

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 186



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**The SUPER STAR AQUARIUS seen moored at the Hong Kong cruise terminal**  
**Photo : Piet Sinke ©**

**The first few editions of the newsclippings will be an overview of the news in the shipping industry over the last few weeks, so it can appear that some articles are a little "older" news, but I am just catching up the news**

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## EVENTS, INCIDENTS & OPERATIONS



The 131 mtr long **ASIA STAR** seen moored in Hong Kong, the passengerliner is build as the **RADISSON DIAMOND** during 1991 at the Aker Finnyards , the vessel was sold in 2005 and renamed **OMAR STAR**, under which she sailed for a short while, the same year 26.211 ton DWT vessel got the name **ASIA STAR** and is at present owned by ASIA CRUISES

Photo : Piet Sinke ©

## Enorme kraan ingestort in zeehaven van IJmuiden

In de zeehaven van IJmuiden is zondagochtend 29 juli een enorme kraan ingestort. Bij het ongeval raakte een man gewond, doordat hij een stuk staalkabel tegen zich aan kreeg. Dat maakte de havenmeester van IJmuiden bekend. De kraan van ongeveer 60 meter hoog stond op het drijvend werkeiland **SEA JACK** (former **Jumping Jack**), om de topstukken op windmolens te plaatsen.





Het is nog onduidelijk waardoor de kraan ingestort is. „Voor zover ik weet, waren ze de kraan omhoog aan het halen of lieten ze deze juist zakken. Daarbij is een kabel gebroken, waarna de kraan op een stelling stortte”, aldus de havenmeester.

Hij spreekt van „een geluk bij een ongeluk” dat het ongeval op zondag plaatsvond. „Doordeweeks is het heel wat drukker in de haven en waren de gevolgen waarschijnlijk ernstiger geweest.” Volgens de havenmeester zal in dit deel van de haven de komende dagen

waarschijnlijk weinig gewerkt worden.



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## Lost containers float a threat on the world's oceans

Cargo insurers say that between 2 000 and 10 000 containers are lost overboard by commercial shipping vessels each year and pose an increasing hazard to other craft, reports The Log, a California boating and fishing journal.

Shipping Gazette reports that, according to the Through Transport Club, an insurer that covers 15 of the top 20 container shipping lines, TEU and FEU boxes have floating characteristics similar to those of ships. The necessary force required to sink a TEU or and FEU would have to exceed the volume of water it displaces - that is, 39-tons and 79-tons respectively.

Shipping containers are rarely watertight, but they still take about 57 days for an empty TEU to sink and 183 days for an FEU. Depending on size, weight, durability, density levels - and volume, a container can stay afloat between a few seconds and 15 months.

Containers are more likely to go overboard today than before because larger vessels carry larger stacks - often six containers high sometimes resulting in instability in rough weather.

## Most advanced salvage ship sent into water



China's most advanced salvage ship named "**Nan hai 101**" was sent into water at Guangzhou Huangpu Shipyard and would be delivered to the user in October, according to the Ministry of Communications. Song Jiahui, an official in charge of rescue work with the ministry, said the ship would be turned over to Nanhai Rescue Bureau under the ministry.

Song said the ship is equipped with most advanced facilities and can work round the clock. It is 109.7 meters long with a displacement of 6,200 tons. It can sail for 10,000 sea miles without refueling at a speed of 22 knots. The power of its main engine reaches 14,000 kilowatts, he said.

The ship has a landing platform for helicopters and a strong capacity to deal with spilled oil. It can accommodate 200 rescued people and perform rescue missions such as fire fighting at night, said Song.

The ship is the first of its kind built in China during the 11th five-year plan period (2006-2010). It was designed by Shanghai Ship Design Institute and took fifteen months to build.

## Ship 'not source of Legionnaires'

A cruise liner which docked early after two passengers were struck down with Legionnaires' Disease was not the source of the infection, its operator said.

Seven passengers on the Fred Olsen vessel The **Black Watch** fell ill with flu-like symptoms on Friday and two - both women - later tested positive for the Legionella bacteria.

They are currently in hospital in Stockholm, Sweden, where they are doing well, a Fred Olsen spokeswoman said.

The cruise liner, which had stopped in Russia, Estonia and Finland, docked in Dover, Kent, two days early after the Swedish authorities took water samples from on-board showers, Jacuzzis and pools.

The Health Protection Authority is currently carrying out cleansing and super-chlorination of the ship. Fred Olsen spokeswoman Wendy Hooper-Greenhill said: "The vessel has not been found to be the source of the infection."

Some of the 756 passengers who disembarked on Monday night speculated that the disease may have come from Russia. Two elderly women who were taken to the William Harvey Hospital in Ashford, Kent, as a precaution, tested negative for the disease.

Passengers - the majority of whom were British and some, Irish - paid up to £6,000 for the 17-day trip. Fed Olsen has offered them a 25% reduction on the total cost of their holiday.

## BLACK WATCH LEGIONNAIRES CASES CONFIRMED



IT has been confirmed that two passengers at least of seven who became ill onboard the from the Fred Olsen cruise ship **Black Watch** do have Legionnaires Disease. The ship is currently in Dover having returned there two days early and its water and air conditioning systems are being completely disinfected.

**Photo :**  
**Dirk Neyts ©**

However, according to a BBC report, other passengers say that they suspect the source of the infection was ashore and not on the ship. They said more passengers would have been ill if the disease had been contracted on the 28,670 gt, 1972-built Bahamas-flag vessel.

## Car carrier rescued off Cape coast

The pure car carrier **Tigris Leader** had a narrow escape from going aground onto rocks along the southern Cape coast on Monday night (July 30) after experiencing engine failure.

The Singapore-flagged 11 449-dwt vessel had just passed Cape Town en route for Durban when the engine failure occurred. The salvage tug **Smit Amandla**, which is on permanent standby along the South African coast, responded to the emergency and left Cape Town within 20 minutes to go to the assistance of the car carrier, arriving as the powerless vessel was drifting down onto the rocky shore of the Peninsular coast between Camps Bay and Llandudno.

By the time a cable had been secured and the tow taken up, **Tigris Leader** was within half a mile of going aground along a particularly pristine stretch of coastline. The Singapore ship was towed into deep water and later taken to Table Bay where her engines can be repaired.

## Peru files maritime lawsuit against Chile before international court

Peru's Foreign Minister Jose Garcia Belaunde confirmed that his country's government has filed a maritime lawsuit before the International Court of Justice in The Hague to establish its maritime boundary with Chile.



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"Most important of all is that Peru presented the maritime border lawsuit against Chile before the Hague Court without major stridency and without the presence of discomfort from both sides," Garcia Belaunde said.

The minister said both governments have shown a mature and civilized position on the maritime limits.

There "is a conflict, a difference" between the two countries, but "as civilized countries we are going to use peaceful means to solve the controversy," he said. "We need sufficient time to prepare the documents and allegations that are rigorous," said the country's top diplomat.

"I cannot say when we are going to the Hague Court, but so far we have contacted lawyers and experts on the issue abroad," he added. Peru claims at least 38,000 square km of sea from Chile, starting from milestone No. 1 at a coastal site called Concordia.

Chile says that the frontier is not at Concordia and that the maritime border has been fixed in two agreements on fishing signed in 1952 and 1954. However, the wording of the previous documents was too vague and the maritime boundary has become an obstacle in bilateral relations.

## Korean Shipyard Shares Ride Wave of Record Container Orders

Investors in three Korean shipbuilders fared better this year than if they had put their money into technology or Internet stocks such as Apple Inc. or Google Inc. The gains will keep on coming.

A rising tide of orders for containerships may lift shares of Hyundai Heavy Industries Co., Samsung Heavy Industries Co. and Daewoo Shipbuilding & Marine Engineering Co. to record levels as a boom in the global shipping trade shows no sign of slowing. Google's shares surged almost sixfold since going public in August 2004. Hyundai Heavy shares are up 14-fold since then and have added 174 percent this year.

Samsung and Daewoo shares have gained 115 percent and 103 percent, respectively, this year. That compares with an 11 percent gain for Google and 55 percent for Apple. For Park Hyoung Ryol, who manages \$217 million at Consus Asset Management Co. in Seoul, there's really no comparison.

"For shipbuilders, their earnings are transparent because you know what their order books are going to be like for the next few years," said Park, who owns shares of Hyundai Heavy and other shipbuilders and doesn't plan to sell any in the near future. The South Korean companies, the world's three largest shipbuilders, are receiving premium prices for their vessels, fattening profit margins, while a growing backlog will keep their dockyards running at full capacity for years to come.

An unexpected wave of contracts for containerships prompted Samsung Heavy and Daewoo Shipbuilding to raise their annual order forecasts in July. Higher selling prices for ships helped push shares of Hyundai Heavy to a record 403,500 won (\$435) on July 11. They'll gain 45 percent in the next six months, said Lim Dong Soo a Seoul-based analyst for CLSA Asia-Pacific Markets.

"Demand for large-sized container vessels has been particularly strong this year, something we didn't expect at the start of the year," said Cho In Karp, a Seoul Securities Co. analyst who rates all three companies "buy."

Daewoo on July 8 boosted its full-year target for new orders by 55 percent to \$17 billion. Samsung raised its goal by 36 percent on July 1 to \$15 billion after the Seoul-based company became the first shipbuilder to exceed \$10 billion in orders in the first half of a year. South Korean yards captured almost half the \$105.5 billion in new worldwide orders last year.

A lower-than-anticipated level of orders for liquefied-natural-gas carriers has opened up limited dockyard slots that can be used to build container ships.

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``This will prolong the industry's boom as these contracts may have to be carried over to next year as yard space is tight at the moment," said Kim Soo Jin, an analyst at Hannuri Investment & Securities Co. in Seoul.

Ships as long as three football fields and stacked with 20- foot-long steel boxes carrying products such as computers, furniture and toys accounted for \$6 billion of Daewoo's \$9.2 billion in first-half orders, or 31 vessels. That compares with just four in 2006, when shipping lines balked at buying vessels they considered too expensive, according to Philip Damas, a research director at Drewry Shipping Consultants Ltd. in London.

``They were hoping prices would decrease and they realized this won't happen, so they came back," Damas said.

Prices for vessels able to carry 6,200 containers and too wide to fit through the Panama Canal had risen 15 percent in the past three years to \$105 million as of the end of the first half, according to London-based Clarkson Plc, the world's biggest shipbroker.

Shipping lines such as Copenhagen-based A.P. Moeller-Maersk A/S, the world's largest, are more prepared to pay that much after raising the prices they charge for carrying goods from China to the U.S. and Europe. About 90 percent of global trade is done by ship.

Worldwide shipping demand is expected to expand about 10 percent a year until 2010, Damas at Drewry said. That's good news for Hyundai, Samsung and Daewoo, which are all expected to have record profits this year.

``We believe shipyards will post sharper-than-expected profitability growth, backed by improved dock productivity," said Song Jae Hak, an analyst at Woori Investments & Securities Co. He estimates Daewoo shares will add another 18 percent.

On July 25, Citigroup Inc. raised its share-price target for the three shipyards by as much as 114 percent and forecast a 10 to 15 percent increase in ship prices in the next six months. Hyundai shares will climb to 840,000 won, Daewoo to 120,000 won and Samsung to 101,000 won, Citigroup analyst Lee Sokje wrote in the report.

Economic growth in China and other countries has driven increased demand for goods such as coal and oil, lifting the shipping market. That may help orders at South Korean shipyards reach a record for the fifth year.

``There is now a strong rebound in container ship orders," Citigroup's Lee wrote.

Bigger price tags for ships allow Hyundai and other shipyards to pass on rising steel costs to their customers. Dongkuk Steel Mill Co. increased the price of plates used to make ship hulls twice this year. Posco, Korea's biggest steelmaker, said in July it doesn't plan to follow suit. The metal accounts for about 20 percent of costs for shipbuilders.

Though expanding global trade has helped the shipbuilding industry beat projections for at least two years, some investors are still wary about how much longer prices can remain at record levels.

``Some investors are waiting to see if demand will be there for vessels that will be delivered beyond 2010 before they buy more shipyard shares," said Consus's Park. ``I believe the trend we've seen in the shipbuilding industry for the past few years will continue for the time being. It is definitely not a time to sell shipbuilding shares."

## US shippers see chaos ahead if box scanning bill goes through

AMERICAN importers see chaos ahead if a bill Congress passed last week becomes law because it demands compulsory screening of all containers in foreign ports before they embark for the US, reports The Financial Times of London.

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Erik Autor, vice-president of the National Retail Federation, said it would be hard to meet the bill's requirements, adding his doubts that the Department of Homeland Security had the equipment or the personnel to do the checking needed at overseas ports.

James Carafano, a security expert at the Heritage Foundation, agreed, saying the requirement was "political theatre" that would antagonise US allies.

The Senate and House homeland security committees have agreed on implementing 9/11 commission recommendations, but the legislation departs from the usual principle that held that only containers appearing to pose a risk would be screened.

The Democrat-backed legislation, which has yet to win needed presidential ratification, was painted as a victory by the party's House leader Nancy Pelosi, who said it would "make the American people safer."

Under the legislation, all cargo entering the US on ships would have to undergo thorough screening at foreign ports. The bill has been supported by members of Congress who believe previous legislation such as last year's Safe Ports Act has been too weak in addressing the risk that a terrorist attack might be mounted on the US with a shipping container.

The bill also calls for all airfreight to be examined within three years and all sea containers within five years, although it allows for extensions to the deadlines.

## Smit Internationale ziet duidelijk hogere winst in 2007

Smit Internationale nv verwacht in 2007 een duidelijk hogere winst te realiseren dan in 2006, meldt de dienstverlener voor de maritieme sector vrijdag.

'De uitzonderlijk goede bezettingsgraad in de Divisie Transport & Heavy Lift heeft zich doorgezet, terwijl ook de Divisie Salvage een hoog activiteitsniveau heeft gekend,' aldus het concern in een persbericht.

Een concrete verwachting kan Smit echter nog niet geven, omdat er onzekerheid is over de orderportefeuille voor dezelfde divisies waardoor het jaarresultaat nog niet nauwkeurig is in te schatten.

## Ship evacuated after fire reported

Visitors and staff were removed from the **USS Lexington** while fire crews fought a fire onboard the retired aircraft carrier. There were no injuries. The fire was believed to be below the hangar deck of the carrier, which is now permanently moored and serves as a museum. The fire was reported under control early afternoon, city spokesman Ted Nelson said.

The Essex-class carrier served with distinction in World War II and the wars in Korea and Vietnam before it was decommissioned in 1991. City fire department Capt. James Brown said the fire started about 11 a.m. in a small room that contained old maps and flags. It took about an hour to get the fire under control. By 1 p.m., firefighters were working to clear the smoke.

Brown said museum managers were deciding whether to reopen the museum Wednesday afternoon.



## CASUALTY REPORTING



Two freighters drift in the waters off Tokyo on Friday July 27<sup>th</sup>, after colliding earlier that day. According to the Shimoda Coast Guard Office, the 77,211-ton Greek freighter **Alpha Action**, right, and the 25,836-ton Singaporean container vessel **Wan Hai 307** ran into each other about 7.5 kilometers north-northeast of Toshimamura in the Izu Islands at about 2:20 a.m. None of the 44 crew members were reported injured, but an oil leak created a slick 500 meters wide and a kilometer long.

## Cambodian cargo ship sinks in Black Sea near the coast of Romania

A Cambodian ship carrying construction supplies sank near the Romanian port of Mangalia July 27<sup>th</sup>, spilling fuel into the Black Sea, authorities said Friday. All seven crew members were rescued. The ship, named **Multitrader**, began to sink Thursday night, and its captain called Mangalia port authorities for assistance, said Adrian Burcea, chief officer of the local border police.

Some of the ship's fuel leaked into the water. The spill measured about 10 kilometers (6 miles) long and 50-100 meters (yards) wide on Friday morning, said Dumitru Bucuresteanu, who heads an anti-pollution task force for the Romanian Naval Authority.

Anti-pollution crews were working to clean up the spill, he said, adding that the fuel was not expected to reach the coast, but instead to move with currents in the opposite direction. Heat was causing some of the fuel to evaporate, he said.

## Schip vaart wal op en ramt vakantiehuisje

Een enorme ravage. De bevolking van het Friese Grouw liep vrijdagmorgen 27 juli massaal uit om te zien hoe het vrachtschip van de wal getrokken werd dat vannacht een houten huis ramde.

Vakantiewoning Marsfintsjes is veranderd in een puinhoop. De zwarte boeg van vrachtschip **Victus** torent boven de restanten van het verblijf uit.

De dochter, schoonzoon en twee kleindochtertjes van de eigenaar van het huis, S. M. van der Meer, lagen rustig te slapen toen het schip uit de koers raakte, bij het eiland It Burd gedeeltelijk de wal opvoer en hun verblijf ramde. Het ongeval gebeurde rond 04.30 uur, nadat de schipper in slaap was gevallen. Hij verkeerde niet onder invloed, verklaarde de politie na een blaastest.

Het 105 meter lange schip uit Dordrecht, dat zonder lading op weg was naar Lemmer, voer over de keien voor de kust van het Pikmeer de wal op en botste frontaal op de vakantiewoning. Het dak werd opgetild en de wanden klapten

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neer. Een van de muren viel over het bedje waarin een tien maanden oud meisje lag te slapen. „Die mensen hebben ontzettend veel geluk gehad: niemand is gewond geraakt”, zei een politiewoordvoerder vrijdagmorgen bij de restanten van het huisje.



Het schip miste op een haar na twee boten die bij het vakantieverblijf afgemeerd lagen. In een van de boten sliepen de grootouders van de kinderen, afkomstig uit Paterswolde. Zij ving het hevig geschrokken gezin, dat in Zwolle woont, op.

Het doorgaande scheepvaartverkeer ondervond geen hinder van het ongeval. De vrouw van de schipper reageerde vrijdagmorgen zeer geëmotioneerd. Het Korps Landelijke Politiediensten stelt een nader onderzoek in.

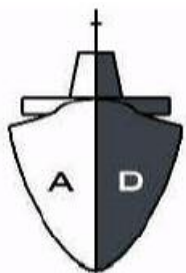
Vrijdagmorgen werd geprobeerd het schip los te trekken. Door de snelheid waarmee het de wal opvoer, lag het nogal vast. Welke schade het schip

heeft opgelopen, is nog niet bekend. Burgemeester Schadd zei vrijdagmorgen dat ze stond te trillen op haar benen toen ze de schade zag. „Met evenementen als het skutsjesilen houd je je hart vast, maar dat er zoiets zou gebeuren?”

## NAVY NEWS

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## Nimitz to return in India next month

It might drive the Left round the bend, but nuclear-powered super-carrier **USS Nimitz** is returning to Indian waters with a vengeance very soon.

The US is moving a flotilla of warships, led by **Nimitz**, to the Bay of Bengal to take part in the Indo-US joint naval exercises '**Malabar 07**' from September 4-9. The American armada includes aircraft carrier **USS Kitty Hawk**, nuclear-powered attack submarine **USS Chicago**, guided missile cruiser **USS Princeton** and five other warships.

Aircraft carrier **INS Viraat** will lead the Indian ships that include Rajput class destroyers **INS Ranvijay**, **INS Ranjit** and guided missile frigate **INS Brahmaputra**. The IAF will field its maritime Jaguar fighters and the Navy its Tu-142 long-range reconnaissance aircraft. Featuring three aircraft carriers, the Navy does not deny that the complexity of the exercise will be greater than ever before.

CPI (M) leader Brinda Karat told the Hindustan Times, "Joint exercises of such nature compromise national interest. We are against any attempts by the US to draw India into its network."

However, the Navy refuses says the aim of such exercises is to gain operational and doctrinal expertise, imbibe best practices and enhance maritime domain awareness through sharing information.

## **Nigerian navy ships for Brazil**

Two Nigerian Navy (NN) ships are expected to participate in the Brazilian Navy bi-centenary celebrations, according to the NN spokesman, Capt. Henry Babalola.

They are the NN 'flagship', **NNS ARADU**, and the Cat-Class ship **NNS NWAMBA**. Babalola said the warships would to join 45 other national Navies, which are billed to be part of the ceremony.

The NN ships are also to pay visits to the Liberian capital, Monrovia and Dakar, the capital of Senegal.

During the Liberian civil war, the 'flagship' was on tour of duty in the Liberian waters and ports for about two years.

## **Chinese Navy To Build Two Carriers With Russian Help**

Kanwa, a Hong Kong defense news agency, said Friday purchases by China of Russian aircraft carrier components suggested that Beijing was planning to build one or two aircraft carriers, possibly by 2015. The agency cited a senior source in the Russian Navy, saying that Russia and China have an agreement to purchase four deck landing systems capable of handling heavy deck-based fighters such as the Su-33 Flanker.

Kanwa experts suggested that one landing system would be studied and copied, and another would be installed on the **Varyag**, a Soviet-made carrier, which was bought incomplete from Ukraine for \$20 million in 1998 by a Macao tourist agency.

The agency, Diversoes Chong Lot Limitada, promised to convert the ship into a large "riverboat casino," but disappeared shortly after the **Varyag** was towed to the Chinese port of Dalian. Regional media have repeatedly suggested China would use the **Varyag** as a template for its own carriers.

Two other deck landing systems, Kanwa expert Andrei Chang said, will be installed on two new carriers China unconvincingly denies it is going to build. He said the recent purchase of a T10K, an earlier version of the Su-33, from Ukraine, demonstrates that China also plans to build its own deck-based long-range fighter.

Official confirmation of the carrier project was likely to be made after the 2008 Olympic Games in Beijing.

"Until then we will probably not hear anything official on this issue; moreover, Chinese docks are unable to handle such large projects at the moment," he said.

The project, he said, could be announced in 2009-2012 and completed in 2013-2017.

Last year, Alexander Denisov, who runs Russia's agency for military-technical cooperation and headed the Russian delegation at the Air Show China 2006 in Zhuhai, said Russia could help China with building an aircraft carrier if they asked for assistance. This March, a senior Chinese official conceded that Beijing was studying the possibility.

## **First new inshore patrol vessel welcomed**

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Defence Minister Phil Goff announced the launch of the **Rotoiti**, the first of four new Navy Inshore Patrol Vessels (IPVs). Built entirely in New Zealand, the Rotoiti will be formally named at a ceremony at the Tenix shipyard, Whangarei this Saturday.

"This is another significant step in the introduction into the Royal New Zealand Navy of seven new ships under Project Protector. The Inshore Patrol Vessels are an impressive capability. At 55 metres long and with a 3000-mile range, they will contribute significantly to the patrolling of New Zealand's 15,000 km coastline, and our Exclusive Economic Zone, the fourth biggest in the world", said Mr Goff.

"The design and operation of the IPVs reflects their primary role of multi-agency operations in support of national security tasks. Their versatile capabilities will also include surveillance, response and boarding operations, and search and rescue. Secondary roles for the vessels will be in New Zealand disaster relief and civil defence aid.

"Project Protector exemplifies the importance of a whole-of-government approach to the security of our borders. The IPVs will enhance the capabilities of a broad range of agencies, including Customs, Fisheries, Police, Conservation and Foreign Affairs, to pursue their resource patrol and protection roles.

"The Protector fleet will be tasked by the National Maritime Coordination Centre, which manages agencies demands for maritime assets. The available pool of assets to meet these demands will be greatly enhanced by the arrival of the Protector vessels. They will work alongside Customs and Police inshore vessels, and the RNZAF P-3K and patrol aircraft.

"Project Protector is a tribute to the strength and competitiveness of New Zealand industry. Under the Project Protector contract, New Zealand companies will deliver goods and services worth at least NZ\$110 million. To date, \$85 million worth of contracts have been awarded to New Zealand industry.

"By the end of 2008, the Navy's Protector Fleet will comprise of seven ships of three different classes; one Multi Role Vessel (MRV), two Offshore Patrol Vessels (OPV) and four Inshore Patrol Vessels (IPV). Rotoiti will now complete the ship fit-out at Whangarei and will be officially handed over to the Navy later in the year.

"The role of the Inshore Patrol Vessels recognises that the future security of New Zealand is not only about dealing with potential military threats but is also about securing our resources, protecting our biodiversity and guarding our borders against transnational crime", said Mr Goff.

## New Defuelling Facility for Britain's Submarines

A new facility for defuelling decommissioned nuclear-powered attack submarines will be constructed at Devonport Royal Dockyard in Plymouth, the Ministry of Defence announced.

More than £150 million will be invested in the facility which, when complete, will enable the MoD to restart its programme of de-fuelling nuclear-powered boats in 2012.

Devonport Management Limited (DML), who own and operate the dockyard, will oversee the construction and operation of the new works. Today's investment will be added to the existing partnering agreement between the MoD and dockyard operator DML.

Minister of State for Defence Equipment and Support, Lord Drayson said: "Providing a new facility for de-fuelling decommissioned nuclear-powered attack submarines underlines the MoD's commitment to managing the nuclear fleet in the safest possible way.

"Construction of the works is also positive news for the South West economy with 500 staff from DML and its subcontractors involved in creating the facility and 250 working on the de-fuelling programme long-term."



Installed at the Submarine Refit Complex at Devonport, the new facility will comprise a low-level reactor access house, together with a short specialised rail track, which will safely remove the used fuel from the submarines and away from the dock. Used fuel will subsequently be transported to Sellafield for safe disposal.

## NATO Navy to Sail Around Africa

The Dutch warship **HRMS Evertsen** have set sail for Spain to join the North Atlantic Treaty Organization's flotilla that will circumnavigate Africa, informed the Ministry of Defense in this capital. The six warships of NATO member countries started their 12,500-nautical mile voyage on August 4 under the command of Rear Admiral Mike Mahon, of the US Navy, aboard the guided missile cruiser **USS Normandy**.

The First NATO Permanent Naval Group has the mission of getting familiar with the shipping situation of the African continent and drilling in those waters for NATO intervention, a role entrusted by the US. The deployment will be staged at the Guinea Gulf, in which some countries have reported recent incidents, such as the kidnapping of foreign oil company workers in Nigeria. The NATO Flotilla will stop in South Africa, and also carry out maneuvers off Somalia coasts.

## Chilean Navy completes incorporation of four refurbished frigates

Chile's Minister of Defence officially received in Valparaiso the former refurbished Dutch frigate now under the name of "**Almirante Riveros**". With this incorporation the Chilean navy has completed its Puente II project to replace and renew four of its surface fleet units.



The project also included the acquisition of three other Dutch frigates, "**Blanco Escalada**", "**Almirante Latorre**" (ex. **Jacob van Heemskerck**) and "**Capitán Prat**" (former **Witte de With**). "**Almirante Riveros**" (former **Tjerk Hiddes**) left Holland over a month ago with calls in Lisbon, Panama and Cartagena, Colombia.

Left : The **ALMIRANTE RIVEROS** seen at Den Helder naval base, ready for departure bound for Chile  
**Photo : Peter Westdijk ©**

The ceremony was held on the deck of the incorporated frigate and headed by Defence minister Jose Goñi Carrasco together with the Commander of the

Chilean Navy Admiral Rodolfo Codina Diaz; Commander of the Royal Dutch Navy vice Admiral Jan Willem Kelder; chairmen of the Senate and Deputies Defence Committees, other members of Congress, diplomats and city officials.

Defence minister Goñi Carrasco underlined that the new frigate consolidates Chile's naval renovation and operational capabilities, "which have the strong support from the community emphasizing integration with regional navies and participation in international humanitarian operations". the new frigate under Captain Ronald McIntyre Astorga can make 30 knots, is fueled with a mix of gas and diesel and is equipped with surface to surface Harpoon missiles and air missiles Sea Sparrow.

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The Chilean Navy also purchased frigates from the Royal Navy, the first of which former **HMS Sheffield** is now "**Admiral Williams**" and is waiting for the delivery of three others, **Cochrane**, **Lynch** and **Condell**.

Right : the **COCHRANE** seen in UK waters, ready to depart for Chile.

**Photo : Ian Denton ©**

Once the eight frigates are fully incorporated Chile will have the most modern surface fleet on the Pacific coast of South America including support from an oil tanker and a tug. Fueled with booming copper prices the Chilean Navy has also purchased two brand new diesel **Scorpion** submarines jointly built by France and Spain.



## Indonesian Navy short of warships

The active fleets in the Indonesian Navy are far below the ideal figure needed to safeguard the sprawling archipelago, a top navy officer said Wednesday.



Top : The latest addition to the Indonesian Navy is the Dutch built corvette **DIPONEGORO**

**Photo : Cor van Niekerken ©**

The Navy needs at least **376 more** warships to enable it to launch effective patrol in the Indonesian waters, Navy Chief of Staff Admiral Slamet Soebijanto was quoted by the national Antara news agency as saying.

"The Navy at present owns only some 120 warships of various roles to conduct patrol across the Indonesian waters," he said when inaugurating the service of two new warships in the naval base in South Sulawesi.

"Indonesia has a lot of maritime resources that must be protected and defended against foreigners," he said.

## SHIPYARD NEWS

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## Siem offshore signs contracts for two

Kleven Verft in Ulsteinvik, Norway, in cooperation with its sister yard Myklebust Verft, has signed two contracts with Siem Offshore Inc, for the delivery of two large and environmentally friendly anchor handling vessels by Vik Sandvik design VS 491 Clean Design. Siem Offshore already has 8 identical vessels under construction with Kleven Verft and Myklebust Verft. The vessels are sophisticated anchor handling vessels with supply capacity (AHTS) by the VS 491 CD design. The contract value is NOK 1,15 billion.

The vessels are 91,0 m of length over all, with a beam of 22,0. Installed power is 20.640 kW (28.000 Hp), capacity on the winch is 500t. Bollard pull is calculated at 300t. The combination of environmentally friendly design and large capacities make the vessels especially suitable for operations in the North Sea. The accommodation gives space for 60 people.. Furthermore, the vessels are prepared for a number of optional features, like heavy offshore crane, A-frame and deck crane for safe anchor handling.

The vessels will be delivered in July and September 2010 . Siem Offshore now has in total 14 contracts with Kleven. In total the two yards in Kleven Maritime has and order book of 31 vessels at a value of NOK 11,7 billion.

**The first few editions of the newscippings will be a overview of the news in the shipping industry over the last few weeks, so it can appear that some articles are a little "older" news , but I am just catching up the news.**

## Letdown for thousands at ship launch

Stuck on shore: Thousands of people waiting for the launch of the biggest seagoing vessel to be built in Teluk Intan August 1<sup>st</sup> . They went home disappointed yesterday when the excavators used to push the tanker into the water gave up after 90 minutes.

It was also disappointing for E.A. Technique (M) Sdn Bhd, for the MT **Nautica Johor Bahru** was the biggest seagoing petroleum tanker it had ever built.

The tanker weighs 5,500 deadweight tonnes and is 85m long, 9m high and 17.5m wide. E.A. Technique managing director Datuk Abdul Hak Mohd Amin said the problem could be due to the soft ground beneath the tanker.

"The land beneath the ship became soggy and the slipway (rubber tube rollers to move ships) sank due to the weight," he said yesterday. "The slipway was utilized previously and there was no problem," he said, adding that the rain for the past few days was the main cause. He added that they would try again. The new double-hull tanker was built at a cost of RM39mil and is able to carry 5,200 tonnes of oil.

## **PRISCO ALCOR launched at Hyundai shipyard**

### **Second Suezmax tanker for Russian shipping firm**

On July 27th 2007 the second Suezmax tanker of 166000 DWT was launched at Hyundai Heavy Industries Shipyard in South Korea for PRISCO, the Russian shipping firm.

The vessel was named **PRISCO ALCOR**, Just two months remain before delivery of the vessel. During this period HHI will lead completion of the tanker's outfit and carry out sea trials of the newbuilding. PRISCO yard-team's specialists provide inspections of the assembling of the tanker and acceptance of the equipment. Such careful control, says PRISCO, at each step of the construction ensures the high quality of the vessel and consequently her further safe operation.

When **PRISCO ALCOR** is delivered the aggregate deadweight of the company's fleet will total 1.2 min tons

## **China's largest VLCC launched**

A 300, 000- ton VLCC, named **No. 4 Haichang**, the largest one of its kind in China, launched at the Beiliang Port, Development Zone, Dalian, northeast China's Liaoning Province, July 31, 2007.

## **A ship a year for British shipyards**

### **Guaranteed work or wages paid to keep shipbuilding skills says paper**

The Times carries a report claiming that an agreement has been reached between the government BAE Systems and VT as part of the trading for a new national shipbuilding champion.

Now that BAE and VT have announced their setting up of a joint venture to merge their operations in Glasgow and Portsmouth, as part of the deal they will be guaranteed 'a ship a year' from the government to keep vital skills in their shipyards. The deal will last for fifteen years.

Should no ship be ordered in any year, the expenses of maintaining core skills will be paid to the new shipbuilding company says the Times.

The government has long expressed its wish for a consolidation of shipbuilding capacity whilst the companies have expressed dismay at previous feast and famine situations where after a crop of orders ends they have to let vital staff go and cannot plan for future investment such as in training.

Now this new deal could spell the end of uncertainty, but it will come at a price. The shipbuilders will be expected to make cost savings and further efficiencies.

Possible future contracts could include ships to replace ageing Royal Fleet Auxiliary vessels. (Military Afloat Reach and Sustainability - MARS Project) Currently the UK is embarked on a programme to renew the Royal Navy, with the building of the Type 45 destroyers and the recently announced aircraft carriers and is also seeking to replace ageing and near obsolete vessels in the RFA..

The renewal of the RFA fleet is at assessment stage with orders expected to be awarded next year. It had been feared, given the hints contained in some statements from government departments, that work on these vessels could



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go abroad. Although in March of this year in parliament the Secretary of State for Defence confirmed that the vessels would be classed as military ships, meaning that EU procurement laws would not be applicable, he did not confirm the vessels would be built in the UK.

If the Times report is accurate then it would be safe to assume British shipyards will be in pole position for the RFA newbuilds.

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Hamburg-Sud's **CAP CAPRICORN** seen approaching Hong Kong

Photo : Piet Sinke ©

## Hornbeck Offshore to acquire Sea Mar fleet from Nabors

Hornbeck Offshore Services in the US has announced that it has entered into a definitive asset purchase agreement with certain affiliates of Nabors Industries Ltd to acquire 20 OSVs and their related business (the 'Sea Mar Fleet') for a cash consideration of US\$186.0 million, plus the cost of any fuel inventory on such vessels.

The Sea Mar Fleet consists of 10 200 class DP 1 new generation OSVs and ten conventional OSVs.

The company has also agreed to purchase one 285ft DP 2 new generation OSV currently under construction at a domestic shipyard with an anticipated fourth quarter 2008 delivery.

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The expected cost of this newbuild vessel, prior to allocation of construction period interest, is approximately US\$34.0 million, of which about US\$7.3 million will be paid to Nabors at closing.

All of the vessels to be acquired by Hornbeck Offshore are US flagged and qualify for US coastwise trade under the 'Jones Act' except for one of the conventional vessels, which is foreign-flagged.

In addition, under a separate agreement and effective upon closing, Hornbeck Offshore will manage five Nabors-owned Mexican flagged vessels currently operating offshore Mexico.

The Sea Mar acquisition will be funded with cash on-hand and is expected to be immediately accretive to earnings. Cash utilized for this transaction will not alter the company's plans to fund its previously announced newbuild and conversion programmes from remaining cash on-hand and projected cash flows from operations.

Closing is subject to customary conditions, including third party consents and regulatory approvals, and is expected to occur in early August.

Todd Hornbeck, the Company's Chairman, President and CEO, commented: "We are very excited about not only acquiring a well regarded fleet of new generation OSVs, but also the opportunity to attract Sea Mar's highly respected mariners and its shoreside management and support staff to become part of the Hornbeck Offshore team. Sea Mar has an outstanding reputation for quality and safety, and we believe that its operational culture is very similar to our own."

Nabors has earlier signed a Letter of Intent for the Sea Mar fleet with Seacor.

## Nordcapital bestelt acht schepen van 13.000 teu

De Duitse reder Erick Rickmers heeft via de groep Nordcapital bij de Zuid-Koreaanse werf Hyundai Heavy Industries acht schepen van een capaciteit van 13.092 teu besteld. De order heeft een waarde van 1,4 miljard dollar en is daarmee het grootste contract dat de werf ooit binnenhaalde.

Volgens Nordcapital zal de groei in de containervaart nog vele jaren aanhouden. De Duitsers twijfelen er niet aan dat ze tegen april 2010, wanneer het eerste schip van de reeks in de vaart komt, een huurder voor het octet zullen gevonden hebben. Erck Rickmers verhuurde zijn laatste grote schepen (van 8.400 teu) aan Cosco en CMA CGM. Deze laatste heeft zelf al eenheden van 13.000 teu in aanbouw.

De nieuwe superpanamax-schepen van Nordcapital worden 366 meter lang en nemen bovendecks 19 rijen containers in de breedte mee. Onder dek worden maximaal 6.018 teu geladen en bovendecks kunnen 7.074 teu staan wanneer de kisten negen hoog gestapeld worden. De nieuwe schepen meten 140.570 dwt op een diepgang van 15,5 meter. Het grote verschil tussen de nieuwe generatie superpanamax-schepen en de huidige generatie postpanamax'en van 8.500 teu is de plaatsing van de brug. Het stuurhuis wordt immers op de voorste helft van het schip gebouwd, zodat de containers achter de brug hoger gestapeld kunnen worden.

Er zijn intussen al 41 superpanamax-schepen vast besteld voor onder andere CMA CGM, Peter Döhle, NSC, Claus-Peter Offen en Bertram Rickmers. Het is vrijwel zeker dat de schepen van Offen voor MSC gaan varen en die van Bertram Rickmers voor Maersk Line. Tal van rederijen onderhandelen nog met Aziatische werven over vergelijkbare orders. Daarbij zijn onder andere de Griekse rederij Niki en OOCL betrokken. Verwacht dat ook de Chinese reders niet lang meer zullen wachten om dergelijke tonnages te bestellen of te charteren.

## Successful container ship consortium extended ten years

The Grand Alliance, founded in 1998, is the leading integrated consortium in container liner shipping. Its members are **Hapag-Lloyd, MISC Berhad, Malaysia, Nippon Yusen Kaisha (NYK), Japan, and Orient Overseas Container Line (OOCL), Hong Kong**. The four member lines have extended their cooperation for a further term of ten years.

The member lines of the Grand Alliance are continuing their successful cooperation, and today Adolf Adrion, Executive Board member of Hapag-Lloyd AG, Niels Kim Balling, Vice-President of Liner Business, MISC Berhad, Minoru Sato, Representative Director and Executive Vice-President of NYK, and Philip Chow, Chief Executive Officer of OOCL, have signed an agreement extending their cooperation up to 2017.

"We have enjoyed a very close partnership and been able to respond to market changes rapidly and together realise cost savings. Our customers benefit from our modern tonnage, excellent port coverage and attractive transit times. There was thus no doubt about our wanting to continue our successful cooperation for a further ten years," the CEOs confirmed at the signing of the agreement.

One of the key aspects for their future cooperation is to offer a higher frequency of sailings in fast growing markets to meet increasing customer needs. Depending on customer demands, Grand Alliance members will consider expanding the scope of the Grand Alliance.



The **OOCL EUROPE** part of the Grand Alliance seen passing the Ijmuiden locks

Photo : Karel Stompe ©

Another area of cooperation is their further dedications to environmental protection, particularly in coastal waters. Although ocean shipping remains the most environmental-friendly means of transport, Grand Alliance member lines intend to commit efforts to make further reduction in fuel consumption and CO<sub>2</sub>, SO<sub>x</sub> and NO<sub>x</sub> emissions, through using low sulphur fuel and employing most efficient deployment plans.

The Grand Alliance members deploy in their services a total of about **140 vessels** with a capacity of between 2,700 and 9,000 TEU offering 20 services, mainly on major east- west routes. This is an exclusive state-of-the-art tonnage, with additional newbuildings to be integrated into the fleet once delivered. When deploying ships, the Grand Alliance adopts the "best vessel for the loop" principle.

Cooperation among members is restricted to provision of joint port-to-port services, on which each member is allocated space to market on its own account. The shipping lines compete with each other to attract customers, and there is no discussion or agreement within the alliance on any commercial matters such as in particular fixing freight rates. The Grand Alliance provides a comprehensive network of links across the major trade lanes meeting all customers' requirements.



## **FARSTAD SELLS OLD-TIMER**

OFFSHORE support specialist Farstad Shipping's wholly owned subsidiary P/R International Offshore Services ANS sold the 24 year-old **Lady Elizabeth** to European Venture II AS for US\$10.6m.



**Photo : Willem Koper ©**

Farstad says: "Delivery of the vessel to the new owner took place the first week in August 2007. The sale of the ME 202 design vessel will give a booked profit of about Nkr42.5m (US\$7.3m) in Q3.

## **Asia's first 10,000-TEU box-ship**

Chinese shipping line COSCO (China Ocean Shipping Company) will become the first Asian line to take delivery of one of the new generation container ships of 10,000-TEU capacity or greater.

The ship is being built at the South Korean yard of Hyundai Heavy Industries in Ulsan and is to be handed over in August.

The new ship is to be named COSCO ASIA and is the first of four sister vessels for the Chinese company to be built by Hyundai. Delivery of the fourth vessel is expected for mid-2008.



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"I laud the great efforts made by the builders of Cosco Asia. It is because of their dedication and devotion that Cosco Asia has turned into a dream ship that will serve the fast-growing maritime trades and help protect the marine environment," said Captain Wei Jiafu, Cosco's president and chief executive officer.

COSCO ships are trading throughout the world. COSCO is one of the world's largest shipping companies with diversified interests of which China Ocean Shipping is at the centre, with three operating arms – China Ocean Shipping Agency (China's largest ships agency), China Road Transportation Co, which is the country's largest road transport group, and China Marine Bundier Supply Co. In South Africa COSCO has been represented by COSREN for a number of years in a joint venture between COSCO and Rennies Ships Agency.



The tug **GUILIN** seen operating in the port of Hong Kong

Photo : Piet Sinke ©

## Eidesvik participates in AHTS acquisition

Eidesvik Shipping in Norway says it is participating in a newly established limited partnership which has entered into a fixed agreement to purchase AHTS **Havila Force**. The vessel will be taken over in September 2007 and is currently uncommitted and available for the spot marked at the time of take over.

The value of the Eidesvik investment is NK 23,7 mill, inclusive of uncalled capital. The company will own 25 per cent of the vessel. The vessel will be marketed and operated by Eidesvik AS as vessel manager.

Eidesvik AS and Eidesvik Shipping AS is fully owned subsidiaries of Eidesvik Offshore ASA.

## MOVEMENTS



The Turkish flag & owned coaster **MUZZEZ K** seen off Malta.

Photo : Lawrence Dalli - Malta Ship Photos ©

## OLDIE – FROM THE SHOEBOX



Spotted in the bay near **Puerto Princesa City** at the Philippine Island of **Palawan** during August 2007 the (former??) cable laying vessel named **PIPER**.

**Does one of the readers having more information about this vessel**

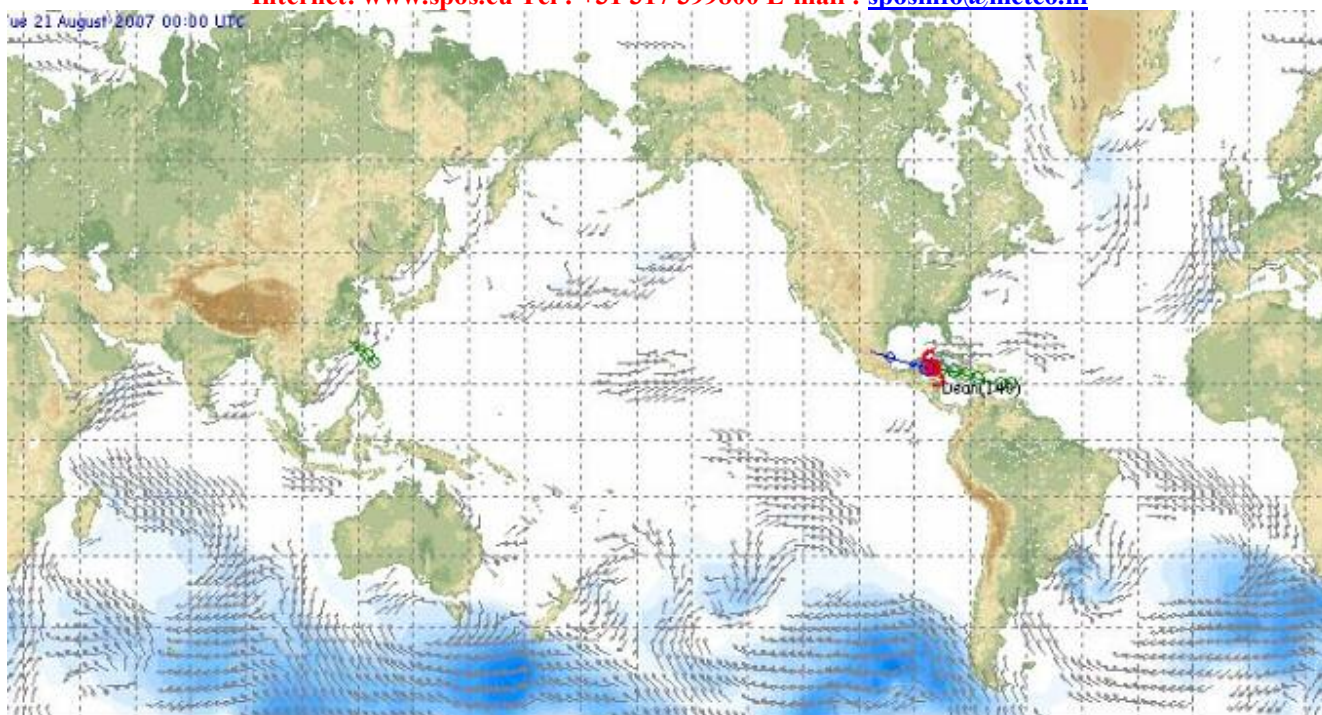
Many thanks for your cooperation !!! - Photo : Piet Sinke ©

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





The STAR ferry company is serving for years the transportation between Kowloon and Hong Kong Island with a lot of ferries at the several routes, above the **NORTHERN STAR** is shown at the route Kowloon > Central Pier at Hong Kong Island..

**Photo : Piet Sinke ©**

## **Spam is getting more sophisticated, says MessageLabs**

A new security study reveals that PDFs are becoming the weapon of choice for malevolent spam senders, as the file format frequently slips past security checks. In another twist, spam is increasingly being despatched to the non-profit sector, as charities and public bodies became more viable targets.

MessageLabs' Intelligence Report July 2007 noted increased adoption by more professional spammers who are now modifying the PDF files to bypass detection.

"Though PDF files have traditionally been a trusted type of e-mail attachment, we are beginning to see an increase in use for sinister activity," said Mark Sunner, chief security analyst at MessageLabs.

Approximately 20% of all image spam now involves PDFs. These days many PDF documents are created programmatically, with their document protection settings enabled. This gives them a better chance of bypassing detection by typical anti-spam scanners, said the MessageLabs report. They are also more likely to contain 'Bayes Poison,' long lists of randomly selected words never associated with spam, allowing the message to avoid detection.

"With a nearly 10% increase in malware this month, we believe this threat could become more malicious with the potential for spammers to embed malware in the PDFs, which would be automatically downloaded to the victim's computer," said Sunner.



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