

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 173



Number 173 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 10-07-2007**

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

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**The SLUISGRACHT seen arriving in Velsen-Noord
Photo : Joop Marechal ©**

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IN MEMORIAM

The editor of the newscippings received the sad news that

JAMES (JIM) GOSS



March 7th 1930 – Sunday 8th July 2007
Naval Historian, Photographer and Author.

Passed away Sunday July 8th

On behalf of all the readers I would like to wish Jim's family, relatives and friends all the strength to cope with this loss, special the ships photo collectors will miss a good contact in Portsmouth, even for myself who visited James several times when I was in Portsmouth an a "photo tour" or visiting the navy days.

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******* JIM REST IN PEACE *******

EVENTS, INCIDENTS & OPERATIONS



The **LOOIERSGRACHT** seen enroute Rotterdam
Photo : Jan Oosterboer ©

Stricken container ship refloated

The stricken container ship **MSC Napoli** has been refloated, nearly six months after it was grounded off the south Devon coast. The 62,000 tonne vessel floated free a mile off Sidmouth after 58,000 tonnes of water was pumped from her holds.

The ship has been towed 500m south of its original position where it will be inspected by divers for several days before its next move. The vessel carrying 2,300 containers was damaged in a storm in January. A barge with winches and cranes, along with tugs and an anti-pollution vessel are assisting at sea in Branscombe Bay.

The Maritime and Coastguard Agency (MCA) said the decision to refloat the vessel had been made to prevent further deterioration in the structure of the ship and to prevent further damage to the environment.



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About 1,900 seabirds along the coast were affected after 200 tonnes of oil leaked from the vessel soon after grounding. Spokesman Fred Caygill told BBC News: "It's a fantastic milestone, everyone here is very relieved. "After looking at the ship from the same angle over the past six months it's amazing to see it floating free."



Since the decision was made in January to beach the 62,000 tonne vessel, salvors have worked around the clock to remove all of the containers from the stricken ship.

Approximately 150 of them were classed as having potentially hazardous contents. More than 100 containers went overboard and 58 were washed ashore, leading to a scavenging and looting spree.

Of the containers that went overboard, one contained battery acid and perfumes, and one small gas bottles for car airbags. Others housed a variety of goods including BMW motorbikes and car parts.

Refloated ship to be examined

Divers are preparing to survey the damaged hull of the container ship **MSC NAPOLI** which was refloated six months after she was grounded off holiday beaches.

The 62,000-tonne **MSC Napoli** is now floating at anchor over a mile off Sidmouth on the east Devon World Heritage Coast. The team of 20 underwater experts are due to begin a days-long inspection of the vessel to assess her structural integrity.

Temporary repairs were carried out to cracks in the sides of the hull while her cargo of over 2,300 containers was removed in a months-long operation. But a crack on the bottom of the hull will now be assessed by the experts.

The **Napoli** was being stabilised before the diving teams begin their work, and their findings will help towards a decision for the final disposal of the vessel.

The vessel's refloating was the culmination of months of work by salvage experts. The operation followed the removal of the last of the containers from the **Napoli's** water filled holds on May 24. A battery of 37 huge pumps began pumping 58,000 tonnes of water out of the vessel at low water - 7am. At 9.08am the vessel was floating once again, and by 10.20am the giant salvage tug **Maersk Advancer** had towed the **Napoli** 500 metres into deeper water to lay at anchor.

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Anti-pollution vessels dispersed a small amount of oil - understood to be around two tonnes- that leaked from the vessel during the operation.

Maritime and Coastguard Agency head of counter pollution response Toby Stone said the refloating "has been a success story without a doubt". He said the alternative to grounding her off Devon earlier this year "was a ship on the bottom of the sea polluting over a period of time and polluting thousands of miles of coastline".

The **Napoli** was deliberately grounded on a seabed shelf on January 20 amid fears she could sink after her hull cracked in a Channel storm off Cornwall two days earlier. The **Napoli** was en route from Antwerp to South Africa when her 26 crew abandoned ship and were helicoptered to safety.

Around 1,900 seabirds along the coast were affected after 200 tonnes of oil leaked from the vessel soon after grounding. A further 4,000 tonnes of fuel oil was pumped from the Napoli's tanks.



The **DIAS** seen loading in San Nicolas (Peru) – Photo : Cesar Llanos ©

Flag Lowered

Britain's merchant navy may once have ruled the waves but concern is growing at the fast shrinking number of vessels sailing under its Red Ensign.

Since 1975, the number of UK-owned and registered vessels with a capacity of 500 gross tons or more has slumped from 1,600 to less than 300, while the number of British seamen serving on them has dropped from 90,000 to just 16,000.

Celebrity Cancels Sailings Due to Propeller Damage

Celebrity Cruises has cancelled two 12-night Mediterranean sailings onboard **Celebrity Millennium** due to damage to the ship's propellers. The ship will reenter service for its July 24 sailing. On July 2, while anchored off Villefranche, France, the ship's propellers struck a submerged rock, following an electrical malfunction. Three of the four blades on the starboard propeller and one on the port propeller were damaged and needed to be replaced.

The company originally thought divers could accomplish the repairs while the ship was docked. The company has now concluded that a drydock is necessary. As a result, the remaining portion of the current cruise, which began June 30, has been cancelled. The next cruise, scheduled to depart July 12, has also been cancelled.



Master Asleep

A ship's master fell asleep at the wheel of a fish farm boat that ran aground on rocks, accident investigators have found. The Norwegian-registered **Aqua-boy** was sailing from Gigha to Kyle of Lochalsh last November when it got into difficulty off Mull.

A Marine Accident Investigation Branch (MAIB) report said the ship's master was exhausted. It concluded that a failure to follow basic safety provisions were to blame.

The Aqua-boy had seven tons of diesel fuel on board when it hit rocks off Mull at 0115 GMT. On board were three Norwegian crew. Investigators said the master was exhausted because his hours of rest did not meet the statutory minimum.

They said by choosing to work more hours than were necessary and restricting his intake of food he exacerbated his level of fatigue without taking account of the probable consequences. The report also highlighted that although a watch alarm was fitted to the ship, it had been turned off. It said the ship was operating with fewer crew than was safe and no lookout was on duty so the ship's master was alone on watch.

Investigators said formal cautions have been issued about the manning levels aboard the ship.



The **EEMSGRACHT** seen departing from Amsterdam

Photo : Joop Marechal ©

New Lifeboat Unveiled



A new jet-powered lifeboat has been unveiled by a Dorset-based sea rescue charity. The **Fast Carriage Boat 2 (FCB2)** is propelled by twin water jet engines making it faster than its predecessor and easier to manoeuvre. It will be the first of Poole-based RNLi's all-weather lifeboats to use water-jets instead of propellers. The boat can land directly onto a beach by hitting it at speed, forcing the boat out of the breaking waves. The 45ft. **FCB2** can reach speeds of up to 25 knots.

Because the boat is powered by water jets, there is no propeller to be damaged if the boat hits the ground in shallow water rescues or as it lands and launches.

Cruise Medevac

A Coast Guard Air Station Miami rescue crew medically evacuated a 62-year-old male from a cruise ship 100-miles southeast of Miami Saturday evening (07 July).

The Coast Guard received a call at 9:30 p.m. Friday from a doctor aboard the Miami based, 1,112-foot Royal Caribbean cruise ship **Freedom of the Seas**, reporting Mathis Lee, from Miami, was having symptoms of a stroke.

Lee was hoisted from the ship at 7:30 p.m. Saturday by an Air Station Miami **HH-65** helicopter crew and was taken to Jackson Memorial Hospital in Miami at about 9 p.m. where he was reported in stable condition.



In the Gulf of Mexico the SMIT sheerlegs **SMIT CYCLONE** and **TAKLIFT 1** lifted the 2nd leg from the **ADRIATIC VII** from the seabed, the leg with a weight of 930 tons and a length of 84 meters was landed onboard the barge **MARMAC 400** - Photo : Jan van de Water ©

EMPRESS OF NORTH EVACUATION SYSTEM FAILURES

THE US National Transportation Safety Board has called on the US Coast Guard (USCG) to inspect certain passenger ship evacuation systems following its investigation into the **Empress of the North** casualty in May this year.

The NTSB has identified deficiencies in liferaft release units and evacuation slides regards the issues as serious enough to issue urgent safety recommendations in advance of the final accident report.

"I commend our investigators for their expeditious efforts and thoroughness in identifying this problem," said NTSB Chairman Mark Rosenker "We hope that the Coast Guard will act just as promptly in addressing the Board's concerns and solutions." Life raft concerns after Empress of North incident

On 14 May the passenger vessel **Empress of the North** grounded at the intersection of Lynn Canal and Icy Straits, about 20 miles southwest of Juneau, Alaska, after the vessel failed to negotiate a turn to the west. No injuries resulted from the accident, but the vessel sustained significant damage to its underside and propulsion system. The 206 passengers were safely evacuated to assisting vessels and transported back to Juneau.

The **Empress of the North** was equipped with 22 inflatable liferafts stowed overhead on the main deck, 11 on each side, and it had two inflatable slides. Safety Board investigators were informed that about half the launching mechanisms in the liferafts did not operate properly. Investigators also learned that while the crew attempted to launch the vessel's evacuation slides, they inflated upside down. This resulted in the slides having to be manually turned over by crewmembers.

The difficulties in launching the liferafts and the slides did not adversely affect the safe evacuation of passengers from the **Empress of the North**, because they were not needed due to the proximity of the other vessels. Nevertheless, the Safety Board is concerned that had the emergency necessitated a rapid evacuation, valuable time would have been lost employing the lifesaving devices, endangering the safety of both passengers and crew. The Safety Board believes that to preclude that possibility in the future and on other vessels, urgent action is needed by the Coast Guard to ensure that this type of lifesaving equipment works properly.

The Safety Board's urgent recommendations state that the USCG should verify the functionality of the model of remote liferaft release units found on the **Empress of the North**, and should conduct a one-time inspection of evacuation slides last serviced by the company that serviced the slides on the Empress of the North.

CASUALTY REPORTING



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Eight missing after ONGC vessel sinks

Eight people on board a supply vessel of Oil and Natural Gas Corporation (ONGC) were missing after it sank off the Mumbai coast on Monday.

Samudrika-10, an offshore supply vessel, was carrying 17 people on board when it sank at 1230 hrs. While nine were rescued, search was on to locate eight others. "In the earlier information given to us by ONGC, there were 13

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people on board, of which four were missing. Now as per latest information, the total number of crew members are 17, of which eight are missing," Commander Coast Guard Region (West) Inspector General A Rajasekhar said here.

Coast Guard has pressed into action two of its vessels to assist ONGC in the search operation. Two ONGC vessels and a helicopter supported by Coast Guard Donor aircraft and a Naval vessel were engaged in search and rescue operations.

"The rescued crew were evacuated to the ONGC offshore platform. There was no oil spill on account of the mishap," Rajasekhar said. Earlier, ONGC Chairman and Managing Director R S Sharma said that though he had not lost hope, he feared "at least four to five people may be dead".

Samudrika-10 was one of the 14 such vessels owned by ONGC, but it was operated by private agency Sical Logistics and all 17 on board were its employees.

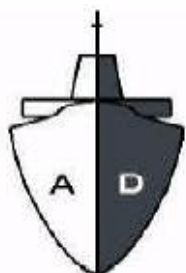
Sharma also said operations of Bombay High fields - the country's largest oil and gas field - will not be affected.

The accident is reminiscent of an incident in July 2005 when a similar supply vessel sank after colliding with an oil station of the public sector company in Mumbai High fields.

NAVY NEWS

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Safe Not Secure

A Navy officer has been sentenced to 28 months in prison for stealing up to \$140,000 from the safe aboard his San Diego-based ship to pay debts racked up through an Internet scam.

Lt. Milton Guy pleaded guilty to charges of wrongful appropriation, making a false official statement and dereliction of duty, during a court-martial June 26 in San Diego.

The Navy released the court documents this week after a request from The San Diego Union-Tribune under the Freedom of Information Act.

Guy, 29, was the disbursing officer aboard the frigate McClusky. He oversaw the ship's petty cash, much of it earned through sales of items in the ship's store, said Cmdr. Jane Campbell, a spokeswoman for the Naval Surface Forces command based in San Diego.

Stores on ships stock everyday items such as toiletries and snacks for sailors to buy while a vessel is in port or at sea. Many ships have stopped using cash in favor of electronic cash cards, but the McClusky had not done so, Campbell said.

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The court records show that Guy received an e-mail in August 2004 from a man named Barnabus, who claimed to be a representative of the Nigerian government. Barnabus said Mark Guy, a supposed relative of the lieutenant's, had died in a car accident in Nigeria.

In a series of e-mails and phone calls, Barnabus explained that Milton Guy had been left one-tenth of Mark Guy's estate, or \$2.6 million. To claim the cash, he would need to pay a string of fees to set up a foreign bank account and cover the cash transfer.

Between October 2004 and July 2005, Guy took \$120,000 to \$140,000 out of the McClusky's safe in amounts of \$3,000 to \$10,000 each time, according to the court documents.

He sent most of the money to Barnabus but also used about \$4,000 for a laptop computer, a down payment on a car and a deposit on an apartment, the court records show.

In May 2006, auditors from the Navy's Pacific Fleet command discovered that money was missing from the safe. Guy rushed to a bank and cashed a government treasury check to cover the loss, but the scheme quickly unraveled. He later admitted to falsifying the McClusky's ledgers to cover up his theft.

Besides serving time in the brig at Miramar Marine Corps Air Station, Guy must pay \$14,000 in fines and will be dismissed from the Navy, a spokesman for Navy Region Southwest said.

The type of e-mail scheme that targeted Guy is widespread on the Internet, law enforcement authorities have said. It is frequently called the Nigerian letter scam because of the country where many of the letters originate.

The setup is a high-tech version of the old-fashioned "pigeon drop," in which a con artist persuades someone to give up some money in return for the invariably bogus promise of future riches.

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The 1990 built 9840 hp Chinese tug **DE YI** seen in Ketchikan, AK after delivery of the new dry dock (seen in the background).

Photo : Capt. Fred Eversen – Master Volendam ©

Daewoo books \$1.49 billion box ship order

Korea's Daewoo Shipbuilding Marine & Engineering Co., the world's second-largest shipbuilder, said in a regulatory filing today that it has won a contract valued at 1.37 trillion won (\$1.49 billion) to build nine container vessels.

Yonhap News Agency says the deal from "a European shipping company" calls on Daewoo to deliver the ships by March, 2011.

The news follows an announcement by Daewoo Shipbuilding on Sunday that it had raised its yearly sales target to \$16 billion this year from the previous \$11 billion, based on increased orders for containerships.

Even before today's announcement, Daewoo had reached the \$11 billion target with orders for to build 84 ships and offshore units.

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The **BICKERSGRACHT** seen passing the **SLUISGRACHT**
Photo : Joop Marechal ©

Acergy S.A. order \$180 million Diving Support Vessel

Acergy S.A. announced signing an agreement with Havila Shipping for a new build diving support vessel for Northern Europe operations which will join the Acergy fleet in 2010. This new state-of-the-art vessel is specifically designed for efficient diving operations in the harshest environments. It will be 120 metres overall with a 23 metre beam and will be fitted with a 250 tonne crane and have accommodation for 120 people. The vessel will have high transit speed, an ice class hull, Class 3 dynamic positioning and be in compliance with the most demanding maritime and environmental regulations worldwide. The 24-man, twin bell saturation diving system will be certified for Norwegian regulations and will utilise the latest technology. The design will reflect Acergy's 30 years experience of diving operations in harsh environments. The vessel will be owned 50/50 by Acergy and Havila and will be operated by Acergy for a firm period of ten years. Acergy will have options to purchase or extend the charter. A unique feature that Havila have to offer at a time of high shipyard activity, is the ability to both design and build the vessel within their own associated companies.

Bruno Chabas, Chief Operating Officer, said "The addition of this new diving vessel continues our fleet rejuvenation programme and adds an industry leading asset to our operations in Northern Europe and Canada. This key asset will assist us in winning challenging SURF projects and enable us to undertake pipeline tie-in, hyperbaric welding and inspection, repair and maintenance work from a vessel which will differentiate Acergy from its competitors in terms of safety, efficiency and productivity."

LIABILITY ISSUES SINK THE SUNK VTS

WORRIES about potential liability claims appear to be behind the shutting down of a VTS system operating off Harwich in the northern approach to the UK's Thames Estuary. Harwich Haven Authority identified the need for VTS some years ago service as part of its risk assessment and had run the Sunk VTS for the past five years under a Memorandum of Understanding with the UK's Maritime and Coastguard Agency.

The MOU ran out on 1 July, just after a an extended traffic routing scheme had been put in place near the Sunk light vessel. A year of talks between Harwich and the MCA failed to reach a deal to continue the service. The MCA's director of Standards Paul Jackson stressed that the problem was not that the agency was unwilling to pay for the service and the problem he said "was not about money but liability".

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He said that when it became clear Harwich would want to be paid to continue the service the MCA, following government practice, put the operation of the service out to tender earlier this year. There were only two expressions of interest and no bidders for the contract, with Harwich itself not putting in a bid. The MCA then talked to Harwich about an interim agreement to keep the service going while long term arrangements were put in place but these talks stalled over Harwich's demand for the MCA to indemnify it against possible liability claims which the MCA would not do. Consequently the service stopped.

Mr Jackson said that claims of "chaos" in the area were not borne out by the MCA's experience in the past few days and that Thames Coastguard was monitoring the area using AIS and advising vessels in circumstances such as ships going the wrong way up a lane.

He emphasised however that the MCA did want to see a VTS in the area again as soon as possible. One option being considered is to run it from the existing VTS centre at Dover which runs the Channel Information service. He said this could be done "reasonably quickly". The MCA already has AIS coverage of the area but would need to arrange for radar feeds.

The Sunk situation has arisen just as the MCA is considering the need for VTSs in areas where offshore windfarms are being built. The MCA view is that it should either run the VTS in these areas or "take a close interest" in them. The Sunk VTS was unique in the UK in being run by a port authority although covering an area outside port limits.



Above seen **CHATINANT CHANBOON**, captain of the **SMIT CYCLONE**, lifting the second leg out of the water of the **Adriatic VII**, together with the **Taklift 1**.

Photo : Henk Doornhein ©

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3 sheerlegs, **GPS ATLAS**, **GPS AJAX** and **MATADOR** were required to lift the above megayacht into the water at the Zwanenburg shipyard in Krimpen aan de IJssel
Photo : GPS Marine services BV ©

CMA CGM sees smooth sailing ahead

The president and founder of CMA CGM, the world's third-largest container shipping line, has said the company now has a few years' breathing space before again facing serious competition from Maersk Line, the world No 1.

Jacques Saade was speaking to the Financial Times after AP Moeller-Maersk, Maersk Line's parent, on Friday announced an unprecedented cull of senior management apparently aimed at reversing nearly two years of poor performance at a shipping business with twice the capacity of its nearest competitor, Mediterranean Shipping Co.

The Maersk changes included the early departure of Jess Saederberg, group chief executive, Tommy Thomsen, a senior partner in the business, and Knud Stubbjaer, joint chief executive of Maersk Line.

Saederberg will hand over in December to Nils Smedegaard Andersen, currently chief executive of Carlsberg, the brewer. Saade said it would be some time before new managers with little knowledge of shipping could evaluate Maersk's problems and decide how to resolve them. "I think we have space for a few years before they are active - active in the sense of increasing their fleet and their volumes," Saade said.

Saade also drew lessons from Maersk's experience for his own acquisition strategy. Many of Maersk Line's problems date back to the 2.3 billion euro (\$3.1 billion) botched integration of P&O Nedlloyd, in 2005.

Saade said his company would continue to consider acquisitions, but he believed with acquisitions it was a case of "small is beautiful". "Whether it's Hapag-Lloyd or Maersk, they've suffered from these big takeovers," Saade said of his rivals. "The acquisition of P&O Nedlloyd was too big to be immediately absorbed and included in your information system, in your back office and so on. So I think no one can and no one should make big takeovers."

Plenty of small companies that cannot cope with the competition in the container market would become available for sale in due course, Saade added. CMA CGM was also in discussions with four financial institutions - which Saade declined to name - about setting up a port investment fund to provide port facilities in key locations for the line. "We will certainly look forward to signing an agreement in the near future," he said. CMA CGM - which is privately held by

Saade and his family - had also recovered from a slump in freight rates last year and was seeing strong demand, particularly on the key Asia-Europe route, Saade claimed. His comments are the latest of several signs that container lines are recovering from the slump, which started early last year as lines cut prices because of fears that new ships were creating excessive capacity.

"Everybody is making money - except one or two and they are the exceptions," Saade said.



The **DELPHINE DELMAS** seen moored in La Pallice

Photo : Piet Sinke ©

Pride to build ultra deepwater drillship

Pride International Inc. has contracted Samsung Heavy Industries Co. Ltd. to build an ultra deepwater drillship capable of water depths to 12,000 ft (3,658 m) and TVD of 40,000 ft (12,192 m). Delivery is of the \$680-million drillship is expected in 3Q 2010. The drillship is to be based on an SHI proprietary hull design measuring 750 ft (229 m) long, 140 ft (43 m) wide and offering a variable deck load of 20,000 metric tons (22,046 tons). The rig will feature dynamic positioning station-keeping with DPS-3 certification. In addition, the rig will have dual activity capabilities. Pride has obtained a license from Transocean to use the dual activity technology. The rig will have added drilling fluids capacity, a 1,000-ton (907-metric ton) top drive, and living quarters for up to 200 personnel.

"Customer requirements for deepwater drilling capacity continue to expand, as successful results in exploration drilling lead to prolonged field development programs around the world, placing deepwater assets in short supply beyond the end of the decade," says Louis A. Raspino, president and chief executive officer of Pride International. "As a result of activity levels, it has become increasingly difficult to match shipyard delivery dates with customer requirements. Our commitment to build this unit was initially driven by the need to protect the delivery date necessary to meet a specific customer requirement."

New Tanker for Novoship

July 6 the new tanker for Novoship "**NS Lion**" was delivered to Novoship by the Samsung Heavy Industries shipyard. According to Novoship's press-service, the deadweight of the new tanker is 115 th.t. This is the second vessel in a series of four Aframax class tankers ordered.

Seaspan Corporation Announces Delivery of New Vessels

Seaspan Corporation announced the delivery of its 28th and 29th vessels, the **COSCO Yingkou** and the **CSCL Long Beach**.

The 3500 TEU **COSCO Yingkou** was constructed by Zhejiang Shipbuilding Co. Ltd. in China and was delivered on July 5, 2007, approximately three and a half weeks ahead of its contractual delivery date. The **COSCO Yingkou** is the second of ten Seaspan vessels to be chartered to COSCO Container Lines Co., Ltd. ("Coscon"), a subsidiary of China COSCO Holdings Company Limited ("China Cosco"). China Cosco is a publicly traded container transport company and is the world's seventh-largest liner shipping company in terms of capacity. The **COSCO Yingkou** is on charter to Coscon for 12 years.

The 9600 TEU **CSCL Long Beach**, which was built by Samsung Heavy Industries Co. Ltd. in Korea, was also delivered on July 5, 2007, approximately eight weeks ahead of its contractual delivery date. The **CSCL Long Beach** is chartered to China Shipping Container Lines (Asia) Co., Ltd. ("CSCL"), a subsidiary of China Shipping Container Lines Co., Ltd., for 12 years. This is the 14th vessel of 22 vessels to be chartered by Seaspan to CSCL.

"We are pleased to have once again taken delivery of our new buildings ahead of schedule and, consistent with our strategy of providing shareholders with stable and growing cash flow, each of these new vessels has a 12-year time charter," said Gerry Wang, Chief Executive Officer of Seaspan. "With significant cash flow secured under long-term contracts of over \$4.8 billion and an average time charter duration of about 8 years for our operating fleet and about 11 years for vessels contracted to purchase, Seaspan will grow distributable cash as we take delivery of each new container vessel on our modern fleet of 55 vessels."

Seaspan's fleet consists of the following vessels:

Vessel	Type	SSW	er	Time Charter
1 CSCL Hamburg	4250 TEU	12-Aug-05	CSCL	10 yrs + opt 2 yrs
2 CSCL Chiwan	4250 TEU	12-Aug-05	CSCL	10 yrs + opt 2 yrs
3 CSCL Ningbo	4250 TEU	12-Aug-05	CSCL	10 yrs + opt 2 yrs
4 CSCL Dalian	4250 TEU	12-Aug-05	CSCL	10 yrs + opt 2 yrs
5 CSCL Felixstowe	4250 TEU	12-Aug-05	CSCL	10 yrs + opt 2 yrs
6 CSCL Oceania	8500 TEU	12-Aug-05	CSCL	12 yrs + opt 3 yrs
7 CSCL Africa	8500 TEU	12-Aug-05	CSCL	12 yrs + opt 3 yrs
8 CSCL Vancouver	4250 TEU	12-Aug-05	CSCL	12 yrs
9 CSCL Sydney	4250 TEU	12-Aug-05	CSCL	12 yrs
10 CSCL New York	4250 TEU	12-Aug-05	CSCL	12 yrs
11 CSCL Melbourne	4250 TEU	17-Aug-05	CSCL	12 yrs

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12	CSCL Brisbane	4250 TEU	19-Sep-05	CSCL	12 yrs
13	New Delhi Express	4250 TEU	18-Oct-05	HL USA	3+7 yrs + opt 2 yrs
14	Dubai Express	4250 TEU	3-Jan-06	HL USA	3+7 yrs + opt 2 yrs
15	Jakarta Express	4250 TEU	21-Feb-06	HL USA	3+7 yrs + opt 2 yrs
16	Saigon Express	4250 TEU	6-Apr-06	HL USA	3+7 yrs + opt 2 yrs
17	Lahore Express	4250 TEU	11-Jul-06	HL USA	3+7 yrs + opt 2 yrs
18	Rio Grande Express	4250 TEU	20-Oct-06	HL USA	3+7 yrs + opt 2 yrs
19	MSC Sweden	4800 TEU	6-Nov-06	APMM	5 yrs + two 1-yr opt + one 2-yr opt
20	Santos Express	4250 TEU	13-Nov-06	HL USA	3+7 yrs + opt 2 yrs
21	Maersk Matane	4800 TEU	20-Nov-06	APMM	5 yrs + two 1-yr opt + one 2-yr opt
22	Maersk Marystown	4800 TEU	6-Dec-06	APMM	5 yrs + two 1-yr opt + one 2-yr opt
23	Maersk Moncton	4800 TEU	22-Dec-06	APMM	5 yrs + two 1-yr opt + one 2-yr opt
24	CSCL Zeebrugge	9600 TEU	15-Mar-07	CSCL	12 yrs
25	Cosco Fuzhou	3500 TEU	27-Mar-07	COSCO	12 yrs
26	Rio de Janeiro Express	4250 TEU	28-Mar-07	HL USA	3+7 yrs + opt 2 yrs
27	Manila Express	4250 TEU	23-May-07	HL USA	3+7 yrs + opt 2 yrs
28	COSCO Yingkou	3500 TEU	5-Jul-07	COSCO	12 yrs
29	CSCL Long Beach	9600 TEU	5-Jul-07	CSCL	12 yrs
30	Hull #YZJ2005-696C	2500 TEU	30-Aug-08	CSCL	12 yrs
31	Hull #YZJ2006-716C	2500 TEU	30-Nov-08	CSCL	12 yrs
32	Hull #YZJ2006-717C	2500 TEU	30-Jan-09	CSCL	12 yrs
33	Hull #YZJ2006-718C	2500 TEU	28-Feb-09	CSCL	12 yrs
34	Hull #YZJ2007-767	4250 TEU	31-Mar-09	CSAV	6 yrs
35	Hull #1970	5100 TEU	20-Apr-09	MOL	12 yrs
36	Hull #YZJ2007-768	4250 TEU	30-Apr-09	CSAV	6 yrs
37	Hull #YZJ2006-719C	2500 TEU	10-May-09	CSCL	12 yrs
38	Hull #YZJ2006-720C	2500 TEU	10-Jun-09	CSCL	12 yrs
39	Hull #YZJ2006-721C	2500 TEU	10-Jul-09	CSCL	12 yrs
40	Hull #1971	5100 TEU	5-Aug-09	MOL	12 yrs
41	Hull #YZJ2006-722C	2500 TEU	10-Aug-09	CSCL	12 yrs
42	Hull #YZJ2007-769	4250 TEU	31-Aug-09	CSAV	6 yrs
43	Hull #YZJ2007-770	4250 TEU	30-Sep-09	CSAV	6 yrs
44	Hull # 2081	8500 TEU	5-Nov-09	COSCO	12 yrs + three 1-yr opt
45	Hull #1972	5100 TEU	20-Nov-09	MOL	12 yrs
46	Hull #1973	5100 TEU	23-Dec-09	MOL	12 yrs
47	Hull # 2082	8500 TEU	28-Dec-09	COSCO	12 yrs + three 1-yr opt
48	Hull # 2083	8500 TEU	5-Feb-10	COSCO	12 yrs + three 1-yr opt
49	Hull #YZJ2007-771	2500 TEU	31-Mar-10	K-Line	10 yrs
50	Hull #YZJ2007-772	2500 TEU	30-Jun-10	K-Line	10 yrs
51	Hull # 2084	8500 TEU	30-Jun-10	COSCO	12 yrs + three 1-yr opt
52	Hull # 2085	8500 TEU	10-Aug-10	COSCO	12 yrs + three 1-yr opt
53	Hull # 2086	8500 TEU	10-Sep-10	COSCO	12 yrs + three 1-yr opt
54	Hull # 2087	8500 TEU	30-Sep-10	COSCO	12 yrs + three 1-yr opt
55	Hull # 2088	8500 TEU	10-Nov-10	COSCO	12 yrs + three 1-yr opt

About Seaspan

Seaspan owns containerships and charters them pursuant to long-term fixed-rate charters. Seaspan's fleet of 55 containerships consists of 29 existing containerships and 26 to be delivered over approximately the next 3.5 years. The 26 vessels that Seaspan has contracted to purchase are already committed to long-term time charters averaging approximately 11 years in duration from delivery. Seaspan's operating fleet of 29 vessels has an average age of approximately four years with an average remaining charter period of approximately eight years. Seaspan's customer base consists of seven of the largest liner companies, including China Shipping Container Lines, A.P. Moller-Maersk, Mitsui O.S.K. Lines, Hapag-Lloyd, Coscon, K-Line and CSAV.

MOVEMENTS



The **REGGEBORG** seen enroute Rotterdam
Photo : Tjep van Roon ©



The **CLUB MED 2** seen in Valetta – Photo : B.J. Taylor ©

OLDIE – FROM THE SHOEBOX



The port of **VALENCIA** during busy times some time ago

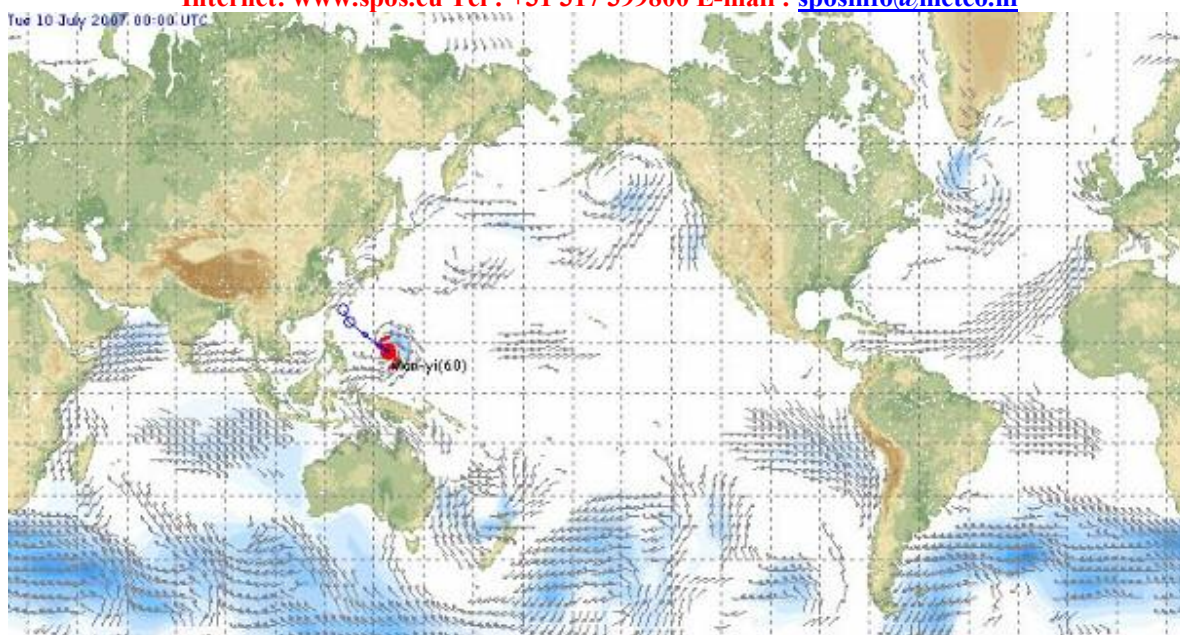
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MARINE WEATHER

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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

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The **SMITWIJS SINGAPORE** seen in Ravenna
Photo : Ko Rusman ©

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