excellence in Christchurch. This is where the design team of the current MSL will continue to be located as a separate entity," says Mr Widegren. Michael Cashin says the two technology-based engineering businesses have enjoyed a close working relationship since early 2004.

"The proposed merger creates opportunities to market MoorMaster globally. MSL's board will be recommending this transaction to the company's shareholders. We believe a very large international market exists for MoorMaster and this merger will accelerate our growth in key markets with the proven expertise of Cavotec," he says. Before the merger can proceed, approval is needed from MSL and Cavotec shareholders. MSL shareholders will be asked to vote on the proposal at an Extraordinary General Meeting on 12 October. Cavotec shareholders will be required to sign acceptance forms by 30 September. If the merger is approved, the effective merge date will be 1 January 2007.

About MSL

Christchurch-based MSL designs, builds and commissions automated vacuum pad mooring systems for ships through its MoorMaster product range. MSL listed on the NZX in December 2000 and then acquired the automated mooring business owned by Mooring International Limited in December 2001.

The company has automated mooring installations in New Zealand, Australia, UK and Oman. In early 2004 MSL signed a manufacturing license agreement with Cavotec to sell MSL products in Europe.

For further information: www.moormaster.com

Esvagt orders more in Singapore

SSG-RINGKØBING. Esvagt A/S has exercised options for a further two standby ships from ASL Shipyard in Singapore. The Danish company already has a portfolio of four ships on order for delivery through 2007. The first will sail from Singapore in February, 2007. The options were exercised as the first four units have already been signed to various charter parties. Two units have been fixed for the Norwegian sector for the next three years, one for a company set up by several operators and the other for Statoil. The new ships are almost identical to the Spanish "Esvagt Corona" type. They will be 45.9 metres long, 11.5 metres wide and will be fitted with diesel-electric propulsion from a plant consisting of five Cummins diesels.

Saaremaa Shipping Company sells four ferries

SSG-TALLINN. According to the news agency BNS, Saaremaa Shipping Company has sold its largest ferries to the owners of the property company Arco Vara, Richard Tomingas and Arti Arakas, who already own Euro Shipping OÜ, which bought the "Star Wind" last year. A sister company of Euro Shipping has now bought the "Scania" (built in 1972), the "Regula" and the "St Ola" (built in 1971) and the "Ofelia" (built in 1968) for EEK 350 million (EUR 22.37 million). The ferries will continue to be operated on the routes between the largest Estonian islands and the mainland. Saaremaa Shipping Company's owner, Vjatcheslav Leedo, says that the reason for the sale is that he will repay credits and participate in new investment projects. According to Equasis, the leasing company Hoiupanga Liising owns three of the ferries.

Nordcapital inks \$180m box order

A German-based outfit is investing in feeder boxships as it tries its hand in the shortsea trades.

German ship-investment group Nordcapital has ordered eight feeder containerships in China as the Hamburg-based outfit diversifies into new areas of shipping.

The company and its shipping affiliate, ER Schiffahrt, are best known for large containerships chartered out to blue-chip operators but Nordcapital believes there is also money to be made in the shortsea trades.

It is estimated to be spending around \$180m for the series of feeder boxships at Mawei based on a price of \$22.5m each. An ER Schiffahrt source confirms that eight newbuildings are involved but declines to confirm the cost.

The outcome of discussions for main engines, which owners still face difficulties acquiring, will determine the delivery schedule. Most are likely to be completed during 2009, although the first could be delivered in 2008.

Nordcapital/ER Schiffahrt's smallest containerships at the moment are around 2,000 teu. The 880-teu newbuildings, described as "a new capacity window", are the first built by Nordcapital at Mawei, although the yard is popular among German owners.

Earlier this year, it secured orders from WMS Shipping of the Netherlands, whose partners include Germany's Gebrüder Winter and broking house Walther Moller, for 10 containerships including several of 880 teu.

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This size range is being built elsewhere in China for other German companies, while in Germany, Jens&Waller, Peter Dohle and Heinz-George Voge are among those with 868-teu newbuildings at JJ Sietas. Slightly larger feeders are also the staple size at Hegemann's Rolandwerft yard, where Haren/Ems-based Jungerhans is a big client.

Prices in Germany, however, are reckoned to be around 10% higher than in China, although delivery times can be shorter.

Quizzed on why Nordcapital is investing in feeder boxships, the source commented: "Have you ever been on the M25 in rush hour?" A reference to the congested orbital motorway around London and the need to switch boxes from road to sea.

The move follows Nordcapital's diversification into the offshore market for which only last week the group booked two more platform supply vessels (PSVs) at Aker Yards in Norway.

It takes to eight the total of UT 755 PSVs stemmed at Aker, each costing around EUR 23m (\$29m). Indications are that offshore is a market Nordcapital is determined to make its mark in.

Meanwhile, on 7 September two more super post-panamax boxships of 8,200 teu, the **ER Tokyo** and **ER Texas**, were named at the Hyundai Heavy Industries yard in Samho, South Korea. Their arrival lifts ER Schifffahrt's operating fleet to 65 boxships totalling around 300,000 teu. Also, Hyundai is scheduled to deliver another 11 vessels with combined capacity of 44,000 teu between now and early 2008.

The **ER Tokyo** will operate as **CMA CGM Carmen** for that company in the North China Express Service (NCX) between Northern Europe and China, while the **ER Texas** is also under charter to CMA CGM but is initially sublet as the **MSC Bengal** to Mediterranean Shipping Co.


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15 MILLION IN YOUR POCKET ??



Heesen yacht building in the Netherlands completed another yacht in the 3700-series (Yard number 13237) the yacht is not sold yet, so if you have some money left and are interested please contact Heesen.

Photo : Jan Labree ©

Gard buys Trimar

SSG-TØNSBERG. Gard has bought all shares in Trimar Defence Services Inc, which from 31 August was renamed Gard (North America) Inc. Gard CEO Claes Isacson commented: "The New York office represents a key resource for Gard in an important time zone. As a wholly owned subsidiary of the Group we will be able to devote resources to further building the business in order to continue to deliver the highest levels of service to our customers." Trimar was formed in 1995, taking over claims handling staff from Aon in New York whose predecessor companies, Frank B. Hall and Rollins Hudig Hall, had handled Gard P&I claims in North America for several decades. It was previously jointly owned by management and Gard AS through one of the Gard AS subsidiaries.

OLD ROTTERDAM CITY BUSESSES LOADED



Seen in the Moerdijk (South of Rotterdam) some old city busses from the RET (Rotterdam) loaded onboard the

NIRINT PRIDE

Photo : Huug Pieterse ©

Long laid-up cruiseship piques buyers' interest

Filipino shipowner Victor Chiongbian is hoping that he will soon secure a deal to sell his long laid-up cruiseship **Mabuhay Sunshine** (built 1983). Chiongbian tells TradeWinds that no less than three buyers are interested in the 7,200-gt, 440-passenger vessel, which has been laid up in Cebu since 1998. "I am quite excited about this as the buyers seem to be very serious about the ship. I hear that one buyer has even approached Cebu Shipyard to discuss the possibility of renovating the ship there. I take that as a good sign," he said.

However, Chiongbian does not reveal the identity of the potential buyers and cautions that he cannot rest easy until a deposit is paid. "I have experienced this situation before, where everything looks ready to go but nothing happens." he lamented. Brokers say that a deal to sell the **Mabuhay Sunshine** was arranged earlier this year with Taiwanese interests but ultimately collapsed at the last minute when the financing fell through. He says that once a buyers lodge a deposit, they are given exclusive buyer status for the vessel and 30 days to conclude the deal.

Chiongbian purchased the **Mabuhay Sunshine** from a Japanese cruise operator in 1995, when he was one of three equity partners that owned Filipino ferry giant WG&A. The ship was briefly operated by subsidiary **Mabuhay Holiday Cruises** until it was laid up in early 1998, a victim of the 1997 Asian economic crisis.

Chiongbian left WG&A after a board dispute in 2002. He sold his 30% stake in the company to Aboitiz Equity Ventures but retained ownership of the **Mabuhay Sunshine**. The cruiseship has spent the intervening years in layup but it has continued to be well maintained and regularly drydocked. "Operating a cruiseship proved to be very costly for me but it was one of the most exciting undertakings of my shipping career," said Chiongbian.

BGT TRANSPORT LOADED BRIDON REELS



In the port of Rotterdam at the RHB terminal BGT transport loaded several reels with BRIDON

Ropes onboard the **BBC Portugal** for further transportation.

BGT TRANSPORT

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"CS Sovereign" laying Estlink cable in Gulf of Finland

SSG-TALLINN. British Global Marine System's cable-laying vessel "**CS Sovereign**" has begun laying cable on the seabed in the Gulf of Finland. ABB has manufactured 150 kilometres of 10 cm thick cable for Estlink. The whole cable cargo weighs more than 4,000 tons. The "**CS Sovereign**" will lay two parallel cables between Estonia and Finland in 10–12 days. Estlink is a joint project with energy companies in the three Baltic states and Finland.

First Swedish icebreaker to the Antarctic

SSG-GÖTEBORG. At the beginning of November, the icebreaker "**Oden**" will leave Göteborg for the Antarctic. In collaboration between the National Science Foundation, the Swedish Polar Research Secretariat and the Swedish Maritime Administration, Swedish, American and Chilean researchers will use the "**Oden**" as a research platform. Teachers from the three countries will also participate. In the Antarctic, the "**Oden**" will also assist ships sailing to and from the research station McMurdo in Ross Sea. The icebreaker will return to Sweden in mid-March.

Danish company buys Mærsk LPG carrier

SSG-RINGKØBING. Copenhagen-based Othello Shipping has purchased the A.P. Møller-Mærsk owned LPG carrier "**Helene Mærsk**" for a reported USD 41 million. Included in the price is a time charter back to the sellers for the next five years, with options on further years. The "**Helene Mærsk**" will be taken over later and is expected to switch to another flag. Othello Shipping was founded by Carsten Haagensen in the 1990s and is mainly a commercial operation for a number of LPG carriers in the Unigas pool. Since the beginning, Carsten Haagensen has gathered a number of

foreign investors with the aim of investing in quality shipping. The 20,700 cbm "**Helene Mærsk**" was delivered by Hyundai in South Korea in 1993.

SALE AND PURCHASE MARKET REPORT WEEK 36

By : SSG Newsletter, Maritime News for Northern Europe

Tankers

"**Astro Canopus**": 159,899/98 – Daewoo – coiled – sbt – igs – cow – dh. Sold for USD 76.5 million to First Olsen, Norway.

"**Aris Double**": 67,980/81 – Zaliv – coiled – sbt – igs – cow – dh. Sold for excess USD 10 million to Aegean Oil, Greece.

"**Scottish Bard**": 35,367/90 – Uljanik. Sold for USD 15 million to Prime Management incl. t/c until June 2007 at USD 14,800 pd.

"**Artina A**": 31,000/81 – Hyundai – coated – coiled – sbt – sh – 7,760 ldt. Sold for USD 4.5 million to Pakistan based buyer.

Bulk carriers

SWS Resale: 175,000/06. Sold for USD 91 million to Greek buyer.

"**Thalassini Axia**": 164,796/96 – Taiwan. Sold for USD 63 million to Great Eastern, India, delivery February 2007.

"**Annou G.O.**": 53,000/06 – New Century C 4X36T – Grabs. Sold for USD 42.5 million to Uljanic Shipping, Croatia.

"**Bulk Scorpio**": 52,384/03 – Tsuneishi Cebu – C 4X30T – Grabs. Sold for USD 38 million to Greek buyer incl. t/c until May 2007 at USD 15,200/day net.

"**Federal Pescadores**": 40,864/86 – Sanoyas – C 5X25T – Grabs. Sold for region USD 11.75 million to undisclosed buyer.

"**Theotokos**": 38,858/94 – Japan – C 4X25T. Sold for USD 24.2 million to undisclosed buyer.

"**Bonavis**": 37,531/83 – Osaka – C 5X25T. Sold for USD 8.5 million to Greek buyer.

"**Ocean Melody/Aries Forest**": 32,835/00 – Kanda – C 4X30T. Sold for USD 27.5 million each to Pacific Basin.

"**Clipper Flamingo/Clipper Frontier**": 29,500/97/96 – Dalian – C 5X30T. 1,130 teu – Open/Box Shipped. Sold for USD 22.5 mill. Each to TBS, USA.

Ro-ro/Ro-pax-ferries

M/V "**Carmen B**": 1,650 lm, 19 kn, blt 1978 Mitsui. Sold for abt USD 10 million to Greece.

M/V "**Fjord Norway**": 1,400 lm, 19 kn, 1,600 pax, 468 cabins, blt 1986 Schichau. Sold for abt EURo 45 million to DFDS incl line UK – Norway.

M/V "**Phoenix Express**": 1,400 lm, 660 pax, 26 kn, blt 1993 Mitsubishi. Sold for undisclosed price to Corsica Ferries.

Kodiak to dock its largest cruise ship this weekend

The largest cruise ship to ever visit Kodiak will dock at Pier 2 Sunday morning. Shuttles are expected to start running around 9:30 a.m. The **Sapphire Princess**, part of the Princess cruise line fleet, will make its one-day stop in Kodiak en route to Beijing on what is known as a repositioning cruise — a unique and often discounted cruise designed to move ships around the globe to sail new itineraries.

The 952-foot ship has a passenger capacity of 2,670 people, not including 1,100 crewmembers. The ship is expected to be near passenger capacity, Princess public relations coordinator Rhiannon Palin said. The **Sapphire Princess** will depart Whittier on Saturday and arrive in Kodiak Sunday morning before sailing for PetroPavlovsk, Russia, and on to Japanese ports Muroran, Yokohama and Nagasaki before disembarking in Beijing, Palin said. The ship boasts such amenities as five pools, eight whirlpools, five main dining rooms, a theater, casino, fitness center, library and art gallery.

Passengers onboard the **Sapphire Princess** have the opportunity to book onshore excursions while in Kodiak, weather permitting, or disembark independently.

MOVEMENTS

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The **HOKUETSU HOPE** seen arriving in Cape Town – photo : Glenn Kasner ©



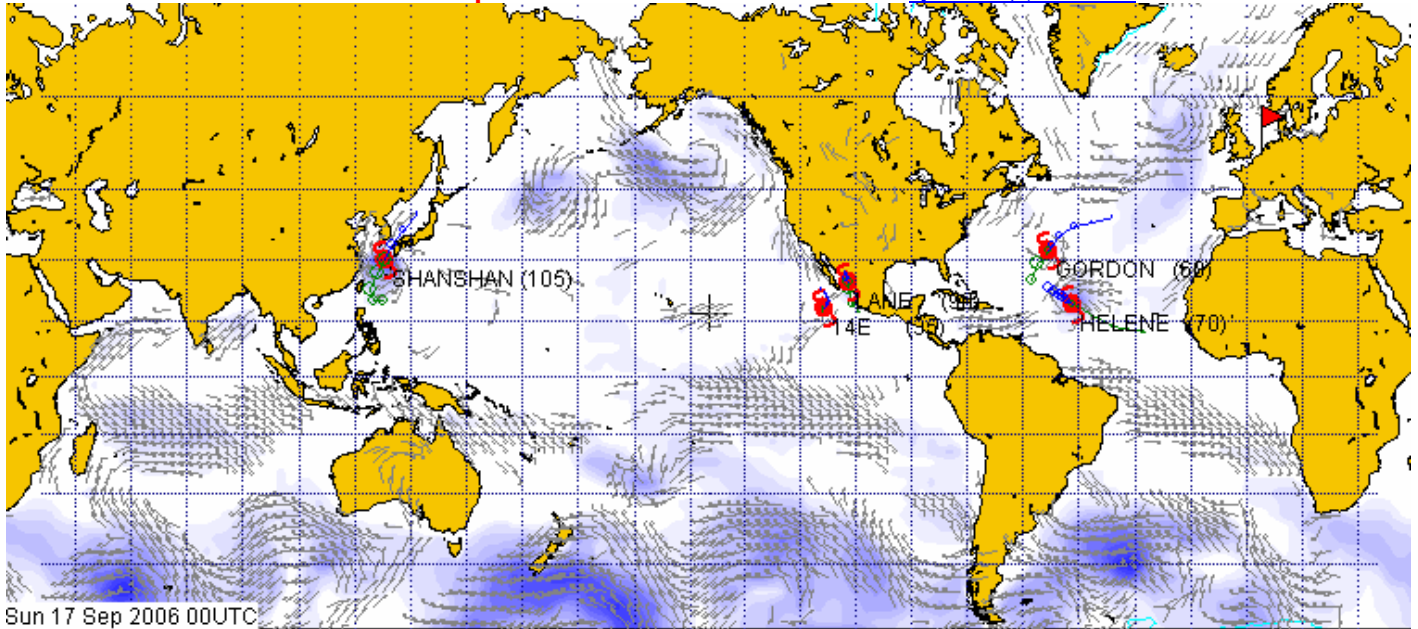
STEMAT's CHARLOTTE-W seen departing with the loaded **STEMAT 77** bound for Middlesbrough
Photo : Piet Sinke ©

MARINE WEATHER

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Sun 17 Sep 2006 00UTC

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 **VOLVOX SCALDIA** seen working in the Beerkanaal in Rotterdam Europoort

Photo : Piet Sinke ©

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