

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 106



**Number 106 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 27-04-2007**

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

**THIS NEWSLETTER IS BROUGHT TO YOU BY :**



### **VLIERODAM WIRE ROPES Ltd.**

wire ropes, chains, hooks, shackles, webbing slings,  
lifting beams, crane blocks, turnbuckles etc.

**Binnenbaan 36 3161VB RHOON The Netherlands**

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

**Fax :** (+31)105013843

### **Internet & E-mail**

[www.vlierodam.nl](http://www.vlierodam.nl)

[info@vlierodam.nl](mailto:info@vlierodam.nl)



**The TALAGY seen off Singapore**

**Photo : Capt. Jelle de Vries ©**

## SMITWIJS TOWAGE B.V.



Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands  
Telephone: +31 2555 62711  
Telefax: +31 23 557 1896  
E-mail:

[smitwijos.sales@svitzerwijsmuller.com](mailto:smitwijos.sales@svitzerwijsmuller.com)

**DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE  
NEWS CLIPPINGS ?? PLEASE SEND THIS TO :**

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

## EVENTS, INCIDENTS & OPERATIONS



The **NORASIA TELAMON** seen enroute Rotterdam

Photo : Dirk Kleijn ©

## Piracy continues in Somali waters – Suez Canal also scene of attack

According to reports submitted to the International Maritime Bureau (IMB) Reporting Centre, an organisation endorsed by the UN's IMO, two incidents of piracy have occurred off Somalia this month, indicating that matters at sea off the coast of Somalia are equally dangerous at sea off the coast as they are on land where fighting between the Ethiopian-backed interim government and elements of the Union of Islamic Courts continues.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 106

Heavy fighting has been reported in parts of Mogadishu as well as in the port city of Kismayo in the south of the country (see report below).

The IMB says that on the evening of 3 April two boats carrying armed men approached a dhow which was at anchor off the port of Mogadishu, brazingly opening fire on the defenceless vessel.

The master of the dhow contacted port authorities who responded by despatching a speedboat, causing the would-be pirates to break off their attack and leave the scene. No arrests were made. The incident took place at the following position: 02.03.00N, 045.20.00E.

Two days later a similar attack took place on another dhow off the port of Kismayo in the south of the country. Luckily the attackers' boat experienced engine trouble and the dhow was able to make good its escape. This incident happened at 00.5.00S, 042.4.00E.

In an incident in the Suez Canal on 11 April the IMB reports that thieves boarded a general cargo ship at the Egypt mooring buoy in Port Said, using a grappling hook and rope ladder to climb on board while the ship's crew were occupied with mooring arrangements.

The thieves then lowered the ship's gangway to allow more robbers to board the ship with greater ease, before proceeding to the accommodation area. As soon as they were noticed and the alarm was sounded the thieves left the ship without taking anything of value. Although the ships agents were notified the IMB reports that no action was taken by authorities.

The IMB urges shipping everywhere to maintain strict anti-piracy watches and to report all pirate attacks and suspicious movements of craft to its Piracy Reporting Centre in Kuala Lumpur, Malaysia.



## Bourbon Dolphin Inquiry Underway

According to Rigzone, an inquiry into the cause of the Norwegian anchor handling tug supply (AHTS) **Bourbon Dolphin** capsizing started Wednesday. The vessel capsized on April 12 during an anchor handling operation with the **Highland Valour**. Anchor handling is known to be hazardous to the deck crew, but capsizing is rare.

According to reports, the **Bourbon Dolphin** had recovered an anchor from the seafloor and was about to drop it to a new location when it overturned. The anchor was still attached to the oil rig. According to reports, Syversen, the sole survivor on the bridge during the accident, added some insight into the incident. He said the **Highland Valour** attempted five times to move an anchor. On the fifth try the anchor chain dragged over the side of the AHTS, and the captain of the **Bourbon Dolphin** requested that the **Highland Valour** move to the northwest. When the **Bourbon Dolphin** attempted to release the inner pin of the anchor, the chain ran free and caught the outer tow pin, which caused the boat to capsize. The emergency release was triggered, but did not perform as designed. Fifteen crew members were onboard, seven survived, three bodies were found, and five are still missing, thought to be trapped in the vessel.

## Hospital ship delivers refugees to Senegal



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 106

Exhausted after days at sea, 89 African migrants who were rescued from a sinking wooden boat in the Atlantic while trying to reach Europe were put ashore in Senegal on Thursday by a Spanish hospital ship.

The group, which included several women and at least one child, had stormed aboard a Spanish fishing vessel that went to their aid off Mauritania on Monday, before being transferred to the Spanish hospital ship **Esperanza del Mar**.

Along with the 89 survivors, the hospital ship disembarked the corpses of two other migrants who had died while trying to reach the Spanish Canary Islands. The survivors said they had thrown 11 other bodies into the sea before they were rescued.



The **WERDER BREMEN** seen in the port of Liverpool  
Photo : Ton Bloemendal ©

## CASUALTY REPORTING

### At Least 15 Missing After Boat Sinks

A U.S. Coast Guard cutter and helicopter plucked more than a dozen fishermen from the Atlantic after their boat capsized, but at least 15 others were missing. The 52-foot **Abra Cadabra**, carrying at least 34 fishermen, was sailing to a popular fishing bank off the Dominican Republic's north coast when it capsized, according to the U.S. Coast Guard. Another boat rescued two of the fishermen some 20 miles north of the Dominican town of Montecristi on Tuesday and reported the sinking to the Dominican navy, which asked the U.S. Coast Guard for help.

The Coast Guard said it sent an HU-25 Falcon jet and two cutters to the scene, along with helicopters and planes based in Borinquen, Puerto Rico; Clearwater, Florida, and Mobile, Alabama. A Dominican Republic naval vessel also

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 106

searched for survivors. Coast Guard cutters found 16 fishermen bobbing in the water, and a helicopter rescued another survivor, spokesman Ricardo Castrodad said. The survivors have been taken to hospitals for treatment of dehydration, said Capt. Carlos Rodriguez, a Dominican navy spokesman. He said 34 fishermen had been aboard the boat, but the Coast Guard put the number at 39.

Rescue crews will search an increasingly large area through the night, as currents carry survivors away from each other and some try to swim to safety, Castrodad said.

### Four Dead in Tanker Blast

An explosion onboard a Pertamina-chartered tanker in Indonesia on Wednesday has left 4 crew members dead, reports Reuters.

The blast happened after the 1,439-gt **Maulana** had unloaded its cargo of diesel fuel at a facility on the Siak River, Sumatra, close to the busy shipping lanes of the Malacca Strait.

There were 16 people onboard the Indonesia-flagged vessel at the time of the blast, including the captain and 11 other crew members. It took firefighters 2 hours to control the blaze which is believed to have been caused by an electrical fault onboard. The ship had been carrying 1,600 kilolitres of diesel from an Indonesian processing unit for state-owned giant Pertamina.



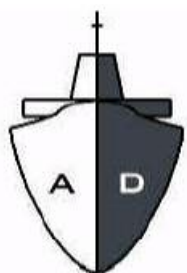
The **MAGNUS** departed with the **GSF BRITTANIA** from Rotterdam-Botlek

Photo : Bert Bot ©

## NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

# ANGLO DUTCH SHIPBROKERS bvba



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



The **A 390 WAVE RULER** arrived at the mega-pier in Curacao to load 2000 tons of fuel

Photo : Kees Bustraan ©

## HMS MONTROSE rescues Turkish sailors from sunken cargo ship

**mv SUNSHINE sinks with cargo of marble, crew rescued**

The Plymouth-based warship **HMS MONTROSE** rescued 11 Turkish seamen who were found drifting helplessly in two small boats after their ship sank beneath them two days ago. **HMS MONTROSE** on transit across the Mediterranean whilst conducting maritime security operations, found the desperate sailors without food and water after the sinking of their vessel the **MV Sunshine**.

The Panamanian flagged vessel was on route from Trapani in Sicily to Port Said in Egypt with a cargo of marble. The master reported that the ship sank at 5pm in high seas on Sunday. The ship rolled 90 degrees and within 10 minutes it had sunk with all crew surviving. The master of the Turkish ship said they ran out of provisions yesterday.

**HMS MONTROSE's** ship's company reacted quickly to the incident and put all their excellent training to good effect. The ship's smaller sea boat was launched to rescue the survivors.

All the Turkish sailors were in pretty good condition, however they were quite traumatised by the ordeal and very hungry and wet.

Following a medical check by the ship's doctor from **HMS MONTROSE** the survivors were given food and drink and a set of clean clothes. Temporary camp beds were provided on board the frigate for the transit to the Turkish naval ship TCG Gokceada for a 9pm transfer on board this evening. On completion of the transfer the survivors will be taken to the Turkish naval base at Aksaz near Marmaris.

Commander Tony Watt, **HMS MONTROSE's** commanding officer, said: "The crew of **MV Sunshine** have been through a harrowing ordeal. I am just pleased I was able to carry out my most basic of duties, saving the lives of fellow mariners in distress. I am also delighted by the way my ship's company responded, showing the flexibility and professionalism expected of the Royal Navy to undertake this text book rescue at sea."

The ship's rescue skills come from weeks of intensive training with the Flag Officer Sea Training Organisation in HM Naval Base Devonport. The ships are put through challenging scenarios encompassing many potential tasks, ranging from humanitarian rescues to conflict. **HMS MONTROSE** is currently the UK contribution to the Standing NATO Maritime Group Two. The group is a permanently activated multinational NATO maritime force, created as a high readiness group, mobile and flexible across the broad spectrum of missions from peace to conflict. The ships are also part of the maritime component of the NATO Response Force under the Command of the Allied Maritime Component of Naples. **HMS MONTROSE** left Plymouth her homeport on 8 January and will return to the UK later this summer.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 106

She was launched by Lady Rifkind at Yarrow Shipbuilders, Scotstoun, Glasgow on 31st July 1992 and is a Type 23 'Duke' Class frigate.



The Dutch guided missile frigate **F 830 TJERK HIDDEN** seen in dry-dock in Curacao

Photo : Els Kroon ©

## SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



- Marine emergency response
- Wreck removal and salvage
- Diving services
- Underwater civil engineering
- Welding and cutting services



[info@disamaritime.com](mailto:info@disamaritime.com)  
[www.disamaritime.com](http://www.disamaritime.com)

Ketelaarstraat 5c  
B-2340 Beerse  
Belgium

Tel : + 32 (0) 14 62 04 11  
Fax : + 32 (0) 14 61 16 88



[info@disacivil.com](mailto:info@disacivil.com)  
[www.disacivil.com](http://www.disacivil.com)

## **Cosco S'pore bags contracts worth US\$338m**

Cosco Corp (Singapore) announced yesterday that the group has won building contracts worth US\$338 million.

The contracts were won by Cosco (Zhoushan) Shipyard Co Ltd, a wholly owned subsidiary of Cosco Shipyard (Group) Co Ltd, which is a 51 per cent-owned subsidiary of Cosco Singapore.

The orders - for 10 bulk carriers of 57,000 dead weight tonnes each - were secured from Qingdao Ocean Shipping Co and Cosco Bulk Carrier Co Ltd as well as other subsidiaries of China Ocean Shipping (Group) Company, the controlling shareholder of Cosco Singapore.

'The value of each of the contracts was arrived at on an arm's length basis,' Cosco Singapore said.

Cosco Singapore had earlier said that the establishment of Cosco Zhoushan was to enable the group to further grow and become a significant shipyard operation as well as to further expand its marine engineering capacity and capabilities to take advantage of the booming offshore marine industry. 'The entry of the contracts is a further development in that direction,' it said.

Under the terms of the contracts, payment of the purchase price of each bulk carrier will be made by the buyer of the vessels in one instalment of 25 per cent, three instalments of 20 per cent each and another instalment of 15 per cent upon the occurrence of certain milestones in the building and delivery process.

The company said the contracts are regarded as interested person transactions under Singapore listing rules and will become effective only upon the approval of its shareholders.

The contracts are not expected to have any material impact on the earnings of the company for the financial year ending Dec 31, 2007, Cosco Singapore said.

It added that for the current financial year so far, the value of all transactions - excluding the latest contracts - entered into between the company and China Ocean Shipping stands at \$39.7 million.

These transactions fall within the interested person transaction mandate which was renewed at Cosco Singapore's last annual general meeting held this month.

## **ASL Marine to double capacity with new yard**

Singapore shipbuilder ASL Marine yesterday said its total capacity to build offshore vessels used in oil exploration will nearly double when its new yard in China is fully operational next year.

Shares of ASL Marine jumped nearly 8 per cent to a record high of \$1.24 after the company's comments, bringing gains so far this year to over 30 per cent, after a 79 per cent rise last year.

Its new eight-hectare shipyard in China's Guangdong province will enable ASL Marine to build up to six offshore vessels a year, adding to the company's existing capacity of eight vessels a year, managing director Ang Kok Tian told Reuters in an interview.

'In China, our focus will be on medium-sized offshore vessels but our range would be wider, so we will be looking at vessels like pipe-laying and heavy-lift vessels,' he said. He said the firm would also look for contracts to convert oil tankers into floating production storage offloading vessels (FPSO) at its Chinese yard.



## **DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 106**

He said the new yard has started building smaller and less sophisticated vessels such as barges this month, but would take another year before it starts building offshore vessels that perform logistics services at offshore oil fields.

The dollar value of orders for offshore vessels is usually much higher than for harbour tugs or barges.

ASL Marine has two more shipyards - a 30-hectare yard on Indonesia's Batam island, where it can build up to eight vessels a year and repair vessels of up to 150,000 dwt, and a 3.7-hectare yard in Singapore, mainly used for building harbour tugs and barges.

Mr Ang said that while the Chinese yard would start contributing revenue for the financial year ending June 2007, the full impact of its contributions would come in the 2007/08 full-year results.

The company also charters tugs and barges for port and land reclamation operations and plans to increase the size of its fleet to 163 vessels, from 146, this year.

Its major revenue generator in the past couple of years has been building offshore vessels such as anchor handling towing supply and anchor handling tugs used mainly to moor and transport rigs to offshore oil fields.

A rise in demand for these specialised vessels, as high oil prices spur more exploration, has pushed ASL Marine's order book to record levels above \$500 million, from \$382 million on Dec 31, 2006. With about 110 offshore rigs under construction worldwide, demand for anchor handling vessels was likely to stay healthy.

Its growing order book has helped the firm to post net profit of \$16.8 million in the July-December period, up about 36 per cent from the same year-ago period.

## **STX to Build Shipyard in Azerbaijan**

Azerbaijan Investing Company and STX Shipbuilding Co. signed the memorandum of understanding for plans 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.

## **Construction Begins on Fourth Tanker in Philly**

Work on the fourth tanker in Aker Philadelphia Shipyard's current build program reached a milestone with keel laying in the yard's Building Dock. The first section of the double-hulled product tanker scheduled for completion in 2008 was set in the dock adjacent to the third tanker in the series, also currently under construction. As part of the ceremony, coins were placed under the keel block recreating a long-standing tradition whereby shipbuilders hide special coins in the keel section of a ship as a permanent symbol of good fortune and safe travels. Anton Roaldset, Vice President of Procurement, represented Aker American Shipping in the ceremony, with Andrew Hake and Greg Marchese of Overseas Shipholding Group's (OSG) site office at the yard participating on OSG's behalf.

Upon completion, the MT46 Veteran Class tankers will be 600 feet in length and be capable of transporting the equivalent of 14 million gallons of liquid product. The first ship in the program, the Overseas Houston, was delivered earlier this year and is currently in service to Shell Oil Company. The series of up to 16 product tankers will be owned

by American Shipping Corporation, a subsidiary of Aker American Shipping, and chartered to OSG. To date, nine of the tankers are under signed time charter, with agreements in place between OSG and Shell, BP and Tesoro.

## **19,5 miljoen beschikbaar voor innovatie zeescheepsbouw**

De Nederlandse bouwers van zeeschepen kunnen tot 20 procent van de kosten van vernieuwingen bij de bouw en verbouw van schepen gesubsidieerd krijgen.

Minister Maria van der Hoeven van Economische Zaken stelt in 2007 19,5 miljoen euro beschikbaar voor de nieuwe Subsidieregeling Innovatieve Zeescheepsbouw (SIZ). Voor de komende jaren is eenzelfde bedrag beschikbaar. Met de subsidie kan Nederlandse scheepsbouw haar innovatieve voorsprong handhaven en vergroten en heeft zij een betere positie voor het verwerven van orders. Van der Hoeven kondigde de regeling aan tijdens een werkbezoek in Gorinchem.

De regeling is een uitwerking van het Europese beleid dat is gericht op een betere efficiëntie en concurrentiepositie van scheepswerven in de Europese Unie. De scheepsbouw onderscheidt zich van andere bedrijfstakken door korte productseries, de omvang, waarde en complexiteit van de producten, en doordat prototypes van nieuwe schepen meestal commercieel worden gebruikt. Onderzoek, ontwikkeling en vernieuwing zijn daarom vaak direct gekoppeld aan orders, waardoor algemene innovatieregelingen geen uitkomst bieden. Daarom komt er een aparte regeling voor de zeescheepsbouw.

Met de nieuwe regeling kan innovatie tijdens de bouw van een schip worden ondersteund. Andere landen (Spanje, Duitsland, Frankrijk) hebben inmiddels vergelijkbare regelingen opgezet.

Voor de nieuwe regeling komen Nederlandse scheepswerven in aanmerking met een bouwlocatie in Nederland. Bij de bouw of verbouw van een zeeschip kan 20% subsidie worden verleend voor het innovatieve deel van het te (ver)bouwen zeeschip. Subsidie is ook mogelijk voor innovaties in het productieproces. Werven komen alleen in aanmerking als ze het risico van technische of industriële mislukking lopen. Aanvragen kunnen worden ingediend vanaf 14 mei 2007 bij de EVD, het EZ-agentschap voor internationaal ondernemen en samenwerken, tel: 070 - 7788085, e-mail: siz@evd.nl.

De Nederlandse scheepsbouw richt zich op het bouwen van complexe schepen zoals onder andere baggerschepen, 'multipurpose'-schepen, megajachten, passagiersschepen, visserijschepen, werkschepen en product- en chemicaliëntankers met een hoge toegevoegde waarde. Deels gaat het om eenmalige schepen ('one offs'). Nederland loopt hiermee voorop in Europa. Om deze positie in de toekomst te kunnen handhaven, zal in toenemende mate geïnvesteerd moeten worden in onderzoek, ontwikkeling en vernieuwing.

De omzet van de Nederlandse scheepsbouw bedroeg in 2005 2481 miljoen euro, geproduceerd door 85 werven. Per jaar geven zij ongeveer 180 miljoen euro uit aan onderzoek, ontwikkeling en vernieuwing. Nederlandse werven hebben een flink aandeel in verschillende nichemarkten, uiteenlopend van 60 procent van de wereldmarkt voor baggerschepen tot 20 procent van de wereldmarkt voor megajachten.

## **Daewoo back in black**

Daewoo Shipbuilding & Marine Engineering (DSME) has swung back into the black in the first quarter.

The South Korean yard reversed a trend of decline which has plagued recent opening-quarter results as the first three months of 2007 saw vessels ordered at higher rates roll out of the yard.

Net income in the period leaped from a large loss of KRW 4.5bn (\$4.84m) in 2006 to a profit of KRW 5.19bn this time around. Net revenues recorded a 24% rise from KRW 118.86bn to KRW 147.62bn.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 106

Net profit for the whole of 2006 was up almost eight times on the previous year's figure at KRW 58.7bn as DSME benefited from hedging the domestic currency's rise against the US dollar. Revenues also shot up 15% to KRW 5.4 trillion.

Speculation has been on the rise recently that the yard group could be on the sales block with compatriot steel manufacturer Posco once again giving a clear expression of interest in taking control of the shipbuilder.

In a presentation of its first-quarter result two weeks ago, Lee Dong-hee, the steel mill's chief financial officer, said Posco would have to run the idea past its shareholders but intimated that the current projected price for DSME could be prohibitive.

Exmar recently ordered its eight in a series of LNG regasification vessels (LNGRV) at DSME. No price was given for the 150,900-cbm unit which is slated for delivery in the second quarter of 2010 with Exmar holding an option for another unit.

## ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



### TOTAL VESSEL MANAGEMENT

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

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : [mail@workships.nl](mailto:mail@workships.nl)

Website : [www.workships.nl](http://www.workships.nl)



The **FPSO PETROBRAS P-54** is nearly completed - Photo : Luiz Carlos Padilha ©



## Upgrade for K Line, MISC and PIL's Asia – South Africa service

'K' Line, MISC and PIL announced that the joint Asia South Africa Service is to be upgraded with effect from later in April 2007. The upgrading will involve the deployment of larger vessels with extended port coverage to include China, Taiwan, Hong Kong and Sri Lanka in its revised rotation.

The newly-upgraded Asia South Africa Service will have 7 containerships of 3300 – 3800-TEU capacity, with 'K' Line and MISC each contributing 3 vessels and PIL one vessel.

The new port rotation will be:

Shanghai – Ningbo – Kaohsiung - Shekou - Hong Kong – Singapore – Port Klang – Colombo - Durban – Cape Town – Colombo - Port Klang – Singapore - Hong Kong – Shanghai.

The newly-upgraded service, which will make the round-trip voyage in a total of 49 days, is expected to commence around the end of April with a full deployment of the up-sized vessels to be completed around June.

"By extending the current service to the North Asia region, customers are expected to benefit from the wider market coverage and fast transit times. Having a Colombo call on both eastbound and westbound legs gives it the unique distinction of being the only service of its kind which is intended to connect the high growth markets in the Indian sub-Continent as well as those of the Middle East," says a communiqué from the three lines

The message adds that the larger capacity containerships with significantly increased number of reefer plugs will comfortably meet the growing demand for space in this continually expanding eastbound trade.

"This service upgrading further confirms the partners' commitment to meet their customers' needs as well as providing a reliable platform for future growth being anticipated for South African exporters and importers."

## MAN Diesel propulsion packages for Stena super ferries

MAN Diesel is to supply complete propulsion packages based on its latest common rail engine, the medium speed 48/60 CR, for the world's largest RO/PAX ferries.



To be built by Aker Yards, Germany, the two 240 m, 62,000 gt newbuildings feature a record-breaking 5,500 meters of trailer lanes, 700 meters of car lanes and facilities for 1,200 passengers.

They are due to be delivered in the first and third quarters of 2010.

Under MAN Diesel's program of progressively introducing common rail fuel injection technology onto its four stroke medium speed engines, the common rail version of the well-established 48/60 engine closely follows the September 2006 launch of the all-new 560 kW per cylinder 32/44 CR engine.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 106

The 48/60 CR engines for the new ROPAX ferries deliver 1,200 kW per cylinder at 500 rpm and are attanged in a four engine, twin propulsion train diesel mechanical system.

Each train consists of a "father and son" arrangement of one inline eight cylinder 8L48/60 CR and one six cylinder 6L48/60 CR connected by a twin input shaft, single output shaft type NDSHL-3400 double reduction gear from the Rheine works of MAN Diesel's sister company Renk AG.

The gears also feature shaft alternators driven from 3,000 kW PTO's.

Completing the MAN Diesel propulsion packages are twin 5.2 meter type VBS1560, Controllable Pitch Propellers from its Frederikshavn works, 41 meter shaft lines and ODF servo systems, together with the Alphatronic 2000 Propulsion Control and Management System for engine control room, main bridge and bridge wing consoles.

The overall machinery package of each vessel is completed by MAN Diesel gensets. Each vessel features four generator sets based on one 7L21/31 and three 6L21/31 engines. The generating sets and main engines are all resiliently mounted for the highest levels of onboard comfort for passengers and crew.

Stena selected the new common rail versions of the well-established type 48/60 engine because of their wide operational flexibility and their combination of favorable fuel efficiency, low emissions levels and invisible smoke under part-load operation.

With flexible control of injection pressure, timing and rate shaping, common rail fuel injection allows emissions and fuel consumption to be optimized over the entire load range. In the MAN Diesel common rail system, these advantages are complemented by modular design and suitability for retrofitting on engines already in the field. For example, the high pressure pumps of the MAN Diesel common rail system are installed in the same bores used for the conventional unit pumps in a conventional injection system and the pressure accumulators (common rails) are segmented to make best use of available space on the engine between the injection pumps and the injectors. In addition, the injectors used are standard, pressure controlled units controlled by solenoid valves mounted at the accumulator outlets.

Vessel Type	RoRo cargo/passenger ship (RoPax)
Building yard	Aker Yards, Germany
Design	RoPax 55 by Aker Yards, Finland
Length	240 m
Beam	32 m
Gross tonnage	62,000
Deadweight	11,600 tons
Trailer lanes	5,500 m
Car lanes	700 m
Passengers	1,200 persons
Pass. cabins	540
Service speed	22.0 knots
Propulsion output	2 x 16,800 kW
Main engines	4 x MAN Diesel 6L48/60CR + 2 x 8L48/60CR
Main Gears	2 x Renk NDSHL-3400
CP Propellers	2 x MAN Diesel VBS1560
Propulsion Control	MAN Diesel Alphatronic 2000
Generating Sets	4 x MAN Diesel 3 x 6L21/31 + 1 x 7L21/31



The **MSC MARTA** seen enroute Antwerp  
Photo : Richard Wisse ©

## Containerships Group Not For Sale

FINLAND-based door-to-door short-sea operator Containerships Group has reacted to a statement issued by Russian liner operator FESCO which named the company as a purchase target and says there are no plans to sell the company to FESCO or anyone else.

Sigurjon Markusson, managing director of Containerships Group says, "Containerships Group is a Finnish company which is 65 per cent owned by Eimskip, which in turn is listed on the Icelandic Stock Exchange. The remainder of the company is owned privately in Finland. We have seen statements from FESCO in the Russian press to the effect that they intend to buy Containerships Group. I would like to emphasise that neither Containerships Group nor Eimskip have had any discussions with FESCO and we have no intention of having any discussions with them. Containerships Group is embarked on a strategic growth plan which is already delivering increased volumes across all our trades, and we intend to carry out the plan and stand as a leading independent operator in the Baltic area."

Markusson adds that the statements by FESCO may be linked to apparent harassment experienced by the Moby Dick container terminal in St Petersburg. "Container Finance, our minority partner, owns the Moby Dick terminal in St Petersburg through its Multi Link Terminals subsidiary. It is our main Russian gateway. Recently FKP, the local arm of Russian state-owned construction company Rosstroy, has been harassing the terminal by illegally closing the access roads to the terminal. We suspect that this action and perhaps the statements by FESCO could be linked as part of pressure to get the investors in what are a successful terminal and a successful line serving Russia to sell out. I would like to assure our customers that Multi Link Terminals is working hard with the Russian authorities to ensure that its legal rights to operate are not interfered with, and that cargo entrusted to Containerships Group will continue to flow freely across our network. I thank all our staff and customers for their support."





The **MSC OSLO** seen departing from Antwerp at the Westerscheldt River

Photo : Richard Wisse ©

## Recordoverslag havens Zeeland

Zeeland Seaports heeft in het eerste kwartaal van 2007 een recordstijging van 11 procent naar 8,7 miljoen ton overslag bereikt. Dit is de hoogste overslag die ooit in een kwartaal in de Zeeuwse havens is behaald.

Belangrijkste productgroepen voor de overslag in Zeeland zijn natte en droge bulk. Droge bulk betreft onder andere vaste mineralen en ertsen. Opvallend is dat juist in deze twee productgroepen ook de grootste stijgingen werden waargenomen (+21 procent voor natte bulk en +10 procent voor droge bulk).

De haven van Vlissingen heeft in totaal ruim 5,1 miljoen ton goederen overgeslagen en groeide daardoor met 16 procent. Terneuzen kende een groei van 5 procent en kwam uit op 3,6 miljoen ton overslag. Zeeland Seaports verwacht dat de stijging zich over de rest van 2007 zal voortzetten.

<b>Green Pin®</b>				<a href="http://www.vanbeest.nl">www.vanbeest.nl</a>
Standard & Polar are DNV 2.7-1 Type approved!				

## Omega Takes Delivery of Product Tanker

Omega Navigation Enterprises, Inc. has taken delivery from STX Shipbuilding Co., South Korea, of the **Omega Theodore** a new building Ice Class 1A Panamax double hull product tanker with a capacity of 73,000 dwt. Omega Navigation has secured employment for the **Omega Theodore** under a three year time charter with ST Shipping & Transport PTE, a subsidiary of Glencore International, at a daily rate of \$25,500, including profit sharing arrangements, pursuant to which earnings from the vessel in excess of \$25,500 per day will be divided equally between Omega Navigation and ST Shipping. This sharing ratio will be adjusted when the vessel trades in ice conditions, so that during such trading conditions the profit sharing above the base rate of \$25,500 per day between Omega Navigation and ST Shipping will be 65% and 35%, respectively. The three year charter on the **Omega Theodore** will commence after

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 106

three voyages from delivery from the shipyard or after vetting approvals by two oil majors have been secured, whichever is earlier and which we refer to as the initial period. During this period, the vessel will be employed by ST Shipping under a short-term time charter on the basis of commercial management. Omega Navigation has selected V. Ships as the vessel's technical manager. Omega Navigation has entered into time charters for 100 percent of the operating days of its fleet during 2007, following the completion of the initial period, and 2008.



The **SILVER WIND** seen arriving in Willemstad

Photo : Kees Bustraan ©

## European Commission Clears JV

The European Commission's competition authorities have cleared the joint venture being formed by Wärtsilä, China Shipbuilding Industry Corporation (CSIC) and Mitsubishi Heavy Industries (MHI). The joint venture will manufacture large low-speed marine engines in China. CSIC's ownership in the joint venture will be 50%, Wärtsilä's 27% and MHI's 23%. The production is expected to start in the fourth quarter of 2008.

## Evergreen Line Name Effective May 1

Evergreen Marine Corp. (Taiwan) Ltd., Hatsu Marine Ltd., Italia Marittima S.p.A. and Evergreen Marine (Hong Kong) Ltd. will adopt a unified common trade name **Evergreen Line** for international marketing, effective May 1, > 2007. All four carriers are affiliates of Evergreen of Taiwan.

There will be no effect on the services previously provided individually by the four carriers. They are all independent companies and will continue to act as shipowners and operators.

"The name change and operating efficiencies it brings with it is our immediate response to the requests and expectations of Evergreen's global customers," according to the Evergreen Line committee. "This will simplify working procedures. There will be one single contact point when shipping with Evergreen Line and it will be more efficient because we will have one 'front office' (sales department) --rather than several in each country -yet with the same level of comprehensive service."

Commencing May 1, the four carriers will issue a unified bill of lading title as Evergreen Line. "Evergreen is a more widely recognized and accepted name in the global marketplace," said the committee. "Building efficiency and streamlining paperwork will ensure a more effective relationship with our customers." The Evergreen Line Committee is made up of management representatives of the four carriers.

To ensure a smooth transition to the new brand, an Evergreen Line website, [www.evergreen-line.com](http://www.evergreen-line.com), has been in effect since April 1. Also, effective May 1, Hatsu Marine Ltd., Evergreen's UK-flagged ocean carrier, will be renamed **Evergreen Marine (UK) Ltd.**

### HAMBURG SÜD'S "SATISFACTORY" YEAR

THE Hamburg Süd Group, which includes Brazilian shipping company Alianca, says that last year was "satisfactory" with cargo volume increasing in the liner services by around 21%, 1.84 million

The company says: "Alongside powerful organic growth, this rise was aided by the takeover of the cross-trade operations of the Russian shipping company Fesco, which took effect on 30 June 2006. The acquisition considerably improved the Group's market position in the trade lanes between Australia/New Zealand, Asia and US West Coast. Additionally, the start of 2006 saw the complete takeover of Ybarra Sud's liner operations between the Mediterranean and East Coast South America. Hamburg Süd had held 50 per cent of Ybarra Sud since the late 1980s."

Turnover rose by 5.2% on the previous year, to around euros 3,194m. Of this, euros 2,692m was attributable to the liner division. The company notes that crucial factor here was freight rates, which came under considerable pressure in most services. Turnover in the tramp division, at euros 396m. was about 13%..

The company does not produce profit figures but it notes: "In view of the pressure on earnings and costs, the result in the liner services fell below that of the previous year and in line with expectations. In comparison with many other major shipping lines, Hamburg Süd made a very respectable showing in the market. The tramp services again delivered an extremely pleasing, above-budget contribution to operating income. Since cash flow reached the planned level, 2006 can be described as still satisfactory from the viewpoint of our shipping group."

Looking ahead the company says: "The decline in freight rates experienced since mid-2005 has now come to a halt in most of Hamburg Süd's trades. Since mid-2006 earnings gains have been made, though without reaching the level of previous years."

It also says: "Hamburg Süd sees significantly greater earnings potential in further optimising its costs. Consequently, the newbuilding programme for container ships will be continued, with the goal of reducing unit costs through the deployment of larger vessels. Three new 3,750 TEU ships of the "Bahia" class were delivered between February and April 2007, while a further three are to follow before the year is out. They are being deployed in the shipping group's Asia/South Africa - South America East Coast service, where they replace a sizeable number of smaller vessels."

### FINNLINES SELLS OLDER ROPAX SHIPS

FINNLINES Group, now controlled by Grimaldi group, has sold the 1980-built ropax vessels **Malmö-Link** and **Lübeck-Link** to undisclosed "European Union-based interests".

The vessels operate on the NordöLink service between Malmö and Travemünde. They will be replaced during the third quarter by the newbuilding **Nordlink** and the **Finnpartner**, which is being converted for the route

Profit on the sale, of about euros 11m, will be shown in Finnlines Group result during the third quarter.

### Port of Rotterdam Posts Q1 Results

Throughput in the port of Rotterdam has shown strong growth. In the first quarter of this year some 98 million tonnes of goods were handled, 5.7% more than in the same period in 2006.

This growth can be attributed above all to the throughput of petroleum products (+42%), containers (+8%), other liquid bulk (+6%) and roll on/roll off (+38%). Coal and other general cargo remained constant, with a fall in throughput of agricultural bulk (-8%), crude oil (-11%) and ores and scrap (-1%) .



The diversion of container ships due to the industrial action by port tugboat men cost the port about 70,000 TEU (container units of 20 feet). Nevertheless, the quarter ended with an increase in throughput of 10% to 2,544,000 TEU. The main reason for this is the accelerated growth in the volume of containers from Asia arriving at the port, following a period of more modest growth.

## **ENECO EN HAVENBEDRIJF SAMEN IN WALSTROOM**

ENECO Energie en Havenbedrijf Rotterdam hebben een overeenstemming bereikt over de levering van walstroom aan de binnenvaart in de Maashaven. Het gaat om totaal twintig elektriciteitskasten met 120 aansluitingen voor schepen. Het is voor het eerst in Nederland dat schippers via internet of de mobiele telefoon kunnen regelen dat ze over stroom beschikken. Het is de bedoeling dat in de herfst alle elektriciteitskasten zijn opgeleverd.



**foto : Roy Borghouts ©**

Tot nu toe beschikte de binnenvaart in de Maashaven mondjesmaat over elektriciteit vanaf de wal. Het systeem was echter gebruikersonvriendelijk vanwege de betalingswijze (muntjes). Bovendien is het vermogen (de hoeveelheid stroom die gebruikt kan worden) te laag voor de nieuwe generatie binnenvaartschepen. Dit euvel is verholpen. Aan de kade komen stroomkasten met aan de buitenkant meerdere aansluitingen. Deze 'contactdozen' geven krachtstroom met een hoog vermogen (380 Volt, 63 Ampere, 50 Herz). De schippers brengen een verlengkabel van het schip naar de kast en sluiten deze aan. Vervolgens meldt de schipper zich aan per mobiele telefoon, internet of wellicht op termijn met een specifieke branchekaart. Na het aanmelden start de leverantie van de elektriciteit. Bij vertrek wordt de aansluiting telefonisch afgemeld, de stekker uit het contact gehaald en de rekening opgemaakt. Het tarief dat de schipper betaalt voor de walstroom zal vergelijkbaar zijn met het tarief dat een Nederlands huishouden betaalt. Met 120 aansluitingen beschikt de Maashaven over voldoende kasten om zo goed als alle ligplaatsen te voorzien van elektriciteit.

Het gaat vooralsnog om een proef van twee jaar zodat ervaring kan worden opgedaan met het nieuwe betaalsysteem en de aansluitingen. Met de proef is een bedrag van circa € 1,5 miljoen gemoeid. Het initiatief past in het beleid van het Havenbedrijf dat voorziet in maatschappelijk verantwoord ondernemen met als belangrijk onderdeel een bijdrage

leveren aan het verbeteren van de luchtkwaliteit. De proef wordt deels gefinancierd vanuit het Rotterdamse Actieprogramma Lucht (RAL).

## **Concordia still hurting**

Swedish owner Concordia Maritime is still paying for losing a legal dispute over a VLCC sale and for delayed repairs to another big tanker. It said net profit in the first quarter to 31 March was SEK 5.2m (\$772,000), against SEK 17.2m the year before.

Turnover was SEK 118.1m, down from SEK 72.7m in the same quarter of 2006. It had to pay a one-off charge of SEK 9.8m after losing a legal dispute over the sale of the 273,000-dwt **Stena Continent** (built 1975) to Halliburton in 2000

In January, a London court ordered Concordia to pay \$3.6m by way of compensation to Halliburton for repair work carried out on the tanker. Halliburton had been pushing for \$11.5m but Concordia was also expected to pay a certain amount of interest as compensation.

It also booked a cost of SEK 7.8m due to repairs to the 313,000-dwt VLCC **Stena Vision** (built 2001) being delayed. The ship sustained reduction gear damage last May.

The two problems had knocked SEK 40m off its 2006 profit too. But it said a strong products tanker market in the first quarter generated an operating result of SEK 23.7m for the segment compared with a full-year result of SEK 51.9m in 2006.

Its forecast for 2007 is unchanged: a pre-tax profit of SEK 80m. Concordia operates four 65,000-dwt products tankers, with another six on order, plus two 75,000-dwt tankers and two VLCCs.

## **MOVEMENTS**

**THIS SECTION IS BROUGHT TO YOU BY :**



**MULTRASHIP** Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

**Internet**

[commercial@multraship.com](mailto:commercial@multraship.com)

<http://www.multraship.com>



The **MSC ALICE** seen departing from Santos  
Photo : Bruno Pricoli ©



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 106



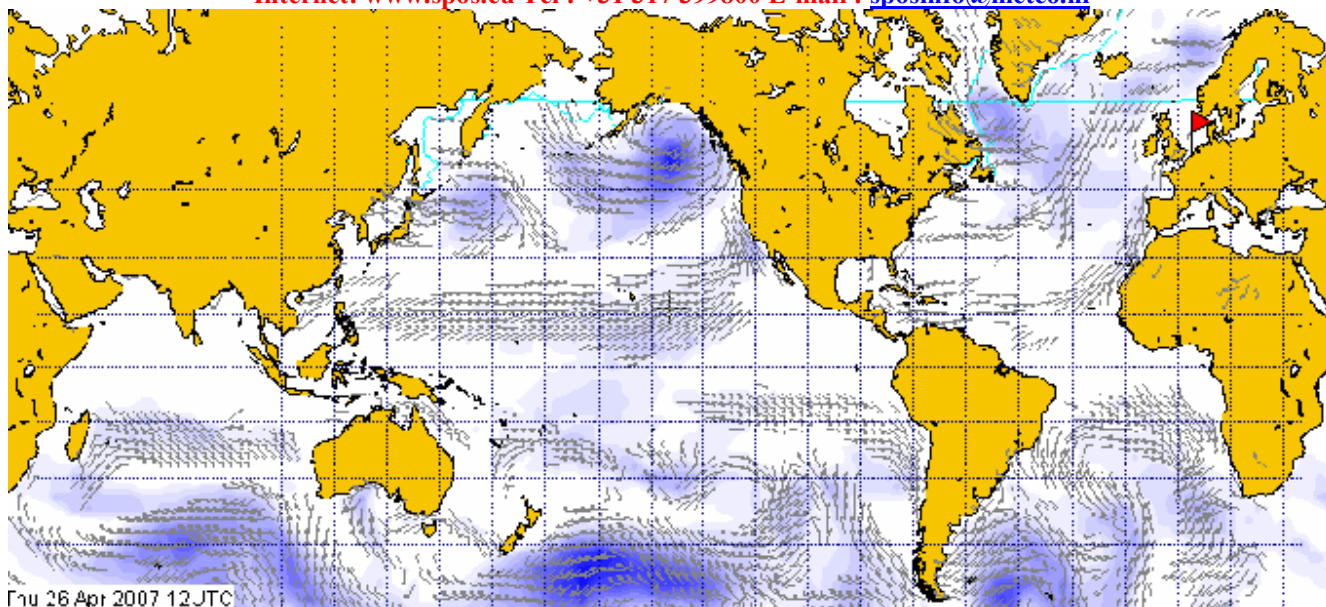
The **WARLOCK** arrived with the **CASTORO 9** in Rotterdam  
Photo : Harry van den Berg ©

## MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: [www.spos.eu](http://www.spos.eu) Tel : +31 317 399800 E-mail : [sposinfo@meteo.nl](mailto:sposinfo@meteo.nl)



Thu 26 Apr 2007 12 JTC

Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

**.... PHOTO OF THE DAY ....**



**Any space left ????**

Ferry seen operating in the port of Mombasa (Kenya)

**Photo : Christiaan van den Berg ©**

The compiler of the news clippings disclaim all liability for any loss, damage or exense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.