

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 006



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Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



The RPA 16 seen in action near Hoek van Holland – Photo : Arie Verheij ©

SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijis@SmitWijis.com

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EVENTS, INCIDENTS & OPERATIONS



The **RIJNBORG** seen during her trial period
Photo : Michel Kodde ©

Situation normalized after gas leak on Njord

A gas leak was reported on Njord A platform at approximately 1:30 p.m. on Thursday, 4 January. The leak occurred in a valve in the well area.

The leak was quickly rectified and the situation was normalized within an hour, but the process facility was still shut down at 4:00 p.m.

Joint Rescue Coordination Centre and the appropriate authorities were alerted to the incident. Hydro's emergency preparedness management was mobilized in accordance with proper procedure.

Personnel aboard the platform were mustered into lifeboats in accordance with normal procedure, but it quickly became clear that they could return to the living quarters.

A total of 94 people were onboard the Hydro-operated Njord A platform on Thursday afternoon.

SOMALI PIRATES OPERATING AGAIN

SOMALI-based pirates are believed to have attempted to board a bulk carrier about a week before Christmas. The report coincides with the eviction of the Islamic Courts, which had been enforcing a strong anti-piracy policy, from most of the areas they had held, including Mogadishu. According to the latest International Maritime Bureau weekly report the incident happened on 19 December at 19:32 LT in position 00-32:6S – 043:57.8E.

The ship received a distress call from a ship asking for help. The unidentified ship was at that time at five miles off the starboard bow and there were a group of men on deck. The vessel did not appear to be in distress. According to the IMB the master suspected piracy attempt took evasive manoeuvres and increased speed. The suspect ship followed for two miles before aborting the attack.

Meanwhile the IMB also reports that all 25 crew of the general cargo vessel **Farah III** which was attacked by Tamil Tiger rebels off NE Sri Lanka on 23 December, have released to the International Committee for the Red Cross in Colombo. The ship was at anchor with engine problems was surrounded by six small boats with armed rebels on board. Shots were fired and the vessel was boarded by the armed group who forced the master to weigh anchor. The IMB says that the condition of the vessel and the 14,000 tons of rice cargo on board are not known.



The tug **XEFINA** on operational duty in Port Maputo, Mozambique,
Photo : Dick Moore - Commercial Director - Maputo Port

N Korean ship detained in HK cleared to leave

A newly repaired North Korean ship held in Hong Kong for two months for safety violations has been cleared to leave, but it will leave without its cargo, a port official and the ship's agent said yesterday.

Marine inspectors detained the **Kang Nam 5** in October when they found its lifesaving, communications and emergency lighting equipment to be outdated or insufficient. The ship's inspection papers and navigational charts were also insufficient. Officials have said the detention of the ship, which arrived from Taiwan, was a result of a routine safety check unrelated to UN sanctions that authorize inspections of North Korean ships - measures approved after North Korea's Oct 9 nuclear test.

Marine officials who inspected the **Kang Nam 5** on Wednesday are satisfied that the ship's safety equipment has been repaired and have released it for departure, said Yu Ying-wai, a port state control official.

A spokesman for the ship's local agent, Topping Enterprises, said the vessel's owners sent money last week to cover the repairs. The man, who gave only his family name, Wong, did not say how much the equipment cost.

The South China Morning Post said the bill was about US\$30,000, with an additional US\$5,000 for anchorage fees. The paper did not cite sources.

Kang Nam 5 was scheduled to leave yesterday or by today for mainland China, where it will make a fuel stop before returning to North Korea, Mr Wong informed. The ship will return without its scrap metal cargo because the Hong Kong company that was supposed to consign the shipment had cancelled its order because of the delay, he said.

The ship was the second vessel to be detained for safety violations in Hong Kong since the UN sanctions were imposed. The first ship, **Kang Nam I**, was held on Oct 22, but was released 13 days later after complying with safety regulations



IMO Offers Support after Indonesia Ferry Accidents

IMO Secretary-General Efthimios E. Mitropoulos expressed shock and sadness following the devastating news of the loss of two passenger ferries, including the Senopati Nusantara, off the coasts of Sumatra and Java, Indonesia. He said, "It was with deep regret that we learnt of the incidents last Saturday and of the heavy loss of life involved, particularly on the Senopati Nusantara. The thoughts and prayers of the entire IMO membership, the Secretariat and myself go out to all those who have lost their lives and, of course, to their families, friends and loved ones." On learning of the incidents, Mitropoulos wrote to Hatta Rajasa, Minister for Transportation of Indonesia, and spoke to the Ambassador of Indonesia in London, to express sympathy and condolences and to offer IMO's assistance so that similar accidents are not repeated in the future. Mitropoulos also praised Indonesia's search and rescue efforts. He said, "The hard work of all those involved in the search and rescue operations are greatly appreciated, in particular because they had to be conducted under adverse weather conditions."

Vessel refloated after salvage operation at Montrose harbour

The cargo vessel MV '**Emsland**' which ran aground on the Annat Bank in the River South Esk, after departing the port of Montrose on Friday 29th December 2006 has finally been refloated, and has now moved back into the Montrose harbour. The **Emsland** is a 1857 GT cargo vessel which was carrying a cargo of 1776 tons of timber logs and bunkers of 33.7 tons of marine diesel oil and 1.5 tons of lube oil, which may have posed a threat to the environment had it been released.

All earlier attempts refloat the vessel had failed and officers of the Maritime and Coastguard Agency including the Secretary of States representative (SOSREP) set up a salvage control unit to oversee the salvage of the vessel and minimise the risk of pollution. The SCU included representatives from the Scottish Environment Group. Svitzer Wijsmuller were contracted as salvors.

Over 40 tonnes of fuel oil were removed from the vessel and a shallow draught landing craft was brought onto site and a crane installed. Coastguard lighting gear was also set up locally and at just after 2.00 a.m. this morning, operations began to try and remove the timber cargo. By mid morning over 500 tons of cargo had been removed and at around 1.30 pm the vessel had moved enough to come off the Bank.

Hugh Shaw, Deputy to Secretary of States Representative in Maritime Salvage and Intervention said at the closure of the salvage control unit "We are particularly pleased that this incident has drawn to a close with the successful refloating of this vessel without loss of any pollutants to the sea. We thank all those who have been involved closely with the '**Emsland**' for their efficient manner and dedication to the task."



The new Algerian tug **Ras El-Ma** seen departing from Rotterdam on her delivery trip to her new home port Arzew. The tug is of the type Damen ASD Tug 3110 and was built by Damen Shipyards in the Netherlands.

Photo : Wil Kik ©

Trainee officers unable to complete

India will produce fewer seafarers if the new circular from Directorate General of Shipping is implemented in spirit. The maritime training institutes are in trouble after DGS set a June 2007 deadline for them to finalise mandatory tie-ups

with shipping companies for on-board training, failure of which will lead to cancellation of licences. In a circular, DGS raised concerns over the rapidly-growing backlog of trainee officers who have completed their pre-sea courses but are unable to get their certificates because of their inability to fulfil mandatory sea-time training. DGS has now insisted that a tie-up with shipping companies should be in place before launching maritime courses. DGS has also barred institutes from levying fresh fees or a premium for offering sea-time training. Industry officials said there are about 130 training institutes in India, with many of them having inadequate infrastructure facilities. A spokesman for the Indian shipowners' association said member companies had offered more than 100,000 man-days of training on board their vessels since the tonnage tax regime was introduced.



The bulker **SPRING HYDRANGEA** seen moored at the EECV in Rotterdam-Europoort
Photo : Frans Bausch ©

Air-cushion vessel involved in rescue operation for fishermen

An air-cushion vessel "**Mars**" got involved in the rescue operation for fishermen, who are stranded on the ice-floe on Lake Baikal, a source in the search-and-rescue service told Itar-Tass on Wednesday. However, the bad weather complicates the rescue operation, the source emphasized.

A helicopter rescue mission to the ice floe, which is drifting with fishermen on Lake Baikal is postponed over heavy snowfalls and the bad visibility. The motor ship "**Poisk**" with a team of rescuers suspended temporarily the rescue operation and returned to their base in Nikola. Ice drifts complicate the work of this team of rescuers.

An alert about fishermen in distress came to the dispatcher office at about noon Moscow time (17.00 local time) on Tuesday. At dusk holidaymakers from a tourist base, which is located on the Baikal shore, noticed the ice floe with

people. They informed rescuers about the incident. The source of information about the lost fishermen is being specified.

THIRD GIANT TO MAERSK LINE

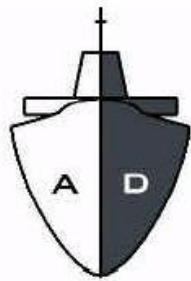
SSG-RINGKOBING. The **Eleonora Maersk**, the third ship in the series of the worlds largest containerships, left the shipyard at Odense on Wednesday this week for sea trial. The ship was named sometime before Christmas and was the fourth ship with the name **Eleonora** after one of the ancestors in the Moller-family. After sea trial the ship will call Arhus for final fitting and join the Maersk Line AE-1 service from the Far East to Europe.

The **Eleonora Maersk's** (hull no. 204) official capacity is 11,600 TEUs, but are likely to be a couple of thousand TEUs higher. The ship has a deadweight of 156,900 tons, and is powered by a 14-cylindere Wartsila flex engine developing some 80,080 kW

NAVY NEWS

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ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax : + 32 3 297 20 70
e-mail : anglodutch@pandora.be

Polar Sea Arrives in McMurdo

The Coast Guard Cutter **Polar Sea** arrived in McMurdo after a 10,200 nautical mile transit from its home port in Seattle, Washington. **Polar Sea** made stops in Honolulu, Hawaii and Sydney, Australia during its voyage south. The **Polar Sea**, a 399-ft. polar class icebreaker with a 150-person crew, is recently out of a two-year overhaul. The **Polar Sea** conducted sea trials in the Arctic this summer to test all the ship's equipment and train the crew prior to transiting to Antarctica to re-supply the McMurdo station for the National Science Foundation. For the past 50 years, Coast Guard icebreakers have deployed to Antarctica in support of the **Joint Task Force-Support Forces Antarctica Operation Deep Freeze**, where ships have broken through as much as 84 nautical miles of ice to produce a navigable shipping channel into McMurdo Station. This vital shipping channel allows supply ships to deliver more than six million gallons of fuel and four thousand metric tons of cargo, enabling McMurdo Station and South Pole Station to remain manned and operational throughout the harsh winter months. The **POLAR SEA** also acts as a floating research platform for scientists that travel onboard.

The **Polar Sea**, which was specifically designed for solo icebreaking in remote Polar Regions, turned 29 in January of this year. The cutter's red reinforced hull is made of 1.75 inches thick steel and has a specially contoured icebreaking bow. The cutter can produce up to 75,000 shaft horsepower enabling it to break ice up to 21 feet thick. The **POLAR SEA** has deployed 17 times in support of Operation Deep Freeze.

US Navy to Name Carrier After Ford

The Navy will name its next aircraft carrier **USS Gerald R. Ford** in honor of the president who was buried Wednesday in his home town of Grand Rapids, Mich., officials said. The Navy had not planned to make the announcement yet, but

Donald H. Rumsfeld, the former defense secretary who served in the Ford administration, divulged the news during his eulogy at the funeral. Ford served in the Navy during World War II.

Navy Ship Trenton to Join Indian fleet

Nearly two centuries after Bombay's famed Wadia family built HMS Minden — the ship on which the American national anthem Star Spangled Banner was written — history will sail a full circle later this month. The U.S. Navy is all set to hand over Seattle-built **USS Trenton**, an amphibious transport warship, to the Indian Navy. It will be the first American-made vessel to join India's growing blue water fleet.

A crew of more than 300 Indian Navy personnel is already training in Norfolk, Virginia, to take charge of **Trenton** in a formal ceremony on January 17, when the ship will be officially decommissioned from the U.S. Navy. It will then set sail for India, where it is likely to be inducted into the Eastern Naval Command in Visakhapatnam.



The **USS TRENTON** seen returning at her homeport Norfolk after her last deployment for the US Navy

Photo : US Navy ©

When introduced into the Indian Navy in mid-2007, the 17,000-ton Austin-class platform, formally called a Landing Platform Dock or LPD, will be India's second-largest warship, second only to the 28,000-tonne Hermes-class aircraft carrier **INS Viraat**.

Built by Lockheed and commissioned in 1971, the amphibious ship has a complement of 28 officers and 480 men, and can transport nearly 1500 marines. Although **Trenton** cost more than \$400 million to build, New Delhi is buying it at a bargain basement price of around \$48 million — which includes four mechanised landing craft and other bells and whistles — under a US Foreign Military Sales (FMS) program. New Delhi believes the ship is good for another 15 years. The Indian Navy is also looking to procure six SH-3 Sea King helicopters to operate from the 173-metre-long vessel that has seen action in Somalia, Liberia and Lebanon among other places, landing US troops and rescuing American citizens. Indian officials say Trenton, which is expected to be renamed **INS Jalashva** (Sanskrit for seahorse), will provide the Navy with enhanced amphibious capability. Besides landing troops during war and rescue operations, it can also function as a command and control platform during offshore and mid-sea mishaps. The Trenton transaction marks an unusual and little known naval connection between two distant countries that are now heading towards a strategic military partnership.



A U.S. Navy Sailor instructs a group of Indian navy sailors on proper hose handling techniques during a firefighting training exercise aboard the flight deck of amphibious transport dock **USS Trenton (LPD 14)**.

Indian-made ships were frequent visitors to the US in the 18th and 19th century and American sea-farers visited Bombay and Surat to see the Wadias, India's traditional shipbuilders, at work. Although a small deal in financial terms, the **Trenton** transfer is said to presage both greater strategic interplay and military transfers between the US and India. Some Washington pundits see India as an American partner in patrolling the vital sea lanes from the Gulf of Hormuz to the Straits of Malacca.



Spotted in the port of Valparaiso (Chile) two former Dutch guided missile frigates, the ships named in the Dutch navy **F 812 JACOB VAN HEEMSKERCK** and **F 813 WITTE DE WIT**, are transferred to Chile and renamed in **LATORRE** and **CAPITAN PRATT (11)**

Photo : Ton Blok ©

Indian Navy to commission new warship

INS Shardul, the newest Indian Navy warship equipped with latest electronic warfare systems, will be commissioned into service Thursday at the Karwar naval base in coastal Karnataka by Defence Minister A.K. Antony.

The auxiliary warship, built by Garden Reach Ship builders and Engineers Ltd, Kolkata, is capable of carrying 11 armoured tanks, 10 army vehicles and about 500 troop, helicopters, two rocket launchers, two anti-aircraft guns and shoulder launcher surface-to-air missiles (SAMs), besides the crew.

According to naval sources, **Shardul**, named after an amphibious animal, stands for the Royal Bengal Tiger, symbolising agility, strength and valour, the characteristic features of an amphibious operation. It will be based at Karwar, about 500km from here.

'The warship is equipped with the latest advanced electronic warfare systems and automatic power management system. As the third landing ship tank of the Navy, **Shardul** is the first of a new class, capable of transporting various kinds of combat equipment,' a naval spokesman told IANS here.

The ship is also capable of operating Seaking 42C and Dhruv advanced light helicopter (ALH), besides launching /recovery of marine commandos through sea and by copters for vertical envelopment.

'The ship is designed to support build up of men and material after the main landing. As a hospital ship with facilities in containerised form and as a fleet tanker for limited exercise,' the spokesman said.

The modern version of **Shardul** replaced the earlier ship that was commissioned way back in 1975 at Gdynia (Poland) by then Indian ambassador in Poland D S Kametkar. In 1993, its base port was shifted to Visakhapatnam from Port Blair and joined the fourth landing squadron under the eastern fleet. It was decommissioned in June 1997.

'Amphibious operations are by far the most complex of all military operations in view of the dexterous planning involved and the requirement of coordination between the diverse units -- sea, land and air,' the official pointed out.

As an amphibious vessel, **Shardul** can be configured and deployed to operate at various levels of conflict and in multiple theatres on account of its large accommodation and storage space. With a lift capability of 750 tonnes, it can operate even in shallow waters and is capable of beaching.

'The ship is capable of performing a wide range of missions from providing humanitarian assistance and disaster relief to peace-keeping operations and major combat operations,' the official added.

HMAS Toowoomba sails for Gulf

THE Royal Australian Navy's **HMAS Toowoomba** has set sail for the Persian Gulf From Garden Island, WA's naval base. With 183 personnel on board, the ANZAC class frigate today left her Western Australian home port at Garden Island.

The navy says **Toowoomba** will provide an ongoing contribution to the rehabilitation and reconstruction of Iraq.

"Our intensive training and preparation have ensured that we are truly ready for our mission and are now looking forward to the challenges ahead," said the ship's Commanding Officer, Commander Jaimie Hatcher. It is **Toowoomba's** first deployment to the gulf and the fifteenth rotation of Navy ships as part of coalition operations since 2001. **Toowoomba** is expected to be gone for about six months.

HMAS **Warramunga**, which is currently on station in the Persian Gulf, is scheduled to return to WA in about a month

Restoration of only surviving WWII German torpedo boat

The Kriegsmarine's Schnellboot, considered by many to be the best torpedo boat of WWII, is now set for a refurbishment thanks to overwhelming interest by enthusiasts bent on saving the historic Nazi relic.

At a top speed of 55 knots, Schnellboot was far better than US Navy's PT boat or the Royal Navy's MTB, and it could be gauged from the fact that surrendered Schnellboots like the **S 130** was used even after the war for covert military operations.

After the fall of the Third Reich, **S 130** was surrendered to the British who used it to drop agents on the Baltic coast during the Cold War.

Now languishing in Plymouth, its restoration is expected to cost more than four million pounds, and enthusiasts are pinning their hope on the Heritage Lottery Fund to finance the refurbishment.

"She is the last survivor of a hugely important class of warship that gave our coastal forces quite a headache," Wyn Davies, a naval architect told The Times.

SHIPYARD NEWS

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DISA
MARITIME
info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium
Tel : + 32 (0) 14 62 04 11
Fax : + 32 (0) 14 61 16 88

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1985 built LPG carrier **DONAU** entering Valletta bound to Malta Shipyards on Tuesday 2nd January 2007 with last port of call as Algeiras, Spain towed by Polish salvage tug **POSEJDON** with last port as Alicudia, Majorca.

Photo : Lawrence Dalli ©

Haiphong, Shipbuilding Center of Vietnam

Haiphong has been long viewed as a cradle of the Vietnamese ship building industry with such well-known names as Bach Thai Buoi and Nguyen Huu Thu in the past and Bach Dang, Nam Trieu, Pha Rung and Ben Kien today. Annually, shipbuilding firms in Haiphong city accounts for about 50% of the whole sector's capacity. The city has continued to assert itself as a centre for building new ships and repairing large tonnage ships.

Welding material production line at Nam Trieu By 2010, Vinashin is expected to invest nearly VND 4,000 billion in shipbuilding establishments in Haiphong, raising capacity for building new ships and repairing ships with a view to earning revenue of VND 8,000 billion. Accordingly, big shipbuilding factories in the city will be expanded and restructured to the model of parent companies to form shipbuilding industry groups.

Bach Dang Shipbuilding Corporation has invested in a modern production line to manufacture ship hulls in order to provide semifinished products to other shipbuilding factories. Pha Rung Shipbuilding Corporation's project on expanding and raising production capacity in Minh Duc town, Thuy Nguyen district has been also approved. NASICO is forming a new production system to build the second 70,000-tonne ship beam and a 300-metre wharf.

In early 2006, Bach Dang Shipbuilding Corporation built a plant to manufacture and assemble diesel engines at An Hong Industrial Park with an investment capital of more than VND 500 billion, the first of its kind in Vietnam. About 300 engines are expected to be manufactured a year. With its great potential, Haiphong is creating a new momentum to become a new shipbuilding center of the country.

Keppel Ends 2006 with Timely Deliveries

Keppel Offshore & Marine Limited (Keppel O&M) completed and delivered 26 newbuilds and conversions, on time or ahead of time and within budget in 2006. Mr Tong Chong Heong, Managing Director of Keppel O&M, said, "At present, many shipyards worldwide are faced with high level of activities, and Keppel is no exception. "The on-time and ahead of time deliveries by our yards demonstrate that the Keppel O&M group remains on track in delivering profitability and growth with the strong and effective execution of our projects.

In the past year, Keppel FELS delivered six jackup rigs, one semisubmersible drilling tender (SSDT) and one upgraded semisubmersible (semi), the Ocean Endeavor which was delivered in December. The yard also delivered its last jackup for the year on 27 December. Wilcraft, a KFELS B Class rig delivered four days ahead of time, is expected to be named on 13 January 2007.

At Keppel Shipyard, despite more than 300 vessels being docked intermittently throughout the year for repairs and conversions, the yard also saw the delivery of two major Floating Production Storage and Offloading (FPSO)

conversion projects. 2006 also saw Keppel Singmarine accomplish on-time deliveries for three tugs and 11 Offshore Support (OSV) Vessels including its first Ice-class Anchor Handling Tug Supply (AHTS) vessel. The latter, M.V **Svetlyy**, was delivered ahead of time on 20 December. Meanwhile, Keppel's yard in the Philippines, Keppel Philippines Marine, Inc (KPMI) completed the construction of two tugs during the year.

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

Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
E-mail : mail@workships.nl
Website : www.workships.nl

UNIFLEET ORDERS 8 NEW TANKERS

Dutch based shipping company **Unifleet**, subsidiary of the **Heuvelman Shipping Group** announces the new-building order of eight chem/oil tankers with two Chinese shipyards.

One yard will build four units of 4.500 m3 and another yard four units of 8.500 m3. The first vessels of both types will be delivered October 2008 to be followed by one vessel of each type every four months.

Both types will have a very high specification and will be twinscrew, marine-line coated and equipped with deepwell pumps. The 8.500 m3 type will have 14 cargo tanks, and 1A iceclass, the 4.500 m3 version 12 cargo tanks and 1C iceclass.

Unifleet is discussing future employment with their present time charterers but were also approached by other parties showing a keen interest in these vessels.

Project value exceeds EUR 100 Mill.



The **BERGE NORD** seen at the EECV terminal in Rotterdam-Europoort, note the new funnel colors and the superstructure which is getting painted white instead of the "Bergesen" green.

Photo : Rik van Marle ©

RECORD YEAR FOR SL SEAWAY

THE St. Lawrence Seaway closed for the season on 30 December with the passage of the vessel **Kathryn Spirit** through the St. Lambert Lock at 00:50 LT.

The Seaway's 48th navigation season commenced on March 23rd, with the system remaining open for a record of 283 days, exceeding by two days the previous record set in 2004.

"We are very pleased to report that Seaway traffic for the 2006 navigation season is projected to amount to a total of 48 million tonnes, a 10% increase over the 2005 results. This achievement bodes well for the future of our Seaway, as a strong performance within our traditional bulk and breakbulk staples was complemented by a series of new and diversified cargo movements" stated Richard Corfe, president and CEO of The St. Lawrence Seaway Management Corporation (SLSMC).

"Our market development efforts, centred on the Hwy H2O campaign, brought in over 500,000 tonnes of new cargo movements over the course of 2006, adding over \$1.2m in incremental revenue to our top line" continued Mr Corfe. "As these results represent an approximate 100% year over year increase in the volume of new cargoes coming into our system, momentum is clearly on our side".

Mr Corfe also outlined that "within the existing locks and channels, the Seaway can accommodate a further increase of over 60% in cargo volumes. The technological initiatives that we are undertaking, backed by consistent investments in our employees, prepare us for a future where the Great Lakes / Seaway System, - 'Hwy H2O' - will play a key role as a complement to heavily congested road and rail links within the intermodal cargo network".

SIEM MARINER DELIVERED AND CONTRACTED

SSG-GOTEBORG. Seabird Exploration and Siem Offshore have entered a five-year firm bareboat charter for the new and just delivered platform supply vessel **Siem Mariner**. Seabird will convert the vessel into a Seabed Seismic vessel at a cost estimated at approximately USD 17 million.

The contracted value for the firm period is approximately USD 57 million and Seabird has an option to buy the vessel after the five-year contract at a price of approximately USD 48 million



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Greek port workers end overtime ban

Dockhands at Greece's largest commercial ports on Wednesday ended an eight-week overtime ban which has created a backlog of containers and led to customers moving their business elsewhere.

'The end of industrial action was achieved after weeks of negotiations between workers representatives, management and Greece's Merchant Marine Ministry,' Greece's second-largest port, Thessaloniki Port Authority, said in a stock market filing.

Employees at state-controlled Piraeus (OLP) and Thessaloniki ports refused to work overtime and at weekends to protest against government privatisation plans. The government has said it plans to sell off stakes in the ports in a bid to bolster investment, develop its container business and make Greece a regional shipping hub.

Greece has delayed launching the sale tender and will enter into negotiations with unions through to the end of April, Thessaloniki Port said.

Last month, Geneva-based carrier Mediterranean Shipping Company, the biggest customer at Piraeus, decided temporarily to switch part of its business to ports in neighbouring countries to overcome the backlog.

NEW TUGS SPOTTED IN SUEZ CANAL



The tugs **MCS IRIS** and **MCS ANIE** were spotted in the Suez Canal, the tugs are homeported Glasgow
Photo's : Jaap van de Meeberg ©

Sale delay hits Scandlines' growth

The delay in selling the Danish-German ferry operator Scandlines has led to decisions about much-needed new tonnage being put off, a manager has claimed in the Ostzee-Zeitung newspaper. The observation particularly relates to the Rostock-Gedser service, where there was a 19% increase in the number of trucks using the service in 2006. The manager of that service, John Steen Mikkelsen, says the vessels are currently operating at maximum capacity. The paper quotes unconfirmed reports that a consortium including the UK private equity group 3i and the Baltic Ferry Development Group, of which DSR is understood to be a member, is interested in taking over Scandlines.

MARINE PROPULSION UPDATED

separate module electrical drives added



In February 2007 the completely updated training '**Marine Propulsion**' will start again. This training already offered the global marine industry the best opportunity to gain knowledge on matching ship propulsion components and systems. Based on market developments a separate module on the characteristics of electrical drives has been added.

This international training enables marine professionals to understand more about the specific characteristics of ships and their entire propulsion train including the matching aspects of various components and systems. It is of interest to designers, engineers and sales engineers working with system integrators, engine transmission and propulsor manufacturers/representatives, shipyards, navies, design offices, and ship owners.

The newly added module on electrical drives focuses on: types and characteristics of electric motors, generators, power electronics and converters, diodes, transistors and thyristors, uncontrolled and controlled rectifiers (AC-DC), choppers (DC-DC), inverters DC-AC), synchro converters, (pulse-width modulated) PWM converters, and cyclo converters (AC-AC). 'Marine Propulsion' is a joint initiative of

Holland Marine Equipment Association in cooperation with Bakker Slidrecht Electro Industrie BV, Wärtsilä Propulsion Netherlands BV and Delft University of Technology and consists of five modules:

- Propulsion Plant Concepts and Basic Ship Hydrodynamics (22-23 February 2007)
- Diesel Engines, Gas Turbines and Electrical Drives: Characteristics (22-23 March 2007)
- Marine Propulsors: Characteristics (18-19 April 2007)
- Electrical Drives: Characteristics (30-31 May 2007)
- Matching Propulsion Engine and Propulsor (21-22 June 2007)

Participants of the first two trainings in 2005 and 2006 were very enthusiastic. As a German participant put it: "Such a high level workshop on these topics and with a broad international maritime audience I haven't encountered before." Because of its international setting, the training offers an excellent opportunity to gain knowledge and to network with colleagues, shipyards, clients and/or suppliers. This knowledge will enable you to position your company even better as a partner in the international shipbuilding process. The first module starts on February 22nd 2007. Enrolment for each separate module is possible.

For more details and/or registration please contact Holland Marine Equipment Association, Mr Nick Wessels (T: +31 (0)10 44 44 333 or E: nw@hme.nl) or look on the website www.hme.nl at the Events page.

HD Ferries launches Channel Islands – France ferry service

Following the cessation of the Emeraude Lines ferry service in 2005, the States of Jersey, Guernsey and the French region of Brittany have sought an additional operator to meet the demand for ferry travel between the Channel Islands and France.

HD Ferries was one of the companies approached and after 9 months of investigation and negotiations are pleased to announce a new ferry service linking the ports of St Helier (Jersey), St Peter Port (Guernsey) and St Malo (France). The service is designed to provide a high speed, no frills value for money service for both passengers and freight.

The service is due to commence operations on 15th March 2007 subject to completion of the necessary States regulatory approvals. Tickets have gone on sale from today at www.hdferries.com, as well as through several websites and major agents based in the Channel Islands and France. The vessel, named **HD1**, is an Incat K series high speed fastcraft with a service speed of 38 knots and an average crossing time of 1 hour on each route. The **HD1** is capable of carrying up to 400 passengers plus 100 cars or 70 cars and 10 x 8 metre freight units. There is a spacious lounge onboard as well as a duty free shop, bar and light refreshment area.

HD1 will provide a daily summer service starting and ending in Jersey from March to September and a three times per week winter service. With six segments per day the residents of the Channel Islands and St Malo will have a wide range of additional options to complement the existing Condor services. The 0715 sailing from Jersey to St Malo will also allow customers to connect with the mid morning TGV and be in Paris for lunch time!

Angolan ports show increase in volumes

Port Cabinda in the Angolan enclave handled a total of 13,387 containers during 2006 and over 200,000 tonnes of cargo for the year which was more than had been budgeted for, says the port director Osvaldo Lobo de Nascimento.

Much of the cargo handled by the enclave's port is related to the oil industry – oil rigs positioned off the coast of Cabinda to the north of Angola produce the majority of Angola's oil production.

De Nascimento indicated that attention will be given to improving security at Cabinda port during 2007 as well as attending to outstanding environmental issues. Further south in Angola proper the Port of Luanda reports an increase in cargo handled totalling 33 percent, with the port topping out at 5 million tonnes for the year. The port's managing board chairman Silvio Vinhas told a meeting of the port's Consultative Council that additional effort was required from all council members to promote Luanda port in an effort to developing a better flow of traffic through the region.

Among the reasons for the existence of the Consultative Council is to assist in finding better and more efficient means of transport logistics in the Luanda area, involving all forms of transport.

MOVEMENTS

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MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.com

<http://www.multraship.com>



The **ACV 09 (TRITON)** visited Malta whilst enroute from the UK to Australia

Photo : Lawrence Dalli ©



The **SHOALBUSTER** – Photo : Leon de Hoop ©

AIRCRAFT / AIRPORT NEWS

Schiphol verwacht krap recordjaar

Schiphol denkt dat 2007 opnieuw een recordjaar wordt. De nationale luchthaven zal weer meer vluchten en passagiers verwerken. Toch zal dat moeite kosten. Schiphol loopt mogelijk dit jaar al tegen de grenzen van het stelsel van geluidsnormen aan.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 006

„We verwachten dat het aantal passagiers in 2007 zal groeien tot bijna 48 miljoen", zei Schiphol-topman Gerlach Cerfontaine donderdag in zijn nieuwjaarstoespraak. Afgelopen jaar kreeg de luchthaven nog ruim 46 miljoen reizigers over de vloer. Het aantal vluchten neemt met ongeveer 7000 toe tot 430.000, luidt de voorspelling van Cerfontaine.

De verwachting van de Schiphol-directeur gaat uit van het gunstigste scenario. „Het wordt krap", verduidelijkte een woordvoerder van de luchthaven. De ruimte die het stelsel van geluidsnormen Schiphol voor verdere groei biedt, is zeer beperkt.

De vijfde start- en landingsbaan, de Polderbaan, moest het mogelijk maken door te groeien tot jaarlijks 600.000 vluchten, maar het geluidsstelsel bleek te inflexibel om dat te kunnen realiseren. Het kabinet heeft daarom voorgesteld dat Schiphol onder voorwaarden verder mag groeien tot 520.000 vluchten per jaar. Schiphol en andere partijen moeten zich dan wel vastleggen op maatregelen die de geluidshinder voor omwonenden verminderen.

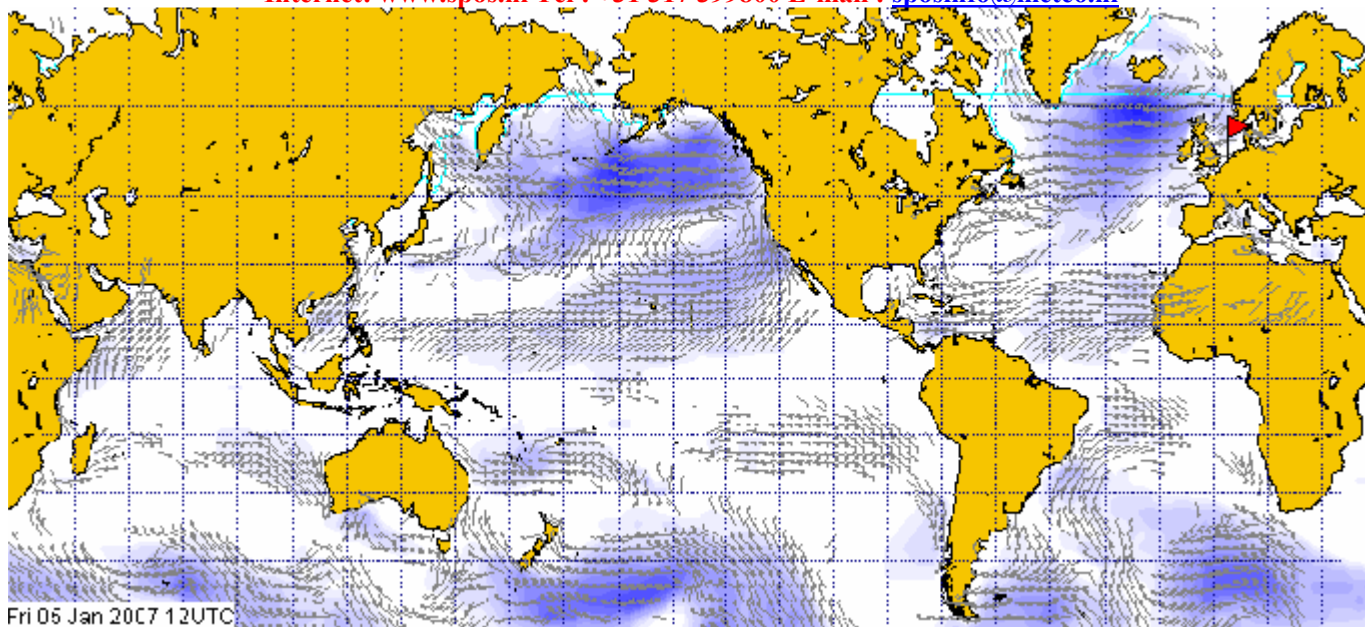
Schiphol werkt inmiddels met LVNL aan oplossingen om groei mogelijk te maken zonder extra hinder, zei Cerfontaine. Volgens hem kan onderzocht worden hoe het gelijktijdig gebruik van vier banen (twee voor startende en twee voor vertrekkende vliegtuigen) in de praktijk uitwerkt. Daardoor kunnen vliegtuigen verder uit elkaar vliegen, wat een glijvlucht tijdens de daling mogelijk maakt. De motoren draaien dan minder hard.

MARINE WEATHER

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.... PHOTO OF THE DAY



The latest aquarelle painted by [Hans Breeman](http://www.hansbreeman.nl) is the **ORANJE** as can be seen above.
www.hansbreeman.nl

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