

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 166



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The BLACK PRINCE arrived in La Rochelle- "The Atlantic call"

Photo : Piet Sinke ©

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EVENTS, INCIDENTS & OPERATIONS



Black Prince was built for Fred. Olsen in 1966 at the Lubecker Fender Werft shipyard in Germany. She is the second passenger ship in the company's history of that name.

Photo : Piet Sinke ©

Cruise ship passenger rescued after falling into ocean 50 miles east of Boca

The Coast Guard says Scott Durrin is a lucky man. Durrin plunged off a cruise ship about 50 miles off Boca Raton on Sunday night, but was rescued less than an hour later by a Coast Guard cutter that happened to be nearby.

Durrin 29, of Rockville, Md., was aboard the **Carnival Liberty**. The ship left Fort Lauderdale about 4 p.m. Sunday.

The cruise ship reported Durrin missing about 11:35 p.m. Sunday. Witnesses reported Durrin jumped overboard, Coast Guard Petty Officer 1st Class Dana Ware said.

The crew of the cruise ship threw life rings and lifejackets over the side, which helped the Coast Guard locate the area where Durrin fell. Two Coast Guard cutters started searching and a helicopter was launched from Miami. The 87-foot cutter **Bluefin**, which was about nine miles from the Carnival when the call came in, found Durrin at 12:22 a.m. Monday, Ware said.

"Everything about a search is timely information," Ware said. Durrin was taken to a local hospital, but Ware did not know which one. Ware said Durrin appeared to be intoxicated and smelled of alcohol when the Bluefin crew rescued him, but they did not test him for alcohol.

Ware said the Coast Guard did not plan to charge Durrin for the cost of the rescue. It was the second time somebody fell overboard off a cruise ship in area waters in four months. Michael Mankamyer, 35, of Orlando, survived a 60-foot plunge from the Carnival Glory off Fort Lauderdale in March.

He floated for eight hours in the Atlantic Ocean after witnesses said he lunged off the balcony of his cabin.

Eerste bunkerboot met zwavelarme gasolie in Rotterdam

Een bunkerboot van Argos Oil levert als eerste in de Rotterdamse haven zwavelarme gasolie (EN 590) aan de scheepvaart. Met de boot wordt een aantal schepen van nautische dienstverleners gebunkerd. De brandstof is op aanvraag ook voor de beroepsvaart beschikbaar, meldt Arjan van Woerden van het bunkerbedrijf.

Argos Oil zal de EN 590 voorlopig nog op kleine schaal gaan voeren op één van de bunkerboten. 'Het is een kip-en-ei verhaal', zegt Van Woerden. 'We hebben nu nog niet echt grote hoeveelheden aan boord, maximaal tien kuub voor twee klanten. Bij meer vraag gaat de economie van de bunkerboot werken, dan passen we de capaciteit aan.'

Van Woerden raadt afnemers aan tijdig contact op te nemen met zijn kantoornummer 010-2954777 of bedrijfsleider Han Lindhout op 06-51 333 312. 'Grotere hoeveelheden kunnen we binnen één à twee dagen leveren.' Het prijsverschil met 'gewone' gasolie is momenteel nog 20 tot 30 euro per kuub, maar Van Woerden verwacht dat het op den duur nihil zal worden.

Robert Tieman, secretaris Veiligheid en Milieu van de binnenvaartorganisatie CBRB, reageert enthousiast op het nieuwe bunkeraanbod: 'Dit initiatief vraagt om navolging.' Uit onderzoek in opdracht van CBRB en Stichting Projecten Binnenvaart naar de smerende werking van zwavelarme gasolie kwam onlangs als conclusie dat de EN-590 brandstof van de genomen monsters aanzienlijk beter was dan de huidige gasolie voor binnenschepen. Het Engelstalige rapport is in te zien op de CBRB-website onder publicaties - milieu.

Op dit moment onderzoekt TNO nog of alle motoren probleemloos op dit type brandstof kunnen draaien. Varende ondernemers die daar voor hun eigen motor al voldoende zekerheid over hebben, kunnen van het bunkeraanbod

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gebruik maken. Anderen doen er goed aan hun motorleverancier te raadplegen of de technische gegevens van hun motor omtrent de specificaties van de te gebruiken smeerolie bij gebruik van laagzwavelige brandstof.

Rotterdamse nautische dienstverleners – o.a. de Zeehavenpolitie, Rijkswaterstaat, het Havenbedrijf Rotterdam, de Koninklijke Roeiers Vereniging Eendracht, Kotug, Fairplay en het Nederlands Loodswezen B.V. Rotterdam-Rijnmond – maakten onlangs bekend de zwavelarme brandstofpool te hebben opgericht. Ze hebben gezamenlijk de intentie uitgesproken hun schepen te laten varen op zwavelarme brandstof. Het gaat daarbij om EN 590, vrachtwagendiesel met minder dan 10 ppm (parts per million) zwavel. Momenteel is 2.000 ppm de wettelijk toegestane bovengrens voor de brandstof van binnenvaartschepen. De partijen hebben in totaal circa 130 schepen in gebruik in de Rotterdamse haven.



International Cooperation for Sick Ship's Captain

A weak long range M/F radio call alerted Yarmouth Coastguard to the seriously ill Captain of the **DANA 1**, a cargo ship bound for the Humber from Riga.

Due to the position of the ship, approximately 150 miles off the coast, the details were passed to Den Helder Coastguard in the Netherlands who arranged a helicopter and transferred the Captain to Den Helder Hospital.

When requests were received from the Dutch authorities to find a way of advising the family of the situation, Yarmouth Coastguard liaised between the hospital and the Russian Coastguard in St. Petersburg, the Captain's home town. The Captain's wife has now been in touch with the hospital and additionally we are hoping to establish a radiotelephone link call between her and the ship when radio communication conditions improve.

Peter Wheeler, Watch Manager at Yarmouth Coastguard said:-

"The Captain is seriously ill in the Intensive Care department of the hospital in Den Helder. Whatever the outcome, the excellent cooperation between Netherlands, Russian and U.K. Coastguards has meant that everything possible has been done both for the casualty and his family. As the ship approaches the U.K. we will continue to do whatever we can to ease a difficult and worrying situation.

Pakistan Navy rescues two foreigners

The Pakistan Navy has rescued two foreigners — a Mexican and an Indian — who had been fighting for their lives for 72 hours after their merchant vessel sank on being battered by this week's cyclone.

An ISPR press release issued here on Friday said the navy had so far rescued 94 people and its search and rescue operation continued for the third day on the coastal belt of Balochistan and in the open sea.

It said that during a search operation in the open sea, the navy's Atlantic aircraft informed PN Tariq about two persons in the sea and the ship rescued Antonio and Partap Singh. They were on the DLB 600 merchant ship which sank during the cyclone.

Een nagebouwd Vikingschip is begonnen aan een reis naar Ierland.



De grootste replica van een Vikingoorlogsschip vertrok zondag onder grote belangstelling van publiek en pers uit het Viking Museum in het Deense Roskilde. Het schip wordt op 14 augustus in Dublin verwacht.

Het schip is een reconstructie van het **Skuldelev 2**-wrak dat in 1962 in Roskilde Fjord werd opgegraven. In 2000 begonnen Deense en Noorse scheepsbouwers aan een reconstructie van het 30 meter lange zelschip.

Onderzoek naar het **Skuldelev 2**-wrak heeft uitgewezen dat het schip door Vikingen in 1042 in Dublin werd gebouwd. In die tijd woonden veel Deense Vikingen in Ierland.

PASHA BULKER pulled free from Australian beach

The coal carrier **PASHA BULKER** was Monday evening 21:40 hrs LT pulled free of an Australian beach where it ran aground during a violent storm more than three weeks ago, said witnesses.



Tugs dragged the 40,000-tonne **Pasha Bulker** off the sand and a reef and guided it safely into deeper water intact, despite fears that the complex operation could see the vessel break up or spill fuel.

Cheering could be heard from the deck of the ship as it moved speedily into deeper waters on the third attempt to free it, four days after the tricky salvage operation got underway in a blaze of publicity.

"We're happy to see it off," New South Wales Ports Minister Joe Tripodi told Sky News as the Panamanian registered vessel hove into view.

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"It's just great to see this ship moving out to sea peacefully, quietly and most importantly we hope without leaving any oil behind," he said, praising the work of the large team that worked around the clock to free the ship. Authorities had been on high alert for oil spills, after two leaks were detected during Sunday night's effort to salvage the ship that ran aground on Nobbys Beach north of Sydney during violent storms on June 8.



The **PASH BULKER** turned seawards, several hours before she was refloated

Photo : Ian Edwards ©



During that operation, tugs succeeded in pivoting the vessel on its stern so that it was facing out to sea and only 50 metres (165 feet) from water deep enough to refloat it. A previous attempt on Thursday failed when some of the cables used by tugs to drag the ship to sea snapped.

Left: The **PACIFIC RESPONDER**

Photo : Ian Edwards ©

The ship has suffered extensive damage, including a broken rudder and a twisted propeller

from being ground against the rock platform below, and it has leaked a small amount of oil.

The **Pasha Bulker** is carrying about 700 tonnes of fuel and 100 tonnes of other chemicals and already has a hole in the hull. The extent of the damage will not be known until the boat is freed from the sandbar and divers can be sent down on Tuesday to assess it.

Right : the tug **KEERA**
Photo : Ian Edwards ©

Newcastle Port Corporation's Gary Webb said earlier that the salvage team had focused on realigning the sea anchors and associated ground tackle and repositioning



the tugs ahead of high tide later Monday. Efforts to dislodge the vessel, which have included bringing in tugs and other equipment, have so far been hampered by poor weather and unsuitable tides.

Herewith I would like to congratulate the SVITZER salvage team headed by Drew Shannon and David Hancox on behalf of all the shipping newscippings readers with this excellent achievement, good job guys !! well done !!

Suez Canal blocked

A cargo ship has blocked all traffic on the Suez Canal after running aground halfway along the vital waterway on Sunday, an official with Egypt's canal authority said.

Traffic was interrupted at 6am (0300 GMT) after the Marshall Islands-flagged vessel with a 40 000-ton cargo ran aground near the canal port city of Ismailiya, the official said.

The ship was heading southwards to the Red Sea. At least 10 ships are lined up behind the grounded vessel, the official said, with tug boats sent to try to pull the ship free. The Suez Canal is the third source of foreign currency for Egypt after tourism and remittances from overseas workers.



The **SAIPEN 7000** seen enroute Rotterdam-Europoort

Photo : Ploeg A - RPA 16 ©

CASUALTY REPORTING



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Albanian ship sinks off Kochi port, crewmembers rescued

An Albanian ship sank off the Kochi port after the ship crewmembers found a massive leakage in the hull of the ship. 15 crewmembers, including five Indians were rescued from the ship that was carrying seven heavy trucks and tons of steel billets.

On Saturday evening, the Kochi port received a SOS or distress call from the Albanian cargo ship M V **Maria**. Port officials immediately sent two tugboats- **Tug Balli** and **Tug Balvan** to the site.

They rescued the crewmembers from the sinking ship, who were later taken to the hospital for general check up.

No one was injured during the rescue operation. The ship was on a voyage and was heading to Albania from China. The ship had developed a leak in the hull and was anchored in the outer anchorage off Kochi port for the last three days but the captain of the ship did not inform the port officials about it.

The rescue operation headed by Captain C K Jerry also helped in averting a 'serious' traffic blockade had the ship sunk in the main channel. This would have also affected Indian naval ships movement. 'I decided to take it out of the channel, otherwise, the movement of other ships would be affected. I boarded the (sinking) ship and tried to turn it towards the north side and took it out of the main channel,' Captain Jerry said.

The port officials have also informed the Coast Guard and the Navy about the incident and have also informed them about further course of action that would be carried out to minimise pollution caused by the ship's sinking.

Iranian vessel struggles in Bangladesh water

Iranian crew with help from Bangladesh navy, were struggling on Sunday to keep their ship afloat in the Bay of Bengal after it started taking water, port officials said. Bangladesh navy vessels prompted a rescue operation after the Iranian flagged vessel **Mir Damad**, a container ship with 18 crew members, sent a distress signal.

"Several machines have been put in operation to pump out water and efforts are being made to seal the crack in the bottom of the ship," said an official of the B.S. Cargo Limited, the local agent of the ship.

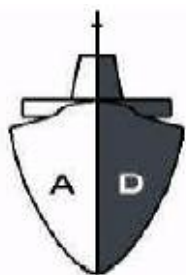
The vessel, bound for the Indian port of Kolkata from Bangladesh's main Chittagong port, was some 35 km (22 miles) southwest of Mongla port. The rescuers were also trying to reignite the engine of the ship after it went out of order following a crack in the bottom. The cause of the crack was not immediately known.

"The ship is taking water and started sinking slowly," a Mongla port official said earlier.

NAVY NEWS

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Venezuela negotiating for Russian subs

Though Venezuela downplayed earlier Russian reports that it is about to buy submarines, Rosoboronexport Company, Russia's state agency for arms exports, has indeed been conducting talks with Venezuela on the delivery of five Kilo class diesel-electric submarines with missile systems.

Innokenty Naletov, advisor to the managing director of the Rosoboronexport made this known at a news conference on Sunday discussing the results of the third St. Petersburg international naval show.

In an interview with news agency Itar-Tass, Naletov said "the talks proceed at a high pace. We have made a big headway to signing a contract." According to the Rosoboronexport representative, Venezuela already requested a feasibility report on Kilo submarines and displayed interest in a number of other development studies of Russian submarine shipbuilding, displayed at the show, including small submarines from the Malakhit design office.

"Out of all delegations, we worked most closely precisely with Venezuela. They visited virtually all displays as well as enterprises. They had a separate program," Naletov continued. "They worked on a broad range of both aircraft and land hardware, but if we are to speak about the naval component, the most substantive talks were conducted on submarines of the Kilo class."

The representative said, "it is too early to speak about a sum and specific dates for concluding contracts. A sum at the pre-contract stage is a commercial secret."

Diesel submarines of the Kilo class, developed by the Rubin central design office and built by the Admiralteiskie Shipyards were supplied for export since 1986. The last big batch of ships of this class (eight submarines) was delivered to the Chinese navy. This class is regarded one of the best series in world submarine shipbuilding.

These subs are described as being "distinguished for their low noise, a reasonable degree of automated control over means of movement, weapon systems, powerful missile and torpedo as well as mine ammunition, good living conditions for personnel and are simple in servicing."

Experts Survey Sunken Russian Nuclear Sub For Radiation

A group of Russian and foreign experts Thursday began monitoring radiation levels at the site of a 2003 incident involving a Russian nuclear submarine in the Barents Sea, a Russian Navy official said. The **K-159**, a November class nuclear submarine with 800 kilograms (about 1,700 pounds) of spent nuclear fuel onboard, sank in 2003 while being towed to Polyarny, in northwest Russia, for decommissioning. Nine members of the 10-man submarine crew died.

"The goal of the operation is to check radiation levels onboard the sunken submarine and the surrounding area in order to develop plans for a possible salvage operation in the future," a spokesman for Russia's Northern Fleet said.

Subject to technical feasibility, Russia has committed itself to recovering the submarine and safely disposing of its reactors as part of an international agreement set up to assist with the safe disposal of Russian nuclear waste material.

The operation is being carried out under a project jointly developed by Russia, Britain, the U.S. and Norway within the framework of the Arctic Military Environmental Cooperation agreement (AMEC), signed in September 1996.

The Russian official said unmanned underwater vehicles operating from the NATO research vessel Alliance would inspect the submarine, which sank to a depth of 238 meters (about 900 feet).

There has been no evidence of abnormal radiation levels at the wreck site during previous surveys, and the current operation will include further monitoring, the source said.

The Russian Navy has been hit by several accidents involving submarines. The worst of these occurred August 12, 2000, when the Russian nuclear submarine Kursk sank, killing all 118 crewmembers, after a torpedo exploded onboard.

In August 2005, the **Priz AS-28** mini-sub with seven sailors onboard became entangled in a fishing net at a depth of about 190 meters (about 620 feet) in the Berezovaya Bay in the Bering Sea.

It was rescued after three days with the help of an unmanned British deep-sea rescue vehicle, the Scorpio 45.

Indian navy to acquire 6 new submarines, 33 ships

India's navy will acquire six new submarines and 33 ships, the top admiral said Saturday, a day after India decided to invite bids for combat jets to upgrade its air force's capability.

"Our interest is not restricted to the Indian Ocean," Adm. Sureesh Mehta told reporters in the eastern city of Calcutta. He did not elaborate, but said "we need a vibrant navy" to safeguard India's economic interests.

India has 7,516 kilometers (4,670 miles) of coastline. Mehta said it would take about six years for the navy to acquire the six new submarines and 33 ships. It currently has 126 ships and 16 submarines, some of which are aging.

India has been seeking to bolster its rise as an economic power by reshaping its armed forces into a modern military capable of projecting power well beyond its shores.

The Defense Ministry said Friday that it was inviting bids from international aircraft makers for 126 combat jets to upgrade its air force's capability at an estimated cost of 420 billion rupees (US\$10 billion; €7.4 billion).

India is expected to evaluate aircraft built by U.S. manufacturers Lockheed Martin and Boeing, France's Dassault Aviation, Sweden's Gripen-SAAB and Russia's Sukhoi.

India's defense spending has steadily risen in recent years, despite significant steps toward peace with neighboring longtime rival Pakistan. The government raised the defense budget by 12 percent to 960 billion rupees (US\$21 billion; €16 billion) in fiscal 2007-08 to support the military's modernization.

New corvette for German Navy christened

Fourth of a series of five corvettes named

The fourth out of a series of five class 130 corvettes for the German Navy was christened with the name **OLDENBURG**.

The event was attended by high-ranking guests from the German Federal Ministry of Defence, the German Federal Office of Defence Technology and Procurement, as well as various guests from the politics and economy.

The christening took place in the building dock 6 at Blohm + Voss in the harbour of Hamburg. Godmother of the ship is Dr. Annette Schwandner, wife of the mayor of Oldenburg, Dr. Gert Schwandner.

The invitation to the ceremony was made by the ARGE K130 – consisting of the ThyssenKrupp Marine Systems' yards Blohm + Voss, as lead yard, and Nordseewerke (Emden) as well as Fr. Lürssen Werft (Bremen).

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The main task of the new class of corvettes will be intelligence-gathering and surface target attack. High mobility and combat strength combined with a considerably higher endurance enable this vessel to act even in remote sea areas. The **Class 130 corvettes** will replace the missile-carrying fast patrol boats of the **Albatros Class**. These boats do not fulfil the requirements for future operational profiles. The home port of the new corvette class will be Warnemünde.

The K130 project is of high importance to both the German naval shipbuilding industry and the supporting industry. It strengthens their core business in key technologies. Regarding the platform and marine systems and the weapons command and control systems, the K130 features numerous innovations. A novel transport route concept assures short routes and optimum accessibility.

Both in design and construction of the K130, the ARGE tries to get as close as possible to large-scale-production. Therefore, Blohm + Voss deliver corvettes Nos. 1 and 4, Fr. Lürssen Werft corvettes Nos. 2 and 5 and Nordseewerke corvette No. 3.

Main characteristics:

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Sea endurance: without tender support: 7 Days - with tender support: 21 Days

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Aker DOF Supply formed to own Vietnam-built anchor handlers

Six anchor handlers ordered from Aker Yards' Vietnam yard will be owned by a new joint company established by DOF ASA and Aker Capital, a wholly owned subsidiary of Aker ASA.

Aker and DOF are listed on the Oslo Stock Exchange. Owned 50/50 by Aker Capital and DOF, the newly established Aker DOF Supply will own the six anchor-handlers with DOF in charge of commercial and technical operations.

The contract value of the newbuilding series of six AHTS vessels is approximately NOK 1.8 billion. the newbuilding order includes an option to build an additional six vessels. The delivery period for the vessels is 2010-2012.

DOF CEO Mr. Mons Aase comments: "DOF and Aker companies have been working together for many years to develop both offshore vessel types and business opportunities. Aker Oilfield Services was established earlier this year by pooling the know-how of DOF Subsea, Aker, Aker Kvaerner, and Aker Yards. A new and even closer working relationship will be seen in Aker DOF Supply."

The DOF group currently has a fleet of 57 vessels in operation or on order.

Aker DOF Supply's six anchor-handling (AHTS) vessels are of the AH08 Aker Yards design. The towing power (Bollard Pull) of the vessels is approximately 180 metric tons; their main engines are rated at about 16,000 BHP. The vessels will conform to the strictest environmental standards, Det norske Veritas Clean Design.

Samsung Heavy Wins Ship Orders Worth US\$10 Billion

Samsung Heavy Industries has won orders worth a total of US\$10 billion in the first half of this year. The Korean shipbuilder on Sunday said it landed two orders for drill ships over the weekend worth a total of \$1.2 billion. That brings total orders so far to \$10.1 billion, a global industry record for the first half.

The company aims to win orders worth \$15 billion for the entire year, up \$4 billion from its initial goal. It attributed the surge in orders to bullish demand in new markets like China and India, and thriving projects to develop energy in deep sea and arctic regions, which are bolstered by soaring oil prices. Samsung Heavy Industries has seen an up to 100 percent increase in orders since 2001. It won orders worth \$1.7 billion in 2001, \$6.4 billion in 2004 and \$12.6 billion in 2006.



The **HAPPY LIFTER** seen loading at OTP Walker along the river Tyne

Photo : Kevin Blair ©

Hyundai Mipo wins contracts worth US\$900 mln to build 15 ships

Hyundai Mipo Dockyard Co., a unit of the world's largest shipyard operator, said Monday that it has recently won deals valued at US\$900 million to build 15 vessels, including four chemical carriers. Hyundai Mipo won \$4.43 billion of orders for 79 ships in the first six months of this year, according to the shipbuilder.



The **ARGUS** of Iskes tugs seen in action during the Lekko-day in Ijmuiden

Photo : Hans Hoffmann ©

Incat makes waves with vessel

TASMANIAN company Incat's dominance of the world fast-ferry market will continue when its biggest ship to date was officially launched and named. About 1500 guests -- including a large, high-profile Japanese delegation, plus politicians and business leaders -- attended a party at Incat's Prince of Wales Bay headquarters to launch and name the ship.

It will be officially handed over to its Japanese buyers, Higashi Nippon Ferries Ltd, after three weeks of testing and sea trials. At about 8.30pm, a fireworks display lighted up the \$100million ship, which is the first of two ordered by the Japanese company. The second ship will be ready in about nine months.

The two vessels will be used for taking people, cars and trucks between Hakodate and Aomori in Japan. Incat Group chairman Robert Clifford said the massive ships were 112m long and weighed in at 10,800 tonnes, making them the biggest ever manufactured in Tasmania.

"The last ship we built was 6000 tonnes and now we've jumped to nearly 11,000," he said. "This particular customer would like to have an even larger ship -- this is not a large ship for him."

Incat has bounced back in recent years from a lean period which saw the company's staff drop from more than 1000 to just 250. Mr Clifford said that figure was "now pushing 700" and was expected to rise even further as more orders come in.

"The fuel crisis, to some extent, has actually worked in our favour," he said. "A 20,000-tonne steel ship carrying only 1000 passengers pushes a lot of water and a lot of fuel. We are much lighter and smaller, still carry 1000 passengers but burn less fuel, and we do it twice as quick. "So we're not at all concerned about the fuel crisis, which is clearly

going to get worse, because it will encourage people to use ships of the right size and weight for the job," Mr Clifford said.

"We're looking forward to quite a lot of other orders for this ship, both from Japan and from Europe, and potentially the US military as well. "We do predict long-term employment." Federal Trade Minister Warren Truss said that in selling the ferries to a Japanese company, Incat had "triumphed over the world's greatest ship-building country" -- Japan.

Albwardy Awarded Tug Contract

Nakilat-SvitzerWijsmuller (the joint venture company set-up by SvitzerWijsmuller and Qatar Gas Transport Company - Nakilat), has awarded UAE's Albwardy Marine Engineering a contract to build five tugboats. A keel-laying ceremony for the building of the five boats was held at the Dubai Ship Dockyard in Al Jaddaf.

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Golden Ocean Group Ordered 2 Panamax Ships

Golden Ocean Group has committed to 2 more Panamax bulkier newbuildings for \$36m each at Pipavav Shipyard in India, reports the press-service of the company. The 75,000-dwt ice-class vessels will be delivered during the first half of 2010. for \$36m each. They will join the first 4 in the series, ordered for \$35.5 mn each, with delivery dates from 2009.

It is said it would realize a loss from freight derivatives of \$15m this year, \$7m of which arose in the second quarter.

ERS connects China by rail with Europe



European Rail Shuttle (ERS) is once again responsible for a new achievement which will go down in the railway history book. The first **container train** from Shenzhen (China), delivered **fifty-two 40' containers** with computer components to one of its customers in Pardubice, near Czech Republic's capital Prague. This unique transport took only 17 days to reach its destination; more than twice as fast as by sea. ERS expects that the success of this new transport may be the beginning of a new regular service between China and

Europe.



"We are not the first operators driving this route by rail", advises ERS director Frans Zoetmulder. "Deutsche Bahn already drove some trial trains, but this is the first time that an import train crossed from China to Europe."

ERS executed this unique service together with its sister companies **Trans Siberian Express Service** (TSES) in Russia and **Tie Yang Transportation** (TMT) in China. Also the railway companies of the countries the train had to cross, the train drove **12.229 km** passing China, Mongolia, Russia, Poland and the Czech Republic, these countries have been very cooperative.

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Correction:

The photo's of the christening ceremony of the tug **FAIRPLAY III** last week were made by **Lenny Suvaal**.



The port of Cape Town was closed and ships in the anchorage instructed to put to sea due to stormy seas and winds that reached 150 kmh at times.

The fishing vessel in the pics is the Irvin and Johnson trawler **ARMANA** running for shelter with in the background the Tsaviris tug **TSAVLIRIS HELLAS** on "salvage station"

Photo : Glenn Kasner ©

Zambia plans dry port at Walvis Bay

Zambia intends setting up a dry port at Walvis Bay in Namibia, according to media reports. Zambia's President Mwanawasa announced the project on Tuesday while receiving the credentials of the new Namibian High Commissioner to Zambia, Josephat Witbooi.

The president said the dry port follows logically on the opening of a new bridge across the Zambezi at Kutimo Mulilo, which has opened the Trans Caprivi Road Corridor between the two countries as well as to other central African countries.

The bridge was not an end to itself, he said, but the beginning of an era of greater exchange of goods and services. He said the development of joint infrastructure between Zambia and Namibia is aimed at promoting the creation of wealth to fight poverty, disease and other social ills.

The High Commissioner said that the private sector should consider participating in agriculture, tourisms and trade fairs and to help ensure the speedy completion of the Trans Caprivi and Ndola - Lubumbashi transport corridors.

China's demand for ore, coal forces up freight rates

China's strong demand for coal and iron ore is adding to the upward pressure on freight rates, which have risen sharply as the ship line-up builds in Australia after storm disruptions early this month.

Industry officials and traders said there was no sign of a slowdown in Chinese iron ore demand, despite Beijing imposing tax changes on steel exports to rein in a sector that saw record steel output in May.

Chinese steel mills and ore suppliers are trying to nominate vessels to haul the mineral from Brazil after deferring some cargoes in the hope of lower freight costs, which climbed to all-time highs last month, shipping officials said.



The bulk carrier **ALPHA ACTION** seen departing from Newcastle (Australia) assisted by 4 Svitzer tugs.
Photo : Slotmaritimephoto ©

This came as port congestion worsened in Newcastle in Australia, the world's largest coal loading port, after bad weather disrupted exports. Utilities were sending vessels despite a long queue as they worried about low coal inventories. 'In the Atlantic, sentiment has gone up strongly following a recent setback in rates. Both (ore) buyers and sellers are trying to get ships,' said an executive at a major shipping company.

'In addition, (Asian) utilities are nominating ships to fetch coal from Australia, though they're aware they need to wait for a long time. They're anxious of their low stocks...I don't expect much of a retreat in rates during the summer,' he added. The Baltic index for large cape-sized vessels, used mainly for transporting iron ore and coal, rose 33.9 per cent to 8,513 in the past two weeks after shedding a third of its value in a month from a record 9,687 hit on May 14.

To add to the tightness in the shipping market, some Japanese utilities have begun sending vessels to South Africa for coal as miners in nearby China were reluctant to fill a gap in the Asian fuel supply, widened by the Australian shipping delays.

'They're getting coal from a distant origin. They've got a double strategy: While they are ensuring ships for eastern Australia, they are sending others to South Africa,' the executive said. Officials from the coal sector expected Chinese 2007 exports to slump yet again, with mines in Shandong, such as Yangzhou Coal Mining Co Ltd, showing no interest in term foreign sales in ongoing 2007 price talks with Japanese utilities.

A source at China Shenhua Energy Co Ltd, China's largest coal exporter, said the 2007 price of US\$67.9 a tonne, hammered out with Japanese, applied for only one million tonnes of the total contract volume of five million tonnes.

Asked about the remaining tonnages, the source said: 'They will have a new contract volume and a new contract price.'

LNG Carrier to Enter Service in China by End of Year

According to reports, China LNG Shipping (Holdings) Ltd plans to put the first liquefied natural gas (LNG) carrier built in China into operation by the end of this year, serving Guangdong Dapeng LNG Co, an official of China LNG said. A company official said China LNG would also build carriers for CNOOC Ltd's LNG terminals in the eastern province of Fujian and in Shanghai, which are expected to be operational in 2009. Xu said China needed 25-30 LNG carriers by 2020, with the country's natural gas consumption growing sharply and projected to be 200-240 bln cubic meters by then. Last year, China consumed 55.6 bln cubic meters.

RARE VISITOR ONBOARD THE SMIT ORCA



Above you can see that the life is not so bad at sea. Especially onboard the **Smit Orca**, It is known all over, even in wildlife. Since yesterday they have an extra mouth to feed, a hungry one indeed. Eats fish, instantly cached by divers, with the size of his own body length. Really incredible and the crew is afraid that he (or she) will stay were he (she) is. The pelican took position on the stern and remains there all day.

Not capable to airborne due to his increased bodyweight. The pelican is easily to pet and very interested in the diving operations conducted from the **Smit Orca**, A welcome intruder during smooth operations.

Photo : Crew SMIT ORCA ©

MOVEMENTS



The **COSTA CONCORDIA** seen departing from Malta

Photo : Lawrence Dalli – Malta Shipphoto ©



The **CLAUDIA** of Wijnne & Barends seen enroute Rotterdam
Photo : Ruud Vermeer ©

AIRCRAFT / AIRPORT NEWS

Vliegtuig van Air China onderuit op tarmac

Een boeing van de Chinese luchtvaartmaatschappij Air China is kort voor vertrek in Peking plots op zijn neus terecht gekomen omdat het neuswiel werd ingetrokken. De 168 passagiers kwamen er met de schrik van af, zo meldt de krant Xinjingbao. Vier bemanningsleden raakten wel gewond.

Het is nog niet duidelijk waarom het neuswiel plots inklapte. Er is een onderzoek ingesteld.

De passagiers moesten overstappen op een ander toestel en konden pas vier uur later koers zetten richting Dubai.

DHL koopt zich in bij Polar Air Cargo

Voor 150 miljoen dollars in contanten heeft DHL Express 49 procent van de aandelen in Polar Air Cargo Worldwide verworven. Polar Air Cargo is een dochter van Atlas Air.

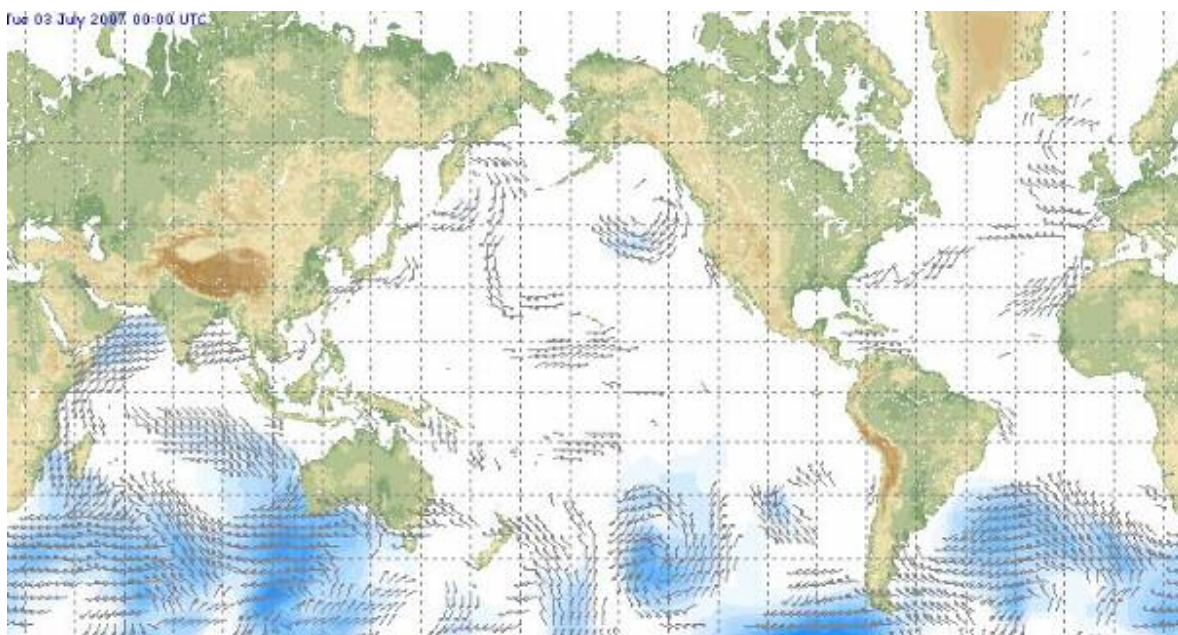
De transactie omvat ook een samenwerkingsakkoord tussen DHL en Atlas met een duur van twintig jaar. Polar beschikt over zes Boeing 747-400 freighters en één Boeing 747-200 in vrachttuitvoering.

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 new **UNION JADE** seen enroute Antwerp Monday morning - **Photo : Harm Fokkens ©**

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