

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 192



Number 192 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 24-08-2007**

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**The " MARE
VERDE" seen
getting her first
coatings at the
Sealink
Engineering
and Slipway in
Malaysia**

**Photo :
Dirk Klok**

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EVENTS, INCIDENTS & OPERATIONS



SVITZER's **SINGAPORE** seen outward bound from Rotterdam Thursday late afternoon

Photo : Piet Sinke ©

Somali pirates free Danish ship

A Danish cargo ship and its crew that were hijacked by Somali pirates in June have been released after 83 days in captivity after a ransom was paid, the Danish Foreign Ministry said on Wednesday.

The **MV Danica White** was carrying building materials from Dubai to Kenya when it was seized off Somalia in the world's most dangerous waterway. "We have talked to the crew and they are feeling OK at this point," the Foreign Ministry's head of citizen services Lars Thuesen told a news conference.

"It's been a terrible experience for the hostages, being held for more than 80 days not knowing what was going on."

Danish TV2 News reported security firm Protocols said it had paid ransom of \$1.5 million for the release of the ship and crew. The Foreign Ministry said the crew -- a captain, a navigator, a first mate and two less experienced sailors -- were in good health considering the circumstances but that they had been threatened by the armed pirates. Andrew Mwangura, director of the Mombasa-based East African Seafarers Assistance Programme, also told Reuters by telephone local residents had told him all the crew members were fine.

There had been fears the captives were running out of food and fresh water after the vessel's generator broke.

After being freed, the Danica White headed for Djibouti about three days away, escorted by the French corvette Blaison. The crew will fly from there to be reunited with their families. Just days after the **Danica** was captured, a U.S. Navy warship destroyed three small pirate boats being towed behind it, but was forced to abandon the chase after it entered Somali waters.

Three other foreign ships are still being held by Somali pirates, Thuesen said. Such attacks have increased since a Somali Islamist movement that brought a semblance of order to the country for six months was ousted in January. Piracy remains a significant threat to sea trade and cost billions of dollars annually.



In yesterday's clippings a picture could be found of the **HS SCOTT**, this vessel was named before **CMA CGM NEWTON** as seen above, she changed name whilst moored in the Eemhaven in Rotterdam recently.

Photo : Piet den Ouden ©



Now, a Spanish Navy patrol ship comes close to the Detached Mole

A Spanish Navy patrol vessel Dragonera was photographed quite close to the Detached Mole, "within metres", as the photographer put it. While there is such a thing as innocent passage, the Spanish ship was too close for comfort, and it was this side of a merchant vessel at anchor in the bay.

How would the Spanish react if a similar British warship were to get that close to a Spanish port, for example, Algeiras? Following the collision off Europa Point, the Opposition drew attention to the Spanish involvement in operations linked to the collision on the Sunday when it happened.

"Any such activity in Gibraltar's territorial waters would be an incursion into Gibraltar's sovereign jurisdiction, "they said, "unless it took place at the request of the Gibraltar Government or at the very least because Spain offered to provide resources and the Government accepted the offer on the basis that Gibraltar lacks the ability to deal with the problem on its own."

The Opposition line was that if the Government lacked resources, it should seek the cooperation of the MOD in the first place. The Opposition stressed that the Spanish government do not recognise Gibraltar's territorial waters outside the harbour area. There is also the recent incident involving the treasure ship from Odyssey which was boarded by Spain in what are deemed to be international waters near Gibraltar.

It goes to show how sensitive and how important it is to ensure that the Spanish do not violate Gibraltar's territorial waters. The Spanish helicopter has again been seen hovering off Europa Point in relation to the New Flame. It is one thing for the Spanish Government to say they do not recognise our waters and it is something completely different if they start behaving in a manner that gives practical effect to their claim. The Gibraltar government has remained silent about the events concerning the '**New Flame**' and the Spanish Navy patrol ship coming so close to the Detached Mole. And so has the Governor's office who are responsible for Gibraltar's security and defence.



Seen in Shanghai the Stulken mast equipped **ANZE JIANG** at the Huangpu River near the Oriental Pearl Radio & TV Tower August 16th 2007.

Photo : Reinier Meuleman ©

Russian research vessel picks up drifting polar station crew

The flagship of the Russian polar fleet, the vessel **Akademik Fyodorov**, which is sailing southeast on a research mission along the Arctic archipelago Northern Land in the Laptev Sea, is picking up nine Russian researchers from the drifting polar station.

"All researchers are feeling well and continuing experiments and studies scheduled as part of the International Polar Year programme," a spokesman for the Arctic and Antarctica research institute of the Federal Service for Hydrometeorology and Environmental Monitoring, Sergei Balyasnikov, said on Wednesday.

The main objectives set to the drifting station crew include studying the mechanisms of interaction between the ocean and the atmosphere, comprehensive oceanographic research, and ice monitoring.

The ice-floe on which the station was set up has deformed considerably due to intensive melting and become smaller, but the crew persevered through the high-altitude Arctic mission.

The **Akademik Fyodorov** is less "a week away from the polar port of Tiksi", the institute official said earlier.

"The expedition is conducting oceanographic and geological research, probing the ocean bed with special equipment as part of the International Polar Year programme," he said. Over the weekend, the researchers and specialists flew by helicopter to Cape Massivny for geological prospecting and ornithological studies.

"Systemic ornithological research was carried out on the Franz Josef Land and the Northern Land, particularly the nesting sites of ice gulls that are included in the Red Book," the spokesman said.

They examined eight colonies, six of which were described for the first time, and "banded 12 birds and fixed satellite tracking sensors on eight species to monitor their migration".

An international crew of the new drifting North Pole 35 station will arrive from St. Petersburg in Tiksi by August 27.

The spokesman said helicopters from board the **Akademik Fyodorov**, whose passage through the ice was ensured by the nuclear-powered icebreaker **Rossiya**, would bring structures for the winterers' camp to the specially chosen ice platform north of the Novosibirsk Islands. Polar explorers will land on the ice platform.

The drifting of the North Pole 35 station with regular rotation of researchers and specialists is planned for over 12 months, the press secretary said.

Onboard helicopters made flights from board the diesel-powered ship to the northeastern islands of the Franz Josef Land for glaciological, geological and ornithological studies. A flight was made to the Schmidt Island for ornithological research. A group of ornithologists who studied birds' habitat and counted their numbers were taken by helicopter from the Heiss Island, the institute's representative said.

NEW FLAME 'likely to break up'

Salvage operations on stricken bulker off Gibraltar abandoned as ship becomes unstable

Authorities in Gibraltar issued a statement yesterday saying that the operation to salvage the stricken bulk-carrier mv **NEW FLAME** was halted on Monday evening when the salvage team became aware that the vessel had become unstable and was in danger of breaking.

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The Salvage Master instructed the Salvage Team to evacuate the vessel and transfer to the tug **FOTIY KRYLOV** which has been assisting in the operation since its arrival in Gibraltar last Sunday.

The likely outcome, said the statement, is that the vessel will break in two due to the effects of swell and tides.

Should this happen, the likely course of action is for the aft section of the vessel to be towed into a place of safety.

It was envisaged that, operational safety permitting, a dive survey would be conducted to assess the situation. The results of the survey will determine the course of action to follow.

The Salvage Master has assured the Gibraltar Government that the breaking up of the vessel would cause the aft section to float and all the remaining fuel onboard will remain safely intact in the storage tanks.

Throughout this operation an offshore oil boom and other necessary oil response equipment have been deployed at the scene in the unlikely event that this should be required.

The **NEW FLAME** collided with the tanker on **TORM GERTRUDE** on Sunday 12th August 2007. The tanker continued on its way, but the bulk carrier took on water and grounded off Europa Point.

Boskalis doubles net profit in first half year

In the first half year of 2007, Dutch dredging contractor Royal Boskalis Westminster more than doubled its net profit to €78.8 million (first half year of 2006: €37.8 million).

The company said there was a favourable effect on the result of approximately €20 million (first half year of 2006: €6 million), generated by a number of items of extraordinary income as well as a lower tax burden.



Boskalis benefited from continuing strong demand in the international dredging market, with good margins and robust equipment utilization, particularly of the large hoppers.

Left : BARENT ZANEN
Photo : Crew ©

Boskalis also reaped the fruits of its selective contracting strategy, so that a number of projects booked above-average margins.

Turnover rose to a record level of €756 million, with growth being particularly evident in the core activity of dredging and earthmoving.

In the first half year, Boskalis took on a record amount of €829 million in new projects, and the orderbook, which had already reached a historical high at the end of last year, increased further to €2.6 billion.

Peter Berdowski, Boskalis CEO, said: "We have achieved excellent results, with robust equipment utilization and good operating margins. We have also benefited from our selective market strategy, in which we target the best projects. This year, there are a number of particularly strong projects that generate extra margins."



The **PHERKAD STAR** seen approaching Rotterdam – Europoort

Photo : Teun van der Zee ©

Boskalis provides update on WD Fairway

Dutch dredging contractor Royal Boskalis Westminster says the trailing suction hopper dredger **WD Fairway** has now reached Thailand after its collision in China earlier this year, pending the completion of the insurance procedures.



Boskalis said discussions with insurers are in progress, but have not yet led to the designation of the vessel as a constructive total loss.

Pending this development, the book value of **WD Fairway** is maintained and depreciation for the ship is continuing.

A constructive total loss of WD Fairway will result in insurance payments to Boskalis amounting to a total of more than €165 million. On balance, the

financial settlement will lead in that case to a positive result of approximately €85 million before taxation.

Transocean, Noble send crews back to Gulf of Mexico rigs

Transocean Inc and Noble Corp, two of the four largest US oil and gas drillers, began returning workers to rigs in the Gulf of Mexico that were evacuated as a precaution because of Hurricane Dean.

Transocean's five semi-submersible rigs and four deepwater drillships in the Gulf should resume operating from Tuesday night through today, company spokesman Guy Cantwell said on Tuesday.

The Houston-based company is transporting 430 workers back to the rigs.

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Noble on Tuesday and yesterday was sending crews back to semi-submersible rigs, including the Amos Runner, the Max Smith, the Jim Thompson and the Lorris Bouzigard. 'We're getting people offshore again,' Mark Burns, vice-president for Noble's operations in the Gulf, told reporters at the company's headquarters near Houston.

Noble will probably start sending workers back to the Clyde Boudreaux semi-submersible, under contract with Royal Dutch Shell plc, today, Mr Burns said. The Clyde Boudreaux was evacuated last week, before tropical storm Erin passed through the region.

Dean slammed the Yucatan Peninsula with winds as high as 270 kilometres per hour when it roared ashore before dawn on Tuesday. The hurricane, which weakened over land, was forecast to cross over the peninsula and enter the Gulf of Mexico on Tuesday afternoon, then make landfall again in Mexico's Veracruz state.

Transocean's Evacuations Transocean, the world's largest offshore driller, evacuated the entire crews of its Amirante and Falcon 100 rigs, its two most westerly units in the Gulf.

Those rigs 'will take some time to re-crew and resume operations,' Mr Cantwell said.

At least seven of Noble's eight jack-up rigs off the coast of Mexico will be hit by Dean as it passes through the Bay of Campeche, the company said. Noble evacuated 685 people from those rigs in advance of the storm. Jack-up rigs are so named because they have retractable legs that extend to the sea floor.

Diamond Offshore Drilling Inc is also returning about 1,000 personnel to its floater and jack-up rigs in the US Gulf as of Tuesday, according to a spokesman.

Nabors Industries Ltd, an offshore and land driller, is planning to conduct an aerial inspection of its jack-up rigs offshore Mexico by helicopter today and will determine how to proceed from there, according to a spokesman.

State-owned Petroleos Mexicanos, known as Pemex, shut down 439 wells and idled the Cantarell field, the third-largest oil field in the world, because of Dean.

Pemex yesterday said the output disruption may prompt it to declare force majeure on oil contracts with international customers, a provision used when an event beyond a company's control prevents it from meeting its obligations. The company on Tuesday said it will wait until the storm passes and evaluate damage before making a decision on the declaration, according to a report by Upstream Online.

Valero Energy Corp, the largest US refiner, relies on Mexican crude for much of its production. A shutdown of Mexico's oil output for one week or less wouldn't affect San Antonio-based Valero, a company spokesman said yesterday.

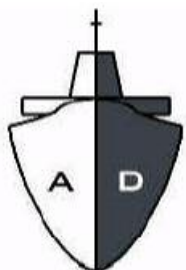
Oil and gas producers evacuated 34 of 834 manned production platforms in US part of the Gulf because of Dean, the Interior Department reported on Tuesday in Washington.

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NAVY NEWS

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Submarines - U.S. Builds Diesel Boats Again

U.S. Navy officials have told the Taiwanese government that European firms have been found who will collaborate with the U.S. to build eight diesel-electric submarines for Taiwan. No European country was willing to build subs directly with Taiwan, for fear of offending China. But China is vulnerable right now, with the Olympics coming up next year in Beijing, and much international tumult because of bad manufacturing practices for Chinese exports. The U.S. stopped building diesel-electric subs half a century ago, but American and European sub builders know each other, and a sale is a sale, no matter how many middlemen it has to go through.

Construction starts on new fuel cell submarine

Construction work on the first of two Class 212A submarines ordered by the German Navy has commenced, it has been reported. A ceremony to mark the occasion was attended by 150 guests at ThyssenKrupp Marine Systems' shipyard Howaldtswerke-Deutsche Werft in Kiel, and was presided over by Harald Stein, deputy president of the German Federal Office of Defence Technology and Procurement.

Both boats will be equipped with an independent propulsion system powered by a fuel cell, and will be made out of non-magnetic steel, according to Construction and Maintenance News. Fuel cell submarines are already being utilised by the German Navy, with the two most recently ordered models being designed specifically for use in network centric warfare.

Drugsonderzoek Hr. Ms. Van Speijk levert geen bewijs op

De Koninklijke Marechaussee heeft het drugsonderzoek onder bemanningsleden van de **Hr.Ms. Van Speijk** afgerond. Er is geen nader concreet bewijs gevonden voor drugsgebruik, zo liet het Openbaar Ministerie in Arnhem dinsdag weten.

Onderzocht is of bemanningsleden drugs hebben gebruikt tijdens het passagieren in de havens van Cyprus en Turkije. In het onderzoek zijn 18 personen gehoord.

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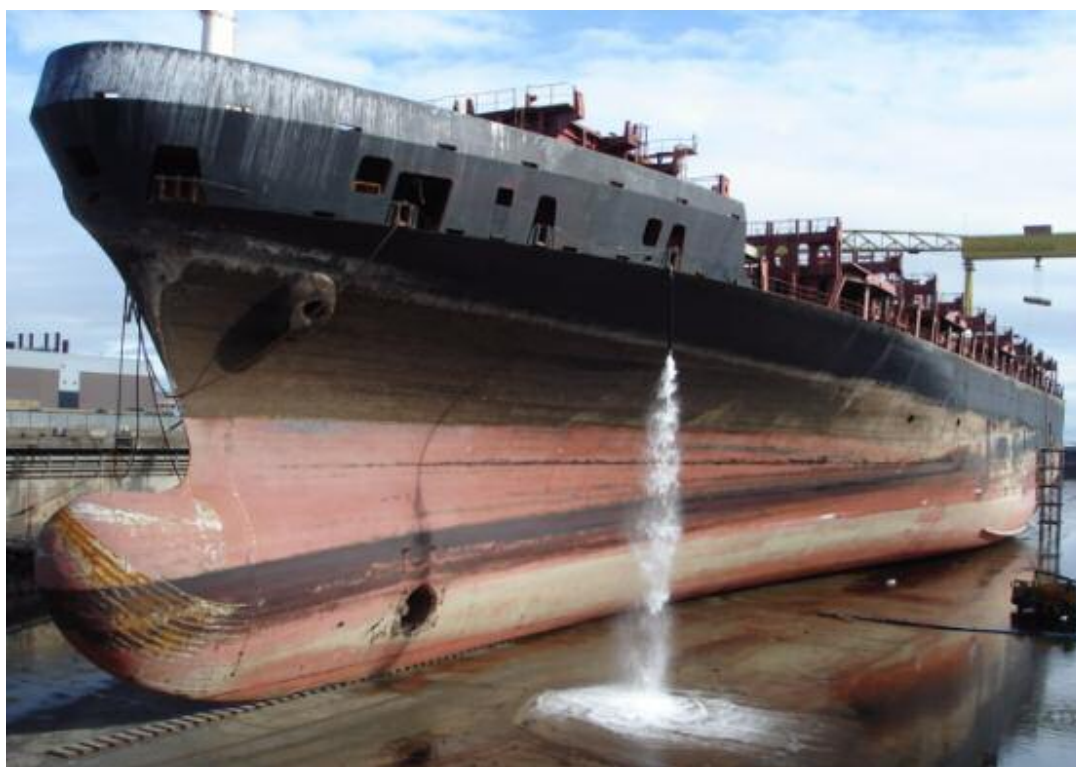
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The forward section of the **MSC NAPOLI** seen in drydock at the Harland & Wolf facilities in Belfast
Photo : Eric de Graaf ©

Offshore boosts Keppel profits

Listed conglomerate Keppel Corp has reported a 39% surge in net profit at S\$510M (\$336M) for the half-year 2007 on the back of a 41% rise in turnover at S\$4.4Bn. In keeping with the trend in recent years, the group has benefited from strong contributions from Keppel Offshore & Marine. Turnover from the shipbuilding, conversion, repair and offshore construction division rose 35% to S\$3.2Bn. "The increase was due to higher progressive revenue recognition for the work done on the orders on hand," the company stated. Net profit of Keppel O&M, which is the world leader in jack-up rig construction, rose 56% to S\$283M. It has delivered five jack-ups during the first six months besides "several" conversions and repair jobs. Net orderbook for Keppel yards total S\$11.3Bn with deliveries stretching into 2010. Firm crude oil prices and high exploration and production capital expenditure to replenish global oil reserves are expected to boost Keppel O&M further.

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

Sevmash to Deliver New Rig in September

In September 2007 Sevmash Shipyard plans to deliver to the Norwegian company Moss Maritime the second universal sea rig CS-50 with a semi-submersible deck.

At the moment the platform is moored at the finishing berth for final welding, painting and equipment installment works.

The platform is rested on 2 pontoons. The hull is supported by 6 stabilizing columns. The weight of the platform is approximately 15 th.t.

Another Damen AHTS for Med Offshore

Med Offshore has ordered a Damen 6615 AHTS from the Damen Offshore series. This is the second time Med Offshore has ordered an AHTS from Damen, following the AHTS 6114, **Med Otto**, which was delivered to Med Offshore in September 2006.



Med Offshore, an Italian shipping company owned by the Garolla family, operates a fleet supply boats and anchor handlers.

The newly ordered vessel will form part of the fleet renewal programme which started with the acquisition of the Damen 6114 AHTS, **Med Otto**.

Photo : Huib Lieverse ©

The vessel will be mainly deployed in the Mediterranean, but is designed and equipped for worldwide service.

The Med Offshore vessel will have a length overall of 66.95m, breadth of 15.00m, depth of 6.75m, draft (design) of 5.50m, speed of approximately 15 knots, bollard pull of 120 tons, and deadweight of approximately 1,800 tons with working deck of

400m². She will carry approximately 750 tons of deck cargo.

The machinery will take the form of two MaK 8M32C engines of 4,000kW each, driving Rolls-Royce controllable pitch propellers in Damen Optima nozzles. Each gearbox will have a 1,200kW shaft alternator.

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The vessel will be equipped with a Rolls-Royce Brattvaag waterfall winch, having a pull of 250 tons. The vessels will be classed by Bureau Veritas and will comply with the requirements of the Italian flag, and among other regulations, with the latest amendments to the IMO resolution A673(16), "Guidelines for the Transport and Handling of Limited amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels."

The notation for the vessels includes FiFi-1 and DP-2. Ample tank capacity is available for fuel oil, potable water, ballast and drill water, dry bulk, liquid mud, brine and recovered oil. Accommodation is provided for 29 in single, double and quadruple cabins. Construction of the vessel will take place at Damen Shipyards Galati in and the delivery of the vessel is scheduled for 2009.



The **VOLVOX HOLLANDIA** seen in drydock
Photo : Captain Volvox Hollandia ©

Just An Ocean Away: GBP 30M Refit for Navy's LPH

Babcock Marine's Devonport Dockyard has received a GBP 30 million (about \$59.5 million) for a major upgrade to the Royal Navy's Plymouth-based helicopter carrier **HMS Ocean [LPH 01]**. The work is part of the developing Surface Ship Support Alliance, a new contracting approach that was a pre-requisite to approval of the Royal Navy's new 65,000t CVF Queen Elizabeth Class carriers.

The 22,500t **HMS Ocean** is similar to some of the smaller LHD designs like the 21,300t French Mistral Class. Built to commercial standards, LPH01 carries a crew of 255, an aircrew of 206, and 480 Royal Marine Commandos; an additional 320 marines can be accommodated in a short-term emergency. The ship has capacity for 40 vehicles, but is

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not designed to land heavy tanks with its 4 Landing Craft Vehicle Personnel (LCVP) Mk 5s. Its main assets are up to 18 helicopters: usually 12 transport (EH101 Merlins, H-3 Sea Kings; H-47 Chinooks can only be refueled and serviced on deck) and 6 maritime/ scout/ attack (Lynx variants, and/or WAH-64D Apache). Secondary ship roles include training, a limited anti-submarine warfare role, humanitarian assistance, and acting as a base for anti-terrorist operations.

Events have forced the ship to remain at sea near more distant shores, however, and on longer voyages than originally anticipated. Hence the priority on crew-related modifications. Not to mention some of the other changes.

The year-long refit of **HMS Ocean** will involve the fitting of new main propulsion shaft sections, extensive improvements in accommodation (including mess-deck dining areas in troop accommodation areas, storage for troop equipment, improvements to the galley and accompanying food storage areas), and an upgrade to the ship's aviation support facilities to improve support to the Army's WAH-64D Apache attack helicopters. Work is expected to start in September 2007 and, the ship is expected to return to service in September 2008 after a set of sea trials.

HMS Ocean participated Iraqi operations near Al-Faw in 2003, and her most recent assignment involved deployment to the Caribbean to counter drug smuggling (see video – at GBP 29 million, the value of seized drugs was about equal to the present refit costs), work with US Marine Corps' HMM-774 "Wild Geese"s and their CH-46E Sea Knight helicopters in a joint training deployment, and offer humanitarian assistance to hurricane victims.

In her absence, Britain's 20,000t escort carrier and fleet flagship **HMS Ark Royal** will take on **HMS Ocean's** role, embarking the helicopters and Royal Marines and serving as a less-optimized backup.

IHI to build 3 mega ships for Nippon Yusen line

IHI Corp won an order to build three container ships that will be the biggest made in Japan. The vessels are for Nippon Yusen KK, Japan's largest shipping line, and will each be able to carry 9,300 standard 20-foot containers, IHI said yesterday, without providing contract value. The ships will be delivered in 2009 and 2010.

Japan is the world's second-largest shipbuilding country by deliveries in a global market headed to another record, spurred by orders for container ships and bulk carriers. AP Moeller-Maersk A/S, the world's largest shipping line, and its peers are buying vessels to supply iron ore, coal and oil to China and export manufactured goods to Europe and the US. IHI's sales from shipbuilding, its original business, accounted for 11 per cent of total revenue for the past year. Japan's third-largest maker of heavy machinery also builds boilers, liquefied natural gas terminals and car turbochargers.

COSCO Gets New Orders

A number of owners have popped up at Cosco Shipyard Group with orders totalling \$623.4m for 16 bulk carriers.

The owners behind the orders for the 57,000-dwt units are from Greece, Turkey and Liberia, Singapore-listed parent Cosco Corp (Singapore) said in an announcement on Thursday. All of the units are expected to be delivered between 2009 and 2010 but the yard did not give a breakdown as to how many units went to each owner. No optional contracts were announced by the yard.

L&T books repeat RO-RO/LO-LO order

India's Larsen & Toubro Ltd (L&T) has announced that the Company has won a repeat order, valued at over US\$ 70 million, for construction of two 8,250 dwt RO-RO/LO-LO ships for **RollDock BV** of The Netherlands.

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The vessels will be delivered by May 2010. They will be built at L&T's existing shipyard which is a part of the company's engineering complex at Hazira, Surat. **RollDock** has also signed an agreement that includes options for more vessels of the same series to be built later this year.

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The latest addition to the URS Fleet is the **UNION GRIZZLY** seen arriving in Belgian waters from the builders
Photo : Richard Wisse ©

Stena Line invest a further SEK 2 billion in new vessels

Stena Line has ordered two new RoPax vessels valued at around SEK 2 billion from Samsung Heavy Industries in South Korea. The vessels will be put into service in 2011 and they are planned to operate the route Rotterdam-Harwich.

"We have invested about SEK 7 billion in recent years in new and modernised vessels and we have decided to invest a further SEK 6 billion in new ships. The new vessels are part of Stena Line's strategy of improving capacity, service and quality, for our freight customers," says Gunnar Blomdahl, Stena Line's CEO.

The two new RoPax vessels will be built in South Korea by Samsung Heavy Industries. The shipyard has previously built a number of shuttle tankers and ice-class tankers for Stena Bulk.

"We are very pleased that we've contracted Samsung to build the vessels as we know that they can deliver top quality vessels," says Gunnar Blomdahl. The two new RoPax vessels are sister ships to the **Stena Trader** and the **Stena Traveller**, which went into service on the North Sea earlier this year. The vessels will also be equipped with the latest energy management technology, making them as efficient as possible to run.

"Our focused have been to make the new vessels being as energy- and fuel-efficient as possible to minimise their environmental impact, whilst being cost-effective," says Gunnar Blomdahl.



The **LNG CROSS RIVER** seen off Willemstad (Curacao) where the LNG tanker arrived under tow, the tanker was taken over and towed to Caracas bay by the local (KTK) tugs,

Photo : Kees Bustraan ©

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New Container Terminal to be Built in Iranian Port

Construction work has begun on a new container terminal at the Iranian port of Bandar Abbas. The new terminal will triple the port's container handling capacity from 2 million twenty-foot equivalent units (TEUs) a year to 6 million TEUs.

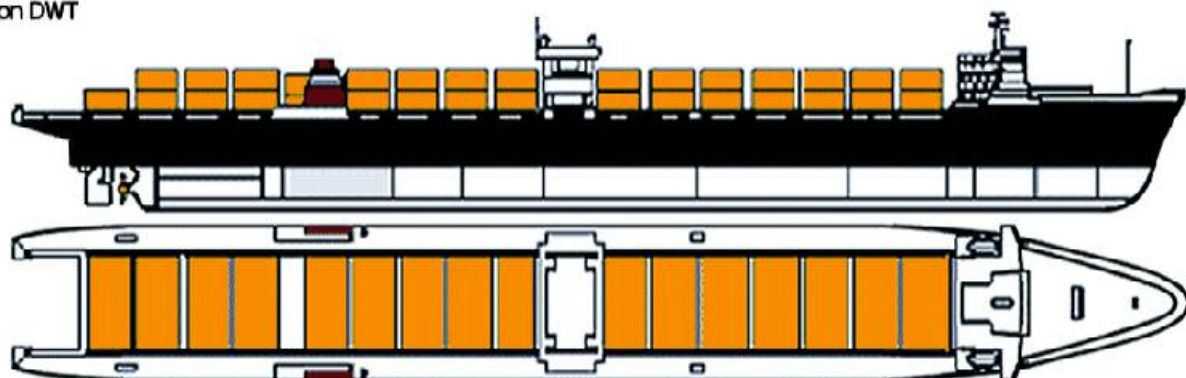
It will be the port's second container terminal and will form part of the Shahid Rajaie Container Terminal (SRCT) facilities in the Bandar Abbas Shahid Rajaie Port Complex.

The SRCT facilities are Iran's main container gateway, handling about 90% of the country's total throughput.

First phase development, which includes 850 metres of quay with 17 metres depth alongside and eight new post-Panamax cranes, is scheduled to be operational early next year.

LASH-dienst stopt ermee

43,000 ton DWT



De LASH-dienst van rederij Forest Lines tussen New Orleans en Rotterdam stopt ermee. Daartoe heeft moederbedrijf International Shipholding Corporation van Forest Lines besloten vanwege de slechte resultaten. Aan het eind van dit jaar valt het doek voor de dienst.



Boven : de **RHINE FOREST** - Photo : Jos van de Boel ©

Lighter Aboard SHip (LASH) is een scheepstype dat duwbakken vervoert die na lossing in een zeehaven verder over de binnenwateren naar het achterland kunnen worden vervoerd.

New Board Members at Dockwise

Dockwise Ltd has announced that Pietro Franco Tali and Tom Ehret have agreed to join its Board of Directors, immediately, following the proposed listing of the shares of Dockwise Ltd.

The proposed appointment of Messrs Tali and Ehret carries the full support of the Board of Directors of Dockwise Ltd and follows the recommendation of the nomination committee that was established at the Annual General Meeting held on 30 July 2007.

Tali is Chairman and CEO of Saipem and joined Saipem in 1993. He held various positions before becoming Chairman in 2000. Ehret has been CEO of Acergy SA since 2003. Prior to joining Acergy in March 2003, he held a variety of technical and commercial positions at several leading offshore engineering and construction companies.

After appointment of Messrs Tali and Ehret, the Board of Directors of Dockwise Ltd will consist of Messrs Adri Baan (Chairman), Bert Bekker, Mark Dickinson, Tom Ehret, Brian Francoeur, André Goedée, Rutger van Slobbe and Pietro Franco Tali.



The **CAPE UNITED** outbound from Port Hedland, Australia after loading iron ore on her maiden voyage.

Photo : Tropic ©

Peru to speed up sale of quake-hit port concession

Peru's government said it will accelerate an auction of a concession to operate the southern port of Pisco after it was damaged last week by the country's worst earthquake in more than 30 years.

The Aug 15 quake, which killed at least 513 and left 80,000 homeless on the southern coast, damaged 30 per cent of



the port, David Lemor, director of the state agency for promoting private investment, Proinversion, told reporters in Lima. Pisco ships liquid natural gas, metals and agricultural produce.

**Photo's :
via Cesar Llanos
SERPAC AGENCIAS**

Peru, Latin America's seventh-largest economy, is counting on US\$1 billion in investments in its 12 ports to boost exports by a third to US\$25 billion this year and to double exports within five years. The government last year auctioned a pier concession at Lima's port of Callao to DP World, based in Dubai, United Arab Emirates.

'We're going to place priority on projects in the Pisco area, such as the port, a highway to the highlands and a gas duct,' Mr Lemor said. 'It's important that the port is competitive so that exporters have lower costs.' The quake happened in one of the world's most seismically active regions, where the Nazca and South American tectonic plates clash. The US Geological Survey reported a magnitude 5.2 temblor in the area at 4.32pm New York time Tuesday.

The effects of last week's quake will slow Peru's economic growth to about 7.6 per cent this year from earlier forecasts of 8 per cent, President Alan Garcia said. Half of the country's population of 27 million lives on US\$1 a day.

The Peruvian government began a 300 million soles (S\$144 million) reconstruction programme on Tuesday that aims to employ 8,000 townspeople to rebuild roads, houses, churches and hospitals destroyed by last week's 8.0 quake, Mr Garcia said.



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'Pisco has enormous potential for agro-industry and needs a commercial port and airport,' Mr Garcia told reporters there. 'We're going to make the area better than it was before.' Peru is the world's largest exporter of asparagus and paprika, most of which is grown along the southern coast.

The US today approved US\$500,000 in additional aid, taking the total to date to US\$1.5 million, Ky Luu, director of the Office of Foreign Disaster Assistance at USAid, said at a State Department briefing in Washington.

The World Bank Tuesday pledged US\$400,000 to help finance reconstruction, while Ecuador and Italy sent planes carrying clothing, medicine, food and bottled water. Donor nations and relief agencies have pledged a total of US\$40 million.

Peru has suffered three destructive earthquakes in the last decade. Last week's quake was the world's most powerful since a magnitude-8.1 temblor struck off the Solomon Islands in April, triggering a tsunami that killed 54 people. The US Geological Survey said last week's quake carried about as much energy as about 790 nuclear bombs.



The **OTTAWA** seen moored in Rotterdam-Europoort
Photo : Robert Smith ©

ROTTERDAM WERELDHAVEN LIVE MET GLORIA ESTEFAN

Zaterdagavond 8 september neemt de NOS de show 'Rotterdam Wereldhaven Live met Gloria Estefan' in de Rotterdams haven op. Het programma wordt live uitgezonden op Nederland 1 tussen 20.30 uur en 22.00 uur. De uitzending is een aaneenschakeling van muzikale optredens, acrobatiek, theater en bekende gasten als Di-rect, Lee Towers en Jules Deelder. Via moderne communicatiemiddelen wil het Havenbedrijf zoveel mogelijk toeschouwers getuige laten zijn van het programma dat zich voornamelijk afspeelt op de Maas nabij de Erasmusbrug.

Het Havenbedrijf Rotterdam organiseert het publiekspektakel in het kader van zijn 75-jarig bestaan en het 30-jarig bestaan van de Wereldhavendagen. Het past in het beleid van het Havenbedrijf om de haven toegankelijker te maken voor een algemeen publiek. Opnames vinden plaats op twee locaties. Op de Maas in het midden van het Wereldhaventerrein tussen Veerhaven en Wilhelminapier razen speedboten over het water en doet Lee Towers zijn naam eer aan door van grote hoogte het programma te openen. Jules Deelder maakt zijn opwachting met een speciaal geschreven gedicht, de Rotterdamse band Ziggi speelt vanaf een 'tropisch eiland'. De Koninklijke Marine geeft een

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demonstratie te water en allerlei soorten schepen passeren de revue. Topformatie Di-rect zal al spelend onder de Erasmusbrug varen. De avond krijgt een apotheose door het half uur durend optreden van Gloria Estefan met vuurwerk als finale.

Op de Maasvlakte tussen de hoge kranen van de ECT leven acrobaten zich uit en duiken schoonspringers in het havenwater. Zangeres Tasha's World zingt een nummer vanuit een containerschip. Videoschermen en 250 geluidsboxen in festivalopstelling van My Productions zorgen er voor dat het publiek langs de Maas mee kan genieten van het evenement op de Maasvlakte veertig kilometer verderop.

Het programma wordt in beeld gebracht door veertien camera's en vindt plaats op tien pontons. Het podium waarop Gloria Estefan optreedt ligt voor het beweegbare gedeelte van de Erasmusbrug en langs de Holland-Amerikakade. DJ Roland Molendijk is aanwezig zijn voor muzikale ondersteuning. De presentatie is in handen van Toine van Peperstraten en Aldith Hunkar.

Konecranes Wins Orders from Stevedco

Konecranes has in July received two major orders from Finnish container terminal operator Stevedco Oy. The orders comprise one ship-to-shore (STS) crane, and three straddle carriers, with a long-term service agreement. The equipment will be delivered to Stevedco's container terminals in Vuosaari and Mussalo, Finland, during autumn 2008.

ZEEBRUGGE TRAFIEKEN EERSTE JAARHEFT 2007

De haven van Zeebrugge behandelde in de eerste jaarheft een totaal goederenvolume van 20,7 miljoen ton, wat een groei betekent van 6 % ten opzichte van dezelfde periode in 2006.

De containertrafiek neemt het belangrijkste deel van de groei voor zich. Van januari tot juni werd 18 procent meer containertonnage verscheept in vergelijking met dezelfde periode vorig jaar. Er werd 952.000 TEU aan containervolume behandeld. Dit is 27% meer dan in dezelfde periode van 2006. De ingebruikname van de haveninfrastructuur aan de APM Terminal met haar nieuwe Maersk diensten zorgde voor een aanzienlijke groei van de containervolumes.

Het roll-on/roll-off-verkeer was goed voor 6,4 mln. ton (+ 3,8 %). Zeebrugge bevestigt haar wereldleiderschap inzake autotrafieken : in het eerste semester werden er 1,1 mln. nieuwe wagens behandeld (+ 15,6 %). Het roll-on/roll-off-verkeer kende een sterke groei van 25,9 % in de deepsea diensten (en dit voornamelijk de aanvoer uit het Verre Oosten). De vaste bulk zoals zand en grind steeg met 5,8 %. Dit is voornamelijk door de opspuitingswerken ter hoogte van het strand van Heist. De vloeibare bulk (voornamelijk vloeibaar aardgas) kende een daling van 18 %. Het aantal aanlopen van LNG-schepen halveerde gedurende de eerste 6 maanden van 2007.

Het stukgoed daalde met 16,5 procent tot een volume van bijna 0,5 miljoen ton. Voor wat betreft de havenarbeid, steeg het aantal shiften met 13,3 % tot 145.200. De haven van Zeebrugge is verwacht om in dit eeuwfeestjaar voor het eerst de kaap van de 40 miljoen ton te overschrijden.

FreeSeas to Acquire Handysize Vessel

FreeSeas to Acquire Handysize Vessel FreeSeas Inc., a provider of seaborne transportation for drybulk cargoes, agreed to purchase a 1995-built 22,051 DWT Handysize vessel, the M/V **Free Goddess**, from an unaffiliated party for approximately \$25.2m. The vessel is expected to be delivered in September or October of 2007. It will operate under a \$13,000 per day fixed-rate time charter until November 2007, at which time it will commence a new two-year time charter at \$19,250 per day. The Company continues to believe that the current drybulk rate environment presents opportunities for advantageous chartering and the establishment of long-term relationships with high-quality

charterers. The new vessel acquisition announced today should provide increased cash flow to finance future vessel acquisitions and expand the Company's fleet.

Saipem charters Fairmount Summit

Fairmount in The Netherlands reports that **Fairmount Summit** has been chartered by Saipem for a project on the Halfdan field. The project involves the tow of the laden barge **S-44** and positioning her close to Saipem's heavy lift vessel **S-7000** for offshore discharge. The duration is expected to be 12-24 days.

BETTER FIGURES FOR ODFJELL

NORWEGIAN parcel tanker and chemical terminal operator Odfjell made a Q2 net profit of US\$66, up from \$35m in Q1. The company says time-charter results per day improved by about 21% compared to the same quarter in 2006, due to higher freight rates and lower bunker costs.

Earnings before interest, taxes, depreciation and amortisation (EBITDA) first half 2007 were \$175 million compared to \$130m for the first half of last year. The company notes: "Operating expenses as well as general and administrative expenses were higher in 2007 than in 2006 partly because of general price increases and a weaker USD."

Regarding its prospects the company says: "The financial and the commodity markets have become volatile as of late. However, the world's real and physical trade continues to look healthy. Deliveries of newbuildings continue strong. Despite new legislation and increasingly stricter customer requirements for parcel tankers, making older tonnage technically and/or commercially obsolete, the net supply will be increasing over the next few years. Odfjell has renewed contracts at improved terms, reflecting customers' expectations for increased activity and a tighter market. High bunker prices and ship operating expenses, however, will continue to weigh on us. We do expect tank terminals to remain strong, and further tank terminal projects are under consideration. All in all, we anticipate a solid operating result in 2007."

MOVEMENTS



The **MARC MITCHEL** seen enroute Rotterdam
Photo : Tjep van Roon ©

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 and photos received



The **ANGEL SEA** seen departing Port Chalmers, New Zealand, with a full load of logs bound for Inchon. The ship is 23536 gross tons built in 1985 as the **Sanko Turquoise**

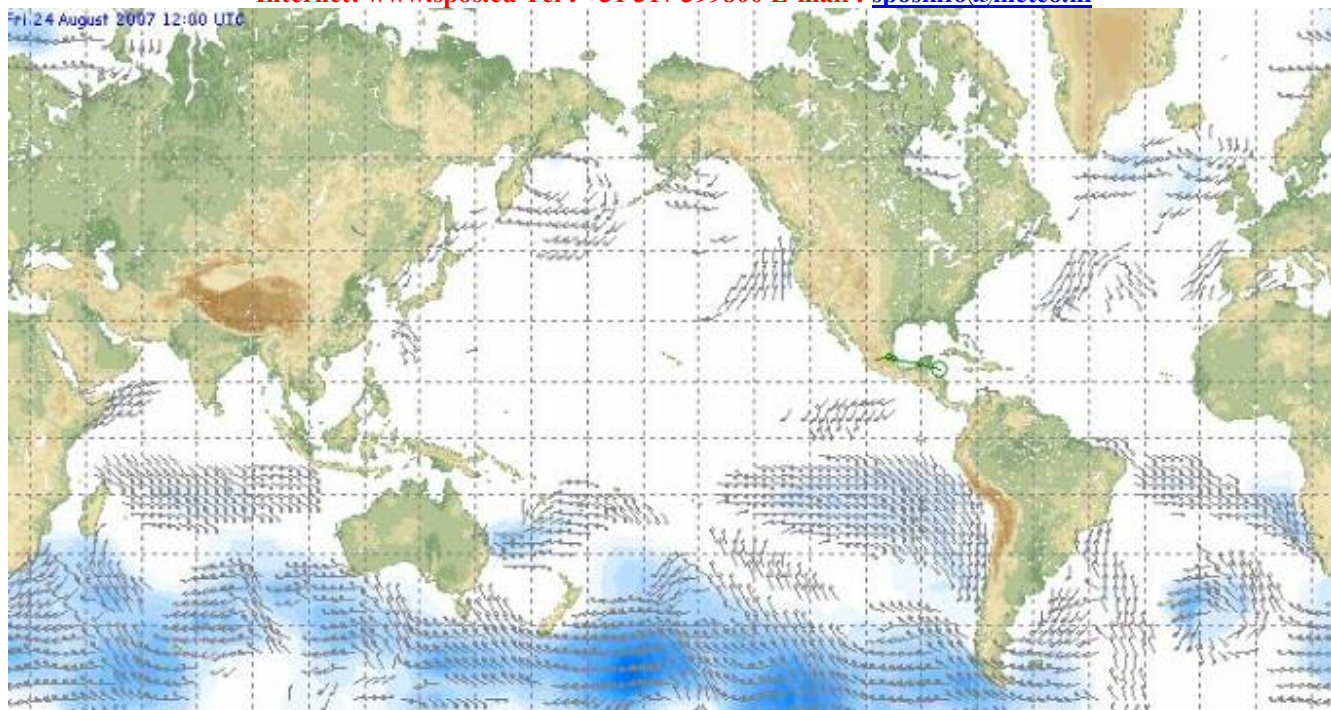
Photo : Ross Walker ©

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



Sunset over Rotterdam-Europoort with Svitzer's **SINGAPORE** outward bound
Photo : Piet Sinke ©

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