

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 003



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EVENTS, INCIDENTS & OPERATIONS JACK VAN DER VALK BEGRAVEN



Door : Jan Plug.

Dinsdag werd **Jack van der Valk** begraven, bij vele **Shipping News** lezers bekend en ook in IJmuiden bekend vanwege zijn wekelijkse column in de **IJmuider Courant, 'Rond de Losplank'**, waarin gegevens uit de IJmuider vishal stonden vermeld en artikeltjes over visserij. **Jack** had een zeer uitgebreid archief over visserij en gold als allesweter op het gebied van visserij. Hij was ook heel vaak aan de waterkant te vinden en door zijn werk bij Visbedrijf **Parlevliet en Van der Plas** had hij veel contacten in de visserij wereld.

Vooraf aan de begrafenis werd **Jack** nog rondgereden langs de haven, waarbij voor het kantoor van **P&P** even halt gehouden werd. Alle personeel stond op de kade om daar afscheid te nemen van hun zeer gewaardeerde collega.

Toen de stoet om 9 uur langzaam over de kade verder reed, barste een luid hoorngeschal los van de langsij liggende hektrawlers van **Parlevliet en Van der Plas** en van **Cornelis Vrolijk**. Een luid getoeter dat tot in de wijde omtrek was te horen, want vanwege de jaarwisseling lagen bijna alle schepen binnen.

Toen de stoet halverwege de kade was, zagen we de **ACERGY FALCON** in het Noorderbuiten Kanaal passeren, als een soort eerbetoon precies op het juiste moment. Ik stond zelf op de kade bij de groep mensen voor het kantoor van **P&P** en kreeg een brok in mijn keel... een heel bijzonder moment. Vanaf de **FALCON** heb ik regelmatig bijzonder contact gehad met **Jack** door mailtjes die iets verder gingen dan het sturen van plaatjes.

De **ACERGY FALCON** passeerde IJmuiden op weg naar Shipdock Amsterdam, voor een korte reparatie / dokbeurt.

Na de rondrit volgde een kerkdienst en aansluitend de begrafenis die door een overweldigende menigte werd bijgewoond. **Jack** was gekend en gezien, een zeer sociaal mens waar iedereen van op aan kon.

Jack is slechts 61 jaar geworden. Ook wij zullen hem missen.

Ill-fated vessel still-worthy: Indonesian minister

The "**KM Senopati Nusantara**," an Indonesian vessel which sank in Suar Mandalika waters early Saturday, was still sea worthy and not very old, Transportation Minister Hatta Radjasa said.

The KM **Senopati Nusantara** was built in 1990 and it underwent repairs in 2006, Antara news agency quoted the minister as saying at a press conference Saturday night in Semarang, Central Java province.

He said when the accident took place, the vessel was sailing from Central Kalimantan to Semarang, Central Java, carrying about 542 passengers, 57 crew members, 29 bus/truck drivers and conductors as well as their respective vehicles.

According to a leading local website "detik.com" So far, 109 of the number of passengers listed in the ship's manifest had been rescued. They had been temporarily evacuated to Bawean island, East Java.

The minister said the vessel of 2,178 gross dead weight tons had a capacity to carry 800 passengers and was equipped with sufficient safety gear. He said 14 hours after the vessel had sunk, it was believed to have moved about 39 miles to the east from its previous position at about 24 miles north of Mandalika waters.

The local office of the Meteorology and Geophysics Agency (BMG) did not ban the vessel from sailing, Hatta Radjasa said, adding that the Kumai port administration in Central Kalimantan had also issued a sailing permit based on the BMG's weather report.

"Bad weather happened when the vessel had almost reached its destination," the minister added. Bad weather and high waves were reported to be hampering the search and rescue efforts being made at the location by a team composed of servicemen, marine police and members of the national SAR (Search and Rescue) agency.

The Indonesian National Defense Forces (TNI) also deployed three warships and three aircraft to help evacuate passengers and crew of the ship.

Yachtsman quest goes under as boat sinks

The dream of Graham Wentworth, an East London single-handed yachtsman, of completing the 1675 nautical mile Governor's Cup has been shattered. His trimaran was flooded on New Year's Eve - forcing him to abandon the yacht.

Race control received notification that his right hull was flooded last night. Attempts to clear the water failed. Wentworth was eventually rescued by a container ship north west of the Orange River mouth. He's due to arrive back in his home port of East London on January third.

A further withdrawal saw Marty Alessa seeking shelter in Saldanha Bay, while the **Miura 2 Raging Bull** is currently awaiting a lull in the weather to repair rudder damaged sustained over the weekend.

Defending handicap champion Our Dianne continues her lead in the handicap position and reported tearing a sail in gusting winds of up to 25 knots by early this morning. Current synoptic charts show the South Atlantic high pressure system still located quite far north and north-westerly winds of approximately 10 knots, which is not very promising for fast finish times.

A trimaran is a multi-hull boat consisting of a main hull and two smaller outrigger hulls, attached to the main hull with lateral struts. The design and names for the trimaran components are derived from the original constructed by native Pacific Islanders.



Java ferry rescue work continues

Indonesian rescuers have found more than 190 survivors from a sunken ferry, but 400 are still missing two days after the vessel capsized in mountainous seas.

Search teams, upon spotting survivors on life rafts, dropped food and water to them, on Monday. According to one survivor, many victims were trapped in the ferry's lower decks and were unable to escape as the vessel slid into the sea.

At least 191 exhausted people have been found alive, either packed into lifeboats, clinging to debris or on beaches after swimming ashore, according to Hatta Radjasa, the transport minister. State news agency Antara earlier said the bodies of 66 people had been located, many in waters and on beaches near Rembang on Central Java's coast.

However, Aiptu Pitoyo Adi, a Rembang police official told Reuters that while fishermen who found the 66 assumed they were dead, some might still be alive but unconscious. Captain Hadi Siswanto, a search official, said on Monday rescue boats continued to collect scores of corpses from choppy waters in the Java Sea.

Officials in Rembang were readying more than 200 body bags at the port while workers at the town's hospital built a makeshift tent mortuary for the bodies.

The ferry was carrying 545 passengers and 57 crew when it sank. It was licensed to carry 850. Officials said they lost contact with the vessel at around midnight (17:00 GMT Friday) when it was off the Java coast.

Rough seas with waves five to six metres high were hampering search-and-rescue efforts with only larger navy ships able to go out, as two other ships were forced to turn back. Bustam later told ElShinta radio that the ship was built in 1990 and serviced earlier this year, "so it should not have had any problems".

"The huge waves had caused the ship to sink," he said. The **Senopati Nusantara** (Archipelago Commander) had been due in Semarang late on Friday after what should have been a 19-hour voyage. Navy ships and helicopters earlier found some of the survivors stranded on the nearby island of Bawean, but could not find any trace of the ship, ElShinta radio said.

An airforce C-235 patrol aircraft was also searching for survivors. One survivor told Reuters the ship had started to roll over after struggling in high seas and heavy rains. "Suddenly the lights went off and it became dark. The ship's crew tossed life jackets ... some could not get any, but I got one," said Waluyo, 53.

"I was flushed out by water and I saw many people struggling to save themselves" "I tried to get into a rubber boat, but many people also did the same thing, so the rubber boat was torn. Finally, I grabbed the edge of another rubber boat." Waluyo said he did not know the fate of his children, one a young adult and the other an infant, travelling with him.

Another survivor told Metro TV: "The crew told us to be calm and that nothing was going to happen. But at about 11.15pm the ship began to turn over and then capsized. "I was flushed out by water and I saw many people struggling to save themselves."

Hatta Rajasa, the transportation minister, said the Japanese-made 2,178-tonne **Senopati Nusantara** was seaworthy and had a capacity of more than 850 passengers. The ferry left Kumai in Central Kalimantan province on Borneo island en route to Semarang in central Java 420km away, and sank near Mandalika island off the Java coast.

Deckhand recounts last moments of doomed Indonesian ferry

A deckhand rescued after more than 48 hours floating in rough seas described Monday how his doomed Indonesian ferry sank in just minutes amid panic and confusion.

Navy ships and fishing boats were continuing to search for hundreds of other people still missing after the "**Senopati Nusantara**" sank Friday night in a storm off the coast of Java.

Wawan, 22, was rescued around midnight Sunday (1700 GMT) by fishermen and arrived at this port in Central Java at 2:00 am along with 10 other survivors and one dead man.

Survivors had to be carried off the boat as they were too weak to walk and were taken to Rembang district hospital to recuperate. Relatives of the victim went to identify his body at the hospital morgue.

Apart from being weak after two days in the water without food or drink, Wawan appeared little the worse for his ordeal as he recovered in hospital.

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His fellow survivors did not seem to have fared so well. No one else was up to recounting their ordeal as the ferry hit rough weather and attempted to make a run for safety to ports on Java or the Karimun islands north of the Java coast.

"Friday night at about 10:00 pm the weather was bad. I have sailed in the monsoon season before but not like that night. It was really bad, water was coming into the ship," Wawan told AFP.

"The ship tilted, cars inside tumbled. We planned to land in either the Karimun islands, Rembang or Surabaya. The wind was pushing the ship towards the east," he said. "We finally dropped anchor somewhere between the Karimun islands but as soon as we dropped anchor, the ship went down very quickly."

Panic and confusion ensued as the hundreds of people on board scrambled to save themselves. "Everyone was trying to save themselves. I had my life jacket on," he said. "As soon as we reached the top deck, the lights went off. Only about 10 minutes after we dropped anchor the ship disappeared. The next thing I knew, I was in the water," said the young deckhand who spent the next 48 hours floating in rough seas.

"I'd floated around since Friday night until the fishermen's boat found me sometime Sunday night, almost midnight," Wawan said. "For more than two days I held on to a lifebuoy until they found me," he said. "I saw at least four other people with me -- they were all saved by the fishermen. The fishermen saw dead bodies but decided to save us first."

Cuts on his hands and an intravenous drip appeared to be the only signs of his ordeal as friends and family kept coming to visit or call him on a mobile phone which was continually ringing. "I am grateful to be alive," he said. His parents were already waiting for him at the hospital after hearing news of his rescue on television, which has been broadcasting the names and details of survivors as they are rescued.

"I heard about Wawan from the TV. I know that's Wawan's ship. His uncle searched for him here so I rushed here and I am glad to see him alive," said his father Suranto. "It's up to Wawan if he want's to sail again."



First ship of the year at the upriver Essex (UK) in the port of Mistley was the **ANDROMEDA**. She will load grain for Dublin

Photo : Derek Sands ©

Holland Amerika Lijn keert terug naar Rotterdam

De Holland Amerika Lijn keert na 36 jaar terug naar Rotterdam. De HAL opent over twee maanden zijn Europese hoofdkantoor in de stad. Dat heeft burgemeester Ivo Opstelten dinsdag gezegd in zijn nieuwjaarsrede.

„De trots van Rotterdam weer terug op eigen bodem“, zei een opgetogen Opstelten in het stadhuis. In 1873 begon vanuit Rotterdam een rechtstreekse scheepvaartverbinding naar New York. Vertrekpunt was het huidige Hotel New York op de Wilhelminapier. De transatlantische verbinding naar de nieuwe wereld bleef tot 1971 actief.



De concurrentie van de luchtvaart werd te groot. Op 8 november '71 verliet de **Nieuw Amsterdam** (II) de Wilhelminapier voor de allerlaatste oversteek. Het kantoor van de HAL was eerder dat jaar al overgeplaatst naar New York.

Aquarel :
Ronald van Rikxoort

De HAL is nu een cruisevaart maatschappij en onderdeel van Carnival Cruise Lines in Miami. De schepen waarmee de HAL vaart hebben nog wel

Nederlandse namen, zoals de **Statendam**, de **Noordam**, de **Zuiderdam** en de **Rotterdam**.

Een van de voorgangers van dat schip is het stoomschip de **Rotterdam** dat is gebouwd in 1959. In het voorjaar komt dit maritieme monument, dat wordt gerestaureerd in Polen, terug naar zijn voormalige thuishaven. Het krijgt daar een vaste ligplaats en onder meer een educatieve functie.

Fraud Skipper Sees Light, Then A Cell

The skipper of a Scottish trawler who deliberately scuppered his boat in an insurance scam and confessed a decade later after finding religion was jailed last month for two and a half years.

Francis Wiseman, 53, skipper of the Banff-registered **Seaward Quest**, sank his boat for the insurance pay-out 12 years ago while on a fishing trip in stormy waters 50 miles off Shetland.

He tampered with valves below deck, allowing seawater to flood into the engine room.

Wiseman, two other members of the crew who were allegedly also involved and three innocent deckhands who knew nothing about the plot, scrambled to the safety of a life raft only minutes before the 80ft vessel disappeared beneath the waves in October 1994.

Wiseman, who was brought to justice when he confessed his role in the scam to a friend after finding religion, was said to be a broken man when he appeared at Peterhead Sheriff Court for sentence.

Sahid Latif, defence advocate, told the court: "It is with much profound regret that Mr Wiseman stands here today. He stands before you a broken man because of that act of madness.

"I cannot say he was clinically depressed at the time but a psychologist said his mental state was compromised. The act has been sitting on his shoulders since it was committed and religion has been his salvation and his downfall."

Despite admitting that he sunk the boat, Wiseman, of Whiteford Road, Pitcaple, near Inverurie, was not accused of causing the vessel to founder. He pleaded guilty to forming a fraudulent scheme to obtain an insurance policy pay-out of £584,750 by giving false information to agents of the vessel's insurers three days after the sinking.

Passing sentence, Sheriff Malcolm Garden said: "I have to say that the decision which you made may have seemed appropriate at the time, but whatever the state of your marriage or your personal life, it was a seriously flawed approach. Nothing can justify the action which you chose to take."

A spokesman for the insurer, Sunderland Marine, said the company was reviewing its options for taking the case forward.

He said: "Sunderland Marine takes all cases of fraud very seriously and we were shocked when we discovered the real reason for the loss of the **"Seaward Quest"**. We are a mutual insurance company and therefore trust and good faith are at the heart of our dealings with owners who insure their vessels with us.

"We are pleased that, despite the passage of time, the case has been prosecuted and that the true circumstances have come to light."

Cancelled cruise ruins passenger holidays

Dubai A last-minute cancellation of a Muscat-bound cruise left more than 200 holidaymakers fuming at the cruise ship terminal at Port Rashid .

Angry passengers who arrived at the terminal as early as 5am told Gulf News that they were not informed of the cancellation until 9am. "Neither the cruise captain, the company nor the agents provided us with any explanation. Each one was busy shifting the blame from one to the other," said Keshwani Ratans, a passenger.

The passengers had planned the three-day cruise package aboard the **Dream Princess**, a ship operated by a company registered in Greece. The ship was to set to sail from Dubai at 8am and reach Muscat via Mussandam. It was scheduled to arrive back in Dubai at noon on January 1.

Tickets for the cruise were booked by various agents in the UAE and were priced between Dh 1,750 and Dh1,950 per person. Rizwan M., a company representative, said the decision to cancel the cruise was taken after 2am when they detected a technical fault.

"It is a simple cancellation. The passengers can get their money back from the agents from whom they purchased the tickets. I cannot permit the passengers to go on board the ship," he said.

Sheetal Bhatia, operations manager, Lama Desert Tours and Cruises, which was one of the cruise ticket selling points, said passengers would be refunded. She said: "I do not know why the cruise was cancelled."

Harish Ramchandani, another passenger, said: "All I know is that my New Year celebrations are ruined by the ship company. We are being forced to make alternative plans for New Year which will not be very easy." A couple of artistes who were booked to provide onboard entertainment were also apprehensive of getting paid.



CASUALTY REPORTING

Indonesian cargo vessel sinks, crew rescued

A wooden vessel's 13 crewmen have survived as they were rescued by a passing ship after floating in the sea for two days and one night, Indonesian police said on Monday.

The ship, "**Sapanyana**", on its way from South Kalimantan to Bangkalan, Madura, East Java, hit a floating log and sank in Masalembo waters, Java Sea, on Dec. 30, Antara news agency quoted Adjunct Senior Comm Gde Sugianyar Dwi Putra, chief of Balikpapan's police, as saying in Samarinda, capital of East Kalimantan province.

The boatmen in the water were spotted and picked up by a passing ship of Karana Lines, a shipping company in Balikpapan. The crew and their skipper, Sahrir, are now receiving medical treatment at the Bhayangkari general hospital in Balikpapan. We have informed their relatives in Bangkalan," he added.

Meanwhile, Sahrir, the ship's skipper, said his boat hit a wooden log while it was raining heavily and the sea was in turmoil with waves as high as four meters, he said.

Several ship accidents have taken place in the waters of Indonesia in recent days. A ferry with more than 500 passengers sank in Mandalika waters in Central Java province on Saturday and till now 189 survivors have been recovered and others were still missing."

All rescued after ferry sinks near Bali

Indonesian search and rescue teams have found all 11 passengers and crew from a ferry which sank off the resort island of Bali, reports said Monday.

Nine were rescued by a passing cargo ship on Monday after they were found floating in their lifejackets in the Java sea, ElShinta radio reported. Two others had managed to make it to Pantai Bukit beach on the northeast of Bali on Sunday. All 11 survivors, including six crew, were being treated at a hospital in Gerisik, in East Java. The "**Sinar Baru**" was en route to Lombok from the Javanese port of Surabaya when it sank after strong currents and huge waves hit the vessel.

"Sea water had flooded the motor of the **Sinar Baru** and water started entering the ship. At the time the chief mechanic was asleep," a local government official told ElShinta. "The ship was already near the port but it started to sway violently and sank just before reaching it," the official said.

It was the third Indonesian ferry to sink in less than a week.

Grounded In Pentland Firth

Tuesday morning (02 Jan) saw Aberdeen Coastguard alerted to an incident in the Pentland Firth where a vessel, the 2652 ton, 1977 built, Norwegian flagged, 79 metre long **'Sunna'** was reported to be aground by the bow on rocks in the Pentland Firth on Swona near South Ronaldsay in the Orkney Islands.

There are seven crew aboard the double hulled ship.

In a dialogue with the crew, it was ascertained that they had tried to go astern after the grounding and pull the vessel off, but had not managed to do so. The crew were now checking around the vessel for damage. There are no signs that the vessel is taking water. The vessel is carrying 37000 litres of fuel oil and she is fully loaded with 1900 tons of ferrosilicon which it was taking from Grundartangi in Iceland to Spurn Head on the River Humber. The weather on scene are south westerly winds of force 6 with excellent visibility.

The Coastguard Emergency Towing Vessel, the **'Anglian Prince'** was immediately sent to the scene and will arrive at around 9.30 a.m. this morning. The Agency's counter pollution team was also informed. The RNLi Longhope lifeboat has also been despatched to the scene to standby in case of any crew evacuation and an aerial surveillance aircraft has also been readied up for first light.

The Orkney harbour authorities have despatched two further tugs, the **'Erlend'** and **'Harald'** to the scene as a precaution as the site of the grounding is within their port limits and they have set up an emergency control room to oversee any future salvage activities.

Tanker blows up

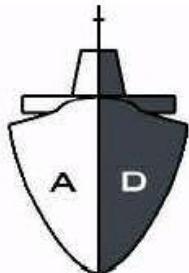
SEVEN people were injured when an oil tanker exploded in southern China's Guangzhou on Sunday, government officials said yesterday.

The blast occurred after a fire broke out on the 5,000-ton **Changyun No. 1**. The vessel was anchored at a shipyard in Panyu County in the southern suburbs of Guangzhou. An investigation into the cause of the accident continued yesterday.

NAVY NEWS

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HMS Endurance crew leave Rio amid riots

THE crew of HMS Endurance left the Brazilian city of Rio de Janeiro January 1st after a troubled stopover. Violent riots in the city, believed to have been planned from prison by jailed gang leaders, have caused the deaths of 18 people on buses and in police stations.



Most of the ship's company were confined to the vessel during their stay. But New Year's Day saw them setting sail for the return journey to Antarctica.

The stop in South America was part of a nine-month deployment where the icebreaker has mapped 3,000 miles of sea bed off the Antarctic peninsula and 2,500 miles around South Georgia.

The Portsmouth-based ship is drawing up accurate charts to aid cruise liners. She is due to return home in June this year.

SHIPYARD NEWS

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The first newbuilding for 2007 to leave the Damen Shipyard is the **ABEILLE SPARTEL**, the tug commenced yard trials Tuesday January 2nd.

Photo : Hans Lingbeek ©

Biggest shipyards may keep record-high prices to counter costs

Hyundai Heavy Industries Co., the world's largest shipbuilder, and its peers may succeed in keeping vessel prices at record highs for a third year as they seek to shield earnings against dropping orders and higher steel costs. The top-three yards, Hyundai Heavy, Daewoo Shipbuilding & Marine Engineering Co. and Samsung Heavy Industries Co., all from Korea, will book new orders around today's all-time highs, according to four out of five analysts surveyed by Bloomberg. The companies will give their outlooks for 2007 as early as this week.

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Korea's yards took almost half of this year's orders in the world's \$100 billion ship industry, as transporters turned to them for the largest and most expensive vessels. With business set to fall from this year's peak, the builders want to avoid a repeat of 2004, when they didn't foresee a jump in the cost of steel plates used in hulls that wiped out two-thirds of profit.

"With raw-materials costs still at higher levels, shipbuilders will continue to pass this on to clients," said Kang Sang-min, an analyst at Tong Yang Merchant Bank in Seoul.

Liquefied-natural-gas tankers, the most complex and expensive type of ship, cost a record \$220 million in early December compared with \$205 million at the end of last year, according to London-based Clarkson Plc, the world's largest ship broker. A very large crude-oil carrier cost an all-time high of \$129 million early this month, 7.5 percent more than a year ago.

Daewoo Shipbuilding leads its competitors in contracts for both those types. The largest tankers are more than 300 meters (984 feet) long, equivalent to three football fields, or about the height of the Eiffel Tower.

The swelling order backlogs at the shipbuilders are helping to boost the price of their shares.

The nine-member Bloomberg World Shipbuilding index has gained 40 percent this year in dollar terms, the sixth-biggest gain of 67 industry groups in the Bloomberg World index. Hyundai Mipo Dockyard Co., a unit of Hyundai Heavy, has led the advance by almost doubling in value.

The Koreans have increased what they charge as they seek to protect themselves from higher costs for steel plates, engines and the stronger won. They register orders in dollars and report earnings in the domestic currency, so a stronger local money reduces the value of business after it is converted. The won has gained 8.5 percent this year, the third-sharpest gain among the 15 most-actively traded Asia-Pacific currencies.

Spokesmen for Hyundai Heavy, Daewoo Shipbuilding and Samsung Heavy declined to comment on their pricing plans.

Prices have climbed since early 2003, as stricter safety and pollution measures force shipowners to buy new vessels and as an expanding world economy spurs exports and imports.

Global trade, about 90 percent of which is carried by sea, will grow 8.9 percent this year and 7.6 percent in 2007, according to forecasts by the International Monetary Fund.

Weighing on the ability of the Korean yards to push through current prices for new contracts is the prospect of business dropping 20 percent to 30 percent next year, ending three consecutive years of record-setting orders.

"While it will be inevitable for orders to fall next year, what will be important is which direction ship prices will go," said Jerry Kang, an analyst at Korea Investment & Securities in Seoul. "Depending on which way they go, it will determine the profitability of shipyards in the future."

Shares of Hyundai Heavy, Daewoo Shipbuilding and other shipyards fell after a Nov. 13 report by Lloyd's List, which monitors the ship industry, said prices for new vessels are poised for a "dramatic" decline. The report cited Daniel Jessel, chairman of London-based Maritime Strategies International.

"An increasing number of new vessels are being put into service and that will reduce the need for more, leading to a drop in ship prices," said Lim Chai-gu, an analyst at Kyobo Securities Co. in Seoul. Prices could fall 10 percent to 15 percent in 2007, he said.

The shipyards stepped up measures to pass on higher costs from late 2004 as their profits dropped by as much 67 percent because they hadn't anticipated that steel plate prices would almost double from the previous year.

Hyundai Heavy, which sets the benchmark amount paid for steel plate among its domestic competitors, agreed in October to a two-stage rise in plate prices from Japan that will increase the metal's cost by a total of 5.2 percent, to \$610 a ton in the first quarter of next year from \$580 a ton in the six months ended in September. The ability to pass on the extra expense is key to shaping profit as the company works through its orderbook.

"What ship prices are now will pretty much tell us what earnings will be like for shipbuilders two years from now," said Ohk Hyo Won, an analyst at Hyundai Securities Co. in Seoul

NEW 11.9 metre PILOT VESSEL "TIGER" SEES INNOVATIVE TASMANIAN COMPANY ON TRACK AND FORGING AHEAD

By : Mr **Graeme Phillips**, Managing Director, North Western Shipping & Towage Co Pty Ltd and Sabre Marine & Engineers Pty Ltd.

Upon their recent successful renewal of their Marine Services provision to the Victorian port of Portland, and in recognition of their commitment to progress and technology, North West Shipping and Towage Pty Ltd have upgraded from their Halmatic pilot vessel to an impressive, innovative, faster vessel with the recent delivery of "**Tiger**", an exceptional new generation 11.9 meter Pilot Vessel.



It was logical to build "**Tiger**" "in house" and to this end they commissioned their highly skilled engineering business, Sabre Marine and General Engineering, to build the vessel. North Western Shipping directed the evolution of Sabre Marine and Engineering over the past 17 years from a small enterprise set up to service the Company's tugs and associated vessels into one of today's most respected Tasmanian ship builders. The construction of this innovative multi purpose Pilot vessel marks yet another stage in the yards existence as they look forward to marketing these sturdy yet light and maneuverable vessels to satisfy a growing market.

The vessel has an overall length of 11.9 meters, enabling it to be operated by a Coxswain which is ideal for Regional ports; it has a 4.1 meter beam, and a dead rise of 18 degrees. She is powered by two 350 Hp. Cummins QSB electronic engines, with two Ultrajet UJ350 drives giving her a very respectable 25 knot service speed and a maximum speed of 33 knots at 2,800 Rpm, combined with outstanding maneuverability on trials.

ROUTE, PORTS & SERVICES

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Iran shipping line turns to euro

Islamic Republic of Iran Shipping Lines has replaced dollars with euros for foreign transactions, in accordance with a request by the government that state companies cut dollar-based transactions to a minimum, Bloomberg reported. The company operates Iran's largest non-oil shipping fleet, and has the biggest container market share in the region.



Hans Lingbeek wishes all readers a happy and prosperous 2007

Rotterdam port says cargo growth limited in short term

The port of Rotterdam, Europe's biggest, realised a 1.7 per cent growth in cargo volumes last year, keeping levels at all-time highs, but growth capacity would be limited in the short term, the port said on Friday. The port handled a total of 377 million tonnes of cargo in 2006, and growth came mainly from container cargo and liquid bulk such as basic chemicals and vegetable oils, preliminary figures showed.

Cargo volumes growth slowed from 5 per cent in 2005 and is expected to be 2.5 per cent in 2007, but stronger growth rates would depend on projects that would start operations in 2007, the port's chief executive Hans Smits said.

'Only when the larger expansions are completed, such as those of the EMO coal terminal and the Euromax container terminal, it will be possible to grow quicker,' Mr Smits said. The port of Rotterdam, owned by the city of Rotterdam and the Dutch State, has been working to expand capacity to meet growing demand from Asia, mainly China, and prevent congestion of ships which happened in 2004.

Last month, the Dutch parliament agreed to the building of additional docks at the shores of the Netherlands, a project called Maasvlakte 2, which will increase the port's capacity by 10 per cent to about 11.000 hectares in 2013.

The port of Rotterdam said it expected limited growth possibilities for dry bulk goods like sand, shingle, and minerals in 2007 due to capacity constraints. 'For the next year a small increase is feasible, but some customers have already been disappointed in their demand for transfer capacity,' the port said.

The port is a major European spot for imports and trade in vegetable oils and is important to the European oil industry, housing five oil refineries. Dutch national gas grid operator Gasunie and Vopak are developing a liquefied natural gas import terminal at the port, which is also the site of another project by oil refiner Petroplus.

In 2006, transfer of liquid bulk grew 2.6 per cent to 176 million tonnes, mainly due to demand growth in chemical products, benefiting from the economic upswing, and vegetable oils which gained on demand for biofuels.

Chemical products, vegetable oils and some other liquid bulk products grew 13.6 per cent to an all-time record volume of 31 million tonnes. A 3.4 per cent growth to a record 94 million tonnes in container transfers also contributed to 2006's volumes growth, mainly due to demand growth from Asia and Russia, it said.

Demand for container transfers exceeds capacity, it said, but it expected a 6 per cent growth this year for these goods. It said continued strong demand from the construction, chemicals and metals sector increased transfers of dry bulk such as sand, shingle, and minerals with 7.9 per cent in 2006.

Coal cargoes grew by 3.4 per cent to reach a record volume of 27 million tonnes and the port expects growth to continue because of strong demand in Germany and the planned construction of coal energy plants in the Rotterdam area. Some product groups declined in transfer volume, like crude oil which decreased 2.7 per cent, agricultural goods, like grains, oilseeds and animal feeds, fell 13.6 per cent and ores and scrap which fell 5.9 per cent.



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OOIL to sell, lease back 8 ships worth US\$480m

Orient Overseas (International) Ltd (OOIL), a Hong Kong-based shipping line, agreed to sell and lease back eight vessels worth about US\$480 million to a venture backed by HSH Nordbank AG, to help pay for new ships. The firm will use the funds from the sale to pay for four new container ships it ordered in October, it said in a statement to the Hong Kong stock exchange on Friday last week.

OOIL and other shipping lines are expanding their fleets in response to rising demand for cheaper goods made in Asia from consumers in the US and Europe. The International Monetary Fund forecasts global trade to grow 7.6 per cent in 2007. HSH will invest US\$312 million in the venture and receive 90 per cent of the profit. OOIL will invest US\$81 million through a unit. HSH and ING Groep NV will also lend the venture a total of US\$72 million, with OOIL lending it another US\$15 million. OOIL will indirectly own 90 per cent of the venture, with HSH owning the rest. The shipping line has an option to buy out all of HSH's interests in the joint venture after Jan 2, 2010.

OOIL in October ordered four vessels that can each carry 8,063 standard 20-foot containers for US\$477 million from Samsung Heavy Industries. The ships will be delivered between 2009 and 2010

MOVEMENTS

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The **MUSCAT LNG** arrived at Dubai Drydocks

Photo : Reinier Meuleman ©



The name of **Mediterranean Shipping Co (MSC)** of Switzerland is synonymous with BIG - big company, big fleet, big containerhips, big cruise liners, etc but many readers may not be aware that they also own a small "Dinky toy" in the form of **MSC TRADER**, Malagasy flag, previously Panama. This small coaster of 858 grt acts as a feeder vessel to the larger MSC vessels which call at Tamatave, the main port of Madagascar. She visits the smaller ports of that island nation and nearby islands where she is able to beach to discharge her cargo. She was built in 1968 in Denmark as **KATRINE DANCOAST** for Danish owners, becoming **ILDERIM V** Maltese flag in 1989 and finally received her present name in 1996. She visits Durban every so often for her dry-docking and maintenance.

Photo : Shiphoto International ©

AIRCRAFT / AIRPORT NEWS

Berlijn wil passagierstoestellen kunnen neerhalen

Het Duitse ministerie van Binnenlandse Zaken houdt vast aan het plan om passagiersvliegtuigen te laten neerschieten die door terroristen zijn gekaapt. Berlijn wil de grondwet zo wijzigen dat de Duitse luchtmacht toestemming krijgt om dergelijke toestellen neer te halen.

Een terroristische actie met een vliegtuig wordt praktisch gelijkgesteld aan een militaire aanval, stelde de Duitse minister van Binnenlandse Zaken, de christendemocraat Wolfgang Schäuble. Het Duitse constitutioneel hof had een eerste versie van de wet naar de prullenbak verwezen omdat de staat geen levens mag opofferen om andere levens te redden.

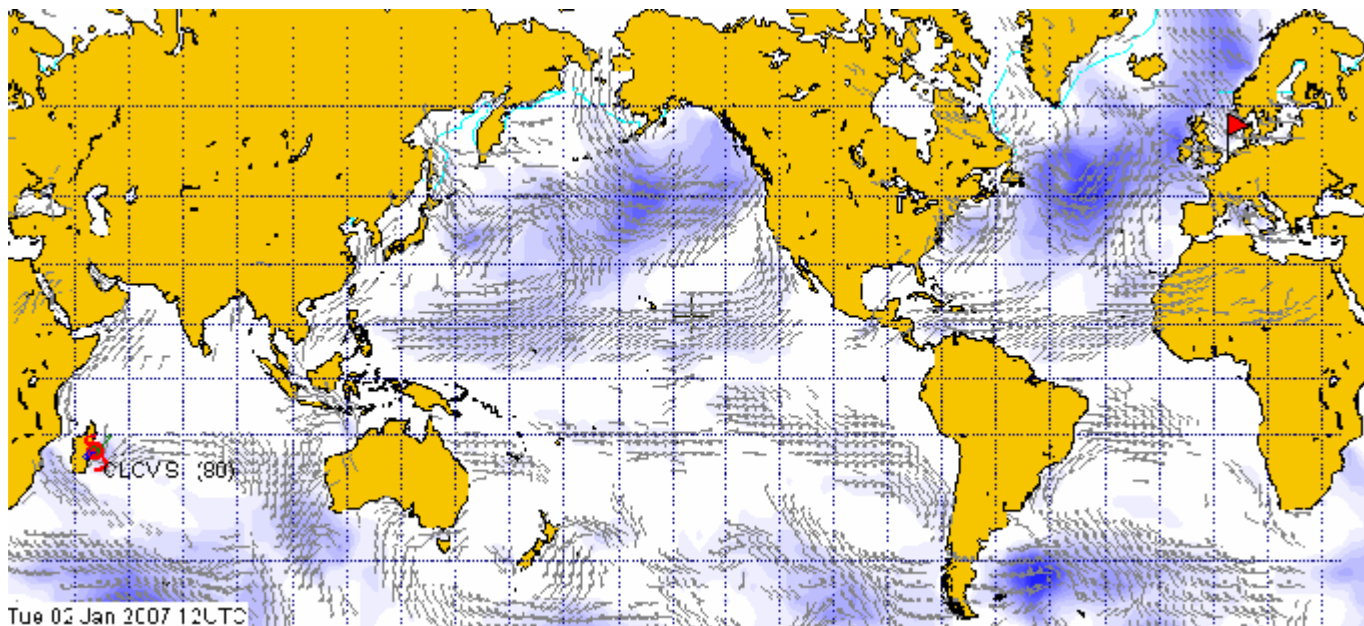
De oppositiepartij Groenen bekritiseerde de wet als „licentie om te doden", meldden Duitse media dinsdag.

MARINE WEATHER

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

.... PHOTO OF THE DAY



The **ELBE** seen moored in her homeport **Maassluis**
Photo : **Henk van der Heijden** ©

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