

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 028



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The SMITWIJS SINGAPORE and SMITWIJS LONDON seen towing sisterly the SSP PIRANEMA from Rotterdam Botlek bound for Brazil

Photo : Richard Wisse ©

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EVENTS, INCIDENTS & OPERATIONS



The latest new addition to the Dutch **KRNM** lifeboat fleet is the **JOKE DIJKSTRA** seen operating along the Dutch coast, this new lifeboat will be based in Den Helder – **Photo : Arie van Dijk – KRNM ©**

Viking vessel discovered during dredging at Drogheda Port

News sources in Ireland say an ancient vessel has been discovered during dredging at Drogheda Port.

The discovery of a Viking ship just outside Drogheda Port could give a major tourism boost to Louth, according to local Fianna Fail TD Seamus Kirk.

"The vessel was discovered during dredging operations in the River Boyne late last year and it is being investigated and excavated by the National Museum of Ireland and the Drogheda Port Company," he explained.

"The vessel which is thought to be a Viking ship still needs to be carbon dated to establish its age. This is a very exciting discovery for Louth as it would be the first discovery of its type in Ireland."

The ship has to be moved as it may be a danger to other boats in the area and this will be overseen by the National Monuments Service in co-operation with the National Museum of Ireland and Drogheda Port Company.

More Abandoned Seafarers

The dry cargo ship "**Tikhon Syomushkin**" has remained in port Haiphong, Vietnam, for a year and a half with Russian crewmembers aboard. Relatives told Russian news agency Interfax that a spokesman for the crew on Sunday (28 Jan) called Kamchatka and related the text of a complaint about the ship-owner to the prosecutor's office.

"This ship has been under repairs in port Haiphong for a year and a half," the complaint says.

At first the crew lived in a hotel but later was told to move to the ship because the ship-owner stopped paying hotel bills. In summer 2006 the sailors stopped receiving their salaries. In December food and drinking after supplies were stopped.

"The crew lives in unbearable conditions," the message says. In addition the ship-owner - the Kamchatka-based company Kamchatmorflot - remains indebted to the Vietnamese yard for the repairs carried out.

On Monday the relatives of the Kamchatka sailors submitted the plea to the prosecutor's office in Petropavlovsk-Kamchatski.

The regional fishermen's trade union plans to apply to the international sailors trade union for assistance on Monday.

Interfax has failed so far to contact the ship-owner. Neither has it obtained official comments on the case from law enforcers.

The dry cargo ship **Tikhon Syomushkin** having its homeport in Petropavlovsk-Kamchatski sails under the Russian flag. Built in 1982 in the Soviet Union and having displacement of 8,140 tonnes it specializes in transporting timber and cargo containers.

Indonesia bans sand exports

Indonesia has banned sand exports, citing concerns from environmentalists and nationalists. Mined largely in central Java, the sand is vital to Singapore's continuing construction boom. A spokesman at Singapore's Building and Construction Authority (BCA) told Fairplay the dry sand is usually carried by barges to Singapore's Pasir Ris and Tuas terminals, where berths are allocated for it. Singapore imports 6M- 8M tonnes of sand from Indonesia a year. In 2005, it imported \$6M worth of sand from Jakarta. The present ban comes after an order from President Susilo Bambang

Yudhoyono banning inland sand exports from the Riau Islands to Singapore. That ban is reported to have led to the loss of 3,600 jobs. This time the ban applies to all Indonesian companies engaged in sand mining. Singapore is now looking for alternative sources; another major supplier, Malaysia, stopped exporting sand to Singapore in 1997

Turkish Man Held for Threatening Ferry

Police detained a man who threatened to blow up a ferry in protest of pro-Armenian slogans chanted at a slain journalist's funeral, a provincial official said Sunday.

The man, claiming to be armed and have plastic explosives, seized the ferry as it was on its way from Gelibolu to Lapseki late Saturday, said Yusuf Ziya Ince, deputy governor of Canakkale province.

The man gave himself up to police after 2 1/2 hours and released all passengers unharmed, Ince said. He had a fake gun but was not carrying any explosives, Ince said.

Television footage showed the man shouting: "I did it for the country," as he was being led away from the ferry to a police vehicle. Ethnic Armenian journalist Hrant Dink, who angered nationalists by calling the mass killing of Armenians in the early 20th century genocide, was gunned down outside his newspaper a week ago.

His funeral inspired a massive outpouring of support for reconciliation between Armenians and Turks.

Ince said the man was angered by the pro-Armenia slogans chanted at Dink's funeral and unfurled a Turkish flag while aboard the ferry.



HALF OF MSC NAPOLI'S BUNKERS REMOVED

HALF of the fuel oil on board the container ship **MSC Napoli**, stranded on an English beach, has now been removed, according to a statement issued yesterday on behalf of the ship's manager Zodiac Maritime Agencies.

Operations to discharge containers from the vessel were expected to start yesterday. The large crane barge Bigfoot 1 has been moored alongside **MSC Napoli**. The salvage team will lighten the beached ship by removing containers. These containers are to be landed at Portland by a second, "shuttle" barge, the **Boa Barge 21**.

Zodiac says salvor SMIT is making "excellent progress" with the ship-to-ship transfer of fuel from **MSC Napoli**. Two of the main fuel tanks (Nos. 5 and 6 on the portside) were emptied at 15.30 hrs on Saturday, following the transfer of 1,830 tonnes of fuel to the tanker **Forth Fisher**. It was hoped that pumping from fuel tank Nos. 5 and 6 starboard would begin yesterday and that the ship-to- ship transfer will continue to progress rapidly during the coming week. The statement says: "The weather outlook remains favourable for at least the next few days."

The removal of containers will be undertaken in such a way as to reduce stresses on **MSC Napoli's** hull. Initially, the discharge operation will concentrate on containers at the stern of the ship. The big barge has been moored to form the cross of a "T" with **MSC Napoli's** stern, well clear of the tanker Forth Fisher - which is moored to the portside.

The statement adds that there has been a limited leakage of oil from the vessel's flooded engineroom and several holds. Special skimmers are being used to remove this oil. Pumps are also working in these spaces.

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The **MSC Napoli** was carrying 2,318 containers, of which 103 were lost. A total of 57 have now been accounted for. A vessel equipped with sidescan sonar is tasked with searching for the outstanding containers.



Napoli's cargo removal under way

The operation to unload more than 2,000 containers from the **MSC Napoli** a mile off the Devon coast is under way. The Maritime and Coastguard Agency's Mark Clark said they wanted to get on with the work "as quickly as possible."

The operation failed to go ahead on Sunday after a mooring cable snapped on one of the vessels carrying a crane.

Work to pump 3,500 tonnes of oil from the ship is also continuing. Half a tonne of oil escaped on Sunday, which was being dealt with, said Mr Clark.

MCA spokesman Mr Clark said the escaped oil had formed a sheen on the surface of the sea. A team of about 20 salvage operators will be involved in the removal of the containers, some of them divers who will go into the ship which has been flooded with water and oil.

The divers will be working in a dangerous environment when they move around the precariously positioned containers to find the best ways of getting them off.

Mr Clark said they would have to take the "greatest of care" with such a dangerous work area.

"The vessel is at an acute angle with crushed containers and spilling goods. People have to get on those containers and secure heavy chains so it's a very dangerous job," he said.

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"Their lives are more valuable than the cargo." The salvage operation could take about five months as the team are working at a protected World Heritage Site.

The largest barge crane will remove the 2,291 containers - laden with everything from BMW motorbikes to nappies - in priority order. The smaller crane will then transfer them to a barge which will take them to Portland port in batches of up to 90 at a time.

The MCA has warned opportunists they face arrest if they take goods that wash up ashore while the salvage operation is under way.

At a public meeting for 300 Branscombe villagers on Saturday some locals complained about the way the situation has been handled. The police have defended their actions. The 62,000-tonne **MSC Napoli**, which was holed in storms on 18 January, was deliberately run aground because of structural damage.

SEVAN: The SSP Piranema sailaway to Brasil started



Photo : John van der Linden ©

The **SSP Piranema** has started its journey to Brasil. The expected transit time is 35 days. From the Keppel Verolme Shipyard in Rotterdam, the FPSO will go through the English Channel, cross the Bay of Biscay, pass the Canary Islands before crossing the Atlantic Ocean on its way to the port of Aratu, Salvador, Brasil. Here the unit will undertake customs clearance and acceptance testing and be temporarily moored, awaiting tow-out to the Piranema Field in the state of Sergipe.

The **SSP Piranema** has been contracted to Petrobras under an 11-year charter contract, with extension options for an additional 11 years.

Sevan Marine ASA is a Norwegian company listed on Oslo Børs with its own unique technology for floating production, storage and drilling. Sevan's technology is developed for applications in offshore oil and gas field developments. The cylindrical hull form has a significant competitive edge when compared to traditional type floaters. Sevan Marine has offices in Tananger, Arendal, Asker and Trondheim, Norway; Singapore and Rio de Janeiro, Brasil.



Photo : Robert Smith ©

EC CALLS FOR ACTION ON MARITIME SAFETY

THE European Commission says that the recent accidents off the English and Italian coasts illustrate the need to expedite the proposals made by the European Commission to improve safety at sea in European waters.

"These two accidents highlight the urgent need to step up Europe's maritime safety measures" said Jacques Barrot, the Commission Vice-President with special responsibility for transport, in the wake of the two accidents off the southwest English coast and in the Strait of Messina off the Italian coast.

One of the Commission's proposals is aimed at tightening up the requirements of the existing directive on vessel traffic monitoring in order to improve the provision of places of refuge for ships in distress. The proposal establishes the principle that ships in distress must be provided with a place of refuge on the basis of an assessment of the situation by the competent authority, and seeks to ensure that a decision is taken by an independent authority acting in the general public interest and not subject to local pressure, the aim being to reduce the risk of serious pollution affecting the coastline of several Member States.

The EC welcomed the "effectiveness of the action taken by the UK authorities to assist the **MSC Napoli**, which was based on independent decisions taken following an objective analysis of the situation, making it possible to avoid a major disaster". The statement continues: "That is why the Commission considers that it is essential to expedite this proposal, and is counting on the support of the German Presidency and the Member States in the Council to accept the principle of providing a place of refuge and to ensure that independent decisions are taken."

It adds: "The **MSC Napoli** may cause damage to third parties as a result of its cargo of toxic products and pollution by its bunker oil. There are international conventions on liability and compensation for these two types of damage: the Hazardous and Noxious Substances Convention and the Bunker Oil Convention. In this connection, the Commission is concerned about the failure of Member States to ratify these conventions, and repeats its call for ratification as soon as possible in order to ensure that compensation is provided for damage caused by ships."

The statement also argues that it is crucial to make progress on the other parts of the third maritime safety package. In particular, it proposed a regulation on compensation for injuries to passengers in the event of maritime accidents, including those occurring on domestic journeys. The collision in the Strait of Messina between a ferry and a container ship, which resulted in dozens of injuries and deaths, highlights, the EC claims, the need for action at Community level.

CASUALTY REPORTING

Sierra Nava in trouble



A refrigerator ship ran aground on a Spanish beach in stormy seas on Sunday, breaching the hull and spilling engine fuel over protected coasts near Gibraltar, Spanish media reported environmental groups as saying. The ship "**Sierra Nava**" was anchored in Gibraltar Bay when strong winds blew it onto a beach just south of Algeciras, a port across the bay from Gibraltar, the Spanish coastguard said.

The Web edition of newspaper El Pais reported environmental group Greenpeace as saying fuel from the 100-metre vessel had washed up along 4 km (2.5 miles) of coast inside the Estrecho National Park.

The paper quoted maritime sources as saying the Sierra Nava is thought to have around 350 tonnes of fuel on board in four compartments though only one had been damaged. The sources put the size of the fuel slick at nearer 1 km.

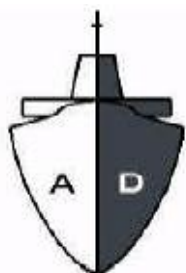
A coastguard helicopter rescued the crew of 14 who earlier had to put out a fire in the ship's engine room, El Pais reported.

Spain has been buffeted by strong winds and freezing temperatures over the past week, bringing snow to much of the peninsula including the normally balmy Mediterranean coast.

NAVY NEWS

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US Navy Beefs Up in the Gulf region

The US is beefing up its naval strength in the Gulf, putting two aircraft carriers in the region for the first time since 2003, when allied forces went into Iraq, a top official declared in Bahrain 28 January.

But there are no plans to strengthen US land forces in Bahrain, said US Fifth Fleet public affairs officer Commander Kevin Aandahl. The nuclear-powered **USS John C Stennis** is on its way to the Gulf, to provide "rapid response" support to forces already patrolling the waters.

Nimitz-class aircraft carrier **USS Dwight D Eisenhower** entered the Gulf in December last year in direct support of troops participating in Operation Iraqi Freedom (OIF) and maritime security operations.

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Commander Aandahl told the GDN that the Stennis Carrier Strike Group, which left San Diego, California, US, on January 20 after picking up Carrier Air Wing 9, would be in the region to provide flexibility and rapid response when and where needed. "This is all about us providing maritime security operations (in the US Fifth Fleet's area of responsibility)," he said.

"But as far as forces on land, if we have any intent or any plans to increase the number in Bahrain, I think the answer is no. There is none."



"As for the deployment of the **USS John C Stennis**, this is a visible demonstration of our resolve in doing what we can to provide security and stability in the region. "Historically speaking, it will be the first time since 2003 that we have had two aircraft carriers."

Shortly after Stennis left the US, former Iranian president Akbar Hashemi Rafsanjani accused the US of stepping up its confrontation with Iran on several fronts and seeking to undermine his country's economy.

The comments of Rafsanjani, a powerful figure in Iran's clerical leadership, came as the US vowed to take greater action to roll back Iranian influence across the Middle East.

The deployment of a second aircraft carrier to the region has reportedly alarmed Iranian leaders. "There's a lot of things going on in the region," acknowledged Cmdr Aandahl. "And having this extra capability will help us respond to any emergency."

"It is all about having an inherent flexibility. I think that makes sense for the region." Earlier this month, the Fifth Fleet moved the **Eisenhower** into the waters off Somalia in an effort to capture Al Qaeda terrorists attempting to flee the country.

But officials from the US Navy stressed that maritime security operations in the Gulf waters were continuing at full strength, despite the rapidly developing events off the coast of the African nation.

Stennis, which left its Bremerton, Washington homeport on January 16, spent one day in the port on-loading the air wing and departed San Diego with the guided missile cruiser **USS Antietam** and guided missile destroyer **USS Preble**.

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The guided missile destroyers **USS O'Kane** and **USS Paul Hamilton**, homeported in Pearl Harbor, Hawaii, will join the group in transit.

"We will support OIF, Operation Enduring Freedom, the Horn of Africa and maritime security operations with the purpose to provide regional and global stability," said Carrier Strike Group 3 Commander Rear Admiral Kevin Quinn.

"We've been preparing for this deployment for more than one year, we have trained so that we are completely combat-ready." Since the beginning of last year, Stennis has been completing required training events, qualifications and inspections, all leading up to certification as a combat-ready ship.

Stennis has also conducted numerous exercises with its air wing and strike group in preparation for this deployment.

"We are ready, we are sustainable, we are flexible and we provide awesome combat capability," said Rear Adm Quinn.

"Just the fact there are going to be two carrier strike groups operating in that region could deter any state or non-state sponsored organisations from doing something we wouldn't want them to do.

"With its air wing embarked and its strike group assembled **Stennis** will provide unmatched capability and flexibility wherever it is needed in the region."

Stennis' embarked air wing consists of the F/A-18C Hornet, F/A-18E/F Super Hornet, EA-6B Prowler, E-2C Hawkeye 2000, C-2A Greyhound and SH-60F/HH-60H Seahawk.

The aircraft can be used to conduct strikes, support land battles, protect the Carrier Strike Group or other friendly ships, and implement a sea or air blockade.

The **John C Stennis Strike Group** will operate in the Gulf region with the **Eisenhower Carrier Strike Group**, already in the Central Command Area of Operations. The US Navy's Fifth Fleet area of operations encompasses about 2.5 million square miles of water and includes the Arabian Gulf, the Red Sea, Gulf of Oman and parts of the Indian Ocean.

This expanse, which includes approximately 3,728km miles of coastline, includes three critical chokepoints at the Suez Canal, the Strait of Hormuz, and the Strait of Bab Al Mandeb at the southern tip of Yemen.

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The 800 TEU container feeder **JORK RELIANCE** seen fitting out at the Damen Galati yard
Photo : Huib Lievense ©

USCG Cutter Flaws

The US Coast Guard's newest cutter, the flagship of a \$24 billion plan to modernize the nation's coastal fleet, has significant design flaws, and the service has failed to properly supervise the contractors doing the work, government inspectors have found.

The 418-foot National Security Cutter is the largest ship the Coast Guard has ever commissioned, but as designed would be limited in its ability to venture far from U.S. shores in search of drug smugglers and terrorists, according to a report scheduled to be released Monday January 29th.

Technical experts said the design of the vessel was likely to result in "fatigue cracks" that would sharply increase maintenance costs and shorten the ship's useful life. The report also said the Coast Guard appeared ill-equipped to supervise the project's contracting team, Lockheed Martin and Northrop Grumman, which had been given wide latitude in running the program.

The agency lacks the "appropriate work force, business processes, and management controls for executing a major acquisition program" like this one, the report by the Department of Homeland Security inspector general said.

The Coast Guard and its contractors hindered the audit of the program, known as Deepwater, after ignoring years of warnings from technical experts about the ships' designs, the report said.

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A representative for the Coast Guard did not return a call for comment Friday. However, in a response included in the report, the service challenged the inspector general's conclusions, saying the findings do not represent the "most current, comprehensive, or technically accurate data."

"The Coast Guard opinion is that decisions regarding structures and production have been well-considered and were prudent and correct," the response said.

The inspector general's report is the latest indictment of Deepwater, which aims to modernize and replace the Coast Guard's aging fleet of ships, planes and helicopters during the next 25 years.

The report has been circulated in the Department of Homeland Security and in Congress. A source provided it on the condition of anonymity because the document is not authorized for release yet.

Deepwater was the single largest project on a list of 32 Homeland Security contracts worth \$34 billion singled out in July by the House Government Reform Committee as marred by "significant overcharges, wasteful spending, or mismanagement."

The Coast Guard cutter report laid much of the blame on the Coast Guard's relationship with its contracting team.

The ship's "design and performance deficiencies are fundamentally the result of the Coast Guard's failure to exercise technical oversight over the design and construction of its Deepwater assets," the report said. The Coast Guard plans to build eight new cutters. The first was christened in November and will be delivered to the service in August. The second is slated for delivery in October 2008.

The combined cost of the first two ships already has increased to about \$775 million from \$517 million. That does not include the cost of addressing the design flaws or an additional \$302 million for "re-pricing of all work associated with the production and deployment" of the first two ships, the report said.

That's because shortly after the contract was awarded in 2002, Coast Guard technical experts began to warn about design flaws. The "fatigue service lives" of several critical elements are expected to be less than three years. In 2004, an assistant commandant wrote a memo expressing concern about the structural design, noting that "several of these problems compromise the safety and viability of the hull."

The Coast Guard eventually decided to make upgrades to the two current ships so they can operate at least 170 to 180 days a year at sea, the report said. That is less than the 230 days a year called for under the original contract.

The Coast Guard "has chosen to reinterpret the Deepwater contract rather than hold the contractor accountable" for the higher standard, the report said.

In its response, the Coast Guard said it has "not lowered performance standards." The ship's structure "does not pose an immediate concern; rather, it presents a risk that it may need some structural repairs during its service life," the response said.

The inspector general also faulted the Coast Guard and contractors for imposing restrictions on interviews with employees and "hindering" the audit. The contractors, for example, wanted lawyers present during interviews with their employees. The meetings never took place.

In a response to the report, the Coast Guard said it did not prevent employees from meeting with the audit team and that Homeland Security officials are developing department wide guidance for working with the inspector general in the future. Margaret Mitchell-Jones, a spokeswoman for the Lockheed-Northrop contracting team, said the team companies concurred with the Coast Guard's response.



The **ABEILLE DALIA** and **ABEILLE CIRE** seen fitting out at the Damen Galati shipyard

Photo : Huib Lievense ©

Subic woos Japanese builders

Japanese shipbuilders have expressed strong interest in operating the 100-hectare shipbuilding hub foreseen at Subic Bay Freeport, according to Subic Bay Metropolitan Authority (SBMA). Authority chairman Feliciano Salonga said his agency has offered the Shipbuilders' Association of Japan (SAJ) a prime location at the Freeport to construct various types of ships needed by the Philippine domestic trade, including tankers, passenger/cargo and pure cargo ships. He made the offer during a four-day trade and investment mission in Tokyo this week to encourage Japanese shipbuilders to take part in the Philippines' domestic shipping modernisation programme. SBMA said the SAJ was "very much impressed" with the maritime development projects, one example of which is Hanjin HI's current construction of a \$1Bn shipyard at the Subic Freeport. Incentives being offered to shipbuilders include tax and duty-free import plus a 5% corporate tax on gross income; unrestricted entry of foreign investments, exemption from foreign exchange control and 4-6 year income tax holiday.

Shipbuilder beefs up before HK debut

Chinese ship engine maker Hudong Heavy Machinery says it will issue new shares to buy shipbuilding assets in a 12 billion yuan (HK\$12 billion) deal that analysts say will pave the way for a listing of its state parent. Hudong's parent, China State Shipbuilding Corp - the world's third- largest shipbuilder - was expected to list Hudong in Hong Kong after completing the deal to gain wider access to the domestic and overseas capital market, analysts said.

"The injection would transform Hudong into an integrated ship-building company. It is an effective listing of all of CSSC's key assets for civil use," said Zhang Jincan, ship-building sector analyst at Guotai & Junan Securities.

A source familiar with the matter said in October that CSSC was planning a Hong Kong IPO this year.

CSSC, which builds naval and civilian ships, is the world's No3 builder of ocean-going vessels by capacity, behind Hyundai Heavy Industries and Japan's Imabari Shipbuilding, according to shipbrokers Clarkson.

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The Chinese state-run firm aims to become the world's No1 shipbuilding group in 2015 by building two shipbuilding bases - one in Shanghai and another in Guangzhou - to boost capacity, according to its Web site.

China has been pushing major state firms to list all their assets on the stock market in a bid to curb the power of unlisted parent firms over private shareholders, and boost the global competitiveness of its state sector.

Shanghai Automotive, Shanghai International Port and Aluminum Corp of China (2600) listed all of their key assets last year.

Hudong's Shanghai-listed A shares soared 10 percent to a record high of 41.49 yuan each Monday.

Trading in the stock, which has almost quadrupled over the past 12 months, had been suspended since last Wednesday pending an announcement.

Analysts said the deal would brighten Hudong's long-term business outlook.

"This is the first step taken by CSSC to realize a listing of the whole group's core assets," Changjiang Securities said in a research note.

Shanghai-based Hudong plans to issue 400 million new shares in exchange for 9 billion yuan in shipbuilding assets.

The assets include stakes in Shanghai Waigaoqiao Shipbuilding, and three billion yuan in cash, the company said in a statement.

The new shares would be sold to up to 10 major state firms, including CSSC, Baosteel Group, parent of the country's top steel maker, Baoshan Iron and Steel, China Life (2628) and Shanghai Electric Group, it said.

CSSC would buy at least 59 percent of the new shares with its stakes in Waigaoqiao and two other units, it said. Baosteel Group and Shanghai Electric would also exchange their stakes in Waigaoqiao for some of the new shares.

Shanghai-based Waigaoqiao is China's biggest modern shipyard. Waigaoqiao posted unaudited net profit of 708 million yuan on revenue of 5.6 billion yuan in 2006, the official Securities Times said Monday.

Its yield on net assets reached 33 percent.

Guotai's Zhang said CSSC was in no hurry to absorb its two other listed units - Jiangnan Heavy Industry and Guangzhou Shipyard International (0317). That was because the two were not creating much internal competition.

Shares of Jiangnan surged their daily 10 percent limit in Shanghai and closed at 7.80 yuan Monday.

ROUTE, PORTS & SERVICES

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New Royal Researcher

A new £40 million research ship is to be named by "HRH The Princess Royal" at the National Oceanography Centre in Southampton.

The **RRS James Cook** is the latest addition to the Natural Environment Research Council's fleet of oceanographic research ships.

It is one of the most advanced research vessels in the world and will carry scientists to some of the earth's most challenging environments, from tropical oceans to the edge of the ice sheets.

It was commissioned in 2004 to replace the "**RRS Charles Darwin**", which has reached the end of its working life as a scientific research ship. Ships such as the **RRS James Cook** help scientists to address fundamental questions such as climate change.

They provide platforms to study marine processes like ocean currents, the deep ocean floor and the creatures and organisms that inhabit the seas. The naming ceremony will be held on February 6.

Comanav goes up for sale

Morocco's finance ministry has launched a privatisation tender for the country's biggest freight shipping line, state-owned Compagnie Marocaine de Navigation (Comanav).



COMANAV's **AL MANSUR** seen arriving in Algieras – Photo : Piet Sinke ©

The government plans to relinquish its entire 75% stake in the company. The minimum sale price has been set at Dh2.2bn (US\$250m).

Serving 15 European ports from Morocco with a fleet of 16 vessels, Comanav transported more than 1m tonnes of freight in 2005, with an annual turnover of around \$230m.



Prins Willem Alexander defect

Vrijdag 26 januari is 1 van de twee hoofddieselmotoren van de Fast Ferry **Prins Willem Alexander** defect geraakt, waardoor de boot uit de vaart is genomen. Na onderzoek door de BBA en MTU Detroit Diesel Benelux (zij verrichten het onderhoud van de Fast Ferries) bleek er ernstige schade te zijn aan een drijfstanglager en de krukas.



De Provincie Zeeland heeft ooit wel betere schepen gehad.....

Photo : Willem Kruit ©

Dit betekent dat de motor uit het schip moet worden gehaald en elders moet worden gerepareerd. De schade aan de **Prins Willem Alexander** is vergelijkbaar met de schade die vorig jaar op 23 juni is ontstaan aan de **Prinses Maxima**.

Op basis van de ervaringen die vorig jaar zijn opgedaan met de schade aan de **Prinses Maxima** wordt verwacht dat de **Prins Willem Alexander** ongeveer zes weken uit de vaart zal zijn. Het uit- en inbouwen van de motor duurde ongeveer een week en de reparatie van de motor zelf besloeg toen vijf weken.

BBA zorgt voor vervangend busvervoer door de Westerscheldetunnel als lange wachttijden ontstaan. Vooralsnog wordt een één uursdienst gevaren, daar het in deze periode van het jaar vrij rustig is als het gaat om het aantal reizigers op de Fast Ferry.

Middels een sms-service dienst en e-mail zijn vaste klanten door de BBA op de hoogte gesteld.



Top : The **ACERGY FALCON** seen passing the IJuiden locks whilst departing from Amsterdam, with Shipping newscippings contributor **Jan Plug** at the bridge wing whilst his wife **Tjaltje** waves him goodbye
Photo : **Joop Marechal** ©

Meer zeeschepen over Westerschelde

In 2005 zijn bijna 16.000 zeeschepen over de Westerschelde naar de haven van Antwerpen gevaren. Dat zijn er 500 meer dan in 2004. De schepen zijn gemiddeld ook groter geworden. Dat staat in de jaarcijfers van het gemeentelijk havenbedrijf Antwerpen.

In totaal groeide de handel in de Antwerpse haven tot bijna 170 miljoen ton goederen. De helft daarvan wordt per binnenschip vervoerd. Voor de binnenvaart is het Schelde Rijn-Kanaal één van de belangrijkste toevoerwegen voor Antwerpen

MOVEMENTS

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The **NELE MAERSK** seen departing from Timaru (New Zealand)

Photo : Simon Brown ©



COSCO's **JINGPOHE** seen departing from Cape Town
Photo : Glenn Kasner ©



The **ACERGY FALCON** seen at the Noordzee kanaal enroute from the Shipdock shipyard to her next assignment
Photo : Joop Marechal ©

AIRCRAFT / AIRPORT NEWS

Stowaway found dead under plane

The body of a young stowaway, believed to be a South African teenager, was found in the wheel well of a British Airways jet at Los Angeles airport just before it was due to fly back to London.

The youth, thought to be around 17 or 18, was discovered in the front right wheel well of the 747 by a British Airways pilot during a routine inspection as the jet was being prepared for take off on Sunday.

The FBI determined the youth died after enduring freezing temperatures on the 10-hour flight from the UK, a spokesman for Los Angeles International Airport said. The victim, a black male, has yet to be identified.

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The Los Angeles Times quoted sources close to the inquiry as saying the youth was found with documents indicating he was a South African national born in 1989.

The aircraft, British Airways Flight 283, had arrived from Heathrow Airport at 3:15 pm. and was scheduled to depart at 5:20 pm. The airline alerted officials to the discovery about an hour after the plane landed. The flight was delayed but took off after the FBI released the aircraft at 7.20pm.

Investigators were trying to establish whether the man climbed aboard the plane in London or at the aircraft's previous destination, Hong Kong.

"We are still trying to piece together where he may have come aboard the plane," said a spokesman for the FBI in Los Angeles. "We're trying to find out the history of the plane."

The spokesman said results from the coroner's officer detailing time of death could help officials calculate at what stage the youth boarded the jet. The report is expected by the end of the week.

The FBI was working with Los Angeles police and airport authorities. Terrorism and foul play had been ruled out, the spokesman added.

Incidents of stowaways climbing into plane wheel wells are not uncommon. But few survive given the extreme cold, lack of oxygen and risk of falling or being crushed by the landing gear.

On January 12, the body of a young African man was discovered in the wheel well of a Delta plane that landed in Atlanta from Dakar, Senegal. Authorities determined the man hid in the plane in Senegal and was suffocated by the landing gear.

Some, however, do make it. In August, 2000, Fidel Maruhi, from Tahiti, miraculously survived a 4,000-mile journey in a wheel well after enduring normally fatal temperatures of as low as minus 45 C.

Pulled from the aircraft in Los Angeles, he was treated for hypothermia and dehydration but otherwise unharmed.

And in 2002, a Cuban stowaway, Victor Alvarez Molina, endured minus 40 degrees C temperatures in a wheel well en route to Canada. Discovered in Montreal, he was detained but later freed and allowed to remain in the country. He found work in a car showroom and learned French.

Vijfduizend banen bedreigd bij Airbus Duitsland

De reorganisatie bij de Europese vliegtuigbouwer Airbus, een filiaal van EADS, kan neerkomen op een delokalisatie van meerdere fabrieken in Duitsland en bedreigt zo'n 5.000 banen. Dat meldt het Handelsblatt.

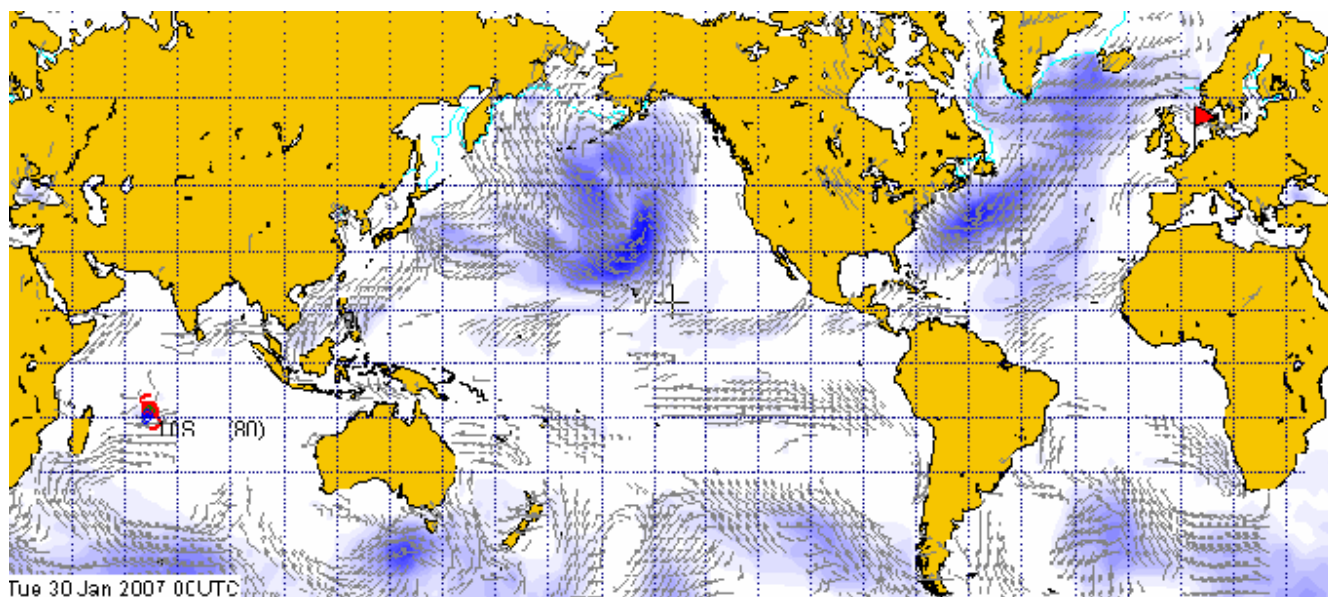
Volgens de Duitse zakenkrant, die bronnen bij het bedrijf citeert, zijn mogelijk de fabrieken van Nordenham en Varel bedreigd door een delokalisatie. Airbus was vandaag niet beschikbaar voor commentaar. In totaal werken 19.000 mensen voor de vliegtuigbouwer in Duitsland. Op 20 februari zou Airbus-topman Louis Gallois zijn reorganisatieplan bekendmaken.

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 **SMITWIJS SINGAPORE** and **SMITWIJS LONDON** seen departing from Rotterdam Botlek with the **SSP PIRANEMA**

Photo : Hans Hoffmann ©

Herewith I would like to thank everybody for sending pictures of the departure of the SSP PIRANEMA from the Keppel Verolme yard in Rotterdam Botlek, I received more the 150 photo's from the readers of this transport, so I hope that you understand that I had to make a choice, and that you are not disappointed if your photo was not used in the newscippings this time.

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