

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 109



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**The KATWIJK aan ZEE lifeboat DE REDDER seen getting launched from the beach during lifeboat day 2007 – Photo : Arie van Dijk ©**

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## EVENTS, INCIDENTS & OPERATIONS

### Azië: Rotterdam blijft de beste

De haven van Rotterdam is door de lezers van het blad "Cargonews Asia", voor de eenentwintigste keer in successie uitgeroepen tot beste haven in Europa. Bovendien werd ECT verkozen tot de beste Europese containerterminal. De bijbehorende Asian Freight Industry Awards gelden in Azië als een prestigieuze onderscheiding. Dit vooral omdat ze worden toegekend door de gebruikers van logistieke dienstverlening.

Ondanks de steeds toenemende logistieke competitie in Europa, blijken de Aziaten Nederland nog steeds het hoogst te waarderen als poort naar Europa. Schiphol sleepte namelijk weer de twee belangrijkste luchthavenonderscheidingen in de wacht.

#### **Azië-Rotterdam**

Rotterdam is verreweg de belangrijkste Europese haven voor lading van en naar Azië. In 2005 is deze stroom sterk gegroeid. Er werd toen in Rotterdam 36,4 miljoen ton (+19%) Aziatische goederen aangevoerd en 24,1 miljoen ton (+12%) naar Azië afgevoerd. Het marktaandeel van Azië in de totale Rotterdamse overslag nam toe van 14,7 naar 16,3%.

Het gaat om alle denkbare goederen: olie, olieproducten (met name stookolie), kolen, mineralen, agrarische grondstoffen, voedsel, auto's, veel chemische producten en heel veel stukgoed in containers.

Voor de Rotterdamse containersector is Azië sinds 1995 het belangrijkste vaargebied met in 2006 ruim 4 miljoen TEU's (containereenheden van 20 voet), een aandeel van ruim 40% in het Rotterdams totaal.

#### **Asian Freight Industry Award**

De Asian Freight Industry Awards zijn voor de twintigste maal toegekend. Cargonews Asia, uitgegeven in Hong Kong, verschijnt eenmaal in de twee weken. Het heeft een oplage van 12.500 exemplaren en is, ook via internet, één van de toonaangevende media in met name het Verre Oosten op het gebied van transport en logistiek.





## REDDINGBOOT DAG 2007 NATIONAL LIFEBOAT DAY 2007



Lange rijen wachtenden op KNRM Station Lauwersoog – Foto : Pim Korver - FILM+VIDEO ©



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Zaterdag 28 april werd de Nationale Reddingbootdag 2007 gehouden. Bij alle KNRM stations welke opengesteld waren zat alles mee, het was mooi weer, de zon was er en er was veel publiek. In **Stellendam** werd vanwege de rij mensen die al stonden te wachten, al rond 9.30 begonnen met varen. Naast het boothuis stond een tent waar gebakken vis

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werd verkocht, ten bate van de KNRM en ook was er een tent waar de heer en mevrouw Gibbon uit Herkingen met de reddingwinkel stonden, waarvan de verkoop ook ten bate van de KNRM is.

Zowel voor de vis als de reddingwinkel was veel belangstelling. In het boothuis draaide doorlopend een film en liet Rinus de Lange via de computer de verrichtingen op het water zien van beide reddingboten. Zowel de PR als de leden van de Plaatselijke Commissie waren aanwezig. Rond het middaguur waren er al ongeveer 200 mensen meegevaren met zowel de **Prinses Margriet** als de **Willemtje**. Diverse partners van schipper en bemanning zorgden heel goed voor de inwendige mens van de mensen van de KNRM. Er werd zelfs met een collectebusje in de rij wachtenden geld ingezameld, wat extra geld in het laatje bracht. Rond 16.00 uur stonden er nog mensen in de rij te wachten om mee te varen, zodat er nog enkele tochten werden gemaakt. Geschat wordt dat er ongeveer **450 tot 500** mensen mee hebben gevaren in Stellendam. Zowel de vis was uitverkocht en de reddingwinkel was zowat uitverkocht.



Foto : Lenie Kleingeld ©

Al met al een hele geslaagde dag voor schippers, bemanning en partners van hen. Zonder hen was de dag niet zo geslaagd geweest. Hulde voor die vele vrijwilligers die zich belangeloos inzetten.

Reddingstation Hoek van Holland werd ook zeer goed bezocht. Mede door het fraaie weer met weinig wind, zon en temperaturen van 28 graden waren er vele mensen geïnteresseerd in een vaartochtje en het reddingwerk van de KNRM. Ieder kreeg de gelegenheid om een vaartochtje te maken met een reddingboot en er werden vele gerichte vragen aan de KNRM vrijwilligers gesteld.



Reddingstation Hoek van Holland heeft weer goede resultaten behaald. Er zijn bij de donateurs kraam 400 kaarten gehaald voor een tochtje met de KNRM reddingboot **Jeanine Parqui** en 100 voor een tochtje met de **Koningin Juliana** van het havenmuseum.

Foto : Arie Verheij ©

Vele bezoekers bleken al donateur van de KNRM te zijn, toch hebben zich 29 nieuwe donateurs aangemeld, tegen 30 in 2006. De omzet van de reddingwinkel bedroeg dit jaar **€ 1.754,10**.





De **Jeanine Parqui** van station Hoek van Holland - Foto : Piet Sinke ©

De verloting onder donateurs en nieuwe donateurs voor het meemaken van een oefentocht op de **Jeanine Parqui** en haar bemanning is gewonnen door de familie van Gils uit Rozenburg. Deze waren al donateur van de KNRM en zal binnenkort worden uitgenodigd voor een VIP tocht met de **Jeanine Parqui** en haar bemanning. Zowel de bezoekers, de vrijwillige redders en zeker ook de partners van de redders hebben een goede en gezellige dag achter de rug.

## Demolition prices still going north

Records are still tumbling in the demolition market with the Chandris-controlled, 81,000-dwt tanker **Marivic** (built 1981) breaching the \$500 per ldt mark. It is the first time this level has been achieved for a conventional tanker.

The **Marivic** is said to have been sold on a delivered basis in Bangladesh at \$506 per ldt. With a lightweight of 14,783 ldt, the rate is equivalent to \$7.48m.

One reason for the high figure is the 500 tonnes of fuel oil and 100 tonnes of gas oil on board, which is estimated to have hiked the price by around \$3 to \$4 per ldt, although the breakers will have to foot the bill for discharging it.

Last week, various market pundits were predicting the \$500 barrier would soon be smashed after Keystone Shipping's 191,000-dwt tanker **Denali** (built 1978) flirted at \$487 per ldt "as is" in Singapore, with onward sale again to Bangladeshi breakers at close to \$500 per ldt.

Meanwhile, the Vietnamese-controlled, 1,090-teu containership **Phong Chau** (built 1983) fetched a healthy \$440 per ldt "as is" in Vietnam for scrapping in Bangladesh. The is equivalent to \$3.97m for the 9,020-ltd ship.

Steel-plate prices remain high across the subcontinent and there is still a general shortage of tonnage for recycling. Bangladeshi breakers especially have been willing to pay top prices for prompt delivery.

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India, however, saw local plate prices fall at the end of last week. There are concerns that the strengthening of the rupee against the US dollar will suck in cheaper imports of ingots and scrap. "I don't know which way the market will move," said one cash buyer.

Nevertheless, India was still behind the purchase of the 10,800-dwt Golden Shipping tweendecker **Yara** (built 1979) at a very firm \$440 per ldt. It has a lightweight of 5,202 ldt. This is the same price that was paid earlier in India for Fesco's 14,150-dwt bulker **Botsman Moshkov** (built 1977). The price has been described as a record figure locally for such a vessel.

Other sales reported include the small chemical/products tanker **Rico** (built 1968), which went to Pakistan for \$400 per ldt. Meanwhile, as TradeWinds went to press, offers were due in for Kuwait Oil Tanker Co's 72,000-cbm VLGC **Gas Al Burgan** (built 1979). It is being sold "as is" in Dubai.

## Cruise ship operators who foul waters to face heavy fines, jail time

The federal government, which has declared it is "extremely sensitive" to the pollution risks posted by the fast-growing cruise ship industry, will bring into force next month regulations that could lead to jail sentences and fines of up to \$1 million for violators.

"Protecting the environment is a priority for Transport Canada, and these regulations will mean big things for the industry," spokeswoman Kirsten Goodnough said Thursday.

Maximum penalty for violation of the proposed regulations under the Canada Shipping Act is a fine of up to \$1 million, imprisonment for up to three years, or both. A day earlier, Transport Minister Lawrence Cannon, testifying before a Senate committee, was urged by B.C. Tory Senator Pat Carney to enact the new rules before the start of the 2007 cruise ship season.

The industry is currently only subjected to voluntary guidelines on waste-dumping. Cruise ships bring "\$1 billion worth of economic activity but thousands of people generating waste," Carney told the minister, who was testifying before the Standing Senate Committee on Transport and Communications.



The **CARNIVAL DESTINY** – Photo : Fraser Cunningham ©

"I am extremely sensitive to the arguments being put forth here," Cannon told Carney. "We just cannot use our waters as a dumping area for sewage." The draft regulations were made public last year as part of a consultation process. The final version will come into force next month, Goodnough said.

The new regulations are expected to mirror the voluntary guidelines, which prohibit the discharge of sewage within about five kilometres of land unless it is being transferred directly into an approved treatment plant.

Discharges within five to 19 kilometres must be "broken down, diluted and disinfected prior to discharge," according to Transport Canada. The government said the "vast majority" of cruise ships have on-board sewage control systems, and notes on the Transport Canada website that the industry "has reported a high rate of compliance with the guidelines."

## Rescue tug answers call from Neah Bay

Another call for service for the state-funded rescue tug at Neah Bay. Late Thursday, a 758-foot container ship lost electrical power eight miles northwest of Cape Flattery.

The **Scotland** had been heading toward the Strait of Juan de Fuca, with a final destination of the Port of Tacoma. The U.S. Coast Guard directed the **Scotland** to move offshore and await arrival of a tug escort.

Using its backup generator, the ship changed course to wait a safe distance off the Washington coast. Within the hour, the Washington Department of Ecology (Ecology) released the rescue tug **Gladiator** to leave its homeport of Neah Bay and escort the ship to Port Angeles.

The **Scotland** was met by the **Gladiator**, which safely escorted the ship to Port Angeles early Friday.

Another tug, the Jeffrey Foss, took over escort of the **Scotland** for the final leg of its journey into Puget Sound. State funding for the rescue tug is nearly exhausted this year, and the current deployment of the **Gladiator** will end on or about May 3rd. A tug will once again be stationed at Neah Bay next fall.



A dead **Chinese sturgeon** is found in the Yangtze River in Yichang, central China's Hubei province April 29, 2007. About 30 conservation areas had been built along the Yangtze to protect fish stocks, including the sturgeon which is one of the oldest vertebrates in the world and has existed for more than 200 million years, Xinhua News Agency said.

## A celebration for a towage homeport

By : Nico Ouwehand ©

In the past century Maassluis has been the homeport for the tugs of Smit, although Rotterdam was mentioned on their sterns. Nowadays only one commercial coastal tug, viz. **Smit Denemarken**, is left of what used to be a complete fleet.



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In 2004 on the occasion of the 25th anniversary of the **National Towage Museum**, also to be found at Maassluis, a fleetshow of 49 tugs was presented. This event showed that there still is a great interest in the past and present towage industry.

**Photo : Huib de Geus ©**

Thousands came to watch the show. Subsequently a plan was made to make Maassluis the museumport for tugs. Alongside the museum for more than 25 years the steamtug **Furie** is moored. This tug dates back from 1916 and is the only seagoing Dutch built pre-war steamtug left. After lots of problems tug **Elbe** of 1959 is back in Maassluis to be restored. Hudson of 1939 used to be moored in several Dutch ports during the year, but now is permanently at Maassluis. **Adriaan** of Kooren Towage,

better known now as Kotug, is the only Kooren-harbourtug built during the fifties left. The management agreed that also this friendly tug, which is still operational for private purposes, will find its home at Maassluis. **Krimpen**, a typical Smit-harbourtug of its generation, is now privately owned and joined the Maassluis fleet earlier this year. **Bruinvisch**, a pre-war typical salvage vessel which once was the property of Tak Salvage, based at Maassluis for many years, is now back from Spain, where she was used as a fisherman. Volunteers are restoring this valuable ship at the original Tak location.

**Photo : Jan Steehouwer ©**

Yesterday the fact that all foundations of the tugs based at Maassluis, as well as the owners of **Krimpen** and **Adriaan**, joined the "**Foundation Towageport Maassluis**" (**Stichting Sleepboothaven Maassluis**) was celebrated. In the new foundation they will all work together to promote Maassluis, its museum, its tugs and salvagevessel, to be THE national museumport for the Dutch towage and salvage industry. Never before a tug was used to open a bottle, however yesterday from a "champagnebottle" hundred of balloons in the colours of Maassluis bursted out into the sky. Of course the crew of tug **Adriaan** was enthusiast to do the job.



**From now on don't forget to visit Maassluis when you are in the Netherlands.**





Photo : Nico Ouwehand ©

## Lifesavers are praised for their courage

A VOLUNTEER lifeboat crew that carried out a daring, life-saving rescue has been formally thanked for its heroics. RNLI operations director Michael Vlasto wrote to the four crew members, congratulating them for their actions during the rescue of a man on board a dinghy who was swept out of Chichester Harbour last November.

On the lifeboat **Battling Betty**, the crew battled gale-force winds to bring the man back to shore, braving 13ft-waves in the process, before going back out to salvage the capsized dinghy.

Helmsman Ian Fiddaman and crew members Peter Hanscombe, Gemma McIntyre, and Bob Hoskins were all commended for their efforts. In the letter to Mr Fiddaman, Mr Vlasto said: 'Your determination and decision-making in difficult circumstances are most commendable, and I congratulate you on your efforts.'

He also wrote a collective letter to the other three crew members to recognise their contribution to the success of this rescue. Mr Fiddaman, who works as a power boat instructor, said: 'It felt really good to get the award. It's nice to have your efforts recognised.'

'There were very bad conditions that day, and the guy would have probably lost his life if the 999 call hadn't been made. He was sailing in the mouth of the harbour when his mast broke and he started getting swept out to sea by the strong currents in the area.'

Mr Fiddaman, 42, has been a volunteer for the lifeboat service for the last seven years. He added: 'It's always something I wanted to do – it's a great lifestyle. And for us all to get this award to recognise our work is even better.'

The incident occurred at 11.45am on Friday, November 17 last year. The letters of thanks were formally presented to the lifeboat crew by Nigel Roper, Lifeboat Operation Manager at Hayling Island, at Mengeham Rythe Sailing Club during a fund-raising evening organised by the Hayling Island RNLI Fundraising Branch.

**The event raised £740 for the Hayling Lifeboats.**

## CASUALTY REPORTING



Above a photo taken on Saturday 28th around 11am Singapore time. One of a Group of what appears to be like Six New fishing vessels , perhaps on delivery, or on transit, ran aground on Terumbu Seligi Reef just on the edge of the Western Quarantine & Immigration Area, Singapore.

The MPA Fire Boat **API API** was in attendance, perhaps co-ordinating the response. From our position there was no sign of any fuel or oil spillage. The tide was falling and she was high and dry when we passed later in the day.

Photo : Bill Petrie ©



The **CHEMICAL TRADER** was aground Sunday afternoon for sometime in Rotterdam-Botlek, above photo is made just after the tanker was re-floated again.

Photo : Nico Ouwehand ©

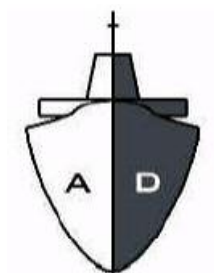
## Casualties as ferry hits sandbar

At least 15 passengers are dead, dozens injured and an unknown number missing after a ferry grounding this week off the Haitian town of Jeremie. News of the Tuesday grounding was released yesterday by Jean Christin Joassin of the government's civil protection force. He told local media that the overcrowded 500-gt ferry was leaving Jeremie's harbour when it struck a sandbar, throwing a number of passengers into the sea. Rescuers have so far recovered 15 bodies and 47 injured passengers and are pressing the search for other victims. The US Coast Guard office in Haiti told Fairplay today that it was only notified of the accident after the fact and didn't participate in the search and rescue effort. USCG officials identify the ferry as the **Lazarus**, but it has also been identified in press reports as the **Lazarus 1**. Joassin said that in addition to cargo, the ferry, built to handle 250 passengers, carried more than 300 people when the accident occurred. The vessel was later pulled free and returned to quay, where it remains pending an investigation. The craft is one of several that carry passengers and commercial goods between ports on the Haitian side of Hispaniola. Hundreds of uninjured passengers from the ferry are said to still be in shelters and Haitian police had to use teargas to disperse the crowd of concerned relatives of the passengers when they descended on the port.

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The **HD 60 (Hyundai)** in Vinashin drydock, Nha Trang, Vietnam, 27th April 2007.

Photo : Capt. Jelle de Vries ©

## Arklow turns to Mokpo for latest newbuildings

Arklow Shipping, a big shipbuilding customer of the Netherlands, is said to have turned instead to South Korea for its latest newbuildings.

The Arklow, Ireland and Rotterdam-based outfit has reportedly ordered four 14,000-dwt general cargoships at Mokpo Shipyard. They are set for delivery in 2009 and are understood to include options for two more. No one at Arklow was available for comment. It remains unclear whether the contract has actually been signed.

Arklow, established 41 years ago, only last month took delivery of the **Arklow Rogue**, the penultimate vessel in a series of 12 newbuildings of 4,530 dwt from Barkmeijer Stroobos in the Netherlands. The last one is for delivery this year.

Arklow's website says the company now operates a fleet of 37 ships of between 3,000 dwt and 13,000 dwt. The latest Arklow order is significant for Mokpo, one of South Korea's smaller yards whose orderbook is listed by brokers as comprising just nine 6,500-dwt newbuildings divided between general cargoships and chemical/products tankers.

Charterer Shinsung Shipping was due to take delivery recently of the latest in a series of general cargoships from Mokpo. Another was completed toward the end of last year.

## Bangladesh shipyard looks to joining world-beaters

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Order for eight sea-going vessels spears drive to become global player With shipbuilding berths getting ever scarcer in the leading shipbuilding countries like China and South Korea, a market is emerging for shipyards that can concentrate on smaller sea-going vessels as the leaders go for the larger container ships, bulkers and tankers.

Now emerges a surprising competitor in the small to medium ocean-going vessel market, a shipyard that until now many of you will never heard of. Indeed their country is best known for scrapping ships, not building them!

Ananda Shipyards & Slipways Ltd, of Bangladesh no less, is pinning its hopes on a significant contract that could propel Bangladesh into the mainstream of shipbuilding. Traditionally this yard supplied small craft, such as river ferries and wooden boats, but now, it is starting to emerge as a competitor to better known small and medium sized yards with contracts for vessels for European owners.

On Thursday 26th April 2007 they agreed a contract with German shipping firms Komrowski Maritime and Navalis, to provide no less than 8 container vessels, each carrying 325 TEUs Already the firm is constructing 2,900 DWT multi-purpose container ships for Danish firm CS & Partnere's Skibsinvest. The second of these for the Danish firm had its keel laid on 22nd November 2006. (see picture)

It is being said that the order for the German companies constitutes the biggest export order by Bangladesh ever.

ASSL's managing director is hopeful that this contract will act as a confidence booster in Bangladesh's emergence as a builder of ocean-going ships. The two German firms had approached Chinese shipwards, but no slots were available to them for the vessels they required.

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The **SVITZER MALTBY** seen at the river Tyne with the new Svitzer logo in the funnels

Photo : Kevin Blair ©

## RINA Opens Indonesia Office

Classification society RINA has opened an office in Jakarta, Indonesia, to serve growing business across Indonesia. The opening ceremony had as godmother Francesca Hadinata, managing director of Jakarta-based PT Mitra Bahtera Segarasejati (MBSS), in the presence of the head of the Indonesian Administration and the Italian Ambassador.

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## MV Northern Adventure to Undergo Refit

The **MV Northern Adventure** will undergo a refit from May 9 to 19 at the company's Deas Pacific Marine facility in Richmond. The **MV Northern Adventure** has been experiencing some issues following its initial introduction to the BC Ferries' fleet. BC Ferries wants to make sure these matters are fully addressed prior to the start of the busy summer season. The mid and north coast will be served by the **Queen of Prince Rupert** during this period. The **Queen of Prince Rupert** just completed a major five week refit and the vessel is now fully ready to return to service as the summer season approaches. On May 20, the **MV Northern Adventure** will join the **Queen of Prince Rupert** in providing service to the north.

## BELSHIPS' STRONG Q1

NORWEGIAN shipowner Belships made a Q1 operating profit of US\$8,621,000 up from US\$592,000 in Q1 2006. Operating income was US\$18.9m, up from US\$10.7m in Q1 2006.



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Belships says: "The positive increase in operating income and profit performance is mainly related to realised gain of USD 6.5 million upon terminating the charter party of **M/S Belpareil** plus a positive development for Elkem Chartering's Handysize Operation".

The company adds: "The dry cargo market rates continued to rise throughout the 1st quarter. An important driving force was an increased congestion in the ore ports in Australia and China. As the price of ore will rise after 1 April, it is also possible that the stocks were built up. Elkem Chartering's (EC) profit for the quarter includes a gain of USD 13 million (Belships share 50%) in connection with the termination of the company's financial interest in the Handymax ship **M/S Belpareil**. The Handysize Operation also made a good profit. The two remaining Handymax ships continued their charter parties with results as anticipated. Belship's own dry cargo tonnage, **M/S Belnor** and **M/S Belisland**, continued their respective charter parties with results as anticipated. The product tanker **M/T Belaia** was delivered during the quarter and commenced its five-year charter party to Danish charterers. The ship has functioned in an excellent manner as expected." The next few quarters seem positive for EC, both with regard to activities and results. The company's organisation in Singapore is now fully operational and we expect that a good deal of our activities will originate from there."

## NEW LNG TERMINAL IN PORT QASIM

Port Qasim Authority (PQA) and Pakistan Gas Port on Saturday signed an implementation agreement for setting up a floating LNG terminal at the Port Qasim at an estimated cost of \$160 million on BOT basis, having a capacity of three million tons per annum.

PQA chairman vice admiral M Asad Qureshi and Pakistan Gas Port chairman Iqbal Z Ahmed signed the agreement on behalf of their respective organisations in the presence of minister for ports and shipping Babar Khan Ghauri.

Speaking on the occasion, the minister said that the country needed rapid advancement, and it was necessary that there was no negative propaganda. He said his ministry's performance had been appreciated by the US diplomat who stated that the ministry was a role model for others.

Mr Ghauri said in a recent meeting in Islamabad when a question was raised that how quick a piece of land is allotted for setting up an industry, his reply was only 24 hours. However, he said it was unfortunate when you work efficiently, it was branded with such negative remarks that some speed money may have been used to fasten the process, etc.

The minister said that Pakistanis had played a major role in the development of Dubai where trades, like banking, airlines and many other projects and systems, were developed by our nationals, but unfortunately in Pakistan when anyone works hard and delivers goods, he is branded as corrupt, and other negative remarks are given against him.

There was a time, he said, when there was a flight of capital from Pakistan and many Pakistanis even today have overseas setups and houses, but today under the vision of the president and the prime minister, investment is coming to the country and job opportunities were being created.

Mr Ghauri lauded the role of the board of directors of the PQA and said their cooperation and guidance had played a great role in fast progress of the port. The PQA, he said, was being run on landlord concept and the chairman and his team are dedicated to rapid industrialisation of the port area and upgradation of port facilities to meet the growing demand of port users.

In his address of welcome, the PQA chairman said there was little difference between Dubai and Port Qasim as both were having only sand dunes, but after 30 years the port has become fully operative and a large number of big industrial units, including Pakistan Steel, are functioning in its vicinity.

Presently, he said 10 private sector projects are in the process of being set up at an estimated cost of \$4.5 billion. After deepening the channel, he said freight charges are expected to come down by \$2 to \$8 per ton. Similarly, he said PQA contributed highest revenue at Rs70 billion to the national exchequer in the year 2005-06.

Natural gas plays a key role in country's energy and accounts for more than 50 per cent of its requirement. With accelerating economic growth and rapidly rising demand of energy, there would be acute shortfall in power and gas. The projects is expected to come into operation by March next year. The floating storage and re-gasification terminal by the Pakistan Gas Port is the first of its kind in the country and second in the world.

The project is a green field development, inclusive of financing, construction, operation and maintenance of floating LNG terminal, including de-gasification, storage of gas, dredging from navigation channel to the terminal, all equipment and pipelines.

## **Putin calls for Caspian-Black Sea canal**

Russian president Vladimir Putin wants to build a new canal between the Caspian and Black seas that will be large and deep enough to "qualitatively change their geopolitical position, [and] will allow [the Caspian states] to become maritime powers." The vision, announced in a state of the nation address to parliament yesterday, is the most ambitious high-seas initiative by a Russian government since the end of the Soviet Union isolated the Caspian littoral states, and threw them into a still unending conflict over rights to the waters and seabed of the Caspian itself. Despite the recent collapse of Russia's riverine transport sector, and the refusal of the Kremlin to save Volgotanker, the largest of the country's tanker fleets now laid up, Putin noted in his speech that an "essential factor in reduction of costs in the economy should become the development of river transport. We must develop projects that will increase throughput of inland waterways, including the modernisation of the Volga-Don and Volga-Baltic canals." Putin's new line echoes the increasing priority which his expected successor, deputy prime minister Sergei Ivanov, has been placing on the ports and shipping sector.

## **No signs of hope in tugboat strike**

The situation between nearly 30 striking Chemainus tug skippers and mates has hit the doldrums and there are no saving winds in sight, said a union spokesman.

"Right now there are no meetings planned or anything like that — nothing," said Canadian Merchant Service Guild representative Brad MacTavish. Jones Marine Services is the lone hold-out in a situation that saw four tug companies go on strike several weeks ago.

The labour dispute began Feb. 8 when 29 Jones workers were locked out over an issuing revolving around the loss of their benefits package. It wasn't long before that turned into a full-blown strike that involved three other tow companies.

Those three companies settled their disputes during a marathon bargaining session nearly two weeks ago. And in fact Jones agreed at that same meeting to let his men keep the package and the strike appeared to be over.

But, said MacTavish, before anything could be finalized, Jones rescinded the offer and demanded control over work shift schedules.

"That's the sticker for us that's causing a problem, Jones wants full flexibility on start times," he said. That means the owner could set unconventional shift schedules without offering adequate notice to his workers, said MacTavish.

"This is never done and it means the owner could say, 'Come in for 1 a.m. until 3 a.m.' and then the next day change it again," he said. "The guys are willing to be flexible on that, but Jones did not even want to talk to us."

When contacted by the News Leader Pictorial, Jones declined to be interviewed or discuss the labour strife plaguing his company. The guild strike has also thrown about 40 Chemainus deckhands out of work, some who are now seeking jobs elsewhere, said MacTavish.

## MOVEMENTS

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The **MARC MITCHELL** seen enroute Rotterdam

Photo : Piet Sinke ©

## AIRCRAFT / AIRPORT NEWS

### Helicopter crash kills 8 in Philippines

At least eight people have been killed after an air force helicopter crashed and hit vehicles on a busy street in a central Philippine city.

The Vietnam War-era **UH-1H Huey** was preparing to land after a training flight when it crashed about a mile from the Mactan air base, after the helicopter hit a high-tension wire and plowed into Humay-Humay Road, Sitio Goso,



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 109

Barangay Gun-ob in Lapu-Lapu City, said Lt. Col. Epifanio Panzo, an air force spokesman, according to AP, The driver and six passengers of a red tricycle and the co-pilot and mechanic from the PAF's 2nd Tactical Operations Wing (TOW) died. Of seven persons in the tricycle, five were female, one of whom was reportedly pregnant, and one was a teenager whose body was cut in two.

Panzo confirmed the death of one crew member while three others on the helicopter suffered minor injuries.

He also said investigators were sent on the spot to determine the actual cause of the crash. The military's more than 30 Hueys are the workhorses of the Philippine air force.

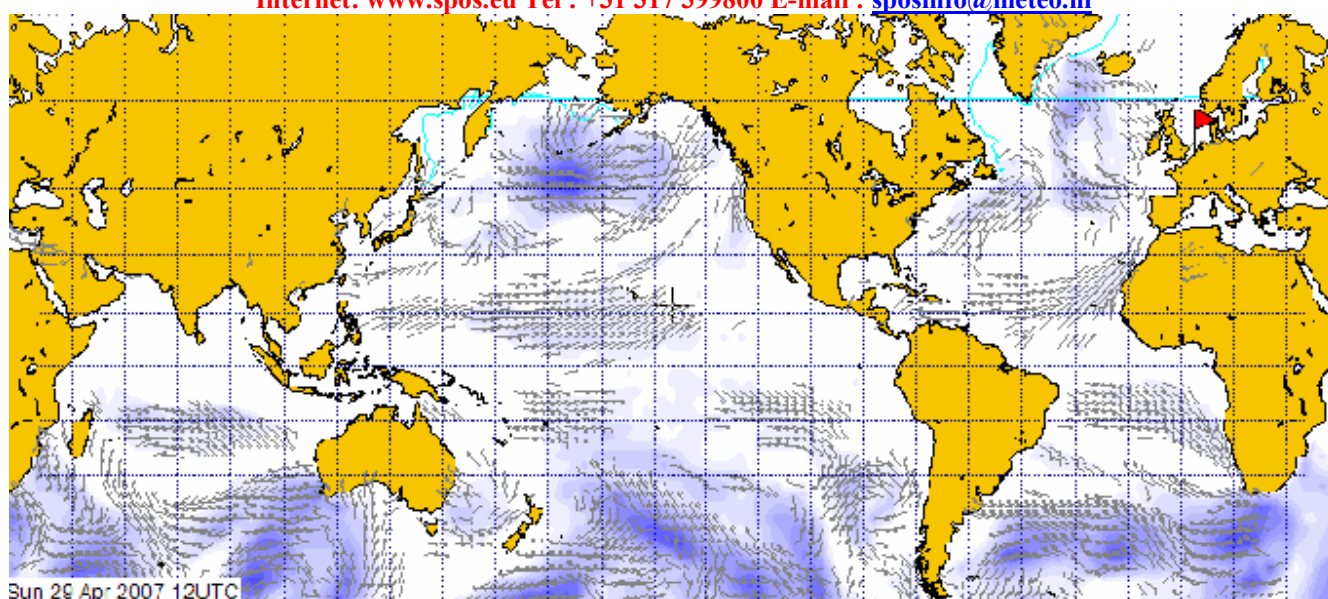
In one of the worst helicopter crashes in recent years, nine people aboard a Huey - including the government's chief volcanologist - died in April 2005 when it slammed into a steep ravine in the northern Philippines due to bad weather and the pilot's unfamiliarity with the terrain.

## 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 1000 vessels today.

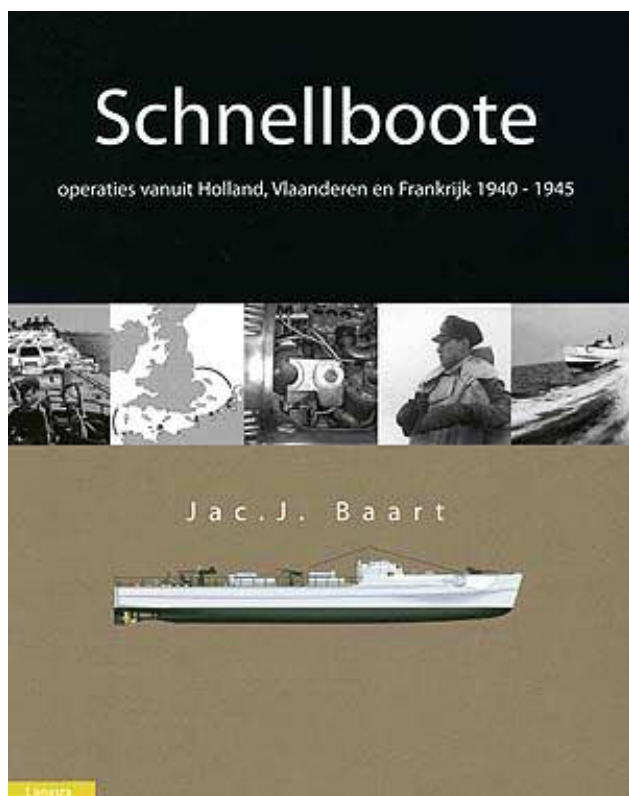
## .... PHOTO OF THE DAY ....



The ongoing salvage operation of the **MSC NAPOLI**

## BOEKBESPREKING

Door : Frank NEYTS



### "Schnellboote"

"operaties vanuit Holland, Vlaanderen en Frankrijk  
1940-1945"

Bij Lanasta, De Maritieme Uitgever, verscheen "**Schnellboote**", een buitengewoon goed gedocumenteerd en bijzonder interessant boek over een vrij ongekend vlootsegment van de Duitse oorlogsvloot tijdens de Tweede Wereldoorlog. De Duitse motorboten, van oorsprong gebaseerd op het ontwerp voor een grote, luxueuze speedboot en doorontwikkeld tot razendsnelle, zwaar bewapende gevechtsmachines, voerden een eigen oorlog. Vanuit Nederlandse havens staken ze over en penetreerden de fragiele Britse konvooilijnen, selecteerden prooien en lanceerden hun torpedo's. Ondanks hun tekortkomingen vormden ze onafgebroken een gevaar in de Engelse kustwateren, vanuit IJmuiden, Rotterdam en later Den Helder, het Vlaamse Oostende en verder weg in Frankrijk, Cherbourg.

Een Nederlandstalig standaardwerk over een stuk Duitse maritieme geschiedenis, compleet met analyses en conclusies. Met aandacht voor tactiek en strategie, techniek, maar

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bijvoorbeeld ook voor het dikwijls onder invloed van amfetaminen werkende personeel van die boten. Dit exclusieve en rijkelijk geïllustreerde boek van Jac.J. Baart geeft een volledig beeld, van ontwerp op de tekentafel tot wrak op de bodem van de Noordzee.

**"Schnellboote. Operaties vanuit Holland, Vlaanderen en Frankrijk 1940-1945"** (ISBN 90-8616-005-0), een echte aanrader, telt **296 pagina's** en werd genaaid en gebonden met harde kaft uitgegeven. Het boek kost 38,95 euro. Bestellen kan via de boekhandel of rechtstreeks bij de uitgeverij Lanasta, Slenerbrink 206, 7812 HJ Emmen (Nederland). Tel/Fax +31(0)591.618747, E-mail [info@lanasta.com](mailto:info@lanasta.com).

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