

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 066



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The CROWN PRINCESS seen moored in Bonaire – Photo : Jan Kloos ©

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EVENTS, INCIDENTS & OPERATIONS



The **LIBERTY** seen in Nigerian waters

Photo : Eric Peute – Bourbon Interoil Nigeria Ltd ©

Discharge of Helderberg cargo begins

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Following clearance by the Malaysian authorities, the **SA Helderberg** entered the port of Tanjung Pelepas yesterday and berthed alongside the container terminal. The discharge of cargo has commenced.

Although a situation of General Average exists, there will be no requirement for customer contributions toward this General Average, a Safmarine spokesman told Cargo Info News. Safmarine will cover for the contributions of its customers.

To ensure smooth processing, Safmarine has urged customers to provide a copy of the relevant invoice or written declaration of the value of their cargo to the local agent. No other documentation will be required.

Oncarriage solutions for final destination are being finalised, and customers will be advised of the onward schedule as soon as this is available.

Bulker freed in Venezuela

A panamax bulker which grounded in Venezuela's Maracaibo channel last week has been freed at the fourth attempt. Partial unloading of a cargo of coal was needed to raise the 68,800-dwt Hong Kong-flagged **Yun Tong Hai** (built 1990) after it fell foul of the notoriously erratic tides in the busy tanker channel in the early hours of Wednesday 28 February.

Three unsuccessful attempts were made to shift the vessel using all available tug services in the area before a Dutch salvage company was contracted to liaise with a local outfit to free the ship.

The salvage operation was delayed slightly as salvage plans had to be passed by the government's environmental agency for approval.

Pande Harish, deputy manager at the vessel's manager Cosco Wallem, told TradeWinds on Tuesday that partial unloading was due to begin that afternoon and was due to take around 30 hours.

The ship had loaded around 53,000 tonnes of coal at Maracaibo and was on its way to Brazil when it grounded.

There was no pollution as a result of the incident and none of the ship's crew of 23 was injured.

Restrictions on shipping traffic had been put in place when the vessel ran aground and during the lightering operation, but these restrictions have now been lifted.

The **Yun Tong Hai** was chartered in early February by Italian owner Bottiglieri di Navigazione for about a year at \$33,000 per day. It is classed by Det Norske Veritas and is owned by East Success Shipping of Hong Kong.

Pirate Fishing Vessel 'List Of Shame'

Greenpeace launched a first global database of blacklisted, illegal fishing vessels, in a bid to tackle the huge problem of illegal, unregulated and unreported (IUU) fishing, a \$9 billion rogue industry which is having a devastating effect on fish stocks and biodiversity in some of the most ecologically important areas of the world's oceans.

The Greenpeace database, which was launched at the meeting of the committee on Fisheries of the Food and Agriculture Organisations (FAO) in Rome, aims to publicly identify vessels which are involved in so-called 'pirate fishing', to expose the lack of action by the authorities to prevent the illegal trade.

Today, Greenpeace also released a report (2) showing that the attempts at voluntary measures to curb pirate fishing by governments have had little effect on the levels of illegal fishing in some of the poorest and most desperate areas of action in the world, particularly the west coast of Africa.

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"The fact that Greenpeace has to publish a global database of blacklisted illegal fishing vessels demonstrates clearly just how little concrete action states have taken to stop this pillage of our oceans," Sari Tolvanen of Greenpeace International. "What's needed now is an official body to take charge of the policing of the worlds' oceans and make publicly available the information of both illegitimate and unlicensed fishing vessels. Until this happens, we have little hope of stopping the devastation which pirate fishing brings."

The Greenpeace report shows that six years after the member countries of the FAO approved an International Plan of Action to curb illegal fishing, the problem is very far from being solved. It includes evidence gathered last year when the Greenpeace ship Esperanza, spent two months documenting the activities of foreign fleets off the coast of Guinea Conakry (3). That investigation discovered that almost half of the 92 fishing vessels encountered in Guinea's waters were fishing illegally, or linked to illegal fishing activities. It has been estimated that sub-Saharan Africa loses around \$1 billion a year due to the activities of such illegal trawling fleets.

"The measures needed to stamp out pirate fishing are well known. Action is required at all levels of the chain of custody, from the net in the water to the fish on the shelves of supermarkets", said Sebastian Losada, Greenpeace Oceans campaigner. "International cooperation, binding laws on port control, as well as a global register of fishing vessels and adequate sanctions are among the tools that Governments need to put in place to act against the pirate fleets that are literally stealing the food of some of the poorest people in the world and destroying our marine ecosystems".

Greenpeace campaigners attending the United Nations fisheries meeting in Rome demanded that governments must translate the existing voluntary frameworks and international initiatives into hard law. The international environmental organisation also demanded that the special requirements of developing countries in fighting illegal fishing be taken into account.

Smit frustrated by Rotterdam strike

Smit Internationale chief executive Ben Vree admitted to Fairplay today that the company does not know what it can do to end the damaging harbour towage strike in Rotterdam. He said Smit had submitted several proposals to the unions, all of which have been declined. "Strike action has an emotional impact and causes great harm to the port. We have lost customers because of the strike and other clients have chosen a second company to assist their vessels in an attempt to spread the risk of using just one service provider." Vree added that Smit has received messages of sympathy from branch offices, sister companies and even customers all over the world.



Foto : Frans Bausch ©

Today Smit issued results for 2006 that showed a net profit of nearly €75M (\$98.5M), double the €38.3M posted for 2005. Vree commented: "People seem to think that the €75M was only earned in Rotterdam, which is certainly not the case. Harbour towage is profitable worldwide, but the division comes only third best out of four in contributions from

Smit's divisions." This morning Smit's harbour towage workers decided to extend the strike action for another 24 hours, and added they might continue striking tomorrow.



Fish transfer

ILLEGAL fishing is not so much a problem in Fiji but the illegal transfer of fish on high seas is, says Fiji Fish Marketing Group Ltd managing director Graham Southwick.

"From time to time boats are arrested but slowly it's been eradicated because of the use of satellite tracking,"he said.

He was commenting on a Pacnews report that a 2004 estimate found that 1000 boats were taking 75 per cent of the world's four million tonnes of tuna a year from the region.

Mr Southwick said fishing vessels could be arrested if their satellite positions (tracked by transponders) did not show where they were supposed to be.

However, "there is not much co-operation between island nations in regards to transponders,"he said.

Berging losgekomen lading gezonken schip zal nog dagen duren



De berging van de losgekomen lading van de **Repubblica di Genova**, het schip dat donderdagmorgen kapseisde in de haven van Antwerpen, zal nog enkele dagen in beslag nemen. Momenteel richten de bergers zich enkel op de containers die na het kapseizen in het water belandden. De perimeter van zowat 80 meter die donderdag rond de **Repubblica** werd ingesteld, blijft ook vrijdag behouden.

De **Repubblica** maakte donderdag slagzij, vermoedelijk door een technisch defect. Een gedeelte van de containers die bovendeks stonden, belandden op de kade en in het water. Donderdag werd al gestart met de berging van de containers die in het water liggen. Die klus zal nog

enkele dagen in beslag nemen. Pas daarna kan gestart worden met de berging van het hele schip.

Overweight boxes to blame?

With the exact reason for the capsizing in Antwerp on Thursday of a Grimaldi-operated multi-purpose vessel still not forthcoming, one industry source has pointed towards excessive cargo weight as a possible factor.

The 2,389-lane-metre **Repubblica di Genova** (built 1988) capsized to starboard while completing loading having begun to list in the early hours of the morning.



A source who is familiar with the ship has said the incident most likely occurred as a result of a stability problem which may have been caused by the actual weight of containers not equating to the given weights in the ship's manifest.

The source says they have worked in the past with the vessel and are familiar with its loading procedures but cannot say for certain if the ship has an automatic stability system onboard.

If the ship does have such a system, which will begin to regulate the ballast once a list is detected, it could have major repercussions for the industry where many players cut crew numbers in favour of installing such sophisticated equipment.

Concerns have already been raised that in the space of just over a month two such incidents have occurred with Indonesia the site of a former capsizing. The industry source said that their company employs this ballast system but if the actual weight of containers exceeds that given before loading then good stability cannot be assured.

The source says this is an ever increasing issue as cargos become more complicated with cars, trucks, machinery and other heavy equipment being loaded onto vessels. Despite numerous attempts on Thursday and Friday TradeWinds has not been able to speak with Paul Kyprianou, external relations manager for the ship's Italian operator Grimaldi Group.

Communications manager at the Port of Antwerp, Ann Wittenmans, said on Friday that representatives from Grimaldi and insurers Gard are currently in discussions with an unnamed salvage company to co-ordinate efforts to raise the ship.

A press release from Grimaldi said that no pollution has been reported, but that pollution prevention measures were immediately effected by surrounding the vessel with a floating barrier.

No injuries were reported amongst the ship's crew of 37 while operations to recover some of the vessel's containers which were thrown overboard have begun. Grimaldi has begun an internal investigation into the incident. The vessel operates on Grimaldi's North Europe/West Africa line and had been due to set sail for Angola on Friday.

The Italy-flagged **Repubblica di Genova** was built at Fincantieri and is classed by RINA.

Serious incident on the Sea of Åland

This morning, a blackout during a crossing situation on the Sea of Åland led to an incident that could have resulted in a disaster. The ro-ro/passenger ferry **Silja Serenade** was heading west for Stockholm while the Swedish ro-ro vessel **Baltic Bright** was northbound for Hallstavik. First reports from the Finnish Maritime Administration says that **Baltic Bright** would have passed ahead of **Silja Serenade** with a good margin, but had a blackout and the vessel started to change course to starboard towards the ferry. The officer on watch on the **Silja Serenade** reacted fast enough to initiate the manoeuvres needed to avoid a collision. Reports on how close the vessels were, varies from 60 metres to a couple of hundred metres. Information indicates that the first radio contact between the vessels was after the incident.

Haven wil staking sleepers stoppen

Havenwerkgeversvereniging **Deltalinqs** wil de staking van de sleepers van Smit in de Rotterdamse haven stil laten leggen. De organisatie heeft de vakbonden FNV Bondgenoten en De Unie in kort geding gedaagd dat vanavond dient bij de Rotterdamse rechtbank. Volgens Deltalinqs richt de actie van Smit te veel schade aan in de Rotterdamse haven.

Tientallen schepen hebben problemen bij het in- en uitvaren van de haven. De directie van Smit heeft zich bij Deltalinqs gevoegd. De rechter doet mogelijk vrijdagavond al uitspraak.

Another magic pipe indictment

The U.S. Department of Justice reports that Greek-based shipping company Kassian Maritime Navigation Agency Ltd. and a crew member of the M/V **North Princess**, an ocean-going bulk cargo ship traveling to ports in the United States, have been charged in a three-count indictment related to the operations of the ship.

Kassian Maritime is charged with illegal dumping of bilge and waste water in violation of the Act to Prevent Pollution from Ships (APPS), making false statements to U.S. Coast Guard inspectors, and obstruction of justice in relation to the Coast Guard's inspection of the **North Princess**.

The ship's Second Engineer, Spyridon Markou, is also charged with obstruction of justice with regard to the ship's inspection. Engine room operations on board large oceangoing vessels such as the **North Princess** generate large amounts of waste oil. U.S. law requires that all overboard discharges of waste oil be recorded in an oil record book, a required log which is regularly inspected by the Coast Guard.

According to the indictment, on or about Nov. 20, 2006, the **North Princess** arrived in port in Jacksonville, Fla, and was boarded by Coast Guard officials who conducted an inspection to determine the vessel's compliance with environmental laws. The Coast Guard's inspection uncovered evidence that Kassian Maritime, acting through its agents and employees, made false statements and used false documents during the course of the Coast Guard's inspection.

The indictment also alleges that the shipping company failed to maintain an accurate oil record book of all disposals of oil residue and discharges overboard, in violation of federal law. Second Engineer Markou is also charged in the indictment with obstructing the inspection by providing false information to the Coast Guard regarding the ship's use of an illegal bypass pipe, also referred to as a "magic pipe," that was used to transfer oil-contaminated waste overboard.

If convicted, Kassian Maritime faces up to \$500,000 in fines and other possible penalties. Markou faces a maximum penalty of five years in prison for the obstruction of justice charge.

The Justice Department notes that An indictment contains only allegations. The defendants are presumed innocent unless and until proven guilty.

This case is being prosecuted by John S. Irving of the Environment and Natural Resources Division and Assistant U.S. Attorney John J. Sciortino for the Middle District of Florida

Stabbing Investigation

Three Japanese Coast Guard officers are coming to Hawaii to investigate a stabbing death aboard a Tokyo-based tuna fishing vessel off the islands. The vessel "**18 Shojin Maru**" is anchored off Honolulu International Airport's reef runway with the suspect in custody on board.

Akira Yoritaka is an official with the Japanese Coast Guard's International Affairs Crisis Management Division in Tokyo.

He told the Honolulu Advertiser the stabbing occurred after 5 p-m on February 28 while the ship was 12-hundred miles south of Hawaii. Yoritaka says the victim is a crew member of Chinese ancestry. The suspect is of Vietnamese ancestry. He didn't know what their nationalities were. It's unclear if Honolulu police or the Honolulu medical examiner's office will be called to assist.

Omwonenden eisen bij rechter stop sloop Otapan

Verontruste bewoners van de wijken rond de Waalhaven in Rotterdam eisen via de rechter een stop op de sloop van asbestschip de **Otapan**. De bewonersorganisaties Oud-Charlois, Wielewaal en Heijplaat hebben bij de rechtbank in Rotterdam de papieren voor een kort geding ingediend.

Dat zei voorzitter Chris Oskam van de bewonersvereniging Oud-Charlois. De bewoners zijn bang dat de sloop van het Turkse schip gevaar oplevert voor omwonenden. Niemand kan zeggen wat de risico's bij een explosie of brand aan boord zijn, zei Oskam.

Het is hem nog niet duidelijk wie zullen worden gedaagd. Oskam denkt aan het ministerie van VROM en de gemeente. De gemeente, deelgemeente en rechtbank wisten vrijdagmiddag nog niets af van een kort geding. Zij wachten af.

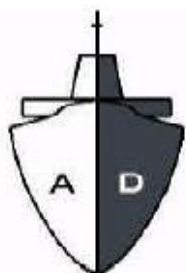
De bewoners hebben dinsdagavond nog een gesprek met burgemeester Ivo Opstelten, die wegens ziekte van de havenwethouder diens taken waarneemt. De organisaties verwachten niets van dit gesprek. „De burgemeester zal wel vertellen hoe veilig het allemaal is." Dat hebben zij tot nu toe steeds gehoord. Hoewel de milieudienst DCMR en het ministerie strenge veiligheidsmaatregelen hebben genomen, zijn zij niet gerust.

Oskam maakt zich vooral zorgen over de mechanische ventilatie in woningen bij een calamiteit. De meeste bewoners kunnen die niet uitzetten, weet hij. „Bij een asbestwolk zuigt dit systeem de lucht van buiten naar binnen. Ik vrees het ergste.'

NAVY NEWS

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VIJF MIJNENVEGERS IN ROTTERDAM



Als eendjes op een rij voeren vijf mijnenvegers door de haven op weg naar de Cruise Port Rotterdam aan de Holland-Amerikaade. Het gaat om de **Hr Ms Makkum** (Nederland), **BNS Narcis** (België), **HMS Brocklesby** (Engeland), **HNOMS Hinnoy** (Noorwegen) en de **LNS Narmeijs** (Letland). De schepen behoren tot het permanente NAVO-eskader 'Mine Countermeasures Force Northern Europe' en zijn hier in verband met een oefening. Maandagochtend vertrekt het eskader weer. – Foto : Michel Kodde ©

Split ends for HMS Cornwall

FRIGATE **HMS Cornwall** made a small piece of RN history when she became the first British warship to visit a naval base in Croatia.

The Devonport-based warship stopped off in Split on the latest leg of her varied anti-terror deployment, which so far has already taken her to Barcelona and Malta.

British warships have visited Croatia before, but not berthed in the local bases. So quite a fuss was made in Lora Naval Base when **F99** came alongside. An official reception saw numerous dignitaries including Split's mayor, the British Ambassador to Zagreb Sir John Ramsden, and senior Croatian military figures entertained.

On a more personal level, the frigate delivered vital fire-fighting aid to the islanders of Brac; much of the fire brigade's equipment was destroyed during the Balkan conflicts of the 1990s, such that the Foreign Office, London fire-fighters and the EU raised £18,000 to buy new cutters, hoses and other equipment for the people of Brac which was handed over by Cornwall's CO Cdr Jeremy Woods.

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Among the more interesting sporting contests lined up for the Cornishmen (and women) was the recreation of a 74-year-old race.

Back in 1933 light cruiser **HMS Ceres** anchored off the town of Vela Luka on the island of Korcula. So impressed was the ship's CO by the friendliness of locals that he suggested a rowing regatta, a race between his sailors and Vela Luka fishermen.

The Brits promptly lost over the 2,600-yard course, while the victors were presented with a sailor's razor as a souvenir.

Three generations later and the result was the same (minus the razor presentation); indeed, the Croatians triumphed at every sport they challenged the Cornwall teams to, despite the best efforts of the sailors.



The **ARK ROYAL** arrived in Amsterdam for a port visit
Photo : Joop Marechal ©



The **F 805 EVERTSEN** seen arriving at the river Tyne for a courtesy visit
Photo : Dave Wilkinson ©

SHIPYARD NEWS

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The 4600 hp **SEALINK MAJU 22** (60 ton Bollard Pull) seen getting ready for her first dancing steps, the AHTS measures 48 mtr in length and is having a beam of 13.2 mtr.

Photo : Herbert Westerwal ©

Yantai-Raffles delivers round FPSO

Yantai Raffles has delivered the second FPSO to use Sevan Marine ASA's cylinder-shaped offshore platform technology.

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The **Sevan Hummingbird** left Yantai Raffles Shipyard in China yesterday. The platform was placed onboard a dry tow vessel and is on its way to the Keppel Verolme Shipyard in Rotterdam, where the installation of the process plant will take place.

The expected transit time is 35 days.

Later this year, the **Sevan Hummingbird** will be installed on the Chestnut Field in the central U.K. North Sea, under a contract with Venture Production Plc.

With an overall length of 65.15 m and overall width of 64.3 m, the platform has an oil storage capacity of 300,000 barrels and an offloading capacity of 3,600 cu.m per hour.

Living quarters, offices and communal facilities are provided for a crew of 44.

In comparison to a conventional monohull FPSO, the round shaped vessel generally uses less surface (or "hullsteel") to contain the same volume. The weight, at 9,700 metric tonnes, is therefore considerably less than a conventional FPSO with the same storage capacity.

A further advantage is that the unit is less sensitive to wave induced motions.

ANOTHER LAUNCH AT DAMEN GALATI



At the DAMEN – Galati shipyard the 800 TEU **DORIS SCHEPERS** was launched

Photo : Huib Lievense ©

IHC Holland Merwede takes majority stake in new facility

IHC Holland Merwede has announced that the Group has decided to participate as a majority shareholder, together with Van Sluisveld Beheer, in a new company, Verenigde Scheepswerf Heusden BV (VSH), which is based in Heusden in The Netherlands on the site of the former Heusden Shipyard.

VSH will take over nearly all 75 permanent employees that were already working at the location.

VSH will rent the real estate from Van Sluisveld. The facility includes significant production and pre-fabrication facilities as well as two slipways.

"Based on the current orderbook and the market outlook IHC Holland Merwede is in need of expansion of, in particular, pre-fabrication and section building capacity," said the company in a statement.

VSH will concentrate primarily on preparing and section building for the other IHC Holland Merwede yards. In addition both slipways offer the possibility to build complete vessels.

On slipway West vessels up to approximately 35.5m breadth and 185m length can be built. On slipway East vessels can be built of up to 25.5m breadth and 185m length. Both slipways can be lengthened, by 20m and by 10, respectively.

At present, a river cruise ship is on the slipway and sections for other Dutch yards are being built, and it is the company's intention to start building sections for IHC Holland Merwede at the beginning of April.

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Polaris changes name to Zim Integrated Shipping Services

ZIM Integrated Shipping Services, the Israeli shipping line has gone on a shopping spree with orders for a number of super container ships.

In 2006 Zim announced its intention of ordering eight new container ships costing a total of US \$ 1 Billion for delivery in 2010. In the past week the company has confirmed orders for two 10,000-TEU ships with an option for a third and now there are reports of an order with South Korea's Hyundai Shipyard for another two.

The sheer size of these ships collectively will swell Zim's box capacity by 30 percent.

Zim has long been represented in South Africa by Polaris Shipping, a Durban-based ships agency. Now it has been announced that the Polaris named is to disappear with the company being known as Zim Integrated Shipping Services of Southern Africa.

The Port of Beira – tide level to be no longer a factor

According to Rui Fosca, chairman of the management board of Mozambique's ports and railway company, CFM, the board of directors had approved a R127.8-million investment this year in dredging the entrance channel at the Port of Beira.

This, he told Mozambique Investors Chronicle, would enable the country's second largest port to receive large-scale vessels at any time of the day without depending on the level of the tide.

Wilhelmshaven to get the nod

JadeWeserPort, Germany's new 2.7M-teu container port project at Wilhelmshaven, is to receive official approval on 20 March, Fairplay understands. The shipping and waterways authority has confirmed that it will announce its decision that day, and the fact that Lower Saxony's finance minister will participate in the meeting is taken as a positive signal by industry observers. However, it will be difficult for project partners Eurogate and APM Terminals to commission the terminal on schedule in early 2010 due to the planning delays.

FarSounder Chosen for "The World"

When cocktail party conversation turns to "how's busieness," Farsounder's Cheryl Zimmerman can proudly proclaim 'we're supplying **The World**.'

The World , in this case, is a unique private luxury condominium cruiseship for ResidenSea's, that will be outfitted with a FarSounder navigation and obstacle avoidance system installed during its spring drydock scheduled for Lisbon, Portugal. This system provides The World increased accessibility to explore many of the unique and remote areas it cruises to while also providing an added level of navigation and obstacle avoidance capability for the benefit of all on board.

Current products are used on commercial and private ships for obstacle avoidance and shallow water navigation. FarSounder FS-3 sonars are capable of generating a complete 3-dimensional image of the sea floor and in-water objects at navigationally significant ranges with a single ping. They offer visualization of a clear, easy to understand 3D sonar image. This sonar technology revolutionizes marine navigation, especially in shallow areas.





The **GOLDEN PRINCESS** seen from HAL's **ROTTERDAM** in Buenos Aires
Photo : Pieter Kerseboom ©

Long term deal for Traveller

Seabrokers reports that Gulf Offshore UT 755 PSV **North Traveller** has been chartered for a three year firm (plus one year option) term charter. Traveller will begin this work for Drilling Production Technology (DPT) this month.

It is understood that the prime reason for the fixture is to support the semi-submersible drilling rig **Bredford Dolphin** during its drilling programme in Norwegian waters.

Indians Face Shortage

The Indian shipping industry is facing an acute shortage of manpower. According to industry sources, a rapidly growing Indian fleet may further worsen the situation. Even a modest growth of about 10% in the next year could lead to a further deterioration in manpower.

At present, the industry is facing a total shortage of 834 people in critical areas. This will further increase to 1,015 by next year, according to industry sources.

"The situation will be further worsened in the next 5 to 10 years in all the major Indian shipping companies like Shipping Corporation of India (SCI), Essar Shipping, GE Shipping among others. At present, all major European shipowners are poaching Indian officers. As a result, the demand supply gap has widened here," said SS Kulkarni, secretary general, Indian National Shipowners Association (INSA). Remuneration is not the only issue behind this attrition.

"The remuneration is similar for staff in Indian fleet as compared to foreign flags. But the problem of taxation still persists. Indian flags are also unable to recruit foreign nationals," Kulkarni added. The industry had suggested a few methods whereby wages for Indian officials would be at par with foreign companies. One was the grossing up of salaries to take care of the tax burden.

Along with that, officials should get benefits and social security at par with foreign companies. The industry also suggested that adequate resource allocation towards training would also help it in this regard.

According to a Mumbai based shipping analyst, the shortage of manpower has risen mainly since Indians employed on Indian ships get discriminated and find working on Indian ships unattractive. "It is also imperative that Indian personnel working on any ship should be subject to equitable personal taxation in respect of their income earned during their articulated period of employment on board," he added.

The shipping industry, on the other hand, also took some measures like providing benefits and social security at par with the foreign companies, along with interacting at national and international companies for better understanding of problems and employing the latest HRM techniques for so that matching management policies can be evolved.

OOIL PROFIT DOWN

HONG Kong-based Orient Overseas (International) made a net profit of US\$581.1m last year, down 11% on 2005.

In November 2006, OOIL reached agreement to dispose of its Terminals Division to Ontario Teachers' Pension Plan. Excluding the result of Terminals Division, the continued operations reported a net profit of US\$528.3m for the year which compares with the US\$615.2m, down 14%.

"2006 was a momentous year for the OOIL Group. Market conditions for container shipping were more difficult than they had been during the three previous years and yet we have still managed to record what I believe to be an impressive result especially when placed in the environment of generally weaker freight rates and steeply rising costs. It benefits however, from a revaluation of our Wall Street Plaza investment property," said Chairman, C C Tung.

He added: "Following a strategic review of the businesses, we entered into an agreement on 21st November 2006 with Ontario Teachers' Pension Plan to sell our Terminals Division to them for a consideration of ca. US\$2,400 million, on a debt free basis. The four container terminals in question, Deltaport and Vanterm in the Port of Vancouver and New York Container Terminal and Global Container Terminal in the Port of New York and New Jersey, had never been integral to our container liner operations. OOCL is only responsible for a minority of the throughput of each terminal and contract negotiations have always been conducted together with our Grand Alliance partners on an arm's length and purely commercial basis. Given this background and the strong conviction following the strategic review, that the group's share price had never fairly reflected the true value of these assets, it was decided that we should examine the potential to dispose of them in order to realise this full potential value. Our view was proved to be correct."

Regarding the container trades Mr Tung said: "For our Container Transport and Logistics businesses 2005 ended and 2006 began in an almost slough of despond. As has seemed to happen so many times in the past, commentators and forecasters were predicting a very difficult 2006 predicated on a significant disparity between an abnormally high projected supply increase, through an accelerated rate of deployment of new tonnage into all services, and a fall in demand side volume growth as a result of a slowing US economy and its consequent impact upon the remainder of the global economy. On neither side of the equation in the event, did we see these concerns materialise to the extent predicted. However, the annual and seasonal dip in load factors around Chinese New Year were taken to be something they were not and as a result served only to deepen the despondency. Freight rates had been falling and the fall became steeper as a result, most markedly on the Asia to Europe trades. On these routes, for which the tonnage increase was forecast to be proportionately the largest, carriers feared lower cargo volumes throughout the year and as a result were far too ready to accept lower freight rates in the attempt to secure volume. The Chinese New Year dip in load factors proved itself once again to be purely temporary in nature and as the pattern for the year became apparent as vessels rapidly filled up and near 100% load factors became the norm for the remainder of the year. Nevertheless, as bitter experience has taught us too many times in the past, whilst falling very fast, freight rates take many months, if not years, to be restored. Only now is this restoration starting to happen. Our other trades also suffered from this general softening of the market with the exception of our Transatlantic business. All other trades recorded lower profits for 2006 compared with 2005."

STAR CRUISES RETURNS TO TAIWAN

MALAYSIAN-owned Star Cruises plans to return to the Taiwan market after a two-year absence with a seasonal deployment between June and October for the 42,000 gt **SuperStar Libra**. The ship, has 1,480 lower berths in 740 cabins, ends its current season in India on 25 May.

The company says the 1988-built ship will undergo refurbishment specifically to cater to the Taiwan market in areas like dining with the addition of an International buffet and a Chinese family style restaurant.

The ship will offer a combination of two and three-night cruises to destinations in Taiwan and Japan. The two-night cruises will call at the new destination of Penghu, located off the southeast coast of Taiwan and Ishigaki in Japan while the three night itineraries will call at Ishigaki and Naha, Okinawa in Japan.

"The repositioning of **SuperStar Libra** to Taiwan is part of the company's seasonal deployment strategy to mobilize Star Cruises' fleet and thus bringing the Star Cruises' experience of its variety of exciting destinations and ports-of-call to and from various parts and countries of the region", said Star Cruises' chief operating officer Chong Chee Tut.

Namibia: More Storage Space At Port of Walvis Bay

CARGO volumes along the various corridor routes have significantly increased during the past two years and spearheaded the need for increased capacities along the Trans Caprivi Corridor, Trans Kalahari Corridor and Trans Cunene Corridor, the Walvis Bay Corridor Group (WBCG) has said.

One of the major requirements was the need to create capacity for undercover storage inside the Port of Walvis Bay, and in line with Namport's expansion programme, the Port of Walvis Bay has just expanded its undercover storage facilities.

Five new sheds, each with an undercover storage capacity of 1 000 square metres, have been added in different locations inside the port. Each of these sheds has a length of 96 metres, width of 20 metres and has a height restriction of 10 metres.

Undercover storage has increased during the past year at the same port with about 12 000 square metres.

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This storage facility is a mobile shed which can be moved to any another area depending on the needs of clients. These sheds will mainly be used for the storage of transit cargo, as volumes along the three main transport corridors linking Walvis Bay with the rest of the SADC region continue to grow.

The expansion was in anticipation of the increase in demand for storage requirements for cargo imports to Zambia, Zimbabwe and the Democratic Republic of Congo, which to a large extent still import and export cargo in break bulk form. This latest development and the expansion of capacities are in line with the aim for the Port of Walvis Bay to become the hub for imports and exports for the SADC market, says WBCG.

MOVEMENTS

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The newbuilding yacht **Amevi** (with a length of 79 meter) seen during seatrials near Goeree Lightplatform

Photo : Hans Koster ©



The **L 801 JOHAN DE WITT** seen enroute Amsterdam – Photo : Cor van Niekerken ©

AIRCRAFT / AIRPORT NEWS

F-16's door geluidsbarrière boven Noord-Holland

Twee F-16 jachtvliegtuigen van de Koninklijke Luchtmacht hebben vrijdagmiddag een vliegtuig dat onderweg was van Duitsland naar België onderschept. Met het toestel kon geen radiocontact worden gemaakt. De jachtvliegtuigen gingen daarbij boven het midden van Noord-Holland door de geluidsbarrière. Dit heeft het ministerie van Defensie vrijdagmiddag laten weten.

De F-16's stegen om 13.05 uur onder begeleiding van het Air Operations and Control Station Nieuw Milligen op om het toestel te identificeren en contact te maken met de bemanning. Nadat dit was gelukt en het radiocontact was hersteld keerden ze terug naar de thuisbasis Leeuwarden.

Als F-16's met een snelheid van meer dan duizend kilometer per uur vliegen gaan ze door de geluidsbarrière en veroorzaken daarbij een zogenaamde sonic boom. Voor de verdediging van het luchtruim boven Nederland staan 24 uur per dag, 7 dagen per week F-16's paraat voor deze Quick Reaction Alert -taak.

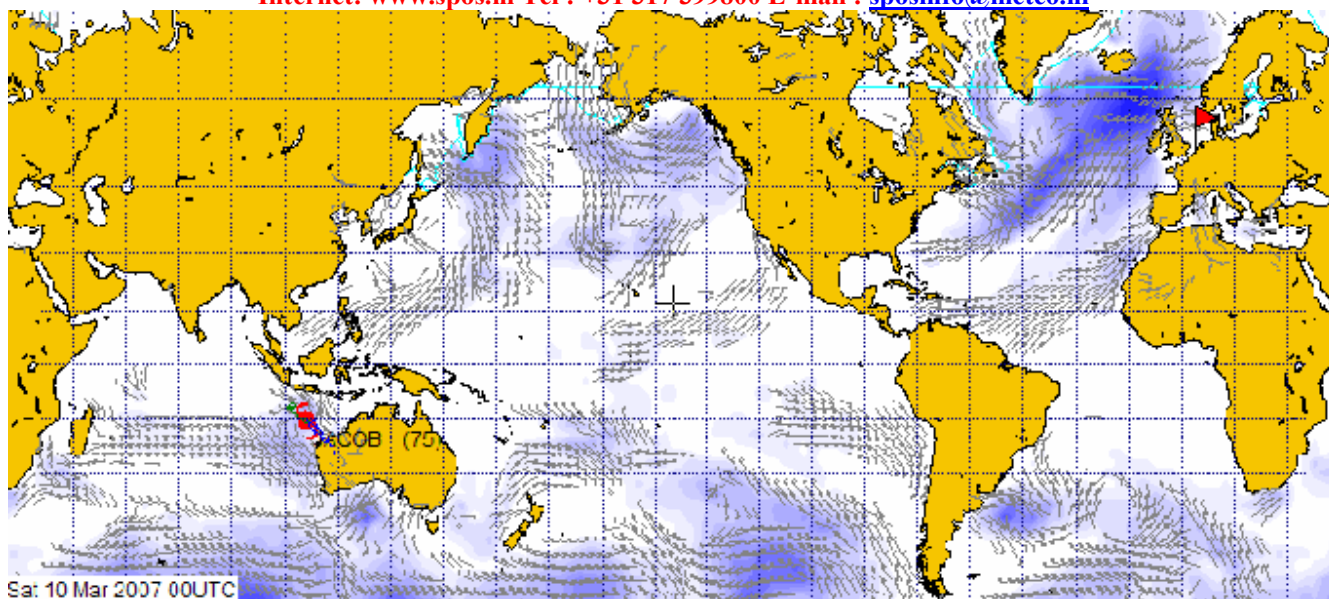
Bij melding van een onbekend vliegtuig in het Nederlandse luchtruim zijn de F-16's binnen enkele minuten in de lucht om het vliegtuig te onderscheppen. De opdracht komt van de NAVO en wordt gegeven aan het militair verkeers- en gevechtleidingscentrum in Nieuw Milligen die vervolgens de altijd gereedstaande F-16 alarmeert.

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 Hydrofoil **LAURA** seen here getting discharged from a cargo vessel into her element
By the Multraship's sheerlegs **CORMORANT**
Photo : Pepijn Nuijten - Multraship ©

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