

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 175



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

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The PRINSENDAM visited the port of Amsterdam, seen above departing with destination the Baltic via the Kiel-canal

Photo : Joop Marechal ©

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EVENTS, INCIDENTS & OPERATIONS



The Dutch registered chemical tanker "**Jo Sypress**" seen leaving the '12 mile anchorage' on the Mississippi river, and on her way to dock in New Orleans.

L.o.a: 182.30 mtr - Summer deadweight: 36.750 MT - Summerdraught: 10.73 mtr
Cargo capacity @ 98% full: 38.550 cbm - IMO ship type 1, 2 and 3

Photo : Crew "Jo Calluna" ©

Fisherman trapped by rope, rescued

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A Mossel Bay fisherman who jumped overboard to free himself from a rope lacerating his leg was rescued on Tuesday, the National Sea Rescue Institute said.

NSRI Mossel Bay deputy station commander Lance van der Au said the fishing vessel **Waterbaby** had put out a call for medical assistance for a fisherman on board with a leg injury. A rescue craft accompanied by a Netcare 911 paramedic was dispatched to the scene.

The patient, 34-year-old Kevin Lottering from Beaufort West, was found to be in a stable but serious condition and was transported to hospital. Lottering was suffering from hypothermia and a five centimeter laceration, about one centimeter deep, on his right upper leg.

"According to the Viking Fishing Company, the crew aboard **Waterbaby** were letting out rope when the vessel was rocked by the swell and a section of the rope wrapped around Lottering's leg and began to squeeze tight around his leg as the rope pulled tighter.

"To free himself of the rope he jumped overboard allowing enough slack on the rope to get himself free from the section that had wrapped around his leg."Under the circumstances, according to the account of the accident, he did the right thing to preventing a more severe injury," said Van der Au.

Lottering was reported to be in good spirits in hospital.



The **BALTIC AMBITION** seen enroute Rotterdam – Photo : Frits Janse ©

Damaged hull of Napoli examined

Divers have begun to examine the hull of the **MSC Napoli** which was refloated nearly six months after it was grounded off the south Devon coast. The 62,000-ton vessel floated free a mile off Sidmouth after 58,000 tons of water was pumped from her holds in a major operation on Monday morning.

The two-day inspection is being carried out by a team of 20 divers in deep water to assess cracks to its hull.

The vessel carrying 2,300 containers was damaged in a storm in January.

The Maritime and Coastguard Agency (MCA) said the decision about the Napoli's future would not be taken hastily. Spokesman Fred Caygill said: "The dive survey is taking place today and tomorrow, then the results will be computed by naval architects.

"That could take up to a week and then all the government departments involved will have to agree what to do next."

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The MCA refloated the vessel to prevent further deterioration in the structure of the ship and to prevent further damage to the environment.

About 1,900 seabirds along the coast were affected after 200 tons of oil leaked from the vessel soon after grounding.

The cracks in the side of her hull were temporarily repaired while the cargo was removed over several months.

More than 100 containers went overboard and 58 were washed ashore, leading to a scavenging and looting spree.



The Malaysian sail trainer **TUNAS SAMUDERA** visited the port of Brest between July 6th and 10th, the vessel left Malaysia April 2006 for a world tour with a duration of 1 year, the trainer is due to arrive back in Malaysia April 28th 2008

Photo : Jacques Carney ©

Paniek op catamaran door onweer

Even na 12 uur werden rode vuurpijlen gezien boven het wad. Een catamaran van de zeilschool in De Cocksdorp was met een instructeur en twee cursisten op het wad toen een enorme onweersbui naderde. Deze bui zag er zo dreigend uit, dat aan boord van de catamaran paniek uitbrak en de drie personen besloten over boord te springen om te proberen zwemmend de kant te bereiken. De catamaran dreef onbemand verder op het wad.

De KNRM reddingboten **Beursplein 5** en de **Francine Kroesen** werden gealarmeerd. Omdat de personen zwemmend de kant bereikten en werden opgepikt door mensen van de zeilschool, kon de **Francine Kroesen** al vrij snel terugkeren naar Oudeschild. De **Beursplein 5** sleepte de catamaran naar De Cocksdorp waar deze werd afgeleverd bij de zeilschool bij Paal 33.



The brand new **SMIT ELBE** seen arriving in Rotterdam for the first time to execute trials until July 13th, bollard pull tests will be executed today

Photo : Nico Ouwehand ©

ONGC issues updated release on Samudrika 10

ONGC in India has issued a further release about the loss of the OSV **Samudrika 10**. **Samudrika 10** was in standby mode due to bad weather waiting to transfer cargo to ONGC's drilling rig **Sagar Gaurav**, which is operating in Bassein and Satellite field. It started taking water and sank around 12.30hr on 9th July, 2007.

Samudrika 10 was operating in the sea at about 56 nautical miles from Nhava Supply Base of ONGC at the time of the incident. The sea conditions were reported at the time of incident as 3-4m swell, and 30-35 knots wind speed.

The vessel was operated by SICAL Logistics Ltd, Chennai, under an Operation & Maintenance Contract.

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Out of the 14 manifested crew members, nine were rescued. A regional contingency committee consisting of ONGC, the Indian Navy, FODAG, Coast Guard and DG Shipping were immediately informed and activated for search and rescue operations.

In addition to one ONGC helicopter and three ONGC OSVs and two British Gas vessels became involved in search and rescue operations. Immediately after the incident, another ONGC helicopter was also pressed into service, and an OGC support vessel was mobilized for rescue and search operations with divers and doctor on board.

On being apprised of the situation, Hon'ble Minister of Petroleum Mr Murli Deora asked the Indian Navy to send an additional helicopter for search and rescue operations. All platforms, rigs and vessels of ONGC in the area have been advised to keep a close watch during the night.

Senior officers of ONGC were rushed to the accident site to oversee the search and rescue operations.

The rescued crew were brought back to Mumbai by an ONGC helicopter after providing necessary first aid offshore and a medical check up at the helibase carried out. ONGC said the vessel was constructed in 1986 and completed its last statutory dry-dock in February 2006. Its next statutory dry-dock was due in November, 2008.

"The vessel sailed on July 6th from Nhava Supply Base in full sea-worthy condition and complied with all requisite certifications as per the statutory requirement," said ONGC.



The **SMIT BRONCO** seen in front of the refloated **MSC NAPOLI**
Photo : Albert Quak ©

Rat Ship

Twenty five African crew members of the Panama-flagged cargo ship **Meugang 1** remain stranded at Santander nearly a month after docking at the port in Northern Spain.

According to the ITF and local unions, the ship's operator, Sea Trans Ship Management based in Cameroon, has failed to pay wages to the ship's crew since last October. The **Meugang 1** arrived at Santander on 13 June to unload cotton seed.

The ship was judged not seaworthy and detained. Local authorities now plan to disinfect the ship which is allegedly infested with rats and cockroaches.

Explosion fear eases on Newcastle ship

Fire crews set up a one-kilometre exclusion zone around a cargo ship in Newcastle after a crane leaked a potentially explosive mix of hydraulic oil onto hundreds of bags of ammonium nitrate. As well as being used as a fertiliser for agricultural purposes, ammonium nitrate has been an ingredient in improvised bombs, such as those used in Oklahoma City in 1995 and Bali in 2002.

Emergency crews were called to Newcastle Port's Kooragang Island about 1am today after a hydraulic line on the ship's crane, which had been loading 1.2-tonne bags of the fertiliser, burst.

An estimated 150 litres of oil spilled into part of the ship's hold, where about 350 bags of the fertiliser had been loaded. A further 1150 bags had already been placed in other parts of the ship. NSW Fire Brigades spokesman Superintendent Craig Brierley said the ship had been turned around so that a land-based crane could access and unload the contaminated bags from the ship, which is called Priam.

The bags are being unloaded one at a time before being inspected and cleaned, he said. NSW Fire Brigades spokesman Superintendent Craig Brierley said this afternoon the danger had mostly passed.

"The exclusion zone has been reduced right down to just the ship," he said. "We've removed sufficient bags, they've been wiped down [and] we've got a good look at the spill." None of the bags that oil spilled on - about 250 to 300 - had been breached, he said.

He said the only remaining danger was if a fire broke out, and two fire crews were stay in case of that possibility.

CASUALTY REPORTING



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Ferry Boats Collide In Boston Harbor

A passenger ferry boat carrying 151 morning commuters from Boston to Hingham collided with another alternate route vessel in heavy fog in the Boston Harbor. No serious injuries were reported and officials with the Massachusetts Bay Transportation Authority were not expecting any service delays due to the mishap.

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The 101-foot ferry boat **Laura** was heading from Hingham to Boston when it collided with a passenger packed ferry boat named Massachusetts at about 7.30 am. There **Laura** was only carrying four crew members at the time of the accident.

None of the passengers aboard the boat Massachusetts was seriously injured, but both vessels suffered significant damage. The Coast Guard is investigating the cause of collision, but an official pointed out that heavy fog in the harbor could have impaired the visibility of the crew.

"The fog is thick and visibility is terrible," Coast Guard Petty Officer Zach Zubricki told the AP. The collision occurred in an area called the Reserved Channel near South Boston. Emergency medical services met the Massachusetts at Rowe's Wharf, Zubricki said.

Both ships involved in the collision are owned by private companies and were running under contracts with the Massachusetts Bay Transportation Authority for commuter services.

Norwegischer Frachter in Seenot

Im dänischen Kattegat war am Sonntag das norwegische Containerschiff «**Eline**» in Seenot geraten. Wie die Küstenwacht in Århus mitteilte, mussten sieben von zehn Besatzungsmitglieder per Hubschrauber evakuiert werden, weil das Schiff zu sinken drohte. Durch ein Leck drang Wasser in den 90 Meter langen Frachter ein. Die Besatzungsmitglieder konnten später wieder an Bord zurückkehren, nachdem keine akute Gefahr mehr bestand, hieß es weiter. Es wurden keine Angaben gemacht, warum das Schiff Leck geschlagen war. Die «**Eline**» sollte mit Schlepperhilfe zu einem Hafen gebracht werden

Ro-Ro Sinks in the Mediterranean

The 1,020-lane-metre **Don Pedro** (built 1984) reportedly sank within half an hour of striking an islet outside of the Balearic Island port, Reuters reported.



The **DON PEDRO** seen moored in Genua – Photo : Piet Sinke ©

Eight of the twenty people rescued are believed to have needed treatment for bruises and hypothermia. The vessel was en route to Valencia and was believed to be carrying no cargo when it struck the islet and sprung a leak.

Some fuel oil is reported to have leaked from the ship and environmental services are understood to be working to contain the spill. The Spain-flagged Don Pedro is managed by Iscomar Palma de Mallorca and classed by Germanischer Lloyd.

Ship with 60 on board missing in eastern Indonesia

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A passenger ship carrying 60 people disappeared in eastern Indonesia after reporting engine failure in stormy seas, a port official said Wednesday. A baby's body was found drifting in nearby waters along with several survivors.

The **KM Wahai Star** was on a regular voyage from Buru island to Ambon, the capital of Maluku province, when it lost contact just before midnight Tuesday, said Karim Tuanaya, acting head of the local Port Authority.

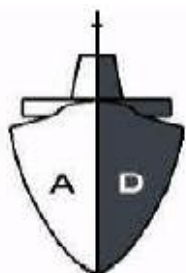
The ship was carrying 43 passengers and 17 crew when its engine broke down after encountering ten-foot-high waves, he said, but it was not immediately clear if it sank. An oil tanker plucked a baby's body from the sea and rescued 14 other people, Tuanaya said, adding that he had not yet heard any reports from survivors about the apparent accident.

A search was under way involving some ships, but large waves were hampering those efforts, he said. Indonesia, the world's largest archipelagic nation, has been hit by a series of sea transportation disasters in recent months. In late December, a passenger ferry sank in a storm in the Java Sea, killing more than 400 people.

NAVY NEWS

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Final Bay Class Landing Ship Delivered Nine Weeks Early

RFA Lyme Bay, the fourth and final ship in the Royal Fleet Auxiliary's new class of landing ship, has been delivered to the UK Ministry of Defence more than two months ahead of schedule.

The vessel has recently completed stage one contractor sea trials off the coast of Scotland and was delivered to Falmouth to join her sister ships before undergoing further tests prior to the official handover ceremony in Portland on 2nd August. **RFA Lyme Bay** was built and launched at Swan Hunter on Tyneside before being brought to the Clyde in 2006 for completion.

Commenting on the successful delivery of the programme, head of the LSD(A) project Scott Jamieson said: "I am delighted that we have been able to deliver **RFA Lyme Bay** both to an exceptional standard and nine weeks ahead of schedule.

"It is vital that our customer receives true value for money, in order to comply with the UK's Defence Industrial Strategy and I believe that we have fully achieved that with this vessel."

Speaking after the delivery of **RFA Lyme Bay**, the UK MoD's LSD(A) team leader Andy Hewitt said: "**RFA Lyme Bay** has been successfully delivered by BAE Systems to a very high standard. The vessel will now undertake an additional work package in support of full system acceptance prior to handover in Portland."

BAE Systems is a global defence and aerospace company delivering a full range of products and services for air, land and naval forces, as well as advanced electronics, information technology solutions and customer support services. With 88,000 employees worldwide, BAE Systems' sales exceeded £13.7 billion pounds sterling (US\$25.4 billion dollars) in 2006

Kitty Hawk sails out of Sydney Harbour

The 5,500 sailors aboard the aircraft carrier USS **Kitty Hawk** have farewelled Sydney - and millions of dollars of their money - after their five-day stay.



Escorted by a flotilla of small boats, the **Kitty Hawk** left Sydney Harbour after five days docked at the Garden Island Naval Base.

Photo : Ian Edwards
©

It is estimated the 7,000 sailors aboard the **Kitty Hawk** and four support ships spent \$2 million a day during their visit to

Sydney - or about \$280 a crew member, per day. The sailors also engaged in various charitable works around the city, including a visit to sick children at the Children's Hospital at Westmead.

This was probably the **Kitty Hawk's** last visit to Australia, with the aircraft carrier scheduled to be decommissioned in June, 2008.

It will be replaced by the nuclear-powered **George Washington**.

The 318-metre long super-carrier and the four US navy support ships that accompanied it to Sydney had been taking part in the joint Australian-US military exercise Talisman Sabre off Queensland.

The **Kitty Hawk** is due to berth at Brisbane before leaving Australian waters.

"We'll be heading out to do some more operations and have fun right up here off the Australian coast," Lieutenant Commander Tom Ray told Sky News. "We do have another port call coming up in Australia, we'll have one in Brisbane."



HMS DAUNTLESS seen in her builders drydock prior to sea trials.
Photo : Tommy Bryceland. SCOTLAND ©

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The latest newbuilding of the Damen shipyard is the **P 02 RAGGED POINT** seen moored in the port of Hoek van Holland during the yard trials, the patrol vessel is under construction for Barbados.

Photo : Jan van der Klooster – www.scheepvaarthoek.nl ©

Another Damen Stan Tug 2208 for Trinidad & Tobago

Damen will again deliver a Damen Stan Tug 2208 to Trinidad & Tobago in 2008. In June Allan R. Singh Contractors signed a contract for a Damen Stan Tug 2208 to be delivered in spring 2008.

Allan R. Singh Contractors is the first privately owned operator in Trinidad to decide for new building. Uptil now operators in Trinidad were only making use of second hand equipment.

This next Damen Stan Tug 2208 will be the third vessel of this design to be delivered to the Island after the earlier two deliveries to state-owned National Energy Corporation, the **NEC Pride** (May 2007) and **NEC Spirit** (July 2007).

Daewoo ups orders target by 50%

South Korean shipbuilder Daewoo Shipbuilding and Marine Engineering Co yesterday said it had raised its 2007 target for new orders by more than half, owing to a boom in container shipping orders.

Daewoo, whose shares have almost doubled so far this year, has already achieved its previous annual target of US\$11 billion. It now aims to secure US\$17 billion in orders for ships and offshore plants, which would be 55 per cent higher than the US\$11 billion goal.

Its 2006 orders were also worth US\$11 billion. 'Orders for high-value vessels such as container ships will continue in the second half,' Daewoo said. 'As we begin to build lucrative ships ordered recently, our profitability will improve further.' Daewoo said container ships accounted for more than half of new orders won this year and added it would spend 80 billion won (S\$128 million) by 2009 to expand a local dock dedicated to container ships.

Daewoo said its order book is sufficient to keep its dockyards busy for than three years or more

Keppel wins drillship contract

Singapore's Keppel Shipyard Limited, a wholly-owned subsidiary of Keppel Offshore & Marine Limited (Keppel O&M), secured a S\$150 million (US\$98.85 million) contract to install equipment packages on a new drillship.

The new hull is currently being built in China and is due to arrive at Keppel Shipyard in the third quarter of 2008. Keppel Shipyard is expected to complete its part of the work by the fourth quarter of 2009.

The work includes installation, integration and completion of the owner supplied power generation, thrusters and drilling equipment packages on a new hull. Mr Nelson Yeo, Executive Director of Keppel Shipyard, said, "We are always on the lookout for new business opportunities to support our clients in line with emerging market trends."

"This new contract brings to fore the Group's project management expertise and capabilities in converting and integrating offshore exploration and production vessels," he noted. "Owners can choose to outsource the construction of bare hull elsewhere. This can be beneficial to us because our valuable fabrication capacity can be made available to carry out other value-added work."

The new drillship is designed to operate in deepwater depths of 12,000 feet and is fitted with DP 2 capabilities.

Sea Cargo back at Bharati

India's Bharati Shipyard Limited has won a repeat order from Sea Cargo Skips AS, Norway. It covers, design, construction and supply of two 116.7 m RORO / Pallet / Container Vessels of 5,800 dwt each. The total contract value of the order is US\$ 43.40 million.



These vessels are intended for operation between between various Scandinavia and U.K. ports.

As they compete with road transport, the vessels are very fine in shape and designed for high speeds (17 knots).

These vessels are highly sophisticated, carrying multipurpose cargo in the form of containers, MAFI trailers, trailers and pallets.

The MAFI's / trailers are rolled on or off the vessel via the stern ramp and the ship's hoistable ramps and fixed ramps. The containers are stored on the deck using the vessels crane (50 T capacity). The vessel can also carry palletized cargo, which is brought into the vessel from the side ramp and taken to various decks through elevators (called pallet elevators). A forklift then moves the cargo to the required position.

Daewoo Workers Strike Over Salary

Unionised workers at Daewoo Shipbuilding & Marine Engineering in Korea downed tools for four hours on Wednesday in a protest over pay. They are demanding an increase of KRW 111,244 (\$121) in their basic salary and a doubling of their bonus. Daewoo is offering KRW 75,000 and wants to freeze the bonus.

Union leaders said they will demonstrate on Thursday in front of the Korea Development Bank, the shipyard's largest shareholder, in central Seoul.

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TBS International Acquires Bulk Carrier

TBS International Limited reported that it has entered into an agreement to acquire a handysize bulk carrier, the **M.V. Elsa Oldendorff**. TBS agreed to acquire the vessel charter free for \$29m. The vessel is expected to be delivered to TBS between November 1 and December 30, 2007.

The 24,021 dwt vessel, to be renamed the **M.V. Arapaho Belle**, was built in 1998. Following this acquisition, as well as the recently announced acquisition of the 1990-built 42,475 dwt **M.V. Yakima Princess**, which is expected to be delivered to TBS between July and October 2007, the TBS fleet will be comprised of 35 vessels, with an aggregate of 1,058,482 dwt.

MAXIMA HANDED OVER

On Thursday 5th of July 2007, the Damen Multi Purpose vessel "**Maxima**" was handed over to her owners, MS "Yepa" Schiffahrtsgesellschaft mbH & Co. Reederei KG, Haren Ems, Germany, a single ship company under management of Intersee Schiffahrtsgesellschaft.

The "**Maxima**", yard number 7302, is the second vessel out of a series of five vessels of the type Damen Combi Freighter 11000, which are all built for Intersee at Damen Shipyards Yichang in Yichang, China.

The 145 m. long, ice class IA vessel is equipped with two 80 ton deck cranes and has a removable tweendeck in the aft hold, which has a length of 65.41 m.



The yacht **THETIS** seen moored in the port of La Rochelle
Photo : Piet Sinke ©

Bahia Laura Christened

The 254 mtr long **Bahia Laura**, the fifth of six 3,752 TEU Hamburg Sud container ships, was christened at the Daewoo Shipbuilding & Marine Engineering Co. Ltd. (DSME) yard in Okpo, Korea. Sponsor of the newbuilding is Eva Graumann, Director Public Relations, Hamburg Sud. Following delivery on 12 July, the **Bahia Laura** will be phased into Hamburg Sud's liner service between Asia/South Africa and South America East Coast.

The **Bahia Laura** is named after the nature reserve Reserva Natural Bahia Laura in the Argentinian province of Santa Cruz, which is south of Puerto Deseado.

Beira dredger inaugurated

The port of Beira's new dredger, named **ALCANTARA SANTOS**, was officially inaugurated on Friday (6 July) by Mozambican President Armando Guebuza. The 70m long trailing suction hopper dredger, which was built in Japan at the Mitsubishi Heavy Industries yard in Kobe and donated to the Mozambique people by Japan, will enter service in the port of Beira. The dredger is due to be handed over to Empresa Mozambique de Dragagens (Emodraga) on completion of a 30-day period of trials.

Built at a cost of US \$18 million, the blue-hulled Alcantara Santos, which is named for a former transport minister who died in the aircraft crash with President Samora Machel, can handle a load of 1,000 tonnes and is expected to go to

work on maintaining the required depth of channels in the port of Beira to ensure the port remains competitive and available to shipping.

Japan's ambassador to Mozambique, Tatsuya Miki said that Beira is a strategically important port in the context of Southern African Development Community (SADC) countries and that Japan has recognised that the lack of dredging capacity had placed constraints on the port's capacity. He said that in addition to donating the dredger Japan had also provided the opportunity for Emodraga personnel to attend a training course in Japan to help equip them for the task of maintaining and operating the vessel. During the inauguration President Guebuza said that most important challenge facing Mozambique's transport sector is to ensure that the ports remain accessible and competitive to enable them to compete for business with neighbouring countries.

To this end it was announced during Friday's function that Emodraga, the state-owned dredging company is negotiating for a second larger dredger with potential overseas partners.



The **SUDKASHA** seen leaving the port of Durban
Photo : Shiphoto International © (shack@iafrica.com)

NMEL signs US\$23 million contract for two vessels

Nico Middle East Ltd (NMEL), one of Dubai's leading offshore vessel owners and operators, has announced that it has signed contracts to build two new AHTS vessels for its offshore fleet at a value of over US\$23 million.

The two 5,150bhp purpose-built AHTS are currently under construction in Fuzhou, China and are scheduled for delivery in late 2007 and early 2008. The investment in the vessels are part of NMEL's long term strategy of fleet replenishment and upgrading and part of the division's overall plans to double its fleet size within the next five years.

"Rotterdam World Gateway" Wins a Tender

The first container terminal to go into operation on Maasvlakte 2 will be run by a consortium consisting of stevedore DP World and four shipping companies: New World Alliance (MOL, Hyundai and APL) and CMA CGM. This 'Rotterdam World Gateway' consortium submitted the best proposal.

The terminal will have a capacity of around 4 million TEU (standard size for containers) and will be operational in 2013. In 2005, the Port of Rotterdam Authority launched an open assessment procedure for operating the first container terminal to open on Maasvlakte 2.



Voith Turbo Schneider Propulsion to Equip Escort Vessels with VSP

Oil wells in the North Sea and the North Atlantic are still bubbling with Black Gold. With two new high-performance Voith Water Tractors, the harbor authority of the Shetland Isles (Shetland Island Council) is set to widen its opportunities and will soon be able to unload even larger oil tankers in the harbor of Sullom Voe at affordable cost. In spring 2010, the two new vessels will enter service at the most northern point of Scotland. The two escort vessels will be built in Spain by Union Naval Valencia. With 77 tons bollard pull ahead and 71 tons bollard pull astern, they are in the highest output class for this type of Escort Voith Water Tractors. Each of the two Voith Water Tractors is fitted with two electronically controlled Voith Schneider Propellers size 36R6/255-2. The new escort vessels will replace the 25-year-old Voith Water Tractors **Shalder**, **Tirrick** and **Stanechakker**. According to the Managing Director of the port authority, Jim Dickson, this acquisition will make it possible to escort even large oil tankers into the port of Sullom Voe on the Shetlands and unload them there. Up to now, tankers size Suez Max carrying one million barrels of crude oil on board need three escort vessels. If the cargo consists of "Ultra Large Crude Oil (ULC Carriers)" as many as four such vessels are required.

Due to the capacity of the Voith Water Tractors, which will enter service in Sullom Voe in 2010, the required number of escort vessels per tanker will drop. This means that the new vessels not only reduce day-to-day operating costs but also secure the existence of a line of industry in the North of Scotland. Although the amount of oil extracted outside the coast of Shetland declines year after year, the new investment of the harbor authority will be worthwhile. Jim Dickson compares the new escort vessels to luxury limousines. "

Evergreen Extends Lease at Port of Kaohsiung

Evergreen Marine Corp (Taiwan) Ltd, which currently operates two large container terminals in the Port of Kaohsiung, has extended its lease on the newer facility at Container Terminal No 5 for a further 11 years and one month. The lease extension contract, which covers the period from December 1, 2007 to December 31, 2018, was signed by President Jack Yen and by Ming-Hui Shieh, Director-General of the Kaohsiung Harbour Bureau at a ceremony held in Kaohsiung and attended by Government officials, senior management from other shipping companies and many prominent executives representing the Southern Taiwan business community.

This container terminal occupies over 400,000m² of land and provides three berths (Piers 79, 80 and 81) with a total quay length of 815m. These berths are served by nine post-Panamax gantry cranes, 30 rail mounted gantry cranes and six empty container stackers. It is capable of accommodating up to 25,000TEU of loaded containers and 3,700TEU of empty containers. Constructed on a BOT (build-operate-transfer) basis following Evergreen's success in winning a competitive tender bid in May 1997, it opened for business in May 1999.



The **AL MAREEKH** seen arriving in the port of Cape Town

Photo : Ian Shiffman ©

CORRECTION

The photo of the CLIPPER NADJA was made by Ruud Zegwaard and not as mentioned by Ruud Vermeer

Tsakos Sells Ships

Tsakos Energy Navigation Ltd. announced the sale of the 1998-built 107,181 dwt Aframax tankers **Maria Tsakos** and Athens 2004 to an independent Greek-based operator. The **Maria Tsakos** will be delivered to her new owners on July 11, 2007 resulting in a \$31 million capital gain that will be recorded in the third quarter of this year. The Athens 2004 will be delivered in the beginning of the fourth quarter resulting in an additional \$31 million capital gain to be recorded at that time. After the repayment of related debt associated with the two vessels, approximately \$50 million in total cash will be released.

"The **Maria Tsakos** and Athens 2004, part of TEN's first generation newbuildings, have served the Company well over the years, gaining the respect of charterers internationally. We wish their new owners equally good fortune," stated Mr. Nikolas P. Tsakos, President & Chief Executive Officer of TEN. "The sales and purchase market has always played an integral role in the modernization and growth of our fleet and has been an important contributor to our bottom line. These sales reduce the age of our fleet and further strengthen our balance sheet providing the basis for future growth and enhanced shareholder value," Mr. Tsakos concluded.

CAMILLO EITZEN ORDERS SIX LPG CARRIERS

FAST growing Norwegian owner Camillo Eitzen has ordered six 2,500 cbm semi/pressurized LPG carriers from Japanese shipyard Sasaki Shipbuilding for US\$14.2m. The vessels are for delivery in 2011. The Company also announced that it has sold the 1982 built semi/ref LPG carrier **Sigas Eildon**. The company's CEO, Axel Eitzen, said: "These newbuildings together with the sale of the older vessels form an integral part of our fleet renewal program. We are very satisfied with the vessels which are specially designed to comply with all the restrictions and limitations for this segment, as well as designed with particular attention to environmental issues and hold a 'Green Passport'."

MOVEMENTS



Monday the 9th of July the **Stella Virgo** arrived for the first time in her homeport Dordrecht. **Stella Virgo** is a high heat tanker capable of carrying and maintaining liquid cargoes up to 250 degrees centigrade. Managers of **Stella Virgo** are **Theodora Tankers** / Dordrecht with a fleet of 9 high heat tankers.

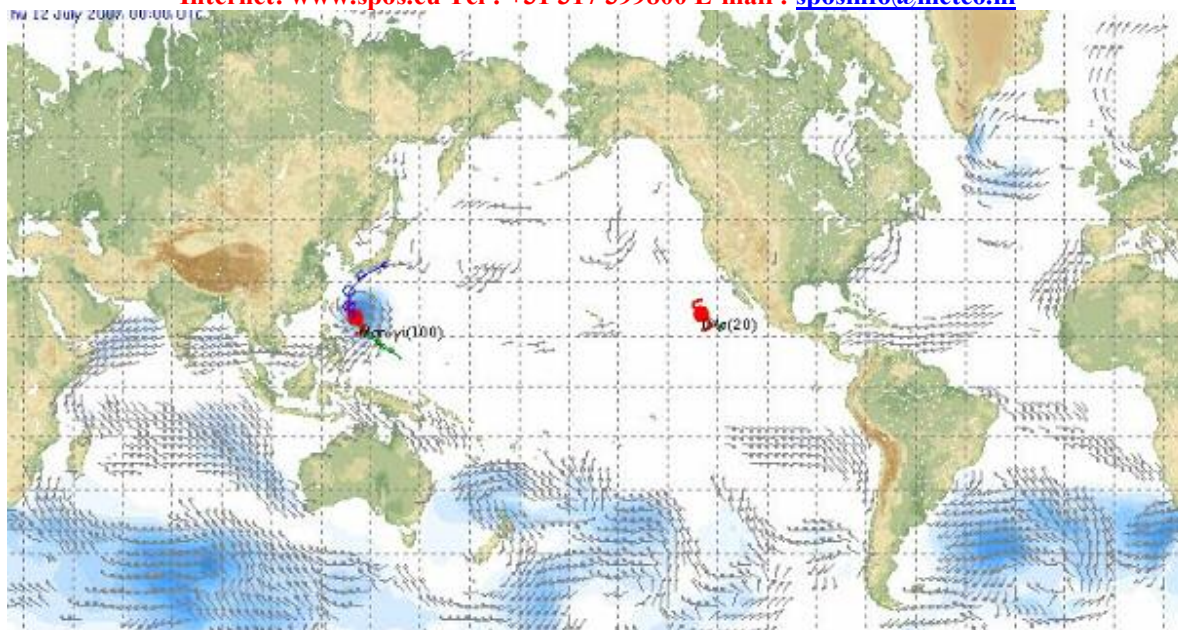
Photo : Huug Pieterse

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

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 175



The **TEXELBANK** seen assisting the **PORT RIGMAR** enroute Rotterdam.

Photo : Harry van den Berg ©

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