

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 194



Number 194 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 26-08-2007**

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

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)
Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



The 47 ft US Coast Guard Cutter **47317** which is based in Honolulu

Photo : Paul Hopson – Germanische Lloyd – Long Beach ©

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: smitwijs.sales@svitzerwijismuller.com

**DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE
NEWS CLIPPINGS ?? PLEASE SEND THIS TO :**

newsclippings@gmail.com

IN MEMORIAM

The editor of the newsclippings received the sad news that after a long illness

CAPT. HANS FUHRI

Passed away August 25th at an age of 61 years only.

Hans sailed as captain for **Smit Lloyd** and **Mc Dermott**, became later Marine Superintendent with **Mc Dermott**, Operations manager for **Mansal Offshore** in Qatar, part time operations manager for **Svitzer Middle East** in Qatar

The editor wishes **Hans** family, relatives and friends all the strength to cope with this loss

******Hans - Rest in Peace ******

EVENTS, INCIDENTS & OPERATIONS

Ships confirmed missing off Somalia

A Karachi-based NGO and legal aid provider is investigating the whereabouts of two cargo vessels that went missing at sea in the Horn of Africa with seven Pakistanis on board. A spokesman for the Ansar Burney Trust International (ABTI) said yesterday that both the vessels left the port of Dubai for Mogadishu, Somalia in June and that contact was lost with both of them last month. The general cargo ships **Reef Azania** and **Infinity Marine 1** were crewed by 30 personnel, including seven Pakistanis, between them. The ABTI learned that the vessels were missing when they were contacted by worried families of the crew, who feared that the vessels might have been used in an insurance fraud. The **Reef Arzon** was manned by a Pakistani master, Captain Khalid Shah Siddiqui, and Chief Engineer Zafar Iqbal,

together with four Indian and eight Tanzanian crew. The **Infinity Marine 1** had five Pakistani crew members — Chief Officer Farooq Saeed, Second Engineer Fazlur Rehman, Second Officer Khan Bahadur, cook Faizan and welder Mohammad Hanif - along with 10 Indians and one Iraqi.

Fishermen winched from blazing trawler off the south-east coast



Four fishermen narrowly cheated death and were winched to safety after their trawler went ablaze off the south-east coast yesterday.

The **Gismonde**, an Irish registered trawler operating from Dunmore East, put out a mayday signal at 10.15am. It is believed that a blaze started in the engine room and ripped through the vessel around 61km south east of Milford Haven on the Welsh coast.

The Irish Coastguard Marine control centre immediately contacted the coastguard in Milton Haven, Wales, while the coastguard Search and Rescue Helicopter at Waterford Regional Airport was tasked. Meanwhile the RNLI Lifeboat from Duncannon made its way to the scene.

Luckily, all four managed to scramble into a lifeboat. Contact had been made between the **Gismonde** and other vessels fishing in the area. Another trawler fishing out of Dunmore East, The **Ocean Pearl**, arrived at the scene and plucked skipper and three crew members from the sea.

They were then taken to Waterford Regional Hospital by the Waterford helicopter.

Skipper Sean Stafford, described locally as hailing from the fishing village and in his 50s, was said to be suffering from smoke inhalation and breathing difficulties.

One of the crew is understood to be Irish, while the other two fishermen are believed to be immigrant workers. They were all "comfortable" yesterday. An MRCC controller, said: "The **Gismonde** is still on fire and drifting around the Smalls of the southwest coast of Wales. Luckily, conditions are good."

It is understood that the Gismonde, a 16m wooden vessel, had been fishing for prawns.



MarAd to Remove Remaining High Priority Vessels from James River Fleet

The U.S. Department of Transportation's Maritime Administration said that it has made arrangements to remove the last of several high-priority vessels from the James River Reserve Fleet. The agency has awarded five ship-disposal contracts worth a total of \$2,161,610 to North American Ship Recycling of Sparrows Point, Md.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 194

The departure of **Cape Charles**, **Pride**, **Scan**, **Southern Cross**, and **Sphinx** will bring the number of ships leaving the James River to 66 since January 2001. The **Sphinx**, a cable-layer built in Japan in 1944, is the only World War II-era ship in this group of five. The condition of the **Sphinx** made it a high-priority ship for the Maritime Administration for several years, but disposal was delayed while charitable groups tried to raise money to save it. The remaining ships were all built in the 1960s; **Scan**, **Southern Cross**, and **Pride** were all built for the Moore-McCormick Company as combination freight and passenger vessels. The **Cape Charles**, a freighter launched in 1963, was constructed at the Bethlehem Steel shipyard at Sparrows Point, the same site in Maryland where it will be dismantled.

The Maritime Administration keeps ships in three National Defense Reserve Fleet sites to support Armed Forces movements and to respond to national emergencies. Those sites are the James River Reserve Fleet in Newport News, Va., the Beaumont Reserve Fleet in Beaumont, Texas; the and Suisun Bay Reserve Fleet in Benicia, Calif. When the ships become obsolete, MarAd arranges for their disposition in an environmentally-sensitive manner.

Reder Russisch schip eerder veroordeeld

Het Russische vrierschip **Nizhnevolzhkiy** dat aan de ketting ligt aan de Velserkade, blijkt nauwlettend in de gaten te worden gehouden door de kustwachten van diverse landen.

Eind december 2006 werd eigenaar Polaris Shipping in Murmansk zelfs veroordeeld tot een boete van een miljoen euro wegens het illegaal overladen van vis. De **Nizhnevolzhkiy** leverde geregeld diepgevroren vis af in Velsen. De **Nizhnevolzhkiy** blijkt meermaals onder verdenking te hebben gestaan van de Noorse kustwacht. In het voorjaar van 2006 wisten de Noren hun verdenkingen hard te maken. Het schip leverde illegale vis af in het Engelse Grimsby. Deze vis was overgeladen op de Barentszee. Met informatie van de Noorse kustwacht heeft de Russische kustwacht een inval aan boord van het schip gedaan. De **Nizhnevolzhkiy** had op dat moment vijfhonderd ton illegaal gevangen vis aan boord. De rechtbank in Sint Petersburg veroordeelde reder Polaris Shipping. Een historische boete, het was de eerste keer dat een Russische reder wordt veroordeeld voor het illegaal overladen van vis op de Barentszee

HELP! yells boat saviour

Salvagers decry lack of help, signage as schooner lies on reef



Salvage operators who failed in their third attempt to rescue a stranded heritage ship from where it foundered July 1 on an unmarked Saturna Island reef, are expressing dismay over the lack of help from the marine industry, as well as criticizing the lack of warning markers.

Although a team of eight volunteers, who brought with them two tug boats and a barge, managed to raise the **Robertson II** on Sunday, Aug. 19, the six gas-powered pumps borrowed for the job couldn't expel enough water to complete the rescue.

Crews worked from 4 a.m., Aug. 18, to late Sunday evening to try to float the ship. New owner Drew Clarke said, although there was a point when it looked like the operation might work, ultimately they could not break the ship away from the reef on which she had foundered .

"It was heartbreaking," Clarke said. "For a couple of hours there had been a real magic in the air – it

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 194

was the first time any of us had the feeling that we were going to get her."

Clarke said he had scoured B.C. for pumps he could borrow and although some were offered, ultimately they weren't enough. Andrew Korek of Abbotsford-based Phoenix Marine Services said he spent tens of thousands of dollars volunteering his own time and that of his staff to raise the **Robertson II**.

Korek said an initial dive convinced him the 67-year old schooner was worth the effort. "I was amazed at the integrity there," he said in a telephone interview. "There was no damage at that stage. If rigging and masts had been removed and she'd been pumped out she would have floated herself at high tide."

But Korek said well-meaning boaters recently attempted to drag her out when operators were away from the site and further exacerbated the problem by driving the **Robertson II** deeper into the reef. And then calls for loans of more pumps went unheeded. "I am disappointed with the marine community. They didn't rally around the ship," Korek said. "Disappointed that some people didn't step up to the plate and say 'here are a few pumps.'" Korek said the pumps they had were underpowered to deal with the substantial ship.

Robertson II was Canada's last commercial sailing schooner. Built in 1940 she worked the Grand Banks off Newfoundland before being moved to the West Coast in 1974 to serve as a sail-training vessel with Victoria-based Sail and Life Training Society. In 1995 the 49-metre schooner was sold to local businessman Roy Boudreau. According to a recent Globe and Mail report, Boudreau was aboard the ship when it ran aground at Minx reef at Saturna Island in the early morning of July 1.

A Canadian Coast Guard spokesperson said the ship's owner did due diligence in containing fuel spilled from the ship's engines and from kerosene on board. Coast Guard staff who arrived the following day remained on site for three days, according to the Coast Guard's Dan Bate, and reported the vessel was pumped clean, soaker pads placed inside and residual spill contained and disposed of with absorbent boons. The **Robertson II**, now with new owner Saltspring Island fisherman Drew Clarke, is not considered to be a navigational risk from where she remains lying to starboard at the reef.

Unlike Korek, Clarke is not critical of those who didn't offer to help raise the **Robertson II** but he is concerned that more ships like her could end up on B.C.'s unmarked reefs. "That (Minx) reef extends way out from shore," Clarke said. "In the middle of the night you'd never know it was there – there's no way to see it."

Clarke said with increasing marine traffic reefs such as Minx should be marked.

"It might have been okay in the 1940s and '50s to leave them unmarked but we've got people out there with expensive boats who don't know what they're doing and we're inviting them up here to our waters and failing them miserably."

But the local federal superintendent of aids to navigation said Minx reef is not a navigable channel and doesn't see enough traffic to warrant placing visual aids. "The other thing to consider is it's very well charted," said Coast Guard's Kevin Carrigan. "I'm not sure what happened there, but the information was available and there are actually two different scales of charts there and one provides a lot of information."

CASUALTY REPORTING
 **MULTRASHIP**
TOWAGE & SALVAGE
Tel: +31 115 645000 - www.multraship.com

Long-liner adrift with entangled propeller, Bering sea

August 24, 08.15 LT, Bering sea, 38 nm off Navarin Point – long-liner **Vostok-1** got propeller entangled in derelict fish nets, adrift. Crew 26, dwt 886, LxWxH 41.5x9.5x4.6 meters, owner R/K Vostok-1. Trawler Iona Island steaming to scene, ETA 11.00 LT August 25. No danger to crew or vessel. Weather wind SW 10-12 m/sec, swell 3-4 balls.

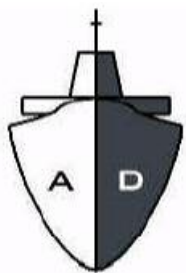
ILHA AZUL hit a rock in the Azores

The Portuguese passenger RoRo cargo ferry **ILHA AZUL** (ex- **ATHINA** ex- **BAHIA DE CEUTA**) hit a rock at Graciosa Island, in the Azores, with 374 Pax onboard and had to be taken out of inter-island service in damaged condition.

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax : + 32 3 297 20 70
e-mail : anglodutch@pandora.be

Hunt closes in on sunken World War II submarine

The **USS Grunion** submarine, sunk during World War II with 70 men on board, including one from Detroit, may have been found this week in the depths of the ocean off the Aleutian Islands in Alaska.

But a search for the Detroit sailor's family is still going on in southeast Michigan. Navy Seaman Second Class Byron A. Traviss of Detroit was serving aboard the **Grunion** when it sent its last transmission July 30, 1942.

Mary Bentz, whose uncle Carmine Parziale also served on the **Grunion** with Traviss, is among those leading a search for surviving relatives of the crew. Launched from Groton, Conn., in 1941, the **Grunion** set sail from Hawaii in June 1942 to patrol routes between the Aleutian Islands and Japan, according to the Department of the Navy. In July 1942, the submarine was reassigned to Kiska Island.

After the **Grunion's** final transmission on July 30, the ship was officially reported lost. It was helmed by Lt. Cmdr. Mannert L. Abele, whose family began its search for the ship in August 2006.

Brothers Bruce and John Abele financed a search that included consultants and a search ship. Since last summer their search has been tracked by National Public Radio, ABCNews.com and CNN. The Abeles also created a Web site detailing the search.



US Navy photo ©

Thursday morning, John Abele, aboard the search ship near the Aleutian Islands, said:

"We found a submarine tonight. ... But we have now lost it, despite documenting location. Nevertheless we have

photographic documentation showing prop guard of **Grunion** style. It imploded dramatically and is a tangle of pipes."

The **Grunion** search team, aboard the boat **Aquila**, has used sonar scans and a remote operated vehicle with broadcast-quality high-definition video, and low light cameras, targeting the area near the tip of the Aleutian chain. In the process, they located the ruins of three Japanese ships. Bentz, who lives in Bethesda, Md., found the Purple Heart card sent to Traviss' Detroit family, which listed his father's name as Russell Traviss and the family's address in the 4300 block of Tireman.

A letter from Lt. Cmdr. Abele's wife also was sent to that address. That's where the trail on Traviss ran cold for Bentz.

She said Thursday afternoon they wanted to find all the family members by the time the **Grunion** was found. "We wanted everyone else to have the comfort we had in finding other families."

New Flagship for SNMG 1 USS Bainbridge deploys Friday



The Norfolk-based guided-missile destroyer **USS Bainbridge** deploys Friday as part of **Standing Naval Maritime Group 1**.

Bainbridge and its crew of over 300 will head to the Mediterranean Sea and the 6th Fleet area of responsibility. While there, it will support theatre security cooperation by participating in regional exercises with allies, making diplomatic port calls and responding to any contingency.

According to the Navy, SNMG 1 is a multinational, seagoing force that gives NATO the ability to respond quickly and with flexibility to promote NATO's interests.

Bainbridge was commissioned on November 12, 2005.

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



info@disamaritime.com
www.disamaritime.com

**Ketelaarstraat 5c
B-2340 Beerse
Belgium**

**Tel : + 32 (0) 14 62 04 11
Fax : + 32 (0) 14 61 16 88**



info@disacivil.com
www.disacivil.com

Ferry bad for Aker

Aker Yards of Norway has reported a second-quarter loss of NOK 153m (\$26.1m) in earnings before interest, depreciation, tax and amortisation (ebidta). That compares with a positive ebidta of NOK 382m in the same quarter last year and reflects the problem the shipbuilding group is having with costs, particularly at its ferry-building Finnish subsidiary.

The results were released today after being postponed from last month when the company issued a profit warning which saw the share price plummet.

The company, blaming "high loading" at the three Finnish yards, now forecasts annual ebidta at NOK 900m and net profit NOK 700m compared with last year's NOK 1.4bn and NOK 1bn respectively.

Aker said that most of the seven ferries on order in Finland will be delivered within 12 months but it was "re-evaluating the existing schedule" and taking a "more opportunistic" approach to new ferry contracts.

A one-off charge of NOK 400m was taken in the quarter to cover the ferry re-organisation. But it also admits that it has had problems at the Floro yard in Norway where management and operations "are not as anticipated at the time of the acquisition in 2006".

A new management team was installed in June and problems with costs and productivity are being tackled. A one-off charge of NOK 100m was taken in the quarter to deal with Floro.

Aker was also forced to sell shares in two companies to an Aker ASA subsidiary for a NOK 280m profit in order to maintain the dividend. It is maintaining its guidance for next year, saying it is well-placed in specialised markets, has a long orderbook and is due to deliver 143 vessels until 2012. The share price was down 8% at around NOK 60 in trading in Oslo this morning and has fallen almost 40% in the last six months.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl

Finnlines confirms Jinling six

Finnish owner Finnlines has confirmed an order for six new ro-ros at Jinling Shipyard in China. TradeWinds reported the deal last week, citing market sources. The company said on Friday the 3,200-lane-metre vessels will cost about EUR 240m (\$326m) and will be delivered through 2010 and 2011.

The 20-knot ships "will form an essential part of Finnlines ice-classified core fleet," it added. The order is believed to be Finnlines's first-ever shipbuilding project in China. The company has traditionally built its vessels in Europe.

Some industry observers said the six ships are part of an order for up to 10 ropaxes Grimaldi Group of Italy is looking to place.

In May, Grimaldi managing director Emanuele Grimaldi said the company was talking to two yards in China over the deal. However, he did not disclose the size of the vessels nor the yards. Grimaldi Group owns a controlling 50.7% stake in Finnlines.

Golar propped by Korea Line sale

A significant profit from the sale of its holding in Korea Line has helped Golar LNG to report record quarterly net profit, but operating profit fell from a year ago. The company booked a \$73.5M profit from the sale of its holding in Korea Line, which helped to increase 2nd-quarter net profit to \$89.6M from \$53.3M a year earlier. Operating profit fell to \$18.8M from 22.3M, although the market recovered from a weak level in the first quarter. On 7 June, the company sold its remaining 1M shares in Korea Line for \$95M and adding to sales in April, the total raised amounted to \$173M. Two of the company's ships, the **Golar Spirit** (128,600cbm) and **Golar Winter** (138,000cbm), will be converted into floating gas terminals for use in Brazil by Petrobras. The freight market has firmed after a weak start to the year, and the board does not believe it will be necessary to use ships as storage vessels later this year, unlike 2006 when the spot market was very weak.



The **STAD AMSTERDAM** and in the background the **MIR** seen during the **DE RUYTER SAIL** in Flushing
Photo : Jan Crucq ©

High Speed Ferry" ALAKAI most probably into service next week awaiting courts decision

The 107 metre Auto Express vehicle-passenger catamaran, which was built at the Austal's Mobile, Alabama facility for the Hawaii Superferry Corporation named "**Alakai**" (Hawaiian for "**ocean path**"). Completed her local trials and is expected to start her services this coming week

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 194



Photo : Paul Hopson – Germanische Lloyd – Long Beach ©

"Sea trials went very well and we are extremely pleased with the capabilities of this vessel," said Austal's Chief Operating Officer, Dan Spiegel. "It's truly remarkable to experience the power and control of this catamaran.

At 90% MCR (maximum engine power) the ferry achieved 40 knots (two knots above contractual requirements) with operating deadweight onboard and an installed active Ride Control System. The ferry consistently averaged 42.5 knots at 100% MCR during the course of trials.

Hawaii Superferry plans to use Austal fast ferry technology to establish Hawaii's first high-speed vehicle-passenger service. Each catamaran can carry 866 passengers and up to 282 cars (or a combination of 28 twelve meter trucks and 65 cars) and provide services connecting Honolulu to Maui and Kauai in three hours and from Honolulu to the Big Island in approximately four hours. The second ferry will begin service in early 2009. With the entry into service of the second ferry, two round trips per day between Maui and Oahu and one round trip per day between Kauai and Oahu and the Island of Hawaii and Oahu will be offered.

With a draft of 3.6 metres and a beam of 24 metres, the ferry will commute between the Hawaiian Islands at speeds up to 40 knots. The vessel is four decks high, including two decks for the car and truck loading, one deck for passengers and the bridge deck reserved for the pilot and his crew. The 2nd deck or mezzanine deck is 2/3 hoistable in order to facilitate parking for lighter cars and leave maximum parking space for the larger trucks.

The Upper Deck or passenger deck includes many premiere amenities for 866 passengers of all ages besides comfortable seating. This deck includes a bar and lounge on each end, food counter, gift shop, video game room, children's play area, restrooms, crew mess, purser's office, and first aid room. "**Alakai**" is also the subject of an in depth National Geographic documentary filmed for their "**Mega Structures**" series. Due for broadcast in September, the programme will cover all aspects of the vessel's design, construction, launch and sea trials. The Hawai'i Supreme Court sided with environmentalists in a ruling that could delay Tuesday's launch of the **ALAKAI**

The high court ruled that the state must conduct an environmental assessment related to the ferry service. Armed with the ruling, three Maui environmental groups will seek an order to stop the Superferry. Superferry officials said in a statement late yesterday that "clearly, we are disappointed" by the ruling.

"For more than three years, Hawai'i Superferry has met all the requirements of the state Department of Transportation, including provisions pertaining to environmental review," the statement said. "The company complied with, and in many instances, exceeded Hawai'i and federal environmental regulations."

The environmental groups hope the Supreme Court ruling will force Superferry operations to be put on hold while the study is conducted, which could take at least six months and as long as three years. The environmentalists argue the ferry, which travels through marine sanctuaries, could harm whales and transport invasive plant species between islands. Superferry proponents have cited the advantage to consumers of another option for interisland travel. They also pointed out that barges and cruise ships travel between islands without causing major environmental damage.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 194

The high court's decision, however, validated the concerns of environmentalists and several Neighbor Island lawmakers who had unsuccessfully sought an environmental review of the Superferry's impact on state harbors in the last legislative session. "There's never been any doubt in my mind that Hawai'i Superferry and the Department of Transportation should have conducted an environmental impact statement," said State Senate Majority Leader Gary Hooser, D-7th (Kaua'i, Ni'ihau). "It's unfortunate they did not come to that conclusion a few years ago so we would not be here today."

The state Supreme Court issued its stunningly quick decision less than five hours after hearing arguments yesterday and declared that the state Department of Transportation must conduct an environmental assessment of improvements at Kahului Harbor that paved the way for the interisland ferry.

PRINCIPAL PARTICULARS

Length overall: 106.5 meters - Length waterline: 92.4 meters
Beam moulded: 23.8 meters - Hull depth moulded: 9.4 meters - Hull draft (maximum): 3.65 meters
Deadweight (maximum): 800 tonnes / 882 tons
Passengers 866 - Crew as per USCG requirements - Vehicles: 282 cars or 28 forty-foot trucks (342 lane meters) with 65 cars
Fuel (approx): 215,000 litres

PROPULSION

Main engines: 4 x MTU 20V 8000 M71 8,200 kW at 1150 rpm
Propulsion: 4 x KaMeWa 125 S11
Service speed: 40.0 knots, 90% MCR @ operational deadweight and with active Ride Control System

CLASSIFICATION

Classification: Germanischer Lloyd in accordance with the International Code of Safety for High Speed Craft, IMO
Resolution MSC.97(73) Annex 5 Class Notation:
Hull: +100 A5, HSC-B OC4 Craft High Speed Passenger/ Ro-Ro Type
Machinery: +MC, AUT



The **WAKER** seen berthed at Chorus in Beverwijk
Photo : Pieter van der Valk ©

Maersk launches new Africa run

Maersk Line and South African sister outfit Safmarine are launching a second direct weekly boxship run between West Africa and Asia. The Far East West Africa 2 (FEW 2) service will boost the growing trade between the two regions, Safmarine said.

Its Africa region executive Alan Jones added: "Trade between Africa and Asia is very strong at present and we see the new service as an opportunity to further grow our business in partnership with our customers."

West African importers are now looking more and more to Asia, rather than Europe or the US, he believes. The service begins on 3 September, calling at Port Kelang, Tanjung Pelepas, Lome, Cotonou and Lagos/Apapa.

The former WAF 10 service becomes Far East/West Africa 1 (FEW1) and is changing its rotation to Nansha in China, Hong Kong, Tanjung Pelepas, Walvis Bay, Tema, and Lagos/Apapa.



The museum lifeboat **NICOLAAS MARIUS** seen moored at Terschelling

Photo : John Bruinsma ©

German player orders MPPs

Rickmers Reederei is joining the project-ship jamboree with a slew of orders at three Chinese yards.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 194

German owner Rickmers Reederei is the latest company to jump on the multi-purpose (MPP)-vessel bandwagon. The Hamburg-based shipping company is set to place orders for up to 18 newbuildings worth more than \$500m at three yards in China.



Market players say Rickmers recently inked in four 30,000-dwt units at Jinling Shipyard for slightly less than \$50m each. The vessels, which will be equipped with 320-tonne cranes, are slated for delivery in 2010 and 2011. The quartet is said to be of a similar design to the 30,000-dwt **Rickmers Singapore** (built 2002) and **Rickmers Hamburg** (built 2002), which the owner contracted at Jinling in 2000.

Left : RICKMERS HAMBURG

Sources say Rickmers has also firmed up contracts for six 19,000-dwt MPPs at newly established Jiujiang Tongfang Jiangxin Shipyard. The vessels are said to be costing close to \$30m

each. Based in Jiangxi city, Jiujiang Tongfang is set to deliver two ships at the end of 2009 and the remaining four in the second half of 2010 and early 2011.

Meanwhile, Taizhou-based Kouan Shipyard is said to be finalising a deal for up to eight 17,000-dwt MPPs for Rickmers for delivery in 2010. "Rickmers wanted to place four firm vessels plus an option of four more but as today's market is working in favour of the sellers (shipyards), we do not expect Kouan to make any optional offers to the owner," commented a newbuilding source.

TradeWinds is told that Rickmers will likely press ahead with the four firm ships and contract the additional four at a later date and for a different price.

Industry observers say a shortage of vessels for project work is emerging in the 13,000-dwt to 30,000-dwt MPP sector and this is prompting owners to order. They say two years ago, 17,000-dwt MPPs could have earned around \$14,000 per day but this has now shot up to between \$21,000 per day and \$23,000 per day for specialist project work in China, the US Gulf and West Africa.

The MPP ordering boom has spurred some of China's lesser-known yards into commercial shipbuilding, one of them being Jiujiang Tongfang Jiangxin. It previously constructed only naval vessels, tugs and barges but made its breakthrough in the commercial scene late last year with an order for 12,000-dwt MPPs from Reederei Eugen Friederich. The other yards that have made their name in the MPP sector include Naning Shenghua, Cosco Dalian, Shandong Huanghai and Qingshan Shipyard.

Green Pin®				www.vanbeest.nl
Standard & Polar are DNV 2.7-1 Type approved!			DNV	VAN BEEST 

Jaya sells for profit

Jaya Holdings, a key player in the offshore marine vessel owning and chartering market, has posted a net profit of S\$121M (\$79M) for its financial year to 30 June. Turnover was \$202M, with shipbuilding providing more than 75%, at \$156M. Speaking to Fairplay, a company spokesman attributed the rise in net profits to ship sales and high charter rates. "We sold five vessels leaving us with only 28. The proceeds from this sale then found its way into the net profit

computation.” Terming his vessels as ‘marine workhorses’, Jaya nominally charges \$1.50 per bhp for its ship charter. Over the long-term Jaya is buoyant about its prospects. It plans to build more AHTS and PSVs for buyers because the oil and gas market “has never been so buoyant”. Jaya Holdings is 56% held by Nautical Offshore Services, a special purpose company with buy-out funds.



The **FAIRPLAY 28** seen departing with a loaded barge from Rotterdam

Photo : Jaap vd Meeberg ©

FESCO Updates FCDL Fleet



FESCO starts to update its fleet serving the FCDL service (Vladivostok – Vostochny – Hong Kong – Shanghai – Ningbo – Vostochny), reports the company's press-service.

22 August 2007 the containership "**FESCO Voyager**" of 1060 TEU capacity serving FCDL service will be replaced with the vessel "**Kapitan Afanasiev**" of 1750 TEU capacity.

12 September 2007 the containership "**FESCO Trader**" of 1060 capacity will be also replaced with the vessel "**Vladivostok**" of 1750 TEU capacity.

Haji-Ioannou behind products-tanker purchase

Greek shipowner Polys Haji-Ioannou has emerged as the buyer of the 41,000-dwt products tanker **Merlion Park** (built 1993). The double-huller was earlier this month said to have been sold to an undisclosed buyer for \$33m. It is a relatively sophisticated unit with capacity to carry vegoil. Brokers suggest standard products tankers of this age would struggle to fetch \$30m. The price does not indicate that a weak spot market has led to falling values, they add.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 194

The seller, Sammy Ofer company Tanker Pacific, also has two sisterships for sale. Sources suggest Haji-Ioannou is buying only the **Merlion Park** in order to maintain the size of his products-tanker fleet. He is expected shortly to sell one of his oldest units, possibly the 42,000-dwt **Count** (built 1980), for scrap. The sisterships **Alexandra Park** and **Raffles Park** (both built 1992) remain unsold. The **Merlion Park** is likely to be managed by WorldTankers of Singapore, which handles all of Haji-Ioannou's products tankers. The deal is the first secondhand purchase for the Greek owner since he bought the 46,000-dwt **High Wind** (built 1999) last June.

Haji-Ioannou is in the process of renewing his products-tanker fleet and last year ordered four 50,000-dwt units at SLS Shipbuilding in South Korea and two 46,000-dwt vessels at Hyundai Mipo Dockyard. He has a fleet of 46 tankers including newbuildings. The Greek owner also has an aframax-newbuilding programme at Tsuneishi Shipbuilding and will take delivery of nine units between 2007 and 2010. The ships will be managed by Polyar Tankers in Oslo, which already manages 14 tankers VLCCs, aframaxs and panamaxs for Haji-Ioannou.

MOVEMENTS



The **HANSA LUBECK** seen at the Westerscheldt River
Photo : Richard Wisse ©



The **ALPINE GIRL** seen enroute Rotterdam
Photo : Frots Janse ©

OLDIE – FROM THE SHOEBOX



The Bulker **IVORY** seen aground at the Westerscheldt River February 10th, 1985 from the URS tug **FIGHTER** during the successful pull to pull her free, an combination job between SMIT and the URS

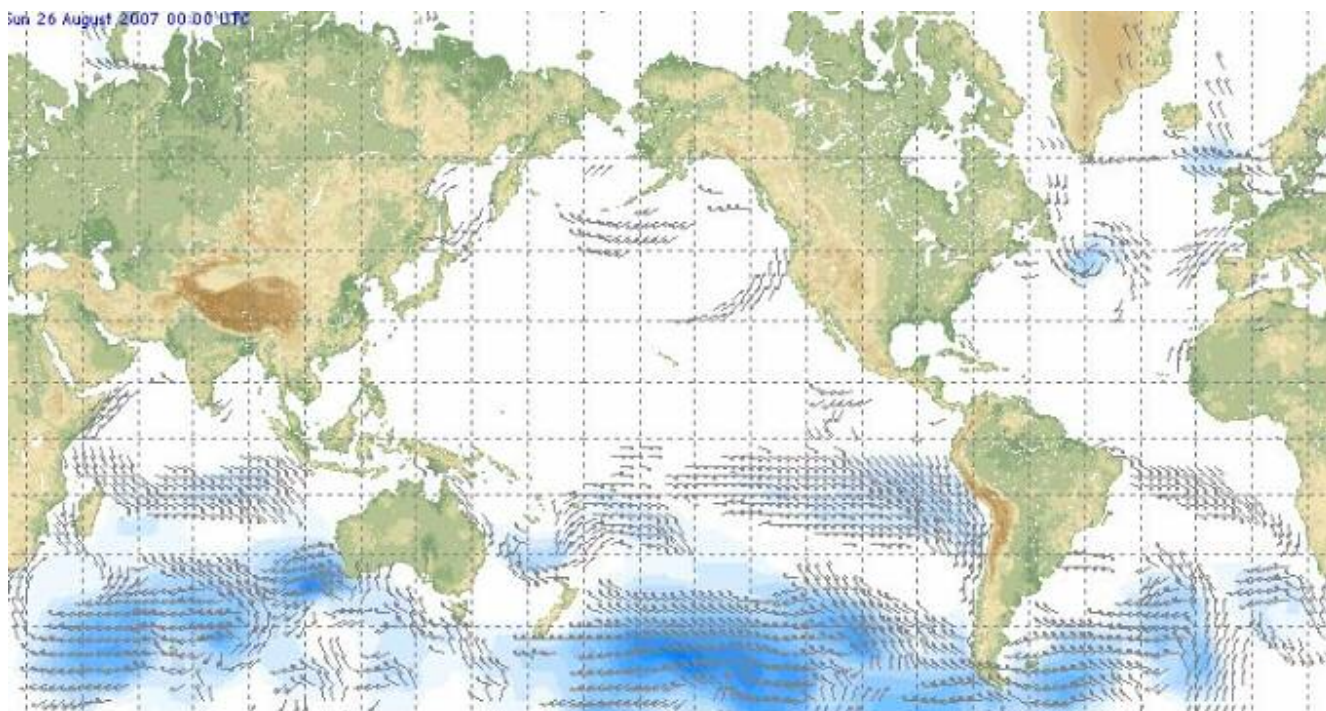
Photo : www.maritimephoto.com ©

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.eu Tel : +31 317 399800 E-mail : sposinfo@meteo.nl



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



URAG's **JADE** - Photo : Jan Plug ©

Catis NV bestaat 30 jaar

Met een receptie in het bedrijfspand aan de Schottegatweg in Willemstad (Cuaracao) vierden de directie, werknemers en cliënten van Catis NV gisteren het feit dat het bedrijf 30 jaar geleden werd opgericht.



Foto : Els Kroon ©

Dat gebeurde om precies te zijn op 9 augustus 1977 door wijlen Wendell Goilo, echtgenoot en vader van de huidige directeuren Astrid Goilo- Sperwer en Clifford Goilo.

De oprichter begon in 1977 met de verkoop van kabels, brandblussers en veiligheidsmiddelen in een kleine container aan de Lindberghweg. Dertig jaar later is het bedrijf een grote speler in brandbestrijding en scheepsbeveiliging op de lokale markt met 22 hoog gekwalificeerde en gecertificeerde personeelsleden en allengs uitgebreid met dochterondernemingen in de regio.

Na de oprichting in 1977 groeide het bedrijf gestaag waardoor de behuizing aan de Lindberghweg op een gegeven moment niet meer voldeed. Er kwam een nieuwe werkplaats in een pand op industrieterrein Heintje Kool dat in 1989 werd aangekocht. De locatie Lindberghweg is nog steeds in bedrijf als filiaal. In 1994 komt daar het bekende pand aan de Schottegatweg West bij, kort voor het plotselinge overlijden van de oprichter. Echtgenote Astrid zet samen met zoon Clifford, die op dat moment al drie jaar werkzaam is binnen het bedrijf, het werk voort. Met succes. Al in 1996 wordt een lang gekoesterde wens van vader Goilo gerealiseerd: De oprichting van dochteronderneming **Catis Marine Division**, naar aanleiding van de verwerving van de officiële agentschappen van reddingsvlotten. In hetzelfde jaar wordt de speciale hal voor het onderhoud en de keuring van de reddingsvlotten gebouwd.

Anno 2000 wordt de tweede dochter onderneming opgericht: **Catis Marine SXM**, een bedrijf dat zich op Sint Maarten vooral richt op de expansieve markt voor megajachten. In 2004 volgt Aruba met een vestiging van **Catis Marine LTM** Aruba, met **Global Marine Services** als geautoriseerde vertegenwoordiger. Met het frequent opleiden van directie en personeel wordt de al uitgebreide collectie van gespecialiseerde certificaten en kwalificaties steeds verder gecompleteerd waardoor in de zeer nabije toekomst ook service gegeven kan worden aan marineschepen en de schepen van de USA Coast Guard. Nog dit jaar verwacht het bedrijf het isolatiecertificaat te verwerven, een koninkrijks-certificering, bekrachtigd door onder andere de minister van verkeer en waterstaat in Nederland en de lokale Directie Scheepvaart en Maritieme Zaken. Bij het Ministeriële Besluit van 17 maart 2006 is Catis NV aangewezen

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 194

als erkend keuringsstation in het koninkrijk voor opblaasbare reddingsvlotten en hulpverleningsboten. Het 30 jarige jubileum markeert deze belangrijke mijlpaal.

Onder de reeds verworven certificaten hoort het voor de scheepvaart uiterst belangrijke ISO 9001:2000 document; recent vernieuwd en geldig tot 2010. Verder is Catis in het bezit van certificaten van werkplaatskeuringen van de internationale klassenbureaus **Lloyds**, **ABS** (**American Bureau of Shipping**), **Det Norske Veritas** en **RINA**. Voor het keuren van reddingsvlotten is een loods gebouwd die aan speciale eisen en afmetingen voldoet. Catis is op het gebied van reddingsvlotten in het bezit van certificaten en agentschappen van **Viking**, **DSB**, **RFD**, **Avon** en **Zodiac** en op het gebied van brandbestrijding van het Nederlandse **SAVAL BV**, waar regelmatig opleidingen worden gegeven. Immers op de schepen worden hoge eisen gesteld aan opleidingsniveau en technische vaardigheden van het personeel in verband met de strenge veiligheidsregels.

Catis telt **CDM**, de **Isla Raffinaderij**, sleepbedrijf **KTK** en vele scheepvaartmaatschappijen en –handelaren onder haar klanten, maar ook particulieren kunnen in het pand aan de Schottegatweg terecht voor kabels, hijsbanden, brandbestrijdings- en beveiligingsapparatuur en voor het druktesten en services van cilinders.

Het opmerkelijke en welbekende logo met de als een ster omhoogschietende A in het woord Catis is al drie decennia een begrip in de regio. Het logo is terug te vinden op de nieuwe website www.catismarine.com die vanaf vandaag operationeel is en naast contactgegevens ook een overzicht geeft van de producten en promoties van het bedrijf

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.