

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 130



**Number 130 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Wednesday 23-05-2007**

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

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**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 MAERSK JEDDAH seen at the Westerscheldt River**

**Photo : Henk de Winde ©**

## SVITZER OCEAN TOWAGE

**SVITZER**  
OCEAN TOWAGE

Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands  
Telephone: +31 2555 62711  
Telefax: +31 23 557 1896  
E-mail: [smitwijs.sales@svitzerwijsmuller.com](mailto:smitwijs.sales@svitzerwijsmuller.com)

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## EVENTS, INCIDENTS & OPERATIONS

### Zeiljacht Sjambok verspeelt roer, KNRM biedt hulp



Vrijdagavond 18 mei werd de bemanning van de KNRM reddingboot **Jeanine Parqui** om 20.00 uur gealarmeerd voor een jacht dat zijn roer verloren had voor de Westlandse kust. Om 20.30 waren de Hoekse redders langs het 14 meter lange zeiljacht **Sjambok** en hebben een stopzak overgegeven aan jacht. Tegelijkertijd arriveerden ook de Scheveningse reddingboot **Jan van Engelenburg** die het jacht op sleep nam.

Het zeiljacht **Sjambok** bleek van Amerikaanse afkomst en had 15 opvarende aan boord. Daar het jacht zonder roer slecht te sturen was en weersomstandigheden niet ideaal waren is besloten om het zeiljacht door te laten varen naar Scheveningen. Met het bevestigen van een stopzak kon het zeiljacht redelijk op koers blijven terwijl het gesleept werd. De Scheveningse KNRM reddingboot **Jan van Engelenburg** bracht de sleep veilig naar de haven van Scheveningen. De Hoekse redders waren om 22.30 uur weer gemeerd in de Berghaven, De Scheveningers iets later.

Met vragen kunt U contact opnemen met **Ron Zegers**, PR-Coördinator, en bemanning reddingboot "**Jeanine Parqui**" van Spilbergenstraat 50. 3151 BZ Hoek van Holland. Tel. **0174-385490**

E-mail: [ron.zegers@chello.nl](mailto:ron.zegers@chello.nl)

**De Koninklijke Nederlandse Redding Maatschappij wordt uitsluitend door vrijwillige bijdragen in stand gehouden**

## Debris from Napoli is washed up

DEBRIS from the stricken cargo ship **Napoli** continues to wash up on the Dorset coast. Coastguards have warned people to report immediately any sightings after sheets of plywood crashed onto Chesil Cove, Portland.

It is thought the wood being washed ashore was connected to the delicate operation to remove the last containers from the hull of the **Napoli**. The containers - the last of which was taken off the ship last week - are being stored at Portland while discussions are ongoing as to how the **Napoli** can be re-floated.

A coastguard spokesman said: "It's important people tell us if they see debris on the shore so we can let the relevant people know and they can clear it up."

It was another busy weekend for coastguards, including a drama off Portland when a boat seen drifting to the east of the island sank suddenly.

The coastguard helicopter searched the area, but investigations later revealed there was no-one on board and the

owner was located ashore.

Elsewhere, a windsurfer thought to be in difficulty in Portland Harbour was watched by coastguards. He was helped ashore by the lifeboat but was not hurt.

The passenger ferry **Ktoo** came to the rescue of a power boat which broke down off White Nothe. It was met by coastguards in Weymouth.

The coastguard helicopter was scrambled and **Weymouth Lifeboat** launched to search for two people overdue from a dive off White



Nothe. The pair were safely recovered before the units arrived on scene.

The vessel **Kit 5** reported a catamaran named **Cavalier** dragging its anchor in Studland Bay with one person in the cabin. The skipper on **Cavalier** confirmed there was no problem.

Coastguards at West Bay who checked out a man standing on top of East Cliff found he was fine and enjoying the view. The coastguard helicopter helped to look for a windsurfer clinging onto a mooring in Poole Harbour. He was recovered by a passing dinghy.



## Kustwacht onderschept 300 kilo verdovende middelen in gezamenlijke actie op Aruba



De Kustwacht voor de Nederlandse Antillen en Aruba in samenwerking met Sectie Georganiseerde Criminaliteit en Warda nos Costa hebben in de nacht van 21 mei tijdens een patrouille, ongeveer 300 kilo verdovende middelen onderschept. De verdovende middelen waren verpakt in 15 balen en werd vervoerd in een vissersboot. De verdovende middelen en het bootje zijn in beslag genomen. De opvarenden zijn aangehouden.

In de nacht van 21 mei omstreeks 00.30 uur nam een eenheid van de Kustwacht een onverlichte vissersboot '**Canelita**' waar op ongeveer drie eneenhalve mijl ten zuiden van Paardenbaai (Aruba). Tijdens een controle werden op het bootje ongeveer 300 kilo verdovende middelen aangetroffen verpakt in 15 balen. Tevens was er ongeveer 300 kilo vis aan boord. De

Kustwacht heeft de verdovende middelen en de zeven opvarenden, allen van Colombiaanse nationaliteit, overgedragen aan de SGC. De lading vis is overgedragen aan het slachthuis. De boot is opgebracht naar Barcadera.

De zaak is overgedragen aan de Sectie Georganiseerde Criminaliteit (SGC).

## HARLINGEN > TERSCHELLING RACE 2007



Het team van de **Port of Rotterdam** heeft de oversteek gemaakt in 3 uur en 1 minuut en zijn als 33ste in het algemeen klassement binnen gekomen. Van de 129 herensloepen hebben ze het dus goed gedaan. En gezien de weersomstandigheden ook nog een aardige tijd neergezet.

**Foto : Patrick van der Linden ©**

## Obese tourist airlifted from cruise ship

An ill American tourist had to be winched off a cruise ship by helicopter because he weighed too much to be evacuated by boat, British media reports say.

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The 203-kilogram man became sick with gastric problems aboard a luxury cruise ship anchored in the Firth of Forth near Edinburgh in Scotland on Saturday, the BBC says.

The local coast guard realised a lifeboat transfer of the man was impossible, so a Royal Air Force Sea King helicopter was called in to winch him off the ship. The Sea King helicopter, which can carry 9.5 tonnes, flew the man to an Edinburgh hospital where fire crews transferred him into the building, the report said.

A coastguard spokesman told Scottish newspaper The Herald the man's weight made a water transfer "impossible".

"He was a very hefty man. We would have gone for a helicopter no matter what," he said. "The logistics of a lifeboat coming out alongside a ship were impractical. We had to get him quickly to hospital so we had to get a helicopter.

"The winch could cope with it. If he was too heavy for the wire the helicopter would have said so and we would have to find alternative means." The rescued man underwent emergency surgery and was recovering in hospital, the reports said.



The re-floated **MIGHTY SERVANT 3** seen from the **TAKLIFT 7**

Photo : Crew **TAKLIFT 7** ©

# Latest 11 000 TEU vessel named

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Maersk Line's latest 11 000 TEU newbuilding, the **Ebba Maersk**, was named May 21<sup>st</sup>. Like her four predecessors, she is part of a series of the world's largest container vessels. Environmentally-friendly silicone paint covers the hull of the vessel below the waterline – reducing water resistance and cutting the vessel's fuel consumption by 1 200 tonnes per year.



The **SPRING BOB** seen in Rotterdam  
Photo : Lenie Kleingeld ©

## Divers find body in sunken SKorean vessel

Chinese divers have recovered a body from a South Korean freighter that sank after colliding with a Chinese ship, leaving 16 sailors missing, state media reported on Tuesday. Divers found the body in the cabin of the '**Golden Rose**' which sank in the Yellow Sea, Xinhua news agency said, quoting official sources.

It gave no other details on the body. Searchers had earlier recovered life rafts from the ship but no survivors were found, it said.

The South Korean freighter, loaded with nearly 6,000 tonnes of steel, sank after colliding with the '**Jinsheng**,' a ship registered in St. Vincent but owned by a Chinese company. The accident occurred May 12 in pre-dawn darkness and fog off the Chinese coast near the port of Yantai.

The 16 missing sailors comprise eight South Korean nationals, seven from Myanmar and one from Indonesia.

The incident sparked anger in South Korea because the **Jinsheng** crew failed to offer aid to the stricken vessel and did not report the incident until nine hours later. The ship returned safely to Yantai. Chinese officials last week said hopes of finding anyone alive were slim.

## CASUALTY REPORTING

## Oil leaks off Ulsan after ship collision

Two local cargo ships collided at sea off the southern port city of Ulsan Monday night, causing gasoline and light oil to leak from one of the ships, maritime police said Tuesday.

No injuries or property damage to offshore fish farms have.

## Sierra Leone vessel sinks off Karachi harbour: all 11 crewmembers rescued

A Sierra Leone flag vessel has sunk some 130 nautical miles south of Karachi harbour, however the Pakistani authorities rescued 11 crewmembers after intercepting SOS call on Monday.

Experts said that the cause of ship damage could not be ascertained as what exactly happened to the vessel which was seen at the site in a 35-degree list (tilt) position and after over 10 hours the vessel sunk. "It is likely to be a damaged hull of the ship, which ultimately led to its sinking," the experts believed.

The Maritime Security Agency rescued 11 crewmembers, of which 9 crew were Indian nationals while two Sri Lankans.

Sources in maritime sector said that the 37-year-old cargo vessel registered as "MV **Marium Trans**" flying Sierra Leone flag was loaded with scrap picked from an Iraqi port for onward delivery to India.

The Public Relations Officer of MSA, Lieutenant Commander Atiq-ur-Rehman Khattak told Business Recorder: "The vessel sent an SOS, which was intercepted by the MSA's Maritime Rescue Co-ordination Center which immediately dispatched the authority's aircraft 'Defender' to initiate rescue operation at the site of ship casualty."

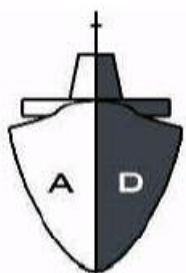
He said the 'Defender' reached the spot and threw life raft usually used for rescue ship-crew. The 11 crewmembers were already in the sea and swam to the raft safely, the time the Defender reached the site, he added. In the meanwhile, an Indian oil tanker 'MT **Front Maple**' that was passing through the site of the casualty, picked-up the ill-fated crew and left the place, Khattak said.

The ship was managed by Adamant Equities Limited based in British Virgin Islands. The ship was built in 1970 with a 2,478 gross weight tonnage, bearing International Maritime Organisation No: 6919227.

### NAVY NEWS

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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)

## ROYAL NAVY ORDERS NEW SUBMARINE

A nuclear-powered submarine to be called **HMS Audacious** was ordered May 21<sup>st</sup>.

It is the first time the Royal Navy has had a warship with this name since the First World War. The last was a battleship that was mined and sunk in 1914.

The latest incarnation is the fourth of the **Astute class**, which will replace Swiftsure and Trafalgar class boats. The first three, **HMS Astute**, **HMS Ambush**, and **HMS Artful**, all built by BAE Systems, will cost a total of £3.65 billion.



The first of them, **HMS Astute**, is to be launched next month. The 7,800-tonne **Astute class** submarines are the largest and most powerful attack submarines ever built in Britain. They are 320ft (97m) in length and equipped with Tomahawk cruise missiles and Spearfish torpedoes.

## Navy in archaeological dive on midget sub

Australian Navy divers have inspected the wreckage of the World War 2 Japanese midget submarine lying in Sydney Harbour. The divers were assessing the condition of the wreck and obtaining crucial archaeological information, environment minister Malcolm Turnbull said.

"The dive... will help us piece together what happened to the **M24** in its final hours," he said. "(And) the inspection... will allow archaeologists to analyse the physical and chemical condition of the hull and associated relics, assess any possible battle damage and the status of the undetonated scuttling charges."

"(It will also) provide further clues as to whether the remains of the submariners are still aboard." The minister said the remains of the vessel's commander, Sub-Lieutenant Katsuhisa Ban, and navigator Petty Officer Memoru Ashibe are presumed to be still there.

Navy divers collected sand from the seabed during the dive which will be presented to relatives of the two seamen in a ceremony later this year.

The exact location of the wreck has been kept secret since it was discovered by amateur divers off Bungan Head in Sydney last year. The submarine disappeared after an attack on Sydney Harbour in 1942.

## Critical shortages in personnel, delays arrival of Canterbury

The National Party says Defence personnel shortages are to blame for the late delivery of the first of seven new navy ships.

The multi-role vessel **Canterbury** is due to arrive in New Zealand next month - six months behind schedule. National defence spokesperson Wayne Mapp says there are critical shortages in personnel with technical skills, which is a real challenge in view of the commissioning of seven new ships.

Defence Minister Phil Goff admits the addition of seven ships to the navy puts pressure on staffing, but says the delay relates to issues regarding the **Canterbury** itself. One was a problem with its rudder. The ship is due to arrive in Lyttleton on 28 June. The other six ships are all due by early 2008.

## Norfolk-bound ship saves Ukrainian crew

The Norfolk-bound sailors of the **USS Anzio** stopped on their way home to rescue the crew of a sinking ship.

The guided missile cruiser **Anzio**, part of the **Dwight D. Eisenhower Strike Group** on its way home from an eight-month deployment, picked up a distress signal from the Ukrainian sailing vessel **Amerauto**, which was sinking about 425 miles from Bermuda.

Because three **Anzio** crew members speak fluent Russian, they were able to communicate with the four Ukrainian sailors aboard the **Amerauto**. They determined that the 34-foot vessel was taking on water, had problems with its bilge pump and its generator, and had an ill sailor. The **Amerauto** also had only three days' worth of food left and no propane to cook.



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Vladimir Moskovkin, a gas turbine systems technician aboard the **Anzio**, said in a press release: "You could hear the desperation in their voices as they kept repeating that their situation was severe." All four Ukrainian sailors were taken aboard the **Anzio** and are doing well, the press release said.

Capt. Perry Bingham, the commanding officer of the **Anzio**, said the ship had assisted four vessels in distress during its deployment.

"In all four cases, it may be the first and only interaction these mariners have with Americans, and I think we left them with a very positive impression that they will take back to their homes," Bingham said.

# US Navy Names New Destroyers

Secretary of the Navy Donald Winter has announced the names for the U.S. Navy's two newest Arleigh Burke-class guided-missile destroyers (DDG) to honor two American heroes famous for their naval service.

**DDG 110** will be named the **USS William P. Lawrence** to honor Vice Adm. William P. Lawrence, who served nearly six years as a prisoner of war (POW) in North Vietnam and later as superintendent of the Naval Academy.

Lawrence was born January 13, 1930, in Nashville, Tenn. He graduated from the U.S. Naval Academy in 1951. At the Naval Academy, he played three varsity sports and was president and brigade commander, in which capacity he helped establish the Brigade Honor concept. He graduated from the Naval Air Test Center as an honor graduate and in 1958 was the first naval aviator to fly twice the speed of sound.

During the Vietnam War, as commanding officer of Fighter Squadron 143, Lawrence earned the Silver Star for a strike against a heavily defended target in North Vietnam. He completed his mission, but was captured after his aircraft went down and he remained a POW until March 1973. He earned the Distinguished Service Medal for his leadership to fellow POWs. Along with fellow prisoner and naval aviator, Vice Adm. James Stockdale, Lawrence became noted for resistance to his captors.

"[Lawrence] repeatedly paid the price for being perceived by the enemy as a source of their troubles through his high crime of leadership. He could not be intimidated and never gave up the ship," said Stockdale.

Following promotion to rear admiral in 1974, he served as commander, Light Attack Wing, U.S. Pacific Fleet; director Aviation Programs Division on the staff of the chief of Naval Operations; assistant deputy chief of Naval Operations (Air Warfare). In August 1978, he became superintendent of the Naval Academy and subsequently served as commander 3rd Fleet and chief of naval personnel, retiring in 1986.

**DDG 111** will be named the **USS Spruance** to honor Adm. Raymond A. Spruance, whose calm and decisive leadership in command of Task Force 16 at the Battle of Midway contributed to the pivotal American victory.

Spruance was born in Baltimore, on July 3, 1886. He graduated from the U.S. Naval Academy in 1906. His career was extensive, including command of five destroyers and the Battleship Mississippi.

In the first months of World War II in the Pacific, Spruance commanded a cruiser division. He led Task Force 16, with two aircraft carriers, during the Battle of Midway. Spruance's disposition of forces and management of available aircraft proved to be brilliant. His decisions during that action were important to its outcome, which changed the course of the war with Japan.

After the Battle of Midway, he became chief of staff to the commander in chief, U.S. Pacific Fleet and Pacific Ocean areas and later was deputy commander in chief. In mid-1943, he was given command of the Central Pacific Force, which became the 5th Fleet in April 1944. While holding that command in 1943-45, with the USS Indianapolis (CA-35) as his usual flagship, Spruance directed the campaigns that captured the Gilberts, Marshalls, Marianas, Iwo Jima and Okinawa and defeated the Japanese fleet in the June 1944 Battle of Philippine Sea.

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Spruance held command of the Pacific Fleet in late 1945 and early 1946. He then served as president of the Naval War College until retiring from the Navy in July 1948. In 1952-55, he was ambassador to the Philippines. Spruance died in Pebble Beach, Calif., on Dec. 13, 1969.

William P. Lawrence and Spruance will provide dynamic multimission platforms to lead the Navy into the future. Using a gas turbine propulsion system the ship can operate independently or as part of carrier battle groups, surface action groups, amphibious ready groups, and underway replenishment groups.

Combat systems center around the Aegis combat system and the SPY-ID, multifunction phased array radar. The combination of Aegis, the Vertical Launching System, an advanced anti-submarine warfare system, advanced anti-aircraft missiles and Tomahawk, the Arleigh Burke-class continues the revolution at sea.

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[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)

## Shipyard Group Eyes Expansion

A group of domestic shipyard operators belonging to the Metro Manila Shipyard Association, Inc. (MMSAI) is eyeing this premier Freeport zone as the site for its future expansion program to accommodate the growing fleet requirements of the local shipping industry, the Daily Tribune said. MMSAI president Edison Sy of Asian Slipways Corp. said that the existing ship repair and shipbuilding facilities being operated by its members along the Navotas-Malabon river system could no longer accommodate its expansion program and the Subic Freeport is the most viable site for this purpose.

The MMSAI which conducted site inspection here was headed by its president Edison Sy of Asian Slipway Corp., vice president Vic Ignacio of Elfa Shipyard Corp., members Joey Magallanes of Frabelle Shipyard Corp., German Calusay of RBL Shipyard Corp., Rolly Del Rosario and Jojo Sapit of Pier 44 Shipyard and Development Corp., Art Balahadia and Jun Pascual of Josefa Slipways, Juanito Acierto of R Shipyard and Realty Development Corp., Guillermo Yambao, Cornelia Bilongilot, and Priscila Cruz of RPR Slipways and Shiplift System, and Rey Coronel of Jocfer MarineCorp.

## Japanese shipyards' April orders dive 40% from March

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New ship construction orders at Japanese yards dropped more than 40 per cent in April versus the previous month, signalling capacity constraints following a wave of orders seen in recent months, industry sources said.

In April, a total of 1.082 million gross tonnes or 24 new vessels were put on order with Japanese shipbuilders, down 747,843 gross tonnes or 20 vessels from March, data from the Japan Ship Centre showed.

April's orders were 24.6 per cent lower when compared to the same period in 2006. Contracts for the combined orders were about US\$943 million, data from the Japan Ship Centre showed.

Nine orders were paid for in US dollar cash payments, while 15 vessels were paid for in Japanese yen cash payments.

Analysts said that the plunge in the order book could be a sign that the Japanese yards are now facing bottlenecks beyond 2009. 'This is a sign that the yards are backing up again, and they are probably going to be at capacity past 2011 and 2012,' a Hong Kong-based shipping analyst with a US bank said.

A total of the 22 ships placed on order were slated for export, of which about 60 per cent were for bulk carriers.

The one oil tanker order was for domestic requirements. Bulk carriers are typically used for the transportation of raw materials and commodities such as coal and iron ore.

Average Baltic Exchange time charter rates for capesize vessels, ships typically over 80,000 tonnes, hit a record high earlier this month at about US\$114,000.

## Two AHTS vessels ordered from Damen Shipyards



Croatian operator orders after successful delivery of previous order.

Following the successful building and delivery of the Damen Fast Crew Supplier 3507 (**Silni**), Brodospas has now ordered 2 **Anchor Handling Tug Supply (AHTS) Vessels 6315**.

Construction will take place at Damen Shipyards Galati in Romania and the delivery of both vessels is scheduled for 2009.

Brodospas, the well established Croatian operator with their main office in Split, operates supply boats, anchor handlers and tugs. The newly ordered vessels will boost the fleet renewal program which started with the **Silni**.



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The vessels will be deployed worldwide however since the main activities of Brodospas are currently in Mediterranean it is most likely that the vessels will start there.

The **AHTS 6315** is one of the latest designs from the Damen Offshore Series. The Offshore Series include both AHTS and PSV type of vessels covering a bollard pull range from 80 to 160 ton (AHTS) and a deadweight range varying from 2000 to 4500 ton (PSV).

The Brodospas vessels will have the following main characteristics:

Length approx.: 64.00 m  
Breadth: 15.00 m  
Draft design: 5.00 m  
Speed: 15 knots  
Bollard pull: 120 ton  
Deadweight approx.: 1525 ton

The vessels will be classed by Bureau Veritas and the Croatian Register. The notation includes FiFi-1 and DP-2. Ample tank capacity is available for fuel oil, potable water, ballast & drill water, dry bulk, liquid mud, brine and recovered oil. Accommodation is provided for 29 persons divided over single, double and quadruple cabins.

## STX Shipbuilding wins 239 bln won order

STX Shipbuilding Co., the world's seventh-largest shipbuilder, said Tuesday it had secured a 239 billion won (US\$257 million) order from a South Korean company to build six bulk carriers.

The order calls for STX Shipbuilding to deliver the vessels by June 2010, the company said in a regulatory filing.

South Korea, home to seven of the world's top 10 shipyards, clinched record-high orders last year because of strong demand for crude carriers and offshore exploration equipment amid lofty oil prices.

South Korean shipbuilders such as Hyundai Heavy Industries Co. and Samsung Heavy Industries Co. are expected to see their exports rise 18 percent to \$26 billion this year on the back of continuous demand for high-end ships and other products.

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E-mail : [mail@workships.nl](mailto:mail@workships.nl)  
Website : [www.workships.nl](http://www.workships.nl)



The **CAPTAIN BUD** seen in the Gulf of Mexico

Photo : Willem Dijkstra ©

## Grand Alliance's New Service Concept

The Grand Alliance members Hapag-Lloyd, NYK and OOCL are adjusting their service concept on the Trans Pacific during the main season in summer to meet customer requirements even more effectively. The East Coast South (ECS) and East Coast North (ECN) will be reconfigured to offer more diverse loading options and optimal transit time from South, North and Central China.

The South China East Coast Express (SCE) will serve Taiwan and South China by calling at Kaohsiung, Shekou, Hong Kong, New York, Norfolk and Savannah. The North & Central China East Coast Express (NCE) will serve Korea as well as North and Central China by calling at Pusan, Dalian, Xingang, Qingdao, Ningbo, Shanghai, New York, Norfolk and Savannah. Each service loop will deploy 8 ships with capacities of between 3,500 and 4,400 TEU. Both services will start from the middle of June.

Through this reconfiguration, the Grand Alliance will further enhance their All Water service by offering competitive products from major Asian ports. Transit time from Hong Kong to New York and Shanghai to New York will be 23 days and 21 days respectively.

## Cruise ship to be based in Australia year-round

Princess Cruises today announced it will base **Sun Princess** in Australia full time, in a move which will see its capacity in the local market grow by almost 350 per cent. The 77,000-ton **Sun Princess** will be the largest cruise ship ever to be based in Australia when she debuts in Sydney in November 2007.

Carrying 1950 passengers, the ship will offer cruises from three homeports - Sydney, Melbourne and Fremantle - throughout 2008, including the longest ever round-trip voyage from Australia – a 75-night "Grand Pacific World Cruise".

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Princess Cruises' acting managing director in Australia, Dean Brown, said Princess Cruises' decision to base a ship full time in Australia was a first for the US-based cruise line, and followed strong demand from Australians for a premium cruising experience.

Brown said **Sun Princess** would be joined over the 2008-09 summer by her sister ship, **Dawn Princess**, which will operate a season of cruises from Sydney, while **Sun Princess** sails from Melbourne.



The **ELEONORA MAERSK** seen arriving in Rotterdam-Europoort

Photo : Harry van den Berg ©

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The brand new **EMERALD PRINCESS** and the **ROYAL PRINCESS** (ex R-EIGHT, ex MINERVA II) both of Princess Cruises moored at Santorini May 12th, 2007. The planned naming ceremony of the ships did not take place because of the accident with the **SEA DIAMOND** in April on the same spot."

Photo : Marius Esman ©



## **Gulf Agency buys Norway's Olsen**

The Dubai-based logistics operator Gulf Agency Company (GAC) Group yesterday said it has acquired an 80 per cent stake in Ole R Olsen (ORO), Norway's oldest shipping agency.

This follows a strong and positive half-year strategic alliance between GAC and ORO.

GAC purchased the shares of ORO's retiring President Frank Toftesund. The remaining 20 per cent of the shares are held by ORO's Managing Director Ahmad Zsoy, who will continue to head the new entity GAC-ORO.

The merger brings together GAC's global connections with ORO's 162 years of maritime experience in Norway and its support for Oslo's oil installations in the North Sea.

Established in Bergen, Norway in 1845, ORO's headquarters are in Mongstad, home to the country's biggest oil, gas and product terminal. Toftesund said the merger had been driven by the recognition that the two companies shared a strong business philosophy bolstered by a common Scandinavian heritage. This, he believed, will remain deeply rooted in the new entity.

"Our partnership with GAC over the past six months has convinced us that closer ties will add strength to ORO's operations and our long-term personal relationships with customers," he said. "The continuing leadership of Ahmet Zsoy will also ensure stability."

## **Two gas terminals to be set up at Port Qasim**

The ground-breaking of two important projects, dedicated floating liquefied natural gas (LNG) and dedicated liquefied petroleum gas (LPG) is likely to take place at Port Qasim some time in the last week of this month.

The LNG terminal is being set up by Associated Group and Pakistan GasPort Ltd, and the LPG terminal has been sponsored by KUB Malaysia Berhad (KUB), Progas Energy Ltd (PEL) and National Logistics Cell (NLC). Both projects are being set up on 'build, operate and transfer' (BOT) basis.

The LNG terminal would be completed in 30 months' time at a cost of \$160 million and, according to the estimates, total income to PQA in 30 years would be \$142 million. The terminal would be able to handle 75,000 dwt vessels and would have capability to handle not less than three million tonnes material per year.

The concession has been granted on non-exclusive basis for 30 years, with PQA retaining its right to offer setting up of similar terminal to other parties at Port Qasim.

The company shall maintain sufficient depth in the channel at all times to accommodate ships drawing draught up to 12 metres. The company will be responsible for the capital dredging of the berthing basin, the approach channel and turning basin for floating LNG terminal.

It shall also be responsible for the maintenance dredging of the berthing basin and maintain the berthing basin only, whereas PQA would be responsible for the maintenance dredging of the approach channel and the turning basin.

The location for dumping of dredging material will be decided between PQA and the Company, based on relevant studies by the company. The cost of capital dredging of turning basin only will be recovered by the Company by paying 50 percent of applicable royalty to PQA in the amount equal to the capital dredging cost thereof, and the Company will not charge any interest, on the amount so adjustable, from PQA.

The implementation agreement was signed with Pakistan GasPort Ltd on April 28, 2007. The LPG terminal is being set up by Progas Pakistan (Private) Ltd, formerly Keloil (Private) Ltd (Malaysian Company). Total cost of the project is \$25 million with 62:38 debt equity ratio.

It would be able to handle two million tonnes material and handle 50,000 dwt vessels. The concession has been granted for a period of 30 years on non-exclusive basis. PQA would retain the right to offer setting up of similar terminals to other parties.

## **Georgia, Russia Agree on Regular Rail Ferry Service**

Chief of Georgian Railway Irakli Ezugbaia and his Russian counterpart Vladimir Yakunin have agreed to launch a regular rail ferry service between the Georgian port of Poti and Russia's port of Kavkaz on the Black Sea, the Georgian Railway Company said on May 21.

The agreement was reached on a sideline of a meeting of Railway Transport Council of Commonwealth of Independent States in Kazakhstan on May 19. A rail ferry service was launched between Poti and Kavkaz in 2005 and only three pilot trips were conducted; additional similar trip was conducted once in April 2007.

Currently there is no transport link between the two countries. Russia cut air, sea, land and railway links, and postal communication with Georgia last October, following spy row

## **MOVEMENTS**

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**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 **OCEAN CRYSTAL** seen in Santos, loading soya for China.

**Photo : Gustavo Sousa ©**



The **MSC KATERINA** seen in Felixstowe  
Photo : Derek Sands ©

## OLDIE – FROM THE SHOEBOX



The **LLOYDSMAN** seen moored alongside the **TUNDRA BREEZE** on April 19th 1972  
Photo : [www.maritimephoto.com](http://www.maritimephoto.com)

The **LLOYDSMAN** was built during 1971 at Rob Caledon shipyard in Leith under yard number 509 for United Towing in Hull, the tug was powered by 16.000 hp giving the tug a bollard pull of 150 ton for a top speed of 18 knots, in 1979 the tug was sold to SELCO and finally the tug was scrapped in Karachi.

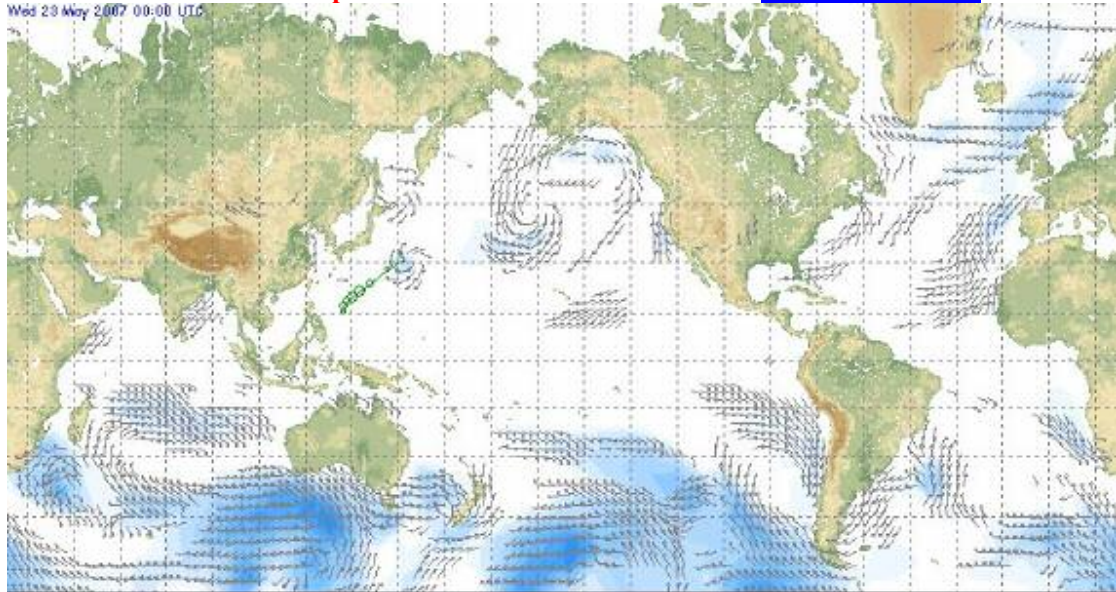


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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

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

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 130



The US Coast Guard Cutter **WHEC 721 GALLATIN** seen arriving in Willemstad (Curacao)

**Photo : Kees Bustraan ©**

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