

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 149



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The **STAR PRINCESS** – Photo : Peter de Decker ©

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EVENTS, INCIDENTS & OPERATIONS



The latest addition to the Spanish Coast Guard the **DON INDA** seen fitting out at the builders, the oil spill response vessel is equipped with oil spill arms of **Kampers Oil Spill Equipment B.V. (KOSQ)**, Puttershoek (Netherlands)

Photo's : Ary van den Adel ©

MARITIEM EVENEMENT TERSCHELLING

ter gelegenheid van het 100-jarig bestaan van de oudste ijzeren motorreddingboot ter wereld,
'Jhr. J.W.H. Rutgers van Rozenburg'
en herdoop van de enige nog varende roeireddingboot 'Secretaris Schumacher', gebouwd in 1900

7 en 8 september 2007



SYMPOSIUM en VLOOTSCHOUW
voormalige en actieve reddingboten en
historische loodsvaarttuigen (gelegenheid voor
publiek om mee te varen) - exposities -
zeemannsverhalen - films - maritieme excursies.
Locaties: West-Terschelling; Maritiem Instituut
Willem Barentsz, jachthaven, Schultengat.

Op vrijdag 7 september a.s. organiseert de Stichting behoud **Oudste Motorreddingboot ter Wereld** te Terschelling in het gebouw van de hogere zeevaartschool een symposium over "**De betekenis van het Behoud van voormalige reddingboten als cultuurbezit**". Dit ter gelegenheid van de 100 ste verjaardag van de gerestaureerde oudste motorreddingboot ter wereld "**Jhr. J.W. H. Rutgers van Rozenburg**".

Iedere belangstellende is welkom, kosten € 35 inclusief lunch. (De kosten zijn zo laag dankzij sponsoring). Opgave: Stichting Behoud, Legerbosweg 3, 8896 JM Terschelling, tel. 0562 44 83 07.

Aan het eind van het symposium zal de gerestaureerde roeireddingboot "**Secretaris Schumacher**" (tot 1943 station Terheyde) feestelijk in gebruik worden genomen als enige nog varende roeireddingboot in Nederland. Dit scheepje zal evenals de "**Jhr. J.W.H. Rutgers van Rozenburg**" onder de vlag van het museum 't Behouden Huys worden gebracht voor de vaart met toeristen.



provinsje Fryslân
provincie Fryslân



delta lloyd



Er komen ca. 20 voormalige reddingboten en een aantal boten van de KNRM naar Terschelling. Zij zullen met andere schepen op zaterdag 8 september "open" voor het publiek zijn en een vlootschouw houden die aan boord van de zeesleepboot "**Holland**" door de burgemeester van Terschelling, Mr. J.M. Visser, zal worden afgenomen. Aansluitend zullen een aantal historische fotosessies met een aantal boten worden gehouden.

Oil spill gear closer to grounded ship

Equipment to contain an oil spill is being moved from Newcastle port to a holding area near the stranded ship **Pasha Bulker** as a "precautionary measure" only, authorities say.

Port corporation chief Gary Webb said the gear was being moved to a carpark at Nobby's Beach, where it can be moved quickly in the event of a fuel leak from the 225-metre bulk carrier, which has been wedged on a sandbar since Friday.



Photo : Greg Clifford ©

"Equipment for salvage and oil pollution response has arrived in Newcastle and will continue to do so," Mr Webb said.

"Oil pollution equipment is being taken to Nobby's Beach as a precautionary measure as the salvage team continues its detailed assessment of the vessel."

The team has found a breach in the vessel's outer hull but a secondary inner hull remains intact. Mr Webb said work aboard the vessel continued on Wednesday to fill or "ballast" a massive cargo hold with seawater, in a bid to fix the ship more firmly on the seafloor and prevent any further movement and potential damage.

Work also continued to pump the ship's load of fuel into higher parts of the vessel, away from vulnerable areas. The Melbourne-based tug boat **Keera** arrived in Newcastle joining the **Woonah**, from Sydney, which arrived on Monday.

These vessels, along with a further "anchor handling vessel", will be used in the plan to refloat the **Pasha Bulker** and tow it back into open waters. Preparatory work on how this will be achieved is now underway.

BV'S GOOD YEAR

FRENCH classification society Bureau Veritas may have failed to take over its German counterpart Germanischer Lloyd but it has reported an otherwise impressive year. Consolidated revenue for 2006 was up 12%, to euros1,846m - the

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seventh successive year of double-digit growth. Adjusted operating profit was up by 10% on the previous year, to euros268.3m. BV also had a 12% larger workforce, with 26,207 employees, by the end of the year.

BV says organic growth was especially strong in the marine and industry divisions - particularly in the oil and gas sector. In its Marine Business Review 2007, BV says that its classed fleet grew by 12.3% to 7,530 ships, totalling 54.6 m gt.

BV's share of the world newbuilding orderbook reached 11.5% in terms of gross tonnage, and over 15% by numbers of numbers of ships. BV says it took an 18% share of new bulkers following investment in CSR rules, tools development, design analysis and training for yards.



The **BALTIC STONE** seen enroute Rotterdam – Photo : Lenie Kleingeld ©



Ulstein points X-bow at new markets



Ulstein Group is planning to take its revolutionary X-Bow design beyond the offshore sector. "The principle features of the Ulstein X-Bow are as relevant for a number of merchant vessel applications as they have proven to be for offshore applications," says managing director in Ulstein Design Rolf Inge Roth.

Heading the development of new concepts utilizing the X-Bow for merchant applications is Cem Akture, technical manager of Ulstein Es-Cad.

The design and engineering company Ulstein Es-Cad was

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founded in 2006 to increase the engineering capacity of the Ulstein Group. Ulstein Es-Cad and Ulstein Design have already developed a concept containership design utilizing the X-Bow.

Ulstein Es-Cad is located in Istanbul , Turkey, and has 14 employees. The original company, ES-CAD, was founded 5 years ago, and the general manager, Engin Sezen, and technical manager, Cem Aktöre, are partners in the new Ulstein company.

"The features of Ulstein X-Bow directly translate to enhanced profitability by increasing the earnings potential and reducing the operating costs of vessels, while also offering environmental advantages," says Aktüre.

Advantages claimed for the X-BOW include:

- Higher transit speed in adverse weather conditions
- Reduced fuel consumption in head seas and following seas
- Reduced fuel consumption in ballast condition due to improved lightweight distribution
- Negligible slamming reducing the risk of damage to the vessel
- Lower pitch and heave accelerations, and enhanced protection of cargo areas reducing the risk of loss or damage of cargo
- Increased payload capacity for certain applications and configurations

Small and medium sized vessels engaged in regional trades are particularly well set to capitalize on the benefits offered by the X-Bow and Ulstein is currently evaluating its use on container feeder vessels, ro-ro vessels and certain general cargo vessels.



The **MORNING CHORUS** seen in Rotterdam – Europoort
Photo : Ton Holtkamp ©

Gaat rederij Ferryways failliet?

De Oostendse rederij Ferryways dreigt volgens de vakbonden failliet te gaan. Ferryways verzorgt het vrachtvervoer tussen Oostende en Groot-Brittannië en is nog maar pas overgenomen door de Antwerpse groep Cobelfret. Maar het bedrijf heeft financiële problemen en alle activiteiten zijn woensdagavond stilgelegd.

De bonden gaan ervan uit dat het bedrijf donderdag het faillissement zal aanvragen. Bij Ferryways werken zo'n 100 mensen.

CASUALTY REPORTING



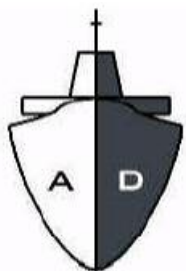
Transpetro tanker aground off Rio

Transpetro-operated products carrier **Torm Signe** ran aground on Saturday in Guanabara Bay, Rio de Janeiro. The 72,718-dwt, Singapore-registered vessel was carrying 55,000 tonnes of cargo when it grounded in strong winds and poor visibility. The ship had been trying to anchor when the incident occurred. News of the grounding has been patchy, but a Petrobras spokesman has confirmed the ship has a double hull and no oil has leaked into the sea. Petrobras has put its contingency plan into action, and has been in contact with local environmental agencies.

NAVY NEWS

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The French **L 9014 TONNERRE** visited the port of Rio de Janeiro

Photo : Luiz Padilha ©

Zeegaand hoofdkwartier bezoekt Curaçao

Met een lengte van 176 meter, een breedte van 29 meter en een totale hoogte van 53 meter – van kiel tot mast – is het 'Landing Platform Dock' **Johan de Witt** het grootste schip van de Koninklijke Marine. Vandaag vrijdag 15 juni om 08.00 uur meert dit imposante schip af aan de Megapier te Willemstad. Hier test de nieuwste aanwinst van de vloot haar operationele inzetbaarheid in warme weersomstandigheden.

In de '**Defensienota 2000**' maakte de politiek bekend dat er grote behoefte bestond aan een zeegaand hoofdkwartier voor missies ver van Nederland en in oorden waar havens niet altijd veilig of toegankelijk zijn. De bouw van een tweede '**Landing Platform Dock**' (LPD-2) bood de uitkomst. De Vlissingse scheepswerf de 'Koninklijke Schelde Groep' verwerkte in drie jaar tijd maar liefst 6.500 ton staal tot een unieke staaltje voortschrijdend inzicht: de **Johan de Witt**.

Met uitgebreide commando-, communicatie-, computer- en informatietechnologiefaciliteiten kan de **Johan de Witt** als commandoheadkwartier voor een (inter)nationale staf fungeren. Toch zal het schip niet alleen als zeegaand hoofdkwartier het ruime sop kiezen. Het uitvoeren van amfibische operaties blijft een hoofdtaak. In die hoedanigheid is het schip in staat om een volledig uitgerust mariniersbataljon te embarkeren, accommoderen en te ondersteunen tijdens de landingsfase. In deze amfibische rol kan het Landing Platform Dock dertig dagen onafgebroken en zonder bevoorrading op zee blijven. Bovendien kan het bij amfibische operaties de 'Landing Force' nog gedurende tien dagen van water, munitie, voedsel en medische zorg voorzien. Met helikopters, twee grote landingsvaartuigen en vier kleinere landingsvaartuigen, beschikt het schip over een uitgebreide strategische transportcapaciteit. Daarnaast is de **Johan de Witt** uitgerust met uitvoerige medische faciliteiten. Juist deze transport en medische capaciteiten maken

het schip ook zeer geschikt voor het leveren van humanitaire hulp of evacuatieoperaties.

Na de doop van het LPD-2 in mei 2006 begon de **Johan de Witt** aan haar proefvaart.

Foto : Piet Sinke ©

Omdat het schip overal ter wereld en onder alle klimatologische omstandigheden moet kunnen opereren, is het ook nodig om tests uit te voeren onder koude en warme weersomstandigheden. Daarom zette de **Johan de Witt** koers naar Zuid-Amerika en het Caraïbisch Gebied. Naast meerdere beproevingen nabij Brazilië, voert het schip op 19 juni nog een grote test uit in Piscadera Baai, Curaçao. Als alle beproevingen zijn uitgevoerd, wordt het schip officieel in dienst gesteld. Pas



dan mag de **Johan de Witt** het predikaat Harer Majesteits (Hr.Ms.) dragen.

The World's 10 Largest Military Exporters

Combined arms sales from the world's top 100 companies totaled 290 billion dollars for 2005. Some 40 of the largest exporters are based in the US, according to a Stockholm peace institute.

In its annual report on global military expenditures, the Stockholm International Peace Institute (SIPRI) said the US and Russia account for some 30 percent each of all world arms sales. European countries make up a good share of the rest of sales.

Of the importing countries, China and India were the largest, along with Israel, Saudi Arabia and the United Arab Emirates.

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In the report, SIPRI examined 100 top defense companies, 40 of which are based in the US and account for 63 percent of global arms sales. The 32 European companies included in the report had a 29-percent share while nine in Russia pulled in 2 percent of sales.

Here is a list of the 10 largest arms exporting countries in terms of billions of dollars in sales:

01. USA: 7.9
02. Russia: 6.7
03. Germany: 3.9
04. France: 1.6
05. Britain: 1.1
06. Netherlands: 1.5
07. Italy: 0.9
08. China: 0.6
09. Sweden: 0.5
10. Israel: 0.2

In its report, SIPRI also included statistics on the number of armed conflicts, personnel deployed in peacekeeping operations (167,000 worldwide of which 19,000 were non-military), nuclear weapons, energy and security policy.

SIPRI was created by the Swedish parliament as an independent foundation in 1966 and has been publishing its yearbooks ever since.

China - For the First Time In History

For the first time in history, a Chinese warship made a visit to a Japanese port. This is part of a program to rebuild good relations with Japan. Over the last few years, the government has allowed anger, over bad Japanese behaviour in China in the first half of the 20th Century, to get out of hand among the Chinese people. No more, and now Japan is officially a friendly neighbour (with a shady past, just in case.)

NEW SUBMARINE FOR KOREA

South Korea unveiled its newest attack submarine, the second 1,800-ton vessel in its submarine fleet, here on Wednesday. The diesel-powered submarine, developed in partnership with Howaldtswerke-Deutsche Werft AG, is named **Jeongji** after a Korean military officer of the Goryeo Dynasty (918-1392) who led Korean forces in a series of victories against the Japanese navy.

Jeongji's launch is another feat showing our will to maintain self-reliant defence and strengthen military capability, Defense Minister Kim Jang-soo said in his congratulatory speech during a ceremony held at a shipyard of Hyundai Heavy Industries in Ulsan, about 400 kilometers southeast of Seoul.

Also on hand were more than 200 senior naval officials, including Navy Chief of Staff Song Young-moo, and industry officials. Kim added that the world's top-level shipbuilding ability of South Korea will serve as the basis for the country's modernized navy and make a great contribution to the development of its defence capability.

The half-hour event was concluded when Kim, his wife, and other dignitaries broke a champagne bottle on the sub in accordance with navy tradition. The 65.3-meter-long, 6.3-meter-wide vessel can carry a crew of more than 40 and is equipped with torpedoes, mines, anti-warship guided missiles and the Air Independent Propulsion system, which is aimed at enhancing underwater operational capability.

Naval officials said the testing on **Jeongji** will continue until it is commissioned late next year. The South Korean Navy's only other 1,800-ton submarine was launched last June. South Korea owns several rather outdated 1,300-ton diesel-electric submarines, also made by the German company.

The country plans to launch its third 1,800-ton submarine next year and also aims to develop nine 3,000-ton submarines from 2010 to 2021 with its own technology. The navy has yet to decide on their fuel system.

Venezuela to invest USD 261 million in boats for the Navy

Venezuelan President Hugo Chávez authorized the Navy Commander Vice-admiral Benigno Remigio Calvo to enter into a USD 261 million "trade agreement" with Spanish firm Rodman Polyships for joint construction of 66 boats and purchase of construction material for other 40 units to be manufactured in Venezuela.

The second stage of this project is expected to be implemented in the Navy Unit of Careen Services.

According to the Official Gazette dated June 11, the operation is taking place under a strategic alliance entered into on October 16, 2005 in Vigo, Spain.

However, in April 2006, Navy Commander Vice-admiral Armando Laguna told reporters they would purchase a lower number of boats.

Laguna claimed they would buy 18 fiber glass fast-speed boats (24 for the Navy and 24 for the National Guard), in order to reinforce patrolling and fight drug traffic in Venezuela. Half the ships would be built by Rodman, and the other half would be manufactured in Venezuelan shipyards for USD 261 million

SHIPYARD NEWS

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Cecon orders third offshore construction vessel at Davie

Cecon ASA is exercising the first of four options with Davie Yards ASA. It covers construction of a Vik Sandvik VS4220 Offshore Construction Vessel four delivery in the third quarter of 2009.

Cecon currently has two vessels of this type. worth a total \$253 million, on order at Davie's Levis, Quebec, yard.



The first two vessels will each be equipped with a main crane with a lift capacity of 250 t at a water depth of 2,500 m.

The latest ship will be equipped a 400 t offshore crane, rated for 4,000 meters waterdepth but will otherwise be identical to the two vessels, currently under construction.

The vessels are 130 m long and 28 m wide with a deck area of 2,000 sq.m, DP Class 3, 100 man accommodation and a maximum transit speed of 16 knots, considered important for global operations in order to minimize

mobilisation time. The total estimated project cost for the contract is \$143 million, with an increment of approx \$10-12 million for the larger crane.

The investment will be financed through an equity private placement of up to NOK 285 million in Cecon ASA through a book-building process, an issue of \$13.75 million in equity to Davie Yards as part payment for the vessels, with the remaining financing to be secured through expected long-term bank debt. Pareto Securities ASA has been retained as financial advisors in relation to the private placement

VT Halter Marine and NOAA to Celebrate Keel Laying

VT Halter Marine Inc. and the National Oceanic and Atmospheric Administration will hold a combined keel-laying ceremony on June 15 for two NOAA ships under construction at VT Halter's Moss Point, Miss., shipyard. Bell M Shimada is the last of four fisheries survey vessels of the same design constructed for NOAA. Ferdinand R. Hassler is a small waterplane area twin hull coastal mapping vessel, the first of its class to be designed and constructed by VT Halter Marine. Both ships were named through NOAA ship-naming contests, an educational initiative held in the regions where the ships will be home ported. Both winning student teams will actively participate in the ceremony.

Rolls-Royce Wins \$163.2m Offshore Order



Rolls-Royce has won its largest ever offshore marine order worth \$163.2m. It will deliver designs and equipment for six new Rolls-Royce UT Design offshore service vessels to OSM Schiffahrt, a joint venture between the Nordcapital Group in Germany and Norwegian ship management group OSM. OSM Schiffahrt also has options for a further six vessels. The vessels - designed by Rolls-Royce and incorporating a range of its marine equipment, including Bergen diesel engines, deck machinery, thrusters and dynamic positioning systems - will be built by Korean and Norwegian yards. Four UT 786 CD deep water anchor handlers will be built at the Sekwang shipyard for delivery in the second half of 2009. Two UT 776 CD

platform supply vessels will be built at Aker Yards Brevik for delivery in 2009 and 2010.

Cape Town ship repairers unsure of future

The Cape Town ship repair industry is facing severe difficulties and it has sought the intervention of Western Cape premier Ebrahim Rasool, asking him to lobby the national government for commitments on the future development of infrastructure at the port.

Ship repair industries and the oil and gas sector are concerned about the uncertainty of their futures as Transnet and the National Ports Authority (NPA) have indicated a preference for transforming Cape Town port into a container port.

Fears are that relocation of ship repair and the oil and gas hub to Saldanha might lead to major job losses. Anthony Shkaidy, executive director of Cape Shiprepair, highlighted the plight of the industries at a media briefing yesterday, saying they were totally dependent on port infrastructure.

Shkaidy said Cape Shiprepair had taken the issue to the Provincial Development Council, where it gained support from the SA Oil and Gas Alliance, and labour. Since then a report was sent to Rasool and Tasneem Essop, MEC for development and tourism, who have both committed themselves to an industry summit expected to take place in August.

There is no benchmark of the industry but estimates have set its value at between R300m and R3bn, depending on what aspects of industry are measured.

Shkaidy stressed the urgency of the matter at the meeting with the NPA at which lower port tariffs were requested as well as a commitment to invest in infrastructure that dated back to the Second World War.

He said the industry had enormous growth potential. Karl Cloete, Numsa's provincial secretary, said no plans of how Transnet and NPA saw the development of the port had been made available to stakeholders. "They need to be made available to ensure that the workshops before the summit deliver meaningful results and culminate in comprehensive reports on the industry," he said.

Cloete said the NPA had to consider the broader economic consequences of turning Cape Town into a container port, since the two industries were identified in the province's growth and development strategy as key growth areas for job creation, job retention and skills development.

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The tanker 2004 built **Walnut Express** seen departing Otago harbour , New Zealand on June 12th .

Photo : Ross Walker ©

Eurotunnel signs railway partnership agreement with the Port of Dunkirk

Eurotunnel and the Port Autonome de Dunkerque (PAD) have, Wednesday 13 June 2007, signed a strategic partnership agreement with the intention of developing a coordinated approach to rail freight activities. Only 30 miles apart, Eurotunnel and the PAD manage major infrastructures on the French north coast which in 2006 transported a combined 74 million tones of goods. The combination of the land based and the sea ports means that there are many opportunities to share complimentary knowledge and many areas of common interest to explore. Following the success of its financial restructuring, Eurotunnel is concentrating on the re launch of rail freight as a major axis of development. The PAD has substantial rail infrastructure and is one of the leading ports in France for forwarding sea borne goods by rail.

The agreement between Eurotunnel and the PAD will focus on three specific areas of cooperation:

- The transport of containers unloaded at the dedicated terminal in the port of Dunkirk and subsequently forwarded to the UK by rail freight via the Channel Tunnel;
- The operation of rail links between Dunkirk, the coast and the multimodal platform at Dourges (Pas-de-Calais);
- The pooling of technical knowledge, particularly in the field of safety and railway operations.

The partnership agreement between Eurotunnel and the PAD was signed at the headquarters of the Communauté urbaine de Dunkerque, in the presence of its President, Michel Delebarre, previously a Minister of State in the French government, who wholeheartedly supports the partnership.

Jacques Gounon, Chairman and Chief Executive of Eurotunnel said, "This agreement shows that Eurotunnel is committing itself with determination to the path of development and confirms our intention to re-launch rail freight, transport which is good for the environment." Jean-Claude Terrier, Managing Director of the Port Autonome de Dunkerque, said "The contacts we have established over several years demonstrate how we complement each other in a number of areas. This agreement will enable us to put them into action"

Macs adds 1 842-TEU ship to its SA service

According to AXS-Alphaliner, Maritime Carrier Shipping (Macs) has chartered the 30 500-ton deadweight, 1 842-TEU capacity, ship – **Cape Darby** – for its Europe-SA multipurpose and breakbulk service. Another MACS ship, the 5952-gt heavylift cargo carrier **CHEYENNE** is back on the coast after a brief sojourn in the Far East. The vessel was acquired by MACS last year to seek out project cargo along the African coast.

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This brings the number of multipurpose ships deployed in this service (all in the 25 000-32 000-ton range) to eight - added to the full containership, the 957-TEU **Heinrich Sibum** - introduced last month.



42' pipe getting loaded on the barge **CPC3003**. Pipe will be transported for **QatarGasII** project in Qatar by Consolidated Pipe Carriers Singapore. Tugboat is **Nancy11**
Photo : Udo Borger ©

MOL'S NEW US-INDIA SERVICE

JAPANESE shipowner Mitsui OSK Lines is starting a new service directly connecting India and the US. MOL says: "The new East Coast service, the India-America Express, (IAX), will offer competitive transit times by taking full advantage of the Suez Canal."

It adds that the company expanding its Indian Ocean services with the IAX marking the fourth new Indian string since launching the Singapore Chennai Express (SMX), last October. November saw the introduction of the New Nhava Sheva / Strait Area Service (NS2), and this July, will see upgrades to the India/Pakistan/UAE-Africa Service (MRX). MOL claims: "The Suez Express service (SZX), also slated to debut in July, together with the IAX, will provide a comprehensive network for the Asia- US trade via the Suez Canal, while the IAX will open trade to/from Egypt and the East Mediterranean via Damietta and Port Said."



Bocimar Sells Panamax

CMB confirms that its subsidiary Bocimar International has sold its newbuilding Panamax vessel **Jiangnan 2346**. The net sale price was \$65m. At the time of delivery of the vessel, scheduled to take place in the course of the first quarter of 2008, a capital gain of approximately \$32 million will be realized. Further, Bocimar has ordered in joint venture with

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Wah Kwong two newbuilding Handymax vessels (53,000 dwt) from Chengxi Shipyard (China). The delivery of the vessels is scheduled to take place in March and August 2009.



The **FINNPINE** – Photo : Anton de Krieger ©

Nordcapital orders AHTS's in Korea

Nordcapital, Germany, has signed a contract with Se Kwang Heavy Industries, (the former INP) Ulsan, Korea, to deliver four UT 786 CD anchor handling tug supply vessels (AHTS). The total value of the contract is approximately \$ 300 million. Delivery of the vessels is scheduled for the third and fourth quarter of 2009. Environmental features such as clean design, ballast water management treatment and oil recovery will be incorporated. The contract also includes an option for four further vessels for delivery in 2010.

"With this new order for very modern Rolls-Royce design AHTS, Nordcapital's involvement in the offshore industry is not only expanding but also diversifying into a different type of offshore vessel," says Willem Dekker, Managing Director of OSM Schifffahrt GmbH & Cie. KG, Hamburg.

OSM Schifffahrt, a recently established joint venture between Nordcapital and OSM Norway, is responsible for the future management of all new Nordcapital vessels. Last month, Nordcapital ordered two UT-776 CD Platform supply vessels worth about \$111 million from Aker Yards. The hulls for these will be built at Aker Yards in Romania, and outfitted at Aker Yards in Norway. Delivery is scheduled for the third quarter of 2009 and first quarter of 2010. The contract also includes an option for two similar vessels for delivery in the third and fourth quarter of 2010.

Currently, OSM Schifffahrt manages a fleet of three modern PSVs from its Hamburg office. With these additional orders the fleet managed by OSM Schifffahrt will grow to 13 PSV units and four AHTS by early 2010.

The Nordcapital orders also add up to a nice chunk of change for Rolls-Royce. It will supply designs integrated with all the main systems and equipment for all the vessels. It says the total value for Rolls-Royce of the contracts, excluding options, is around \$164 million.

"We are delighted that OSM Schifffahrt has chosen to expand its fleet with additional Rolls-Royce vessels as it moves into larger PSV's and anchor handlers, says John Paterson, President--Marine, Rolls-Royce.

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The UT 786 CD anchor handler design has an overall length of 86 m, a beam of 20 m and a bollard pull of approximately 200 tonnes with the swing-up azimuth bow thruster contributing. The low resistance hullform is optimized for a low fuel consumption and a maximum speed of about 18 knots. OSM Schiffahrt has specified a powerful winch installation, with a 400 tonne three drum main winch and two secondary winches for wire or rope. A full set of Rolls-Royce Safer Deck Operations equipment will be installed.

These vessels will be propelled by two Bergen BV32:40V12P main engines, each rated at 6,000 kW, turning CP propellers. Azimuth and tunnel bow thrusters, plus twin tunnel stern thrusters will provide dynamic positioning to IMO DP2, under the command of a Rolls-Royce DP system. The UT776 CD is a 93 m long platform supply vessel that is economical to operate, extremely effective at carrying out its tasks and provides a safe environment for its crew. It has an optimized hull form with very low resistance, reflected in less use of power and consequently a lower total fuel burn that, in turn, cuts the amount of CO2 emissions.

On a beam of 20 m the cargo deck area is about 1,030 sq.m. The vessel has a deadweight of about 5,000 tonnes, of which over 3,000 tonnes can be carried on deck. It can carry pipes, liquid cargo, and dry bulk. Tankage is provided for fuel, water, mud, brine, methanol and special products.

A clear requirement has been to make working and living conditions on board as safe and comfortable as possible. The design has been tailored so that cargo is carried as near the point of minimum motion as is feasible, on a working deck with high and protective bulwarks. Stabilizing tanks above the main deck provide optimal roll reduction and also form a safety buffer between the working deck and the superstructure, reducing the risk of injury or damage from swinging crane loads. Azipull thrusters provide efficient propulsion and manoeuvring.



The little coaster **SILVER RIVER** seen as she headed down Belfast Lough. The **SILVER RUNNER** is a regular runner between Belfast and the Isle of Man.

Photo : Tommy Bryceland. SCOTLAND ©

Malaviya Twenty Three delivered as owner commits to sophisticated newbuild

Great Offshore Limited has taken delivery of the newbuild anchor handler **Malaviya Twenty Three**.

Great Offshore has also recently announced they are to build a multi-purpose offshore support vessel at Bharati Shipyard. The US\$64.8 million vessel will have a helipad, 14,000 BHP, DP II and will be equipped to support ROV, diving and subsea operations.

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According to Bharati, this is the “first time that such a sophisticated and technologically multi-purpose offshore support vessel has been built in India”.

MOVEMENTS



Wednesday at 1400hrs the 2005 built ahts **FAIRMOUNT SUMMIT** towing the largest semi-submersible barge **GAVEA LIFTER** loaded with the jack up oil rig **WEST TITANIA** entered Valletta from Port Gentil, Gabon & anchored at Bighi Bay where operation is going to be done in the coming days so the rig will be discharged off the barge. Operation was piloted by Harbour Pilots **PAUL CHETCUTI** & **COLIN FORMOSA** (Onboard Gavea Lifter) & the only Gozitan Pilot **NINU REFALO** (Onboard Fairmount Summit).

Photo's : Lawrence Dalli - MALTA SHIP PHOTOS ©

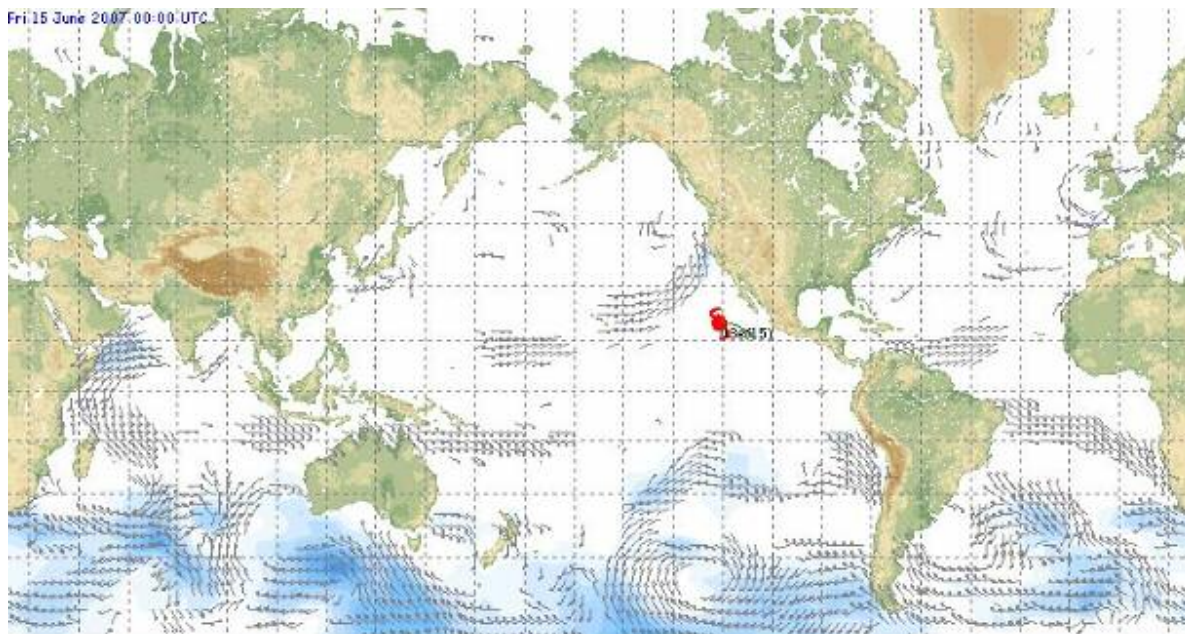


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.... PHOTO OF THE DAY

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The **Radiance of the Seas** seen in Juneau, AK
Photo : Lennart van Dijk ©

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