

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 105



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News reports received from readers and Internet News articles taken from various news sites.

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**The K 22 Gävle at Brest for bunkering , the Guided Missile patrol vessel is returning to Stockholm after 7 month mission of Liban coast in the FINUL.**

**Photo : Jacques Carney ©**

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The **EIDE TRAVELER** seen enroute Rotterdam – Photo : Harry van den Berg ©

## EVENTS, INCIDENTS & OPERATIONS

### Smit and union peace pact

The dispute between **SMIT Harbour Towage** and unions has come to an end with agreement on a new labour deal. Trade union FNV Bondgenoten announced that terms had been agreed on a new collective labour deal. The news comes after a dispute that saw repeated industrial action cause delays and force some ships to divert from Rotterdam to rival ports Antwerp and Hamburg. Workers started their strikes in February, leaving Rotterdam managers concerned for the port's reputation. Details of the package were not yet known as Fairplay Daily News went to press. At the beginning of negotiations SMIT had said it would agree to an 8% pay rise but declined to pay its workers compensation of health insurance costs, travel expenditure, a retirement scheme and a €2,000 (\$2,622) bonus.

## Nine arrested in anti-poaching raid

Nine people were arrested and a boat confiscated during a police night anti-poaching operation off Robben Island in Table Bay, the department of environmental affairs said on Tuesday.

The operation, involving department officials and an SA Police Service (SAPS) special task team, focused on an "identified 'hot spot' poaching area" near the island.

"A nine-metre, semi-rigid inflatable boat was confiscated, along with 289 units of abalone and 10 West Coast rock lobsters.

"Those arrested reside in the Gansbaai and Houtbay area," the department said in a statement. They were expected to appear in the Cape Town Magistrate's Court on Wednesday.

A land-sea operation earlier on Monday in the Hawston-Kleinmond area had prevented two boat loads of suspected poachers putting to sea.

Alerted by calls from members of the local community, a joint SAPS-department team was dispatched to the area. The environmental protection vessel Ruth First was also involved in the operation.

On sighting the team, the poachers "immediately withdrew from the waters", the department said.



Yesterday ( April 25<sup>th</sup> ) Rotterdam pilot **Frans Bausch** was giving a reception in view of his retirement, Frans a regular supplier of photos for the newsclippings was given a bottle with contents on behalf of all the shippingnews clippings readers by the editor, to say thank you for all the pictures send as illustration, on the right Frans spouse **Simone**.

**Photo : Suzanna en Laura Bausch ©**

## AP MOLLER AND UNIONS IN TALKS



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 105

DANISH shipping giant AP Moller-Maersk and International transport Workers' Federation (ITF)-affiliated trade unions representing its workers in 22 countries held talks in Copenhagen after which the ITF described them as "the first steps in a journey that we hope will benefit both the company and its workers".



Representatives from 32 unions attended the two day conference, which was hosted by Danish union 3F from 23 to 24 April,

**Left: MAERSK HOUSTON**  
**Photo :**  
**Henk de Winde ©**

At a press conference AP Moller-Maersk senior vice president Knud Pontoppidan said: "We are in the early stage of these principles.

We are on virgin ground. We've tried to develop the business principles as well as we could. We're starting a journey and making an honest effort. We are listening to any issue that comes up."

Addressing the press conference that followed, ITF President Randall Howard said: "We believe that in an era of globalised economies trade unions need both to coordinate more effectively among ourselves and to develop constructive relationships with major companies like AP Moller-Maersk who are ready to begin a dialogue which can bring benefits both to workers and the company."

He added: "We very much welcome the positive moves made by the company in entering this process with us. We know we are liable to hit obstacles. There is no guarantee of success. But we are impressed by the good faith and trust which has already developed between us. We believe that the future lies with such initiatives. We look forward to future meetings with Knud Pontoppidan and his colleagues."

## Toch nog forse groei containers Rotterdam

Het uitwijken van containerschepen door de slepersacties, kostte de Rotterdamse haven in het eerste kwartaal van 2007 ongeveer 70.000 teu. Desondanks eindigde het kwartaal met een toename van de overslag met 10 procent tot 2.544.000 teu. De totale overslag in de eerste drie maanden steeg met 5,7 procent.

Dat heeft het Havenbedrijf Rotterdam woensdagmorgen bekendgemaakt, tegelijk met de financiële resultaten over 2006. De oorzaak van de containergroei ligt vooral in de, na een periode van iets gematigder groei, weer sterk aanzwellende aanvoer van containers uit Azië.

De cijfers betekenen dat de overslag in de Rotterdamse fors is toegenomen. In het eerste kwartaal van dit jaar werd 98 miljoen ton goederen behandeld, 5,7 procent méér dan in de vergelijkbare periode in 2006. De groei is verder vooral te danken aan de overslag van minerale olieproducten (+42 procent), overig nat massagoed (+6 procent) en roll on/roll off (+38 procent). Kolen en overige stukgoederen bleven constant, bij een dalende overslag van agribulk (-8 procent), ruwe olie (-11 procent) en erts en schroot (-1 procent).

Door een aanvaring is één van de twee lospijlers van de olieterminal MOT langdurig buiten bedrijf geraakt. Hierdoor gebruikt Total Vlissingen de eigen aanvoerpijler. Dit blijft zo tot medio 2008 wanneer de nieuwe vervangende pijler gereed is. Voorts zorgde groot onderhoud bij een grote raffinaderij voor een drukkend effect op de aanvoer: -2,7 miljoen ton.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 105

De overslag van minerale olieproducten is zelden in de afgelopen jaren zo sterk gegroeid: +42 procent tot 15,2 miljoen ton. Door de zachte winter was er minder vraag naar stookolie in Rusland en tegelijk langer gelegenheid voor export over de open Oostzee. De relatief lage prijzen stimuleerden vervolgens de vraag vanuit Azië. Via de draaischijf Rotterdam zijn deze ontwikkelingen 'aan elkaar geknoopt'.

De milde temperatuur matigde de vraag naar kolen in West-Europa, waarvan de overslag stabiel bleef. Tevens bleven de voorraden hoog, waardoor de stremming van de Rijn opgevangen kon worden. Ook op de overslag van andere goederen heeft de stremming geen invloed op de cijfers gehad.

Naast containerschepen, zijn ook enkele schepen met conventioneel stukgoed uitgeweken tijdens de slepersacties. De sterkste druk op de overslag in dit segment komt echter van de dalende vraag naar vervoer met lashbakken van rijst vanuit de Verenigde Staten. Dit werd gecompenseerd door de toenemende overslag van staal en papier.



De **MAERSK ANGLIA** - Foto : Jan Steehouwer ©

De sterke groei van de overslag op veerboten, ro/ro, is te danken aan de komst van Norfolkline naar Vlaardingen en het in de overslagcijfers opnemen van Stena Line in Hoek van Holland.

De behandeling van bulkchemicaliën en eetbare oliën, ontwikkelt zich met +6 procent goed, zeker gezien de sterke toename in de vergelijkbare periode in 2006. Het overig droog massagoed, veel mineralen voor de chemische- en de metaalindustrie, (+3 procent) blijft een goede indicator voor de positieve bedrijvigheid in het algemeen





The **EIDE FIGHTER** seen enroute Rotterdam - Photo : Nico Ouwehand ©

## Start Sleepboothaven Maassluis

Met een verrassende openingshandeling gaat op zaterdag 28 april de Stichting Sleepboothaven Maassluis officieel van start! Met een vlootshow en een uniek varende drietal historische sleepboten toont Maassluis een van haar belangrijkste sociaal economische pijlers uit de vorige eeuw. Gedeputeerde Martin Huls van de Provincie Zuid Holland, burgemeester Koos Karssen en wethouder John Scheerstra zullen daarna gedrieën de openingshandeling verrichten.

Het samenwerkingsverband van sleepvaartmuseum en museumsleepboten is al een aantal jaren actief, aanvankelijk begonnen onder de naam Stichting Historische Sleepvaart. Met het aanwijzen van 125 meter museumkade in het havenbeleid van de gemeente en de waardering met de Bob Verbiest Cultuurprijs, een van de belangrijkste culturele prijzen in ons land, was de erkenning in 2006 al een feit.

Begin dit jaar deed Fonds Schiedam Vlaardingen e.o. een forse donatie om Sleepboothaven Maassluis definitief op de kaart te zetten. De samenwerking tussen de museumpartners heeft daarnaast nog meer invulling gekregen met een integraal promotieplan en de bijbehorende statutaire wijzigingen bij de notaris.

Met een huidig totaal van vijf museale (zee)sleepboten, een bergingsvaartuig en het Nationaal Sleepvaartmuseum heeft de Maassluis museumhaven een unieke collectie mobiel erfgoed, die niet alleen wat het tijdsbeeld betreft maar ook gezien haar staat van onderhoud haar weerga niet kent.

Het Nationaal Sleepvaartmuseum is het enige museum ter wereld dat zich volledig toelegt op de sleepvaart in al haar facetten. Een onmetelijk grote fotocollectie, scheepsmodellen en in de sleepvaart gekende gebruiksvoorwerpen is hier te vinden. Al bijna dertig jaar is het museum gevestigd in het voormalige raadhuis aan de Maassluis Hoogstraat.



Foto : Roger van der Kraan ©

#### **Vloot**

De diverse sleepers in de haven van Maassluis vormen een prachtig geheel dat de voor- en naoorlogse ontwikkelingen in de (zee)sleepvaart weergeeft.

#### **'Furie'**

De oudste sleepboot is de enige nog varende stoom zeesleper **'Furie'**, gebouwd in 1916. De **'Furie'** neemt in heel Nederland deel aan maritieme manifestaties. Bergingsvaartuig **'Bruinvisch'** lijkt tussen de sleepboten een vreemde eend in de bijt. Berging en zeesleepvaart zijn echter onlosmakelijk met elkaar verbonden.

#### **'Bruinvisch'**

De in 1937 gebouwde **'Bruinvisch'** heeft gedurende ruim een halve eeuw geassisteerd bij scheepsbergingen, waaronder de beroemde berging van de **'Thuntank VII'**, samen met de zeesleper **'Hudson'**. De **'Bruinvisch'** kreeg onlangs een donatie toegekend voor het volledig bedrijfsklaar maken van haar voortstuwingsinstallatie. Een enorme opsteker voor de vrijwilligers van dit karakteristieke vaartuig.

#### **'Hudson'**

De **'Hudson'**, waarvan de oorsprong in 1939 ligt, is een van de weinige overgebleven en op bijzondere wijze behouden motorzeeslepers van voor de Tweede Wereldoorlog. Aan boord van de **'Hudson'** is een prachtige expositieruimte gecreëerd, die voor een belangrijk deel is ingericht met de unieke ervaringen van het schip in oorlogstijd.

#### **'Krimpen'**

De havensleepboot **'Krimpen'**, 1954, is de enige sleper in particulier eigendom. Eigenaar Sjoerd Willemstein streeft net als de daartoe opgerichte stichtingen, het behoud van de sleepboot na. De meer dan vijftig jaar oude **'Krimpen'** is een van de weinige overgebleven havensleepboten uit de wederopbouwperiode. Recent heeft de sleper zich in het goede sleepersgezelschap gevoegd.

#### **'Adriaan'**

Sleepvaartbedrijf Kotug zorgt voor het onderhoud van haar havensleepboot **'Adriaan'**, gebouwd in 1958. De sleepboot is sinds haar bouw in het bezit van de familie Kooren en is twee jaar geleden beschikbaar gesteld voor het verlenen van hand- en spandiensten in de Maassluis haven. De vrijwillige Maassluisse bemanning vaart het schip met veel plezier.



**'Elbe'**

Vlaggenschip in wording is de zeesleper **'Elbe'**, momenteel nog in restauratie. Nadat het schip in 2004 tot tweemaal toe zink zijn vrijwilligers met steun van sponsors en particulieren begonnen aan een monsterproject: Het in originele en varende staat terugbrengen van de **'Elbe'**. Eind jaren vijftig was het schip met haar 4.000 pk's een van de sterkste zeeslepers ter wereld. In 2008 zullen de motoren van de **'Elbe'** opnieuw leven in het schip brengen, vlak voor haar vijftigste verjaardag in 2009. Dagelijks kunnen de restauratiewerkzaamheden aan de Govert van Wijnkade aanschouwd worden.

## Open dag Govert van Wijnkade

Op Koninginnedag 2007 bieden de deelnemers van Sleepboothaven Maassluis haar bezoekers de mogelijkheid om de bijzondere vloot te bezoeken en te beleven. Niet alleen zijn de schepen open voor publiek, aan belangstellenden wordt de mogelijkheid geboden om tegen betaling een vaartocht te maken met de stoomzeesleper **'Furie'**. Een eenmalige expositie over de Maassluise haven in de afgelopen eeuw door het Nationaal Sleepvaartmuseum in de voormalige opslagplaatsen van Smit aan de Govert van Wijnkade maakt het feest voor bezoekers compleet. Bezoekers betalen 3 euro voor het bezoeken van de schepen en de expositie en 5 euro voor de rondvaarten met de **Furie** om 11.00, 13.00 en 15.00 uur.

## World's largest hospital ship set to sail May 4th

The world's largest non-governmental hospital ship, the **AFRICA MERCY**, is set to sail to Africa from the Tyne – following eight years of conversion work and global fundraising.

The former Danish rail ferry, has been converted into a state-of-the-art hospital ship at a cost of over £30million and will provide free healthcare and community development services to the poorest people of Africa. The **AFRICA MERCY** is due to sail on its inaugural trip to Liberia on May 4.

UK based philanthropist, Ann Gloag, who has donated substantially to the project, said today: "When I originally put up the first donation to buy the ship I knew it would be a long, tough project and it certainly has been. However when you consider that this ship used to be a rail ferry and is now a state-of-the-art hospital ship, all the hard work has been well worthwhile."

The **AFRICA MERCY** is the fourth ship to be operated by the international charity, Mercy Ships, which has provided more than £350million worth of services since its inception in 1978.

More than 400 volunteer crew will be taking part in the ship's first field service in Africa providing free medical care, capacity building, relief aid and community development programmes to the people of war-torn Liberia.

£1million worth of hospital supplies, equipment and materials have been loaded onto the ship in the last week, transforming this vessel from an empty shell into a state-of-the-art hospital ship and small village. In addition to the hospital supplies, essential goods including 3000 toilet rolls (three month supply), 400 waste paper bins, 26.8 tons of frozen meat and fish (4 months supply), 420kg of coffee courtesy of Starbucks and 4,000kg of breakfast cereal have been loaded.

The projected surgical capacity onboard the **AFRICA MERCY** is approximately 7,000 operations per year including, cataract removal/lens implant, tumour removal, cleft lip and palate reconstruction, orthopaedics and obstetric fistula repair.

Over the years Mercy Ships has treated more than 200,000 people in village medical clinics; performing more than 32,000 surgeries and 180,000 dental treatments; and completing more than 800 construction, agriculture and water development projects.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 105

Judy Polkinhorn, Executive Director, Mercy Ships UK, said: "A huge thank you goes out to everyone who has been involved in the whole project from start to finish. It is a great pleasure to know that the ship will be sailing to Africa shortly to carry out life saving treatments and giving hope back to thousands of families in the poorest communities of the world. We have all been working so hard over the last eight years to get to this stage and to finally see the ship in its completed state is marvellous. "

Her Excellency Ellen Sirleaf-Johnson, President of Liberia, Africa said: "The young people of our nation were once ostracized, rejected in their community, and ashamed to go around because of their disfigurement. Now, because of the work of Mercy Ships, they can once again become a part of their community, their church, their school, their work and I thank you for your every effort in making this happen."

Lord McColl, Chairman of Mercy Ships UK and Vice-Chair of Mercy Ships International, said today: "This is a truly momentous day for Mercy Ships. I have worked as a volunteer surgeon on many occasions with Mercy Ships and I am very much looking forward to working on this purposely converted state-of-the-art hospital ship. The life changing operations that we undertake are common practice in developed countries but are simply not available to the poorest people in Africa."

Don Stephens, Founder of Mercy Ships said: "There has been an endless amount of fundraising taking place all over the world and without such, this project would not have been possible. Many thanks go out to all donors who have assisted in this project, the largest ever undertaken by Mercy Ships since the inception of the charity. Without the AFRICA MERCY so many of the poor faced life without hope but once this ship docks in Africa, a strong symbol of hope will be present."

A massive boost to the project came in the form of a £6million matching grant donated by The Oak Foundation, with Mercy Ships Board Members and their associates having contributed well over 50 per cent of the £20million plus raised to date. There is also continuing support from Ann Gloag's Balcraig Foundation, which has donated in excess of £7.5million.

All the crew on board the **AFRICA MERCY** will be volunteer professionals from around the world who pay monthly room and board costs while volunteering. Doctors, dentists, nurses, community developers, teachers, builders, cooks, seamen, engineers, and many others will donate their time and skills to the effort.

**For further information on Mercy Ships, please visit the website at  
[www.mercyships.org.uk](http://www.mercyships.org.uk)**

## Relatives of missing yachtsmen fear they have been kidnapped

The niece of an Australian captain whose yacht was found drifting off the Great Barrier Reef said Tuesday she believes he and his crew may have been kidnapped. Police maintain they probably drowned.

Skipper Derek 'Des' Batten, 56, and brothers Peter and James Tunstead, aged 69 and 63, were last seen on April 15 leaving the northeastern town of Airlie Beach, the first leg of a two-month trip around Australia's north coast.

The **Kaz II** was discovered three days later drifting some 95 miles offshore.

Rescuers who boarded the vessel found food and cutlery laid out for a meal, and the men's clothes folded in neat piles on the rear deck. A laptop computer was charging, the boat's engines were running and navigational equipment was laid out on the table.

An emergency beacon, three life jackets and a dinghy were also found on board. The yacht's headsail was shredded, but there was no other sign of damage.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 105

Investigators who reviewed the boat's global positioning system said it had been drifting with the wind and currents since the day they left Airlie Beach.

On Sunday, police called off an air and sea search for the men, saying the trio were probably swept overboard in rough weather and had likely drowned. The skipper's niece, Hope Himing, rejected this explanation.

"If it was bad weather why would their fishing line be out? Why would their clothes be piled up?" she told reporters in Brisbane.

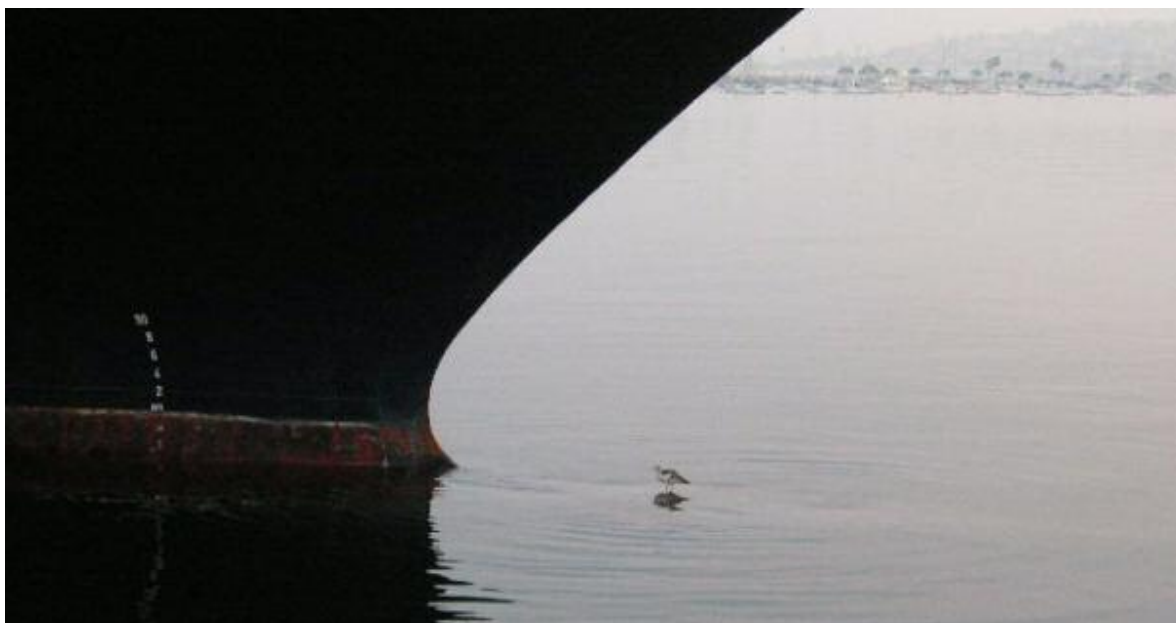
"If it was that bad that it would have knocked three experienced sailors off, why wouldn't they have put on their lifejackets? It just doesn't add up for us."

Himing said she believed another boat had pulled up alongside the 32-foot catamaran, and that the three men may have been kidnapped. "The fenders were out on their yacht, and the only reason you ever put them out is when another boat comes aside or if you come to rest against a wharf," she said. "It looks like they've been boarded."

However, police have ruled out foul play, saying there was no suggestion that the men's disappearance was anything other than a tragic accident.

Answering questions about the fenders earlier this week, police inspector Warren Webber said it was not unusual for small-craft sailors to leave their fenders out at sea.

He said there was also no sign that the vessel was ransacked. Queensland police said Tuesday they would reopen their investigation into the men's disappearance if further information came to light.



Not paying passenger sitting on HAL's **RIJNDAM** bulbous bow, seen in San Diego

**Photo : M.E. Metrokin ©**

## CASUALTY REPORTING

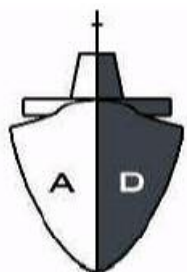


The general cargo ship **FRAU NANCY** was towed by **TUG MALTA** 35 tonnes bollard pull tug **LIENI** after the cargo was stopped due to Engine Problems 12miles NW off Gozo yesterday early afternoon, while she was proceeding to Algeria after she stopped at Malta for bunkers, tugboat **LIENI** started towing her towards Malta Shipyards @ 2200hrs from 20 miles off after she drifted along. **LIENI** arrived with the vessel off Grand Harbour @ 0615hrs & entered Malta Shipyards assisted with another TUG MALTA 47tonnes bollard pull **MARI** & piloted by Pilot Lawrence Farrugia. Vessel was secured @ Parlatorio South Wharf @ Malta Shipyards @ 0800hrs. - **Photo : Lawrence Dalli ©**

## NAVY NEWS

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The French nuclear powered aircraft carrier **R 91 CHARLES DE GAULLE** seen in Abu Dhabi  
**Photo : Joris Debaets ©**

## Sunken Aust rescue vessel recovered

The Australian Navy's only submarine rescue vessel has been recovered more than four months after it sank off Perth.

The **Remora** has been recovered from the sea bed near Rottnest Island by a United States Naval recovery team.

The failure of an initial salvage operation led the Federal Opposition to warn Australia's submariners were being left unprotected while the Remora lay on the ocean floor.

The Department of Defence now plans to return the **Remora** to its Canadian manufacturer for an extensive overhaul that will last up to eight months.

## Surface Warfare - Iran Clones a British Corvette

Iran announced that it is building a destroyer, and will soon launch it. No further details were given. It is known that Iran has launched a clone of their British made Vosper Mk 5 frigates in 2002. The 1,500 ton ship has been fitting out ever since. Four Vospers were delivered in the early 1970s, and at least three are still in service. Actually, these are considered "corvette" type ships, but the Iranians have a tendency to exaggerate.

The Iranian navy could certainly use a new warship. Currently, the only major warships it has are three elderly British built frigates (1,540 tons each), and two U.S. built corvettes (1,100 tons each). There are about fifty smaller patrol craft, ten of them armed with Chinese anti-ship missiles. There are another few dozen mine warfare, amphibious and support ships. The three most powerful ships in the fleet are Russian Kilo class subs. There are several older North Korean mini subs as well, some of them built in Iran.

All that's been heard of from Iran's naval shipbuilding facility at the Bushehr shipyard, are labor problems. There have been strikes and lockouts of late. Iran has, for the last two decades, announced many new, Iranian made, weapons, that turned out to be more spin than substance. Iran does have commercial shipbuilding firms, that produce merchant ships that are larger than destroyers. Thus Iran could build something that looks like a destroyer, and they may indeed have a larger (than 1,500 tons) warship under construction. Filling this warship with adequate equipment and weapons is another matter, and that's probably why it's taken so long to equip their Vosper clone. The new corvette will probably have Chinese C802 anti-ship missiles, but a lot of the other necessary military electronics are harder to get.

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## Outfitting of FPSO Sevan Humming Bird starts at Keppel-Verolme Yard, Rotterdam



Bonn & Mees Sheerlegs **Matador 3** installed the first module on the top of the **FPSO Sevan Hummingbird** at Keppel-Verolme Yard in the Botlek, Rotterdam. The weight of the module was around 350 tonnes.

Photo: Hans de Jong ©

## Back to the future at HHI with 'on-ground building' of ships

Hyundai Heavy Industries (HHI) has started to assemble an 82,000<sup>+</sup> Liquid Petroleum Gas (LPG) Carrier without the use of a dry dock. Instead, this ship will be constructed using on-ground shipbuilding methods.

On Monday, April 23rd, HHI's Offshore & Engineering Division held a keel-laying ceremony for the LPG carrier ordered by the Norwegian company Bergesen. The ship will be completed and delivered to Bergesen by November of this year.

HHI's Offshore & Engineering Division has previously built 105,000dwt (dead weight ton) crude oil carriers through on-ground shipbuilding methods. HHI has begun using these methods to build higher-value added ships, the first of which will be the Bergesen-ordered LPG Carrier. In order to adapt these methods to the new types of ships, the Offshore & Engineering Division has reorganized its facilities, developing a large-block assembly method with its 1500-ton class crane. These advancements will allow HHI to assemble each 1400 ton LPG cargo tank in its entirety rather than in separately constructed sections.

The ship, once constructed, will be moved from the construction area onto a barge in the water through a complicated and advanced Air Pad System (APS). This innovative system allows HHI to construct new ships even when their dry docks are already at full capacity.

## Romanian shipbuilding boasts \$1bn dollar record

Daewoo Mangalia Heavy Industries of Mangalia, Romania, revealed that they have signed contracts worth over 1.05 billions dollars with three of the most important ship owners in the world in the first quarter of 2007.

The first contract was signed on January 23rd, with the German company Hamburg Süd for 6 units of 6,300 TEU.

These container ships will be the biggest ever built in Black Sea area.

The next contract was signed on 29th of March 2007 with the Greek Owner Anangel Maritime Services Inc. for 4 bulk carriers of 180,000 dwt., again these will be the biggest of their type ever built in the Black Sea Area.

Then just two weeks later on the 18th of April another contract was signed with another Greek company, Tsakos Shipping & Trading S.A, one of the best-known names in the shipbuilding world. DMHI will build 2 bulk carriers of 180,000 dwt for them.

The company says the year 2007 will be a turning point in DMHI's development and also for the Romanian shipbuilding industry by first of all achieving 1.05 billion dollars worth of contracts in just four months, which is a first for the Romanian shipbuilding industry in such a short space of time and, says DMHI, allowing the company to proclaim that the most important owners in the world are working with Daewoo Mangalia Heavy Industries.



The bulker **ALSTER N** seen at Maaspilot station – Photo : Rik van Marle ©

## STX to Build Shipyard in Azerbaijan

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 105

On April, 24 Azerbaijan Investing Company and STX Shipbuilding Co. signed the memorandum of understanding due to which it is planned to build a shipyard to produce and repair tankers in Garadaga (the region of Baku), reports Delo quoting Reuters.

According to Riad Gasymov, the assistance of the chief executive of Azerbaijan Investing Company, the investments and the building period will be announced in June-July of the current year when the technical and economical basis will be ready.

It is planned that the share of STX will total 75%, the share of Azerbaijan Investing Company - 25%.

At the present time Azerbaijan has 3 shipyards. The Azerbaijan fleet totals 43 tankers, including 8 tankers delivered from the Russian shipyard Krasnoe Sormovo.

## Kuwait in Search for Shipyard

Kuwaiti investors are interested in buying 27% of Poland's Stocznia Szczecinska Nowa (SSN) shipyard.

The revelation that Kuwait ambassador Khaled al-Shaibani visited the shipyard last week comes a month after reports emerged that Gdansk Shipyard chiefs had met Kuwait's ruler, Emir Sabah Al-Ahmad Al-Jaber Al-Sabah, to discuss a possible takeover.

Further talks on SSN are to be held during prime minister Jaroslaw Kaczynski's upcoming visit to Kuwait, local media said.

The Industrial Development Agency (ARP) has been looking for a buyer for months and hopes to obtain PLN 95m (\$34.13m).

Poland is under pressure to privatise the two yards, plus Stocznia Gdynia, to win European Commission permission to retain state aid and loan guarantees worth \$1.6bn.

However, according to Gdansk spokesman Roman Galezewski, the Al-Sabah dynasty has not withdrawn from the Gdansk project.

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HAL's **NOORDAM** seen anchored of Half Moon Cay  
Photo : Bauke Lijklema ©

## Whitonia, largest ever to be based in city port

The largest ever bunker tanker to be based in UK waters was named with the traditional champagne ceremony in Southampton. **Whitonia** will become a familiar sight in the port, alongside many of the cruise ships based in the city's docks, as the tanker delivers fuel to the vessels.

The newly constructed 6,200 tonne British-registered **Whitonia** is the latest addition to the fleet of John H Whitaker (Tankers) Ltd., and was officially named by Mrs Hee Jung Wescoat, wife of Andy Wescoat, director of ExxonMobil Global Marine Fuels.

Based at Fawley on Southampton Water, ExxonMobil Marine Fuels supply fuel oil bunkers from the refinery to the many shipping lines calling along the south coast.

The double-hulled **Whitonia** has been contracted to serve under a new ten-year agreement and is set to continue ExxonMobil's long record of ship refuelling within port, a tradition of service that dates back to the 1920s.

The fifth **Whitonia** to bear the name in Whitaker's 127 year history, the vessel is equipped with state of the art technology, including 360 degree steerable thrusters for extra maneuverability and independent safety sensors in every cargo compartment.

With a capacity to carry 6,214 tonnes of fuel in five pairs of tanks, **Whitonia** has equipment that can pump oil up to the rate of 1,000 tonnes per hour. Construction of the tanker, which has a crew of ten, was completed earlier this year in Dubai.



## PRISCO to Enlarge Its Fleet

This year PRISCO will introduce 2 Suezmax of 166 thousand tons each, reports the press-service of the company.

According to the representatives of the company, no one Russian tanker company has such vessels.

Besides, during 2008 the company will put 7 ships into operation, including a gas tanker. The company is now training crews for the new vessels.



The **RESOLUTION** seen departing from Flushing  
Photo : Rokus Dieleman ©

## APL Finalizes Ship Charter Deal

APL, the container transportation arm of Neptune Orient Lines, has signed a charter agreement for five new post-Panamax container vessels. The ships will each have a nominal capacity of 7,000 TEU (twenty-foot equivalent unit) and will be deployed in the Transpacific trade from 2009. The vessels are being built at Hyundai Heavy Industries in South Korea and will be chartered for five years from German owners, Bernhard Schulte.

## DÖHLE LAUNCHES NEW YACHT SERVICES

GERMAN ship owner Peter Döhle says it is expanding its yacht crew support services for superyachts through its Isle of Man office, Döhle (IOM) Ltd. It says: "The goal is to maintain a pool of experienced, qualified and service-oriented personnel for the growing fleet of superyachts clients by providing a comprehensive range of personnel services."

A statement says: "Resisting the label of yacht "manager", Döhle considers its yacht services to actually be "yacht support" designed to assist, not interfere, with the yacht Captain."

It adds: "We already provide our Captains and Owners with recruiting, payroll services and employment services," said Rob Tobin, General Manager of Döhle's Private Marine Clients and Yacht Support, "The broadening of these to include services such as assistance with pensions, bank and continuing education is a natural extension."

The expansion includes a new Döhle yacht crew website [www.dohle-yachtcrew.com](http://www.dohle-yachtcrew.com) which becomes fully operational on 25 May 2007 as the gateway to its yacht crew software which, not surprisingly, is derived from their experience with their own comprehensive in-house developed commercial crew management software.



## ABS-classed fleet now 130 million gt

ABS says that a very active newbuilding market, an expanding fleet and a significant number of older vessels undergoing survey to extend their service life, led to 2006 being "the most active year ever" in the history of the 145 year old society.

Reporting on ABS's performance in 2006, ABS President and COO Christopher J. Wiernicki told the annual meeting in New York meeting that, by year's end, the classed fleet had reached 126.5 million gt, the third consecutive record year. Preliminary figures indicate that a strong first quarter has subsequently pushed the fleet over 130 million gt. The fleet size of almost 10,000 vessels is thought to be the largest classed fleet in numerical terms.

The ABS year-end order book set another record level of 1,746 vessels aggregating 28.1 million gross tons with tankers the mainstay of new contract activity. Preliminary figures show that an additional 12 million gt of newly contracted tonnage has been added in the first quarter of 2007.

At end 2006, the society held class contracts for 222 new tankers aggregating slightly more than 11 million gt, a 24 percent increase over the previous year in numbers and 17 percent in tonnage. In addition to the high level of interest in crude and product tankers, pending implementation of the new Marpol Annex II/IBC Code requirements for a reclassified list of vegetable oils and chemicals saw marked interest in these vessels, with the ABS orderbook for chemical carriers growing 40 percent in numbers to 138 tankers aggregating 1.57 million gt.

The bulk carrier sector showed an encouraging degree of strength, particularly in the latter part of the year. In each of three of the principal ship size ranges--capesize, panamax and handysize--ABS held the second largest share of new tonnage on order.

ABS reported that the containership sector fluctuated somewhat in response to concerns that the market may be headed for overcapacity following two years of vigorous ordering. Despite the continuing market distortions of some national fiscal policies, ABS reported it maintained a stable share of this sector in 2006. The period was marked by the largest containership ever built, the **Emma Maersk** with a nominal capacity of more than 11,000 teu, being delivered into service under ABS class.

With oil and gas exploration at a remarkably high level throughout the year, 2006 saw a very active market for mobile offshore drilling units --principally jackups but also several semisubmersibles. The overwhelming majority--84 percent--of all these contracts worldwide specified ABS class.

Newbuilding jackup orders included six units on order at Dalian shipyard in China to ABS specifications, heralding the entry of the Chinese into this new area of construction. Additionally, the first jackups ever ordered from builders in the United Arab Emirates (UAE) were specified to ABS class, with a total of four units on order at two yards that have now entered this market.

Orders for production units --FPSOs, semisubmersibles, TLPs and Spars--also remained at an elevated level , with ABS capturing 56 percent of the newbuilding market.

"This extraordinary level of activity did challenge our staff to meet client service expectations without in any way compromising our integrity," Wiernicki told the meeting. "Additional engineering and survey staff were hired across the globe to help meet the increased demand for services with the total ABS workforce growing by almost 250 people or over 14 percent compared to the prior year," he said.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 105

A significant proportion of that increase was in China, where, by the end of 2006, over 500 vessels were on order to ABS class from Chinese shipbuilders, more than on order to any other class society in China. Although many of these were small, the orderbook included a series of sophisticated large LNG carriers, VLCC and capesize bulk carrier tonnage, a series of 10,000 TEU containerships, and offshore units ranging from OSVs to semisubmersible drilling units.

Wiernicki noted that, during 2006, ABS added more than 50 surveyors at Chinese ports and an additional 10 engineers were brought into its busy Shanghai engineering office. Administrative and support personnel were also added as needed. And he added that "There has been no slackening in the pace of activity we are experiencing in China and we are projecting that we will have more than 200 surveyors and a 300 strong total ABS workforce in China by the end of 2007."

In addition to an aggressive training program for the many new staff members, Wiernicki outlined the enhancements that have been made in the society's administrative and informational systems aimed at improving productivity and client response times.

These included the introduction of dynamic checklists for all surveys of ABS-classed vessels. The checklists are now automatically prepared at the time the survey is ordered, from more than 600,000 possible permutations. They specifically relate to the type of vessel and the specific survey, statutory inspection or audit that is to be carried out.

Improvements have also been made in the plan review process for approving drawings of new designs. An electronic system introduced in 2006 governs the entire plan review process. A real-time link between the reviewing engineer and the designer or client permits transparent tracking of the project's progress. Designers and shipyards submit their drawings to the ABS engineering office over a web interface. The review can then be undertaken simultaneously by several engineers in one or more offices. As the approvals are completed, the client is able to download the approved files as well as view and respond to comments raised by the engineers.

Other issues subject to specific attention by the society in 2006 included the implementation of the new Rules for Building and Classing Naval Vessels with the first U.S. Navy combatant designed and built to the new Rules, being launched late in the year.

"Other nations are also looking to the U.S. for appropriate standards for their future combatant vessels and so we believe the new Rules open the way to a significant expansion of ABS activities," Wiernicki said.

"All the many initiatives and successes of the past year were reflected in the society's financial performance," Wiernicki noted. "ABS is well positioned to continue to fund the extensive technical research and development work that contributes to the refinement and expansion of the ABS Rules and to undertake the training and service delivery improvements that will be needed for us to remain in the forefront of classification societies."

As a private, not-for-profit entity, ABS is not required to, and does not, release detailed financial information.

## SAMSKIP IN AGENCY DEAL WITH GAC

SAMSKIP Reefer Logistics, says it has entered a new partnership agreement with Dubai-headquartered Gulf Agency Company will cover South East Asia, India, the Middle East and certain African countries, initially Egypt and South Africa.

The ceo of the rapidly expanding company, Peder Winther, said: "Building on our seafood expertise, we are creating a worldwide logistics network to serve the market's growing requirements for fast, secure and cost-efficient refrigerated transportation services."

"Through a combination of own offices and partners in key reefer locations around the world, Samskip Reefer Logistics is now able to offer a global footprint offering end to end cool chain management across the globe and focusing on an

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 105

increasing number of commodities including seafood, fruit and vegetables, meat and poultry, and other relevant sectors. Our aim is to create unique value for our customers."

Earlier this month, Samskip concluded an agreement with Interocean Shipping Corporation, a Tokyo-based agency organisation, to represent Samskip Reefer Logistics in Japan, one of the world's most vital and demanding perishables and frozen fish markets.

It also announced that it had acquired a 50% stake in the Canadian frozen food specialist Bayside Food Terminal, located in New Brunswick, thus securing its first coldstore capacity in North America.



The **CEC FUTURE** seen arriving at the river Tyne  
Photo : Kevin Blair ©

## EITZEN CHEMICAL ORDERS 2+2

FAST expanding Eitzen Chemical has ordered two coated 13,000 dwt chemical carriers from Jinse Shipbuilding, Korea, for US\$23.6m each. It has also taken options on two further identical ships. The first two vessels will be delivered in 2008.

The company newbuilding program now consists of 35 vessels (plus two options) to be delivered before 2010. Its current owned and financially controlled fleet consists of 73 vessels, with another 14 vessels under management. The Company also announced today that it has reached an agreement in principle with Nordic Tankers A/S in Denmark to sell its 50% share interests in the 13,000 dwt **Sichem Copenhagen** and **Sichem Oslo** based on ship values of US\$27m each. Both vessels will continue in the City Class Pool, commercially operated by the Eitzen. The company will book a profit of about US\$10.3m from these sales. At the same time the Eitzen has agreed in principle to acquire the remaining 50% interest in the 1994-built, 10,300 dwt, **Sichem Pearl** from Nordic Tankers based on a value of US\$16.0m.

Eitzen has also declared an option to buy the 2004-built, 8,800 dwt **Sichem Palace** for US\$12.9m. The market value of the vessel on 31 March 2007 was estimated to be US\$27.8m. The vessel was on a financial lease from a Japanese company.





The **VASCO DA GAMA** of Jan de Nul searching for sand in the Persian Gulf

Photo : Reinier Meuleman ©

## Latest Sealion newbuild starts charter

Seabrokers reports that Sealion Shipping's latest delivery, the VS4612 anchor handler **Toisa Daring** recently begun a term charter with Noble Energy in Equatorial Guinea.

The 150 tons bollard pull Wuchang, China newbuild has been contracted for around 18 months by Noble.

## Rotterdam: 16 miljoen meer havengeld

Het Havenbedrijf Rotterdam (HbR) heeft in 2006 een bedrag van 256 miljoen euro aan havengeld opgehaald, 16 miljoen meer dan het jaar ervoor. Voornamelijk dankzij de gestegen overslag kwam het genormaliseerde resultaat uit op 92 miljoen euro, 19 miljoen meer dan het nettoresultaat uit 2005.

Dit meldt het HbR tegelijkertijd met de overslagcijfers voor het eerste kwartaal.

Het nettoresultaat bedroeg vorig jaar 120 miljoen euro, maar daarin zijn bijzondere baten van 28 miljoen euro inbegrepen. Grootste bate was de vrijval van 22 miljoen euro door de schikking met de Barclays Bank inzake het havenschandaal uit 2002.

De toegenomen inkomsten uit het havengeld bestaat ongeveer voor de helft uit het gestegen volume en voor de andere helft uit hogere tarieven.

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The **NYK Estrela** seen arriving in Santos

Photo : Gustavo Sousa ©



The **SAAIMAGRACHT** seen enroute Rotterdam

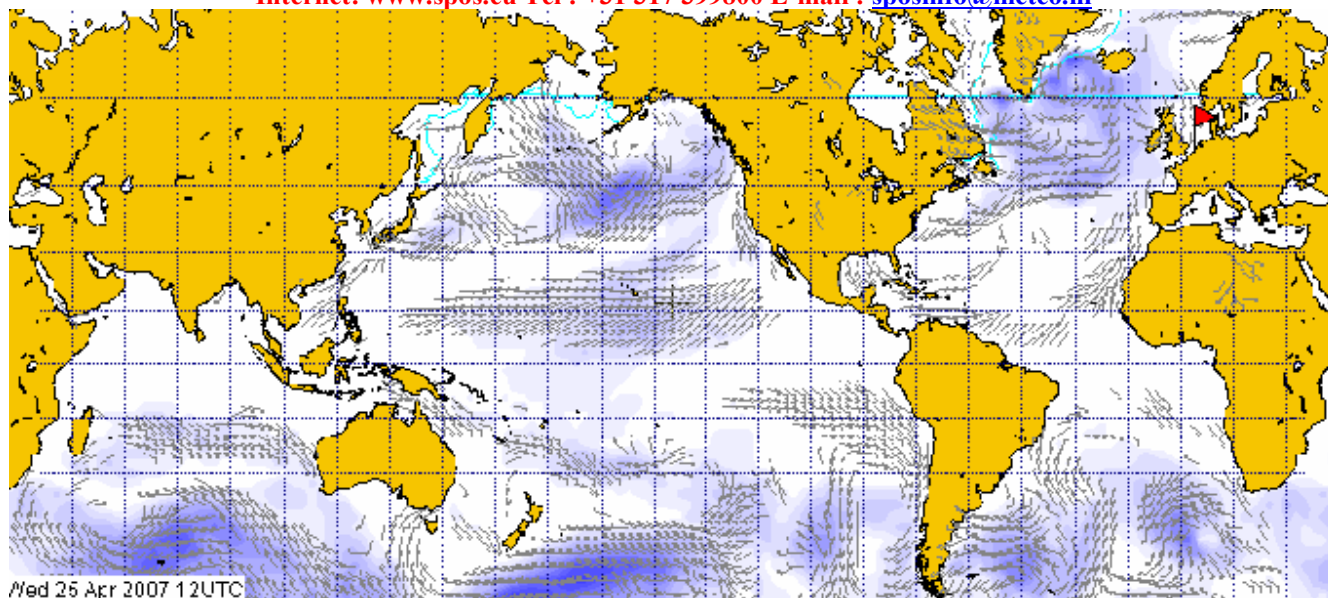
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## .... PHOTO OF THE DAY ....



The **LONDON HIGHWAY** seen entering the Vandamme locks in Zeebrugge  
Photo : Henk Claeys ©

## **Langere reistijd naar boot Schiermonnikoog**

De provinciale weg Groningen - Lauwersoog is gesloten voor het doorgaande verkeer van vrijdag 27 april, 19.00 uur, tot maandag 30 april, 06.00 uur. De stremming geldt voor het weggedeelte vanaf de bebouwde kom in Mensingeweer (vanuit de richting Winsum) tot de aansluiting met de Warfhuisterweg in Wehe den Hoorn. De weg wordt opnieuw geasfalteerd.

Het verkeer wordt met borden omgeleid. Verkeer naar de veerboot in Lauwersoog (naar Schiermonnikoog) wordt geadviseerd via Grijpskerk (N388) te rijden. Het verkeer moet rekening houden met een langere reistijd.

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