

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 185



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The STENA CONDUCTOR seen arriving in Kalundborg
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EVENTS, INCIDENTS & OPERATIONS



The **SVITZER MENJA** seen operating in the port of Kalundborg

Photo : Jan Plug ©

Suez authority wants fee to release tanker

Egypt's Suez Canal Authority asked for 10 million Egyptian pounds (\$2.8 million) to release an oil tanker that spilled 5,000 tons of crude into the world's busiest waterway.

The **Anna PC**, operated by Piraeus, Greece-based Maritime Management Services MC, will be held until the owner pays the fee, a spokesman for the authority said.

The vessel grounded in the canal last week after swerving to avoid the two-million-barrel tanker **Front Vanguard**, which local agent Inchcape Shipping Services claimed stopped because of engine failure.

The manager of **Front Vanguard** denied engine failure. The vessel 'touched bottom, so it slowed and then moved out of that particular area', Patrick Adamson, a spokesman for International Tanker Management Ltd, said in London.

Front Vanguard, which is operated by Frontline Ltd, underwent an underwater inspection, Mr Adamson said, adding that he didn't know the outcome of the inspection yet.

Anna PC, which has one layer of steel separating its cargo from the water, spilled 5,000 metric tons of crude, covering an area three kilometres by 500 metres, the newspaper Lloyd's List reported yesterday.

Seafarer dies

A Filipino crewman has died following an accident aboard the 33,933-gt **Thomson Celebration** (built 1984). The incident occurred on Thursday while the ship was anchored off the Island of Guernsey, just off the French coast.



Photo : Jacques Carney ©

Reports say the man was fatally injured when one of the ship's tenders was about to be hoisted on to the ship.

Inspector Roger Robilliard, of the Guernsey Police, says UK accident investigators are now involved in the incident.

Otapan heeft nog geen bestemming

Staatssecretaris Pieter van Geel (milieu) heeft nog geen haven aangewezen waar het asbestschip **Otapan** wordt ontdaan van zijn gevaarlijke stoffen. Bij terugkeer in Nederland over drie weken wordt eerst geïnventariseerd welke stoffen op het schip aanwezig zijn. Dat schrijft Van Geel aan de Tweede Kamer. De kosten van de operatie zijn volgens hem nog onbekend. De staatssecretaris wil de kosten in ieder geval wel verhalen op de eigenaren van het schip, de Turkse scheepswerf Simsekler.

Volgens Van Geel geldt bij de het opruimen van de asbest het principe 'de vervuiler betaalt'. Sinds 28 juli is Simsekler de eigenaar. De vorige eigenaar Basilik is ook betaald door Simsekler.

De **Otapan** heeft de afgelopen vijf weken bij het Griekse eiland Lesbos voor anker gelegen. In het weekend zette het schip weer koers naar Nederland. Zeven jaar lag het zwaarvervuilde schip in de Amsterdamse haven totdat het eind juli naar Turkije vertrok om daar te worden gesloopt. In de papieren stond dat het schip duizend kilo asbest bevatte, maar bij nadere inspectie bleek dat 54.000 kilo te zijn. Turkije weigerde daarop de **Otapan** tot zijn territoriale wateren toe te laten.

Van Geel wijst plannen om een waarborgfonds te beginnen voor de ontmanteling van de hand. Volgens hem heeft Simsekler geld genoeg. Bovendien zou er internationaal geen draagvlak zijn voor een dergelijk fonds.

Tweede Kamerlid Diederik Samsom (PvdA) denkt dat de **Otapan** alleen in Rotterdam of Delfzijl kan worden ontmanteld. Alleen deze havens hebben genoeg capaciteit om de grote hoeveelheid asbest veilig te kunnen verwerken.

Na het schoonmaken van het schip kan het alsnog naar Turkije afreizen.

REM Eiland behoort tot het verleden

Het REM-eiland is niet meer. Een stukje geschiedenis is vanaf heden alleen nog maar terug te zien op film of foto. Afgelopen zaterdag lag er rond de REM groot bergingsmaterieel om het kunstmatige eiland voor de kust van Katwijk te slopen. In 1964 werden vanaf dit eiland gedurende enkele maanden commerciële televisie-uitzendingen onder de naam 'TV Noordzee' verzorgd.



Foto : Arie van Dijk ©

In 1963 werd de **Reclame Exploitatie Maatschappij (REM)** gesticht. De voornaamste aandeelhouder was de Rotterdamse scheepsbouwer Cornelis Verolme. Andere aandeelhouders waren Reinder Zwolsman, Pieter Schelte Heerema, Sidney van den Bergh en de bank Teixeira de Mattos. De REM wilde commerciële radio- en televisieuitzendingen verzorgen. Omdat de Nederlandse wetgeving dit niet toestond zouden de uitzendingen geschieden vanaf een locatie juist buiten de territoriale wateren (5 mijl uit de kust van Katwijk). Uitzenden vanaf een kunstmatig eiland werd veiliger geacht dan uitzendingen vanaf een schip zoals een radiozendpiraat/zeezender als Veronica al deed. Bij Lloyd's of London werd een verzekering afgesloten tegen inbeslagname door de autoriteiten.

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Het kunstmatig eiland werd gebouwd op een scheepswerf in de Ierse havenstad Cork, waarna het werd verslept naar de plaats van bestemming en vastgehecht in cement op de bodem van de zee. Op 12 augustus vond een proefuitzending plaats, en op 15 augustus 1964 begonnen de reguliere uitzendingen. Op 17 december van datzelfde jaar werd de apparatuur van het REM-eiland echter door de Nederlandse Koninklijke Marine geconfisqueerd. Deze actie kon worden ondernomen omdat per 1 december 1964 een noodwet was aangenomen die uitzendingen verbodt vanaf constructies gebouwd op de zeebodem. De wet trad op 12 december in werking. Zendpiraten die vanaf een schip uitzonden konden hiermee nog niet worden aangepakt. Uit de REM kwam later de legale Nederlandse zendgemachtigde TROS voort.



Foto : Wim Kosten – www.maritimephoto.com ©

Het eiland werd overgenomen door de Nederlandse Staat en was vanaf 1974 geruime tijd in gebruik bij Rijkswaterstaat als "Meetpost Noordwijk", waar bijvoorbeeld golfhoogte, watertemperatuur en zoutgehalte worden gemeten. In de zomer van 2004 werd de meetpost ontmanteld, en op 15 april 2005 werd het REM-Eiland te koop aangeboden. De Dienst der Domeinen van het ministerie van Financiën nam, zoals gebruikelijk bij rijksbezittingen, de verkoop op zich. Er werd echter geen koper gevonden, omdat het niet lukte een activiteit te vinden die binnen de strenge wetgeving die op zee geldt mogelijk was. Omdat het eiland in slechte staat verkeerde, en wetgeving ter plaatse geen ongebruikte bouwwerken toestaat, is in september 2006 met de sloop begonnen. Objecten, installaties of werken zoals een meetplatform of booreiland, zichtbaar vanaf de kust, zijn alleen binnen de 12-mijlszone toegestaan als het object van zwaarwegend maatschappelijk belang is en niet elders kan worden neergezet.

Foto : Wim Kosten –
www.maritimephoto.com ©

In de vroege ochtenduren van zaterdag 23 september is gestart met de sloop dat werd uitgevoerd door een Nederlands-Belgische combinatie van bedrijven. Bij de sloop werd het gebouw van de stallage gebrand en omstreeks 18.00 uur met behulp van een



drijvende kraan op een ponton geplaatst. Afgelopen zondag is de bovenbouw van de REM naar Vlissingen afgevoerd. Deze week zullen duikers de draagconstructie op 6 meter onder zeeniveau afzagen. Op land wordt alles dan verder ontmanteld. De werkzaamheden op zee zijn woensdag 27 september afgerond.

No apparent hurry to clear wreck of Safmarine Agulhas

According to SAMSA (South African Maritime Safety Authority) the tender for removing the wreck of Safmarine Agulhas is likely to be awarded at the end of September.

Responding to queries about the delay, a spokesman for SAMSA said that tenders had been placed and adjudicated but it was now up to the ship's owners to decide.

Four salvage companies submitted tenders to remove the ship from its resting place on the outer side of East London's western breakwater, where the ship ran aground on 26 June. There were no injuries and most of the cargo consisting of over 500 containers was salvaged. However about 80 boxes remain on board the ship in flooded holds which have made their recovery difficult.

During the refloating effort undertaken by Smit Salvage, all the fuel oil was safely removed from the ship which now poses little environmental risk. However SAMSA has ruled that the shipwreck must be removed in its entirety including that portion underwater and it is a contract for this that is now awaited.

The four companies in the running are Smit Salvage, SvitzerWijismuller, Mammoet Salvage and Titan Marine.

Ferry services closed as typhoon bears down on Philippines

Typhoon Xangsane bore down on the Philippine island of Samar on last Wednesday, leaving hundreds of ferry passengers stranded as services were suspended, civil defense officials said.

Packing maximum center winds of 120 kilometers per hour and with gusts of up to 148 kilometers per hour, Xangsane was moving northwest and was expected to be over northeast Samar at 2:00 pm (0600 GMT), the US Navy's Naval Pacific Meteorology and Oceanography Center said.

The local weather office said the eye was 140 kilometers (87 miles) east of the northern Samar city of Catarman at 4:00 am (2000 GMT Tuesday). It was also expected to hit the Bicol peninsula and other areas of the main Philippine island of Luzon over the next three days.

Ferry services between Luzon and the central islands of Samar, Leyte, and Masbate were shut down by the coastguard on Tuesday. The civil defense office in Manila said some 3,400 people were stranded at the ferry crossings along with 255 vehicles. Nineteen seagoing vessels were also ordered not to leave the ports of Tabaco and Matnog and Pilar in Bicol and Bapor in Masbate, it said in a statement. The Philippines weather bureau warned coastal residents in Samar to seek higher ground to avoid possible storm surges. Flashfloods and landslides were also expected in the area.

The world's oldest shipyard closing down

After building wooden ships for the last 5000 (yes five thousand) years, the historic Beypore shipyards in Kerala are about to close down. The orders for their specialty of making Uru (also known as dhow), a traditional Arabian wooden trading vessel has ended. The last of the Beypore constructed ships was floated away in 2003. It was known, that Beypore was a regular source of ships for the Middle East for 1500 years from 500 AD. But its fame as the shipbuilding centre since 3000 BC, the age of the ancient Mesopotamian Sumerian civilisation was brought to

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light by Captain Iwata, founder member of the Association of Sumerian ships in Japan. In 1990 he researched and found the picture of a ship preserved in cuneiform tablet in the Louvre museum of Paris. It had all the attributes to a Beypore built ship, down to the wooden nails and coir lashed planks. He came to Beypore and had a 300-ton wooden ship built named as Ki-en-gir (ancient name for Sumeria).

Till 1918, when the First World War ended, Beypore shipyards were full of work. Then the business slackened as steel built ships took over the cargo business. For sometime there was a profitable business in making cargo ships modelled on the famous sailing clipper ships of Europe, but fitted with petrol engines. The period between 1930 to late 1980's was a time of moderate prosperity for Beypore, as Arab millionaires flush with 'oil' money, wanted to make elaborate "dhows" for their family outings. In its heyday, the Beypore yards built 20 dhows a year. The last of the dhows to be built was for an affluent Arab completed in 2005, a marvel 130 feet long, 40 feet wide and 25 feet high vessel, as big as a three-storied house. As befitting the pious Islamic owner, the construction included a special prayer deck for the customary five prayers a day. It is said that a detailed video has been of the construction of this last of the dhows.

An eighty-five feet keel dhow the average size, takes in more than five lakhs worth of Malabar teak. Fifty carpenters have to work on this ship for four years (at a daily wage of 180 rupees) to complete it. Wage bill nearly one and half crores of rupees. As such the total cost of the ship would be about three crores of rupees.

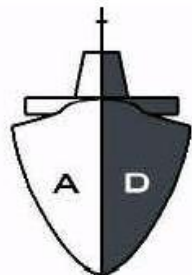
In its heyday, the workforce consisted of nearly 2000 a secular mix of Hindu carpenters/ship designers and the famous Mappila (Muslim) khalasis known for their skill in shipbuilding. The most interesting fact about the Beypore shipbuilding was that the ship designer did not commit the plans to paper at all. He got the specifications from the buyer and based on his experience, supervised the construction, giving necessary instructions to his assistant. And thanks to their dedication, the completed ship was a fabulous creation. Crafted out of the best teakwood, these dhows, shambooks or bareeds, (all Arabic names for a variety of ships and boats) were large enough to carry as much as 2,000 tons of merchandise or 150 people. Today (2006) only four of the famous work force are left in Beypore, the rest having moved to other professions for their livelihood. While modernisation of Gulf nations could be the chief reason for the decline of the craft, those in the trade say the shipyards could have been sustained by modernisation of skills and by making pleasure boats, ketches, yachts, barges, tourist boats, boats for floating hotels in the Gulf. There are sufficient boat enthusiasts in the world, who would love to possess an all-wood perfection. Obviously, on one spared a thought for the new challenges and urges of the market. This precisely is the tragedy of Beypore, which remained moored to its millenniums old traditions.

The only reminders of the long gone glorious days are the miniature dhows handcrafted by the local carpenters, for export to the Gulf and for the occasional tourist visiting Beypore. In any heritage conscious nation, Beypore would have been made a grand living museum with halls showing the 5000-year-old history of the shipyard. But today at Beypore, only the dilapidated sheds, once used for protecting the dhows under construction, from the torrential Malabar rains are left. As the wooden ship making industry fades away in Beypore, the central Government has decided to make it into a minor port at a cost of Rs 500 crores. But for today (2006), only just a school, a bank, a housing colony and a market, marks the place of world's oldest shipyard.

NAVY NEWS

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The Bob Hope class **T-AKR 306 BENAVIDEZ** seen arriving in Cape Town for bunkers and fresh water

Photo : Ian Shiffman ©

D: 34,408 tons light (62,096 fl) S: 24.9 kts (sust.)

Dim: 289.56 (271.28 pp) × 32.30 × 11.25 (max.)

Electronics: Radar: . . .

M: 4 Colt-Pielstick 10 PC4.2 V400, 105-rpm diesels; 2 props; 65,160 bhp—2 1,500-shp bow-thrusters

Electric: 5,000 kw (2 × 2,500-kw diesel sets) Range: 13,800/24

Crew: 27 contract civilians (accomm. for 95) + 300 troops

Officially referred to as **Large Medium-Speed Roll-on Sealift Ships (LMSR)**. First unit the **T-AKR 300 BOB HOPE** was added by Congress to the FY 90 shipbuilding request due to concerns that the U.S. and its allies lack sufficient sealift assets, military or commercial. **T-AKR 306 BENAVIDEZ** was ordered on 18-12-98 and commissioned into US Naval service during June 2003.

The **BENAVIDEZ** is able to carry 13,260 tons of military cargo. In military cargo configuration, have 39,920 m² of vehicle parking space, enough for more than 1,000 military vehicles, including tanks. Is fitted with a 41-m-long, 7.3-m-wide, 160-ton-capacity centerline stern slewing ramp, internal vehicle ramps, side-port vehicle ramps on each beam (with ramps 15.2 m long and 12.2 m wide), and two paired 58-ton-capacity (at 29-m radius) electric cranes; when the cranes are operating together, the pairs can lift 112 tons each. There is a modular, portable ramp that can be attached to any of the three sides of the side ramps in lengths of up to 50 m when all four sections are used; it has a vehicle weight capacity of 160 tons and can be used to join the ship to a pier or lighter in up to a State 3 sea.

Probe ordered into INS Dunagiri-Cyprus vessel smash

An Indian Naval ship collided with a Cyprus registered private merchant vessel off the Mumbai Coast and naval authorities have ordered a Board of Inquiry into the incident.

The Naval frigate **INS Dunagiri** was on its way from Porbandar when it 'brushed passed' through the merchant vessel **MV Kiti** which was on its way to Colombo.

The incident occurred as the two ships tried to negotiate with large number of fishing boats in the region in the wee hours September 25, a Defence Ministry release said here today.

There was no loss of life or injury to anybody in either of the ships and damage was described as "very minor".

After ensuring safety of both vessels, **INS Dunagiri** entered Mumbai harbour while **M V Kiti** resumed its voyage to Colombo, the release added. **INS Dunagiri** was on its way to Mumbai from Porbandar.

Reports here said, this is the fourth such incident involving Indian naval ship off Mumbai during the last 10 months.

Naval movements :

Lawrence Dalli from Malta reports that :

Saturday 30th September 1700hrs to Sunday 1st October 0900hrs 4 German Navy GEPARD CLASS (TYPE 143A) FAC - MISSILE **FGS NERZ P6124; FGS DACHS P6127; FGS OZELOT P6128 & FGS HYANE P6130**. will visit Malta, these craft are to berth @ Pinto 1+2 wharves.

On Sunday 1st October @ 1500 till 1930/2000hrs the 2 Danish Navy FLYVEFISKEN CLASS LARGE PATROL CRAFT **HDMS GLENTEN P557 & HDMS RAVNEN P560** will visit Malta

Also on Sunday 1st October from 0800hrs to 1300hrs the Swedish Navy GOTEBOG CLASS MISSILE CORVETTE **HM(sw)S GALVE K22** is visiting Valletta as well.

Also on Sunday 1st October the Spanish Navy NEWPORT CLASS LST **SPS PIZARRO L42 ex-USS HARLAN COUNTY LST 1196** is entering Valletta as well & leave Monday Am - (NO ETA YET)

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MHI and Nippon Steel develop new steel for mega containerships

Japan's Mitsubishi Heavy Industries, Ltd. (MHI) and Nippon Steel Corporation have jointly developed a technology to use higher tensile strength steel (HTSS) with yield stress of 47 kgf/mm² for the longitudinal strength member of supersized containerships.

Yield stress indicates the limit beyond which permanent deformation occurs. The longitudinal strength member is the most important part of a containership's hull.

New containerships are increasing in size and the steel plates used for them are also becoming thicker.

However, says MHI, when "plates become thicker, toughness tends to decline. Use of the new HTSS, which has successfully achieved toughness in addition to increased strength and reduced thickness, will not only contribute to improvements in weight reduction and fuel efficiency, but also increase the reliability of the ship's hull."

When toughness is high, the possibility of crack initiation will be reduced and resistance to crack propagation increases.

The first containership to incorporate the new steel will be built at MHI's Nagasaki Shipyard and Machinery Works while the HTSS steel plate will be produced at Nippon Steel's Oita Works.

MHI says the 47 kgf/mm² HTSS is the world's highest strength steel plate for the hulls of commercial ships. In addition to improved hull safety with higher toughness steel, the reduced volume of steel and resultant lighter ship weight will allow greater deadweight.

Currently, the highest strength steel plate being used for commercial ships is 40 kgf/mm² HTSS, introduced fifteen years ago.

Nippon Steel has developed the new HTSS by applying its Thermo-Mechanical Control Process (TMCP) technology, a production process that concurrently enhances strength, toughness and weldability of steel through hot rolling and online water-cooling.

The company has verified the outstanding safety of the steel by using a test facility with giant tensile capacity of 8,000 tons.

Nippon Kaiji Kyokai (Class NK) also participated in the development.

MHI designed the hull structure, leveraging characteristics of the steel and realizing increased safety for the hull structure through optimization such as reduced plate thickness, and steel and welding arrangement.

In general, steel weldability deteriorates in relation to increasing strength. One of the features of the new HTSS is claimed to be excellent weldability--equivalent to 40 kgf/mm² HTSS.

MHI has established the most suitable welding method for the new HTSS by conducting various welding tests, including two-electrode VEGA (Vibratory Electro Gas Arc) welding, jointly developed by MHI, Nippon Steel Corporation and Nippon Steel & Sumikin Welding Co., Ltd.

"By applying this welding method," says MHI, "it is evident that the resulting product is superior in strength, toughness and the quality of welded parts over existing HTSS."

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With the introduction of large-size containerships that combine highly reliable 47 kgf/mm² HTSS and MHI's special design and construction methods, the company says it is responding to the increasing needs of customers for higher transportation efficiency and reduced environmental load through improved fuel efficiency and enhanced safety of ship's hull.

General Dynamics Unit in Navy Deal

The Navy on Thursday awarded a contract modification of over \$61 million to General Dynamics subsidiary Electric Boat Corp.

The deal covers engineering and maintenance to Virginia Class submarines. The work, to be performed in Connecticut and Rhode Island, is scheduled for completion by September 2007.

Shares of General Dynamics Corp. rose 50 cents to \$71.95 in morning trading on the New York Stock Exchange.

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The sheerlegs **GPS Atlas** seen working at Milford Haven South Hook Project.

Photo : **GPS Marine** ©

Go-ahead for island city near Karachi

Pakistan gave approval in principle on Wednesday for Emaar Properties of United Arab Emirates to go ahead with a \$43 billion project to build a model city near Karachi.

Emaar, which will have 85 per cent equity in the project, will develop two islands, Bundal and Buddo, near Karachi into a city with state-of-the-art facilities, Ashfaq Hasan Khan, an adviser to the prime minister, told reporters.

"It will be just like another Dubai," Khan said. "It will consist of everything. Residential buildings, theme parks, offices, just about everything."

"We want to build it because it will create new jobs, bring in investment, create new housing and a new city," he added.

Pakistan's Port Qasim Authority will hold 15 per cent in the form of land, Mr Khan said after a meeting of the Economic Coordination Committee, the country's top-decision making body on economic issues.

The project is expected to take about 13 years. Mr Khan said approval in principal for the project had been given after all formalities were completed.

Legal documents would be completed within three months.

DFDS Tor Line geeft EuroBridge nieuwe impuls

De EuroBridge-dienst van rederij DFDS Tor Line heeft zijn nieuw vaarschema vandaag officieel ingevaren. De lijn tussen Gent en Göteborg biedt met zijn drie grotere en snellere schepen voortaan meer capaciteit, een kortere vaartijd en een snellere turnround in de haven. De frequentie bleef behouden op zes afvaarten per week. De dienst boekt een stijging van de trafieken. De "third party" volumes groeien daarbij sneller dan het "Volvo-pakket".

Multraship will not be bombed out of Bourgas

DUTCH towage and salvage specialist Multraship has insisted that it will not bow to intimidation after one of its company cars, and another vehicle owned by one of its employees, were set on fire in Bourgas, Bulgaria, on Thursday, September 27, in a molotov cocktail attack by unidentified assailants. The attacks are the latest in a series of intimidating actions taken against Multraship in recent months, which have included death threats to company employees. But Multraship general director Leendert Muller says the company will stand firm against these despicable acts.

Multraship is part of the Muller Maritime Group. It is a respected specialist in the international towage and salvage industry, with a fleet of highly sophisticated vessels. In November 2005 it bought Bourgas Tug Services from its previous owners, as part of a targeted business expansion plan, and as a demonstration of its faith in Bulgaria and in the greater Black Sea region.

Multraship has a permanent staff of sixty people in Bulgaria, and it brought three more tugs since November 2005, they now operate seven tugs in total. Multraship is providing a first-class towage and salvage service, having most recently successfully completed a harbour transportation project in the Port of Bourgas for Japanese principals, and having mobilised two specialist vessels from Bourgas to rescue and redeliver to its owners the Turkish cargo ship **Gulizar Ana**, which capsized this month in the Romanian port of Galati.

Leendert Muller says the company is dismayed by the recent attacks against its staff and property, but that it will not be forced out of Bulgaria. He explains, "Multraship is a long-term player in Bulgaria. It is here to stay. We believe in the economic future of the Port of Bourgas, and we have encountered a lot of goodwill and understanding from the Bulgarian authorities, the maritime industry, and the Bulgarian people themselves. We will not succumb to bully-boy tactics and threats of violence."

In March this year, Muller addressed a distinguished gathering of representatives at the official launch of Bourgas Tug Services which included the Dutch Ambassador to Bulgaria and the Deputy Mayor of Bourgas. He says, "Bourgas is not just a branch office of our main Dutch operations. It is a Bulgarian company operating under Bulgarian and European rules and regulations.

"We believe that Bourgas is well on the way to developing into a major hub for services and the transportation of cargo in the Black Sea region. That is why we have invested significant amounts of money and expertise in Bulgaria. We believe in the port, the country and the region. We also believe that Bulgaria and the Netherlands have a great deal in common, not least an established national identity in shipping, trade and agriculture that can be traced back several hundred years. And both are comparatively small European countries with long coastlines which generate and support a host of jobs in shipping, construction, fishing, tourism and other activities.

"Multraship is in Bulgaria for the long term. That is how we do business. We make a dedicated business plan, and we see it through to a successful conclusion, which is the sort of approach you need when you are involved in the towage and salvage industry. We would like to send a clear message to those who seem to be trying to force us out of the country. We will not go, and we will not succumb to threats of violence, and violence itself."



The **WINDSTAR** and **WINDSPIRIT** seen moored at Rhodes Island September 26th
Photo : Scott Dodds – MV Prinsendam ©

Eimskip at it again

Icelandic boxship group Eimskip has made another move towards consolidation in the European short-sea sector by taking over Containerships Group of Finland. Fresh from its 100% acquisition of Lithuania's Kursiu Linija, Eimskip has bought 65% of the Helsinki charterer and owner to create "one of Europe's largest door-to-door logistics providers", it claims.

Eimskip will again eventually build its ownership to 100%, as it did with Kursiu Linija. The new joint-venture Containerships Group will be based in Helsinki and will operate eleven ships on services linking east and west Europe, the Baltic States and Russia. The only vessel it owns is the 966-teu Containerships VII (built 2002).

It will be the cornerstone of a much larger alliance including the services of its parent companies, Eimskip added.

Containerships is the shipping and logistics arm of Finland's Container Finance. Kursiu Linija will become a subsidiary of Containerships Group. "The operations of Containerships Group and Kursiu Linija will be integrated to improve service and achieve synergies, but each will retain its trading identity," Eimskip said.

The combined group will operate about 50 vessels. Containerships boss Kimmo Nordstrom said: "Participating in the joint venture with our 40-year-old family company was not a trivial decision. "Eimskip was, however, able to assure us about the added value of this co-operation." He said the company would now be better positioned to invest in growth.

Wärtsilä to Power Project Genesis

Wärtsilä Corporation received a contract from Aker Yards Oy, Finland, in July 2006 for the delivery of the main engines and the transverse tunnel thrusters for the 220,000 grt **Project Genesis** cruise ship contracted by Royal Caribbean Cruise Ltd (RCL) for operation by Royal Caribbean International. Due for delivery in autumn 2009, this cruise ship will be powered by six Wärtsilä 46 common rail diesel engines. The engines will be incorporated in the ship's diesel-electric power plant supplying all propulsion, ancillary and hotel services. Wärtsilä is also supplying four Lips transverse tunnel thrusters. The Project Genesis is a huge leap in size, being some 43 per cent larger than RCL's record-breaking "**Freedom of the Seas**" delivered earlier this year by Aker Yards. The 160,000 grt "**Freedom of the Seas**" is the latest of a long line of RCL cruise ships powered by Wärtsilä diesel engines. These include four delivered from France in 1995-1998, and five Voyager-class ships from Finland in 1999-2003 in addition to several earlier deliveries.

PSA HNN verkoopt autoactiviteiten aan Japanse NYK

Marktleider PSA HNN verkoopt zijn autoactiviteiten in Zeebrugge en Antwerpen aan de Japanse transportgroep NYK. In de verkoop zijn inbegrepen dochter CTO met een personeelsbestand van 275 medewerkers, de Zeebrugge autoterminals in het Noordelijk Insteekdok en de Bastenaken kaai en de Antwerpse autoterminal aan het Vrasenedok, inclusief de pdi-centra die zich op deze terminals bevinden. Niet inbegrepen in de transactie zijn de CTO-terminal aan het Wielingendok in Zeebrugge en het belang van 50% in goederenbehandelaar Sea-Ro, eveneens een specialist in autotrafieken. Op de betrokken terminals worden jaarlijks c. 1,7 mln auto's behandeld.



Green Pin®

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A shackle pin for an original **GREEN PIN** shackle heated up / under construction at the Van Beest shackle factory in Sliedrecht (The Netherlands)

Photo : Piet Sinke ©

Grupo TMM Announces Purchase of New Anchor Handler Tug Supply Vessel

Grupo TMM, S.A. a Mexican multimodal transportation and logistics company, announced today it has closed the purchase and taken delivery of a new anchor handler tug supply vessel ("AHTS"), which the Company had previously announced on its second quarter conference call. The AHTS is a newly built 150-ton bollard pull anchor handler. The purchase price of the vessel was \$30.7 million, of which \$25.4 million was financed.

Javier Segovia, president of Grupo TMM, said, "During 2006, the Company has significantly increased its owned offshore fleet, reducing the operating cost and at the same time building equity in these vessels. The Company's offshore fleet is now comprised of 24 vessels working to support the increasing demand of offshore exploration and production activities in the Gulf of Mexico under the umbrella of Mexico's Navigation Law."

Headquartered in Mexico City, TMM is a Mexican multimodal transportation Company. Through its branch offices and network of subsidiary companies, TMM provides a dynamic combination of ocean and land transportation services. Visit TMM's web site at www.grupotmm.com. The site offers Spanish/English language options.

Included in this press release are certain forward-looking statements within the meaning of Section 27A of the Securities Act of 1933, as amended, and Section 21E of the Securities Exchange Act of 1934, as amended. Such forward-looking statements speak only as of the date they are made and are based on the beliefs of the Company's management as well as on assumptions made. Actual results could differ materially from those included in such forward-looking statements. Readers are cautioned that all forward-looking statements involve risks and uncertainty. The following factors could cause actual results to differ materially from such forward-looking statements: global, US and Mexican economic and social conditions; the effect of the North American Free Trade Agreement on the level of US-Mexico trade; the condition of the world shipping market; the success of the Company's investment in new businesses; risks associated with the Company's reorganization and restructuring; the ability of the Company to reduce corporate overhead costs; the ability of management to manage growth and successfully compete in new businesses; and the ability of the Company to restructure or refinance its indebtedness. These risk factors and additional information are included in the Company's reports on Form 6-K and 20-F on file with the United States Securities and Exchange Commission.

Richards Bay faces tug shortage

The port of Richards Bay is currently operating with too few tugs and the National Ports Authority will have to 'step up' to match the improvements and increased volumes expected from the dry bulk and multi purpose terminals.

This was said at a meeting of clients at the port last week, as reported by the Zululand Observer. The meeting was told that when the port was first opened it had seven berths and two tugs, later increasing to four tugs and a helicopter for piloting services.

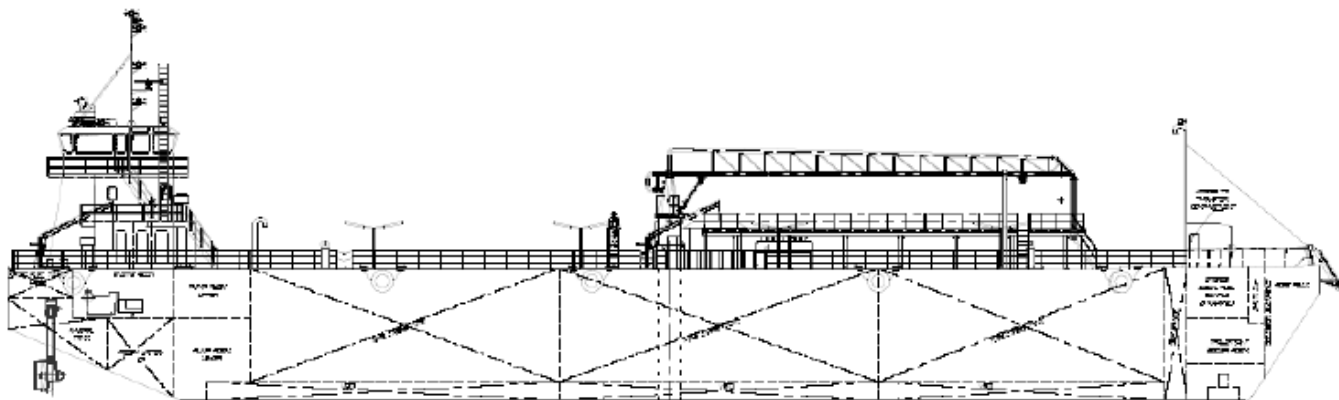
"Now there are 19 berths and we are back to two tugs and no helicopter and with the major capital upgrade by SA Port Operations at the two terminals, there needs to be some synergy between the roleplayers to ensure efficiency within the port," said one port client.

New bunker barge to be built in South Africa

By : Clare Gomes ©

The Directors of **SMIT Amandla Marine (Pty) Ltd** are proud to announce that a new, technologically advanced bunker barge will be built. This multi-million rand transaction follows successful negotiations between local specialist marine services company **SMIT Amandla Marine** and local ship builder **DORMAC** of Durban.

"In line with the KwaZulu-Natal provincial growth strategy, the new build project is an example of our commitment to the local economy", said Mrs. Manana Nhlanhla, Chairperson of **SMIT Amandla Marine**. "With the majority of our bunker barge activities located in the Port of Durban, it is pleasing to be able to contribute to local industry and to be able to employ South African expertise in the conceptualisation, design and building phases of this project, which complements our commitment to transformation and economic growth in this region".



With the anticipated movement away from pipeline delivery specifically in the Port of Durban and new mandatory IMO marine oil pollution regulations, the local oil industry has echoed international trends and will require that effective

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2008, bunker barges be double-hulled. Managing Director of **SMIT Amandla Marine** Mr. Paul Maclons explains that the new build bunker barge, scheduled to be delivered in August 2007, will join an existing SMIT Amandla Marine barge fleet of three including the '**Pentow Energy**', '**Marine Excellence**' and '**Smit Bongani**' – currently utilised in service to the industry in the ports of Richards Bay and Durban.

The new barge is designed with maximum fuel carrying requirements in mind and will be able to deliver bunkers at rates of up to 1000 tonne/hr. Characterised by optimal manoeuvrability, safety features and the capacity to carry some 5000 tonnes of marine fuel (fuel oil, gas oil and diesel oil), the new barge will epitomise the latest in international barge design and technology. Features inherent in the design of the barge include diesel-electric propulsion, closed loop loading, a bunker gantry and wheelhouse control of the whole cargo operation

On the issue of skills development required to support the new vessel when it goes into operation next year, Mr. Paul Maclons is planning ahead: "We have already begun a training and development programme with bunker barge masters and crew and are focussing on expanding our pool of local human resources to ensure that we have the required experienced personnel to man the new barge when it comes into service. An investment in our people is as important as the investment in new hardware".

SMIT supports the South African Government's drive to transform the country and in 2005 restructured its South African operations and successfully established **SMIT Amandla Marine** which has become a leading example of transformation in the maritime sector in South Africa. SMIT's commitment to the local ship building industry is in line with the government's stated support for the re-establishment of South Africa's shipbuilding capability and the resurrection of this vitally important sector of the economy. This sentiment was echoed by Transport Minister Jeff Radebe last week, speaking at the Africa Joint Operations Conference 2006.

MOVEMENTS

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The **FEDERAL POLARIS** seen arriving at Oshawa assisted by the tugs **Glenevis** and **Paul E No 1**.
Photo : **Jim Gallacher** ©



The South African Trawler **ZA 4348 COMPASS CHALLENGER** seen departing from Cape Town
Photo : **Aad Noorland** ©

AIRCRAFT / AIRPORT NEWS

World's largest jet in 1968: Boeing 747

On Sept. 30, 1968, Boeing rolled out its 747 wide body jetliner at the company's Everett, Wash., plant. The jumbo jet was the world's largest civilian airplane at the time.

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According to a history of the plane posted on Boeing's Web site, 75,000 engineering drawings were used to produce the first 747. The original 747 flight test program, which led to the airplane's certification for commercial service in December 1969, used five airplanes, lasted 10 months and required more than 1,500 hours of flying.

The quest to put more passengers on one plane grew from lower fares and more passengers. The planes could carry up to 490 passengers and 33 attendants. The fuselage alone was 225 feet long; the tail was as long as a six-story building. The total wing area was larger than a basketball court, but, according to Boeing, its entire global navigation system weighed less than a modern laptop.

Pilots were trained to fly the big jet in a mockup of the flight deck, built atop three-story-high stilts on a moving truck. The pilot learned how to maneuver directing the truck driver below him by radio. The first commercial flight for the 747 took place on Feb. 9, 1969.



Photo : Piet Sinke ©

Since then, according to Boeing, the 747 fleet has logged more than 35 billion statute miles -- enough to make 74,000 trips to the moon and back -- and has flown 3.5 billion people, the equivalent of more than half of the world's population.

The 747 is still flying -- most recently as a 747-400ER, a model that first flew in 2002.

Boeing has a tour center open to the public year-round in Everett.

Lufthansa wants to buy SAS

German airline Lufthansa is interested in acquiring control of the Scandinavian Airline System (SAS). This is confirmed by Lufthansa chief Wolfgang Mayrhuber, Finansavisen reports.

The new non-socialist coalition in Sweden has announced that it will sell the state-owned SAS shares after it won last week's election.

However, Lufthansa says it is only interested in an acquisition if it will be able to buy at least 50 per cent of the SAS shares.

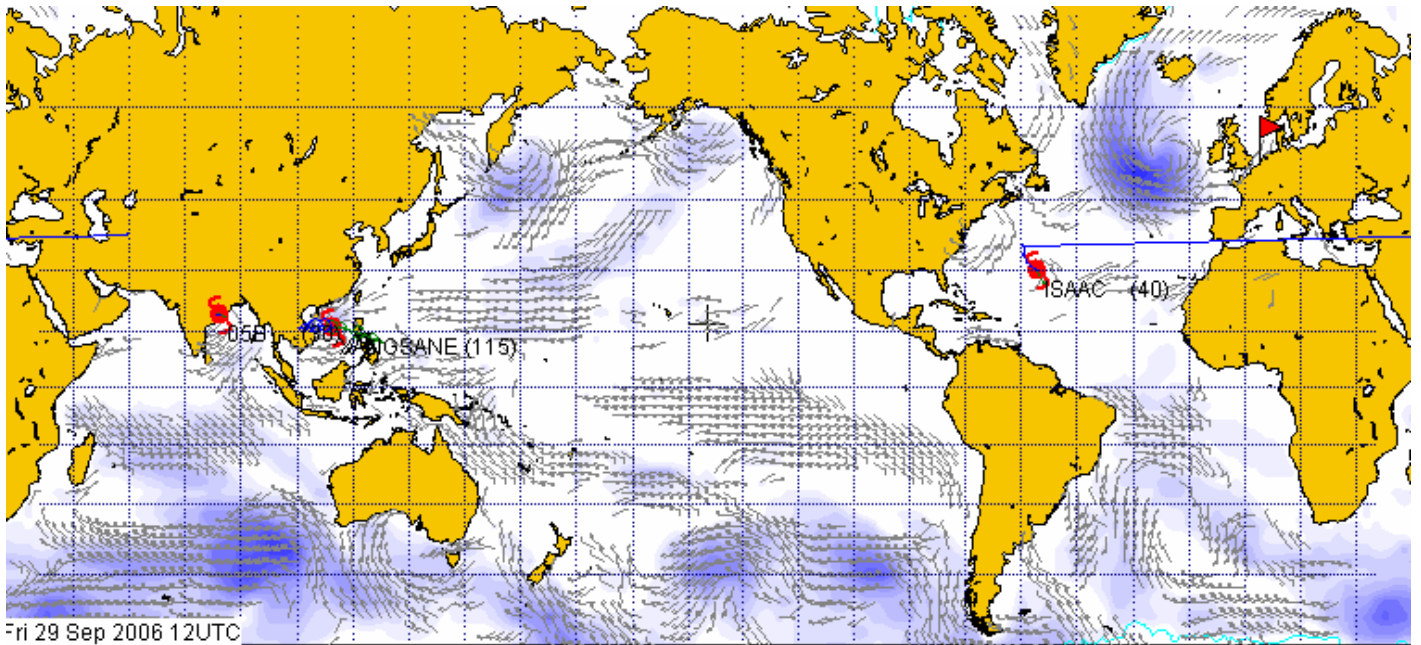
Denmark is also considering the sale of its shares, while the Norwegian government has said that a sale of Norwegian state-owned SAS shares has not been considered.

MARINE WEATHER

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.... PHOTO OF THE DAY



The **CSCL LOS ANGELES** seen enroute Antwerp
Photo : Alain Doods / Tugspotters ©

Maritieme dag in Terneuzen

Lekko, de vereniging van belangstellenden voor de scheepvaart, houdt morgen (zaterdag 30-09) voor de veertiende keer haar internationale [Lekko-dag](#) in Terneuzen.

Deze maritieme bijeenkomst vindt plaats in [PAVILJOEN WESTKANT](#) in Terneuzen van 11.00 tot 16.00 uur.

Centraal die dag staat de maritieme ruilbeurs waar de hobbyisten en fotoverzamelaars hun fotocollectie kunnen aanvullen. Lekko presenteert zich door middel van een maritieme shop, waar de clubbladen, sleepvaartfoto's, maritieme boeken en artikelen te verkrijgen zijn.

De Lekko-dag wordt wordt georganiseerd in nauwe samenwerking met de [scheepsmodelbouwvereniging Zuid-Zuidwest](#) uit Terneuzen en dit jaar doet voor het eerst ook scheepsmodelbouwvereniging Vlissingen mee. De clubs presenteren zich met een uitgebreid assortiment scheepsmodellen, waaronder een aantal modelslepers. De maritieme vereniging World Ship Society-Zeelandbranch verleent ook medewerking en ook de populaire internetsite [TUGSPOTTERS](#) presenteert zich in een info-stand.

Traditiegetrouw verlenen ook de beide sleepvaartbedrijven uit Terneuzen, Multraship en URS Nederland, hun medewerking. Die geven om 13.00 uur ter hoogte van de oude veerhaven een vlootshow.

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