

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 200



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

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The SMIT tug **NDONGENI** seen departing from Cape Town with the **RUBY DELIVER** in tow.

**Photo : Glenn Kasner ©**

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**EVENTS, INCIDENTS & OPERATIONS**  
**HARRY MET PENSIOEN !!**



Boven : **Harry** (achtergrond) houdt een oogje in het zeil terwijl **Prins Willem Alexander** met de **Zeemanshoop** vaart

**Photo : Arie van Dijk ©**

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 200

Vandaag is de grote dag voor **Harry de Lobel**, schipper van de Reddingboot **ZEEMANSHOOP** van Breskens, na vele jaren bij de Reddingmaatschappij is de tijd aangebroken om met pensioen te gaan.

# Harry Bedankt!

**Namens Plaatselijke commissie, Bemanning Zeemanshoop en de nieuwe schipper Marcel v/d Nieuwendijk**



**Foto : Peter Andriesen ©**

Ook namens alle lezers van de shippingnewsclippings, **Harry bedankt** voor de vele jaren , de goede inzet en de leuke contacten door de jaren heen, namens alle lezers wens ik je nog vele gezonde jaren toe !!





The tug **NDONGENI** seen arriving for the first time in Cape Town

Photo : Glenn Kasner ©

## **Old tankers begin new life as ore carriers for China**

Dozens of old tankers are being converted into bulk carriers for China as shipyards around the world fail to meet demand for new vessels, despite record freight rates, for hauling raw materials such as iron ore.

Industry officials say docks, mainly in China, are turning single-hull very large crude carriers (VLCCs) into very large ore carriers (VLOCs), instead of refurbishing them as double-hull VLCCs by a 2010 deadline to meet safety regulations.

While rates for dry cargoes have climbed nearly 70 per cent so far this year to new records, tanker rates have lost about 40 per cent. Single-hull VLCCs are trading at discounts to double-hull VLCCs as they are being phased out.

In addition, it takes only about six months to complete such conversions, while it would take four to five years for a new bulk carrier to be delivered if it were ordered today.

"More tankers are being converted into dry bulk carriers. I think there'll be about 40 in the next two years," said Li Jian Xiong from Cosco Corp (Singapore) Ltd, a ship building and repair unit of China's top shipping conglomerate Cosco Corp.

Cosco alone plans to turn 10 tankers into bulkers in the next two years, with a few of those already undergoing conversion. Other officials estimated there were 25-30 single-hull tanker candidates worldwide that could be given a new life as huge bulkers. However, it was still to be seen if all could be realised as dry-dock conversion capacity is limited.

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"We're also considering such conversions as we have single-hull tankers," said Masafumi Yasuoka, executive officer of coal and iron ore carrier division at Mitsui OSK Lines. "But we haven't made up our mind quite yet as ship yards are also in short supply," added the official from Mitsui, owner of one of the world's biggest fleets of ships.

The officials agreed the dry bulk market could easily digest the additions as it faced a serious shortage due to surging demand for transporting iron ore. The conversion, on the other hand, might help clear an overhang in the tanker market. Data compiled by SSY Consultancy showed there were only 27 VLOCs at present, with two to be added this year and another 12 next year. The tanker market expects about 15 new VLCCs this year, more than 40 next year and nearly 100 thereafter.

## LAST TRIP FOR PILOT ZWIJGMAN



Rotterdam Pilot **ZWIJGMAN** made his last trip onboard the **TRIUMPH C**, the vessel arrived in Rotterdam-Europoort and was escorted as can be seen by the **RPA 15** and **RPA 16** using the fire fighting monitors

Photo : Cornelis Kloppenburg ©

## U.S. Calls on Holland In Illegal Dumping Charge

As an illegal dumping trial bore into its second week in New Haven federal court, prosecutors hauled in this Dutch coastguard officer as a witness of an oil tanker's activities far off in the North Sea.

The Greek shipping company Ionia Management S.A., whose vessel was detained in New Haven's harbor in March, stands accused of violating deep-sea pollution laws and falsifying ship records to cover its tracks, according to an indictment

handed down earlier this month. US District Judge Janet Bond Arterton is presiding over the trial, which opened last Wednesday at the New Haven federal courthouse on Church Street.

In court Monday, government prosecutors rolled out the Dutch coast guard officer to testify that he had identified a tanker in the North Sea that was trailing an oil slick behind it.

But defense attorneys for Ionia rejected the testimony, arguing that the computer system used by Dutch shipping authorities to identify the **M/T Kriton** was unreliable. George Chalos, who represents Ionia, cited a study claiming that the tanker's on-board identification system had an error rate exceeding 30 percent.

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There was simply no way of knowing whether the tanker identified by the Dutch coastguard was, in fact, the **M/T Kriton**, Chalos argued.

The tanker in question came under scrutiny last March when a Filipino sailor alerted the US Coast Guard to alleged unlawful oil dumping while his tanker was docked in the New Haven Harbor. The whistle-blower, an electrician named Alexander Guevarra, along with seven other Filipino sailors, has been held in New Haven since March as they waited to testify against their employer in the trial. The first of the Filipino sailors testified last Thursday. Guevarra is slated to appear in court on Tuesday.

Under direct examination Monday, Arie Cromwijk testified that he had identified the **M/T Kriton** while manning a maritime control post in the Netherlands. An inspector from the Ministry who was conducting a fly-over mission in the North Sea allegedly spotted a tanker trailing a pool of shiny water--telltale sign of oil spillage--and ordered Cromwijk to identify the vessel.

"When I received the coordinates from van Kolk [the inspector] I entered them into the AIS system," said Cromwijk, whose trip to the United States was funded by the District Attorney's office. "I double-clicked on the area and the M/T Kriton popped up on my screen."

Cromwijk explained that all ships exceeding a gross tonnage of 30,000 are required to have the Automated Identification System (AIS), a device that works like a radio transponder on an airplane. He added that an AIS screenshot of the M/T Kriton shown in court was, to the best of his knowledge, wholly accurate.

But George Chalos disagreed.

"Could you have made a mistake while making this reading," he asked Cromwijk during cross-examination.

"No."

Chalos persisted: "You don't make mistakes?" "Yes I do make mistakes," answered Cromwijk. "But not in this case."

The Transport Ministry inspector who spotted the **M/T Kriton** from an airplane is scheduled to appear in court Tuesday. Last week, the government questioned the US Coast Guard officers who had boarded the M/T Kriton in the New Haven Harbor last March.

If convicted on all charges, Ionia Management could face up to \$9 million in environmental pollution fines--and possibly much more if prosecutors manage to convince the 16-member jury that Ionia's misdeeds warrant a special sentencing enhancement. In recent years, penalties for deep-sea pollution violations have been increased to reflect a zero-tolerance attitude on the part of the US Coast Guard and the Environmental Protection Agency.

As recently as last March, the American shipping company OSG was sentenced to pay a total of \$37 million in fines and community service payments. A Texas jury found the company guilty "deliberate vessel pollution" in violation of the Clean Water Act of 1990, according to court documents. In that case, the twelve crew-members who blew the whistle on their employer were each awarded \$437,500, in accordance with a reward policy upheld by the Act to Prevent Pollution from Ships.

Ionia Management S.A., a Greek shipping company incorporated in Liberia, was convicted in 2002 in another deep-sea pollution trial. Ionia operates the **M/T Kriton**, but the tanker is owned by Kriton Management, a company based in Liberia. Click here to read an article in this week's Economist about shipping practices in Liberia, a tiny West African nation that has the world's second-largest fleet registered under its flag.

## Repubblica Di Genova rechtgetrokken - vaarverbod opgeheven

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Photo : Karel Maes ©

Het Italiaanse vrachtschip, de **Repubblica Di Genova**, dat op acht maart kapseisde in de Antwerpse haven, ligt weer recht. Daarom is sinds donderdag om middernacht het vaarverbod in het Verrebroekdok opgeheven.



Photo : Willem-Jan van de Bichelaar ©

"De operatie is donderdag om 6 uur gestart en omstreeks 23 uur was het schip volledig teruggekanteld", zo werd vernomen bij de bergingsfirma **Svitzer**. De volgende stap is nu dat de lading van de vier bovenste dekken verwijderd zal worden. "Daarna zal het schip leeggepompt worden, waarna ook de lading op de andere dekken eruit gehaald kan worden", luidt het. Het schip is rechtgetrokken door de bergingsfirma **Svitzer**.

De **Repubblica Di Genova** van rederij Grimaldi Lines kapseisde op 8 maart dit jaar in het Verrebroekdok in de Antwerpse haven, ter hoogte van kaai 1339. De 37 bemanningsleden die aan boord waren, konden het schip tijdig verlaten. Het vrachtschip, dat 216 meter lang en 30,4 meter breed is, had onder meer containers en auto's aan boord.





Photo : Willem Kruit ©



## Incat ferry makes waves in Japan as interest swells



JAPAN will become a huge market for high-speed ferry builder Incat Australia, says the Tasmanian company's chairman and founder, Robert Clifford. Having just delivered Japan's first wave-piercing catamaran ferry, the \$100 million **Natchan Rera**, which starts service today, Mr Clifford says Incat could sell more than 20 vessels to Tokyo.

That would make Japan as important to the Hobart-based shipbuilder as Europe, its current main market.

"Where we first sell one vessel, we always end up selling at least three or four," Clifford says. "But in Japan, I can see us selling 20,

maybe more than 20.

"Japan is ideal for this type of vessel." Because of their shallow draft, huge carrying capacity, fast cargo disembarkation, stability and speed, the aluminium catamaran ferries are increasingly popular for combined passenger



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and cargo carrying. Incat and its bitter rival, Western Australian-based Austal Ships, have a large and pioneering presence in the international market.

The 112-metre **Natchan Rera**, the largest diesel-powered cat ferry yet, can carry at one time 450 lane metres of trucks, 193 cars and 800 passengers -- all at a cruising speed of 40 knots.

Starting service today, she will cover the 113km of the turbulent Tsugaru Strait between Aomori on northern Honshu and Hakodate, on the northern-most large island of Hokkaido, in 105 minutes, halving the times of conventional ferries.

Chief executive Shinji Koga of the new owner, Higashinihon Ferry, calls Natchan Rera his "treasure ship". The company is awaiting the delivery in April-May of a second vessel of similar specifications, and has an option on a third.

Handing over **Natchan Rera**, the largest vessel of its type yet built, to Higashinihon Ferry last week, was for Clifford's privately owned group a culmination of more than 15 years of eyeing one of the most potentially lucrative, yet forbiddingly difficult markets for foreign shipbuilders.

Japan is no open and welcoming regulatory environment for a foreign company and coastal shipping is tougher than most domestic industries. That's one reason why Incat and several potential Japanese customers had eyed each other and then looked away until Mr Koga signed a contract two years ago.

Most of the rest of the world's shipbuilding industry builds to International Maritime Organisation standards and specs, and so do most big Japanese shipyards, because they're building for world markets.

For domestic shipping, Japan adds what amounts to an overlay of local standards, known as JG.

That's not only more expensive -- Incat estimates the IMO compliance costs for a vessel such as Natchan Rera at \$1 million and JG doubles that cost -- but until now, extremely difficult for a foreign shipbuilder to persuade Japanese regulators they could meet the domestic standard.

Although no fan of the Japanese system, which required the constant presence of Japanese inspectors at Incat's Derwent River yards while Natchan Rera was built and in Germany, where her diesel turbines were made, Clifford says meeting JG standard should give his company a head start in this market.

Clifford and the Incat executive directors who travelled to Hakodate last week for the handover have not been idling between then and Natchan Rera's maiden voyage on the ferry route today.

They've spent a lot of time dealing with other potential Japanese customers, who also converged on Hakodate to watch Natchan Rera going through her 40-knot paces.

At least two of them, Incat counts as "serious inquiries" and one of those, Clifford let slip, came from the Self-defence Forces, the Japanese military.

Incat and Austal have built multi-hulled vessels for the US military.

### Hull 064 Principal particulars

Length overall: 112.60m  
Beam (moulded): 30.50m  
Draught: approximately 3.93m  
Speed: 40 knots  
Fuel consumption: <190g/kWh  
Deadweight: Up to 1450 tonnes  
Total persons: 800 persons  
Vehicle Deck: 450 truck-lane metres plus 193 cars or a total of 355 cars

## Vierhonderd kilogram cocaïne in container in Antwerpse haven

In de haven van Antwerpen heeft de douane bij een controle 400 kilogram cocaïne aangetroffen op een schip dat uit Ecuador kwam. Volgens het Antwerpse parket hebben de drugs een straatwaarde van ruim 20 miljoen euro.

De cocaïne zat in twaalf zakken in een container, verstopt tussen kartons gedroogde voedingswaren. De lading had Zwitserland als eindbestemming.

Sinds woensdagmiddag lag het schip, afkomstig uit het Ecuadoraanse Guayaquil, in de Antwerpse haven aangemeerd. De drugs zijn donderdag ontdekt en werden in beslag genomen, aldus het parket, dat de vangst bestempelt als aanzienlijk, maar zeker niet als de grootste die al gedaan werd in de haven.

Wat het gerechtelijk onderzoek naar de verantwoordelijken van de verscheping betreft, wordt er geen verder commentaar gegeven. Het is dus niet duidelijk of er al mensen werden aangehouden. "Het onderzoek loopt", besluit Eva Herreman, de woordvoester van het parket.



The 1976 built Panamanian Flag livestock carrier **DANNY F II** receiving bunkers by tanker **SALINA BAY** (ex-ARDUITY of Everards) at Bunkering Area 2 off Valletta, Malta  
Photo : Lawrence Dalli - Malta Ship Photos ©

## Greenpeace blocks ship

Protesters board the Algoma Central Corp. vessel **Algomarine**

After spending the past three days anchored off the shore of Port Colborne, the Greenpeace vessel MY **Arctic Sunrise** went into action on Lake Erie Thursday morning, blocking a freighter loaded with coal from reaching the Nanticoke power generating station.

"They're in full action mode right now up in Nanticoke," said Paul Ruzycki, a Greenpeace representative and Port Colborne native, who has been serving aboard the **Arctic Sunrise**. He was in his hometown when the protest occurred, purchasing supplies for the ship. Ruzycki said the Greenpeace activists aboard the **Arctic Sunrise** stopped the **Algomarine**, loaded with 30,000 tonnes of coal from reaching Nanticoke. The ships were anchored about 24 kilometres from shore during the protest.

The Greenpeace activists also "managed to paint the side of the ship," Ruzycki said. In white lettering, they painted "No nukes. No coal. Clean energy now," across the hull of the **Algomarine**, owned by Algoma Central Corp. of Sault Ste. Marie. Three members of the **Arctic Sunrise** crew, two women and a man, also boarded the Algomarine.

## *Veerse Meer Sloepen Race 2007* *Kortgene*



**1 september Binnenhaven**

14.15 start middag race

21.00 Vlootschouw

### CASUALTY REPORTING



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## 2 sailors missing after ships collide at Haifa port

Two ships collided just outside Israel's northern port of Haifa late Thursday, Israeli officials said. One of the ships sank, and 14 of its sailors were rescued, but two were missing, they said. Moshe Weizman, a spokesman for the Haifa coast guard, said searches were in progress.

"There was a collision by and Israeli merchandise vessel and a Cypriot ship," he said. No one was hurt aboard the Cypriot ship.

Media reports said all the sailors on the stricken Israeli ship were foreign. The Israeli ship was cut in two and sank after the Cypriot vessel crashed into it, Israeli media reported. The Israeli military sent helicopters, ships and doctors to help with the search and rescue operation, the military said in a statement.

## Day Trip Trouble

Police and Coastguard officials saved the lives of nine people after their luxury speedboat sank just a few hundred metres from the Burj Al Arab hotel at the weekend.

The nine - seven British expats and two Filipinos - were left stranded out at sea when the rented boat started taking in water before eventually sinking to the depths.



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Teams of officers from the Sea Rescue Department and Difficult Missions Squad were alerted to the scene and managed to rescue all the crew and passengers. First lieutenant Ali Abdullah Al-Naqbi, from the police force's Difficult Missions Squad, told 7DAYS that a tragedy was narrowly averted on Saturday afternoon.

He said that no Mayday call was received from the boat, but patrols scanning the sea from the shore at Jumeirah noticed the floundering vessel and alerted the emergency services. "We moved very fast and approached the yacht to rescue the people on board or already in the sea. They were very relieved and happy to see us," Al Naqbi added.

According to police, many of the nine were terrified and clutching the boat as the waves lapped around them. "Some of them had already thrown themselves into the sea as the yacht was sinking and they were all afraid and looking hopeless. They started to wave to us and call for help when they saw our boats approaching," he said. "Nobody was hurt and the boats arrived in time just a few minutes before the boat was completely submerged."

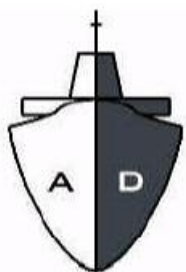
Two rescue boats from the Difficult Mission Squad and one from the police and Coastguard attended the rescue operation. Although no one on board the boat was injured, police said that several of the men had suffered from shock due to their ordeal. Police warned anyone keen on venturing out to sea to make thorough preparations before they depart on their adventure.

"They should make sure of the condition of the boat and the engines, and carry proper communication equipment while also informing the authorities where they plan to go and for how long," a police spokesman said. An investigation has been launched into how the boat, rented from a Dubai-based hotel, managed to sink.

## NAVY NEWS

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## USS Alabama Returns To Water After Dry Dock Period

The Ohio-class nuclear powered ballistic missile submarine **USS Alabama (SSBN-731)** is being moved "dead-stick" in the sound by a flotilla of tug boats with Mount Rainer in background. U.S. Navy photographed by Mr. Anthony Madina

By Mass Communication Specialist 2nd Class (AW/NAC) Eric J. Rowley, Fleet Public Affairs Center Det. Northwest **USS Alabama (SSBN 731)** is officially floating again after its 20-month dry-dock period ended Aug. 21.

The **Alabama** was officially dry-docked Jan. 18, 2006. Overall maintenance is scheduled for completion in the spring of 2008, which means the Alabama should be ready to start sea trials, finish the recertification process and return to the Navy as an operational unit. "This is a huge step and a key event," said Lt. Gary Dunn, Alabama engineering refueling overhaul coordinator (EROC). "We are undocking the ship in progression to complete the avail[ability]. Ahead of us are tests for the reactor plant, habitability and steaming. All these are key events we have to meet before we do

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fast cruise and sea trails." During Alabama's dry-dock period, it endured 11 hull cuts which had to be welded back together and made water tight. "We were in very good material condition for this undocking and we have our turtle-back back on," said Dunn. "A lot of the work has already been done, so we are ahead of schedule. The undocking is going very well." Workers had to make sure all the piping systems which were taken apart had their water-tight integrity back before they flooded the dock.

"This is just one of the milestones along the way for the Alabama," said Cmdr. Todd Massidda, Alabama commanding officer. "It's a big one, because we got a lot of the work below the water line done. We are transitioning from the shipyard ... getting the ship outfitted and ready to go out to sea again. We have a lot more work to go." The crew of Alabama has to put the ship through its paces by testing all the new equipment and then the crew has to get recertified to take the ship back out to sea. "An important factor which has gotten us to this point are approximately 650 to 700 shipyard workers teaming with about 200 ships force guys," said Massidda. "That is a testament to the entire project team." Sailors of the Alabama are happy about the success of the refueling overhaul. "It feels good to be back in the water," said Electrician's Mate 2nd Class (SS) Alex Winfrey. "I think it's much better being pier side. For a boat that has been sitting where it's not meant to be for more than a year, it's a lot better for it to be floating."

## No radioactive threat after fire at submarine in Severodvinsk

A fire that broke out on a submarine that is being scrapped at the Severodvinsk shipyard poses no radiation threat, spokeswoman for the Zvezdochka shipyard Tatyana Shcherbinina told Tass Thursday.



Top : 2 **Typhoon class** submarines in process of dismantling in Severodvinsk

**Photo : Coll. Piet Sinke**

At present, the work on the submarine of the "Akula" class that has a series **number 713** is in the final stage. The submarine hull has been cut to pieces, reactor blocks have already been removed, and therefore, the fire poses no radiation threat, the spokeswoman said.

"No one has been hurt in the fire that continued barely for a few minutes, and no material damage has been caused," the spokeswoman said. Regrettably, given the existing technologies a hull is cut by means of gas and therefore, such incidents cannot be ruled out altogether. Besides, it is impossible to fully clean the hull constructions of inflammable insulation materials stuck in places that cannot be reached," the spokeswoman said.

The regional Emergencies Situations Center said the fire broke out at 4. 36 a.m. Moscow time Thursday and was put out six minutes after. The fire spread to around 15 square meters,

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The heavy nuclear powered submarine "Akula" (Typhoon) with the series number 713 has been scrapped at the Zvezdochka shipyard on funds provided by the United States in the framework of the Russo- US joint lessening of the threat program.

After the submarine is scrapped a block with reactor compartments left intact will be shipped to a dumping site on the Kola peninsula.

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## Aker Yards books \$291.5 million AHTS order

Aker Yards has entered into a contract with an international shipping company, for building of two Anchor Handling Tug Supply Vessels of Aker Yards AH 12 design.



The total value of the contract is approximately NOK 1.7 billion (\$291.5 million). The two vessels are scheduled for delivery in fourth quarter of 2010 and second quarter of 2011.

The hulls for the vessels will be built at Aker Yards in Romania and outfitted at Aker Yards in Norway.

Roy Reite, who is in charge of Aker Yards' Offshore & Specialized Vessels business area, says: "This is an historic day for Aker Yards, both given the magnitude of the order and the type of vessel. We are proud to be given the opportunity to design and build the most powerful sister vessels in Aker Yards' history".



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The vessels will be equipped with a hybrid propulsion solution and will have a bollard pull in excess of 350 tons.

The vessels are designed by Aker Yards Project and are designed for good sea keeping performance, low fuel consumption and environmental friendly operations. High standard accommodations are planned for 70 persons.

Aker Yards Offshore & Specialized Vessels now has 81 vessels on the orderbook, 14 of these are Anchor Handling Tug Supply Vessels of Aker Yards design.

Vessel type Anchor Handling Tug Supply  
Design Aker Yards Project / Aker AH 12  
Length 94 m  
Beam 24 m  
Deadweight 5000 t  
Main engines 2 x 8,000 kW  
Aux. engine 11,000 kW  
Speed 17 knots  
Accommodations 70 persons

## ABG Shipyard delivers OSV to Vroon

India's ABG Shipyard Ltd has delivered the diving support vessel **VOS SATISFACTION** to Vroon B.V., The Netherlands. The vessel is ABG Shipyard's first to be delivered to Vroon. which has two others under construction at the yard.

The 61 m vessel has a Norcrane four point mooring system and TTS Model GPCKO 1250-30-20 knuckle boom crane.

It is equipped for diving, rescue, offshore supply, pipe transport, external fire fighting and other related duties..

It is classed LR +100A1 +LMC +UMS +FiFi-i "Offshore Supply Vessel", WS, SCM, PCWBT, LSA and PCAC3



### Other particulars include:

Main engines 2 x Wartsila 9L20  
Main engine output 2 x 1760 kW  
Propulsion 2 x CPP  
Sternthruster 1 x FPP Frequency Controlled 500 kW Tunnel Thruster  
Bowthruster 1 x FPP Frequency Controlled 800 kW Tunnel Thruster  
Mooring Positioning system Kongsberg  
DP D I Kongsberg

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Length over all 61.00 m  
Length between perpendiculars 54.00 m  
Breadth molded 15.80 m  
Depth 7.00 m  
Summer draft 4.80 m  
Summer freeboard 2.20 m  
Keel to topmast Approx. 28.00 m  
Deadweight 950 t

## Dutch Yard to Build Tugs for DP World

Damen Shipyards Gorinchem is to build four 70-ton-bollard-pull ASD 2411 tugs for DP World, reports TradeWinds.

A contract price is not announced. Delivery of the first 2 to the Dubai company will take place in August 2008, other vessels will be delivered at the end of 2008. They will provide assistance to ships in Jebel Ali port.

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## OSG to build Panamax product tankers

Overseas Shipholding Group, Inc. announced that it will build four 73,500 dwt coated Panamax product carriers, or LR1 tankers, at the SPP Plant and Shipbuilding Co. Ltd. based in Tong Yang, South Korea. The vessels are scheduled for delivery in 2010 and 2011.

OSG says that as product trades continue to shift and globalize, it is enhancing its fleet of larger size product carriers in order to better service its customer base. Larger size product carriers are more economical for customers, are a more flexible vessel and augment the Company's diverse fleet of crude oil tankers, medium- and long-range product carriers and liquefied natural gas (LNG) vessels.

The new vessels bring OSG's total fleet to 147 vessels, of which 107 are operating and an additional 40 vessels are slated for delivery between 2007 and 2011.

## Euroseas to Purchase a Container Ship

Euroseas Ltd., an owner and operator of drybulk carriers, container ship and multipurpose vessels and provider of seaborne transportation for dry bulk and containerized cargoes, announced today that it has signed a Memorandum of Agreement to purchase the M/V **Tiger Bridge** (ex **City of Hamburg**), an intermediate container ship of 30,400 dwt and 2,228 twenty-foot equivalent units (teu) built in 1990 in Korea. The M/V **Tiger Bridge**, was acquired for approximately \$ 24.0 million and comes with a period charter attached until July 2009 at a rate of \$16,500 per day. Following the delivery of the Tiger Bridge to our fleet between September 15 and October 10, 2007 at the sellers option, approximately 92% of Euroseas total fleet days in 2007 and approximately 37% in 2008 will be fixed under period charters, already concluded spot charters, or, otherwise protected from market fluctuations.

## CTC Marine Project's Volantis launched

CTC Marine Projects (the subsidiary of DeepOcean ASA) has announced the successful launch of the hull of **Volantis**, its new multi-role subsea support vessel, which is due for completion in December 2007.

The vessel, which will be on a six-year time charter from Volstad Maritime, was built at the Fosen Mek Verksteder in Sweden and will now travel to Fosen's yard in Rissa, Norway for final outfitting.

**Volantis** will support the company's latest trenching developments, forming part of a new spread that will include a work class ROV, the 2,100kW UT-1 'Ultra Trencher' and a 2,000 tonne lay system.



## J. Ray McDermott Sends Jacket to India from Louisiana



J. Ray McDermott (J. Ray) project staff at the Morgan City fabrication yard successfully completed the load-out of a 9,015-ton jacket built for Reliance Industries Limited as part of an Engineering, Procurement, Construction and Installation contract/purchase order undertaken at J. Ray company facilities worldwide.

The load-out, which took just over 23-hours from start to finish, was the culmination of just over 12 months of hard work fabricating the jacket for the KG-D6 field on the east coast of India. Before embarking on its 13,375-nautical mile journey around the world, the jacket's first stop was

Pascagoula, MS where it rendezvoused with a Fast Transport Vessel (FTV). The jacket and cargo barge were loaded onto the FTV for a 46-day journey to the J. Ray marine and fabrication base on Batam Island, Indonesia via the Suez Canal. After being offloaded from the FTV, the jacket and cargo barge will be towed for approximately 12 days to the East Coast of India.

The jacket was built at J. Ray's Morgan City fabrication yard. The piles and topsides are currently being fabricated at the company's Jebel Ali yard in the United Arab Emirates, with the piles scheduled for load-out in the near future and the topsides scheduled for sail away in early 2008. Design and engineering work were completed by J. Ray McDermott Engineering in Houston, and all installation work will be carried out by J. Ray's in-house marine fleet. Once the jacket



and topsides are installed, hook up will commence with expected completion during the first quarter of 2008, bringing the entire project to a close in approximately 22 months.

## **FEFC PUBLISHES NEW EASTBOUND TARIFF**

THE Far Eastern Freight Conference Lines have published a new eastbound tariff, increasing rates for, especially, waste and scrap and empty containers. The FEFC says: "Despite strong growth in eastbound volumes, Lines are facing a widening gap between inbound and outbound cargo flows, which has led to European port congestion, vessel scheduling difficulties, equipment shortages in certain areas and unsustainable levels of expenditure managing the situation. Lines can no longer cover such additional costs from the present revenues."

## **EITZEN MARITIME SERVICES' "POSITIVE" Q2**

NORWEGIAN based Eitzen Maritime Services, whose activities include ship supply, ship management, crewing and marine insurance brokerage says it had a "positive" second quarter with improved EBITDA results for its various sectors. Its overall EBITDA is however affected by non recurring restructuring costs. For the first half of 2007 Eitzen Maritime Service's sales increased by 9 per cent to a total of Nkr312.4m (US\$54m) million. EBITDA for the first half is Nkr7.5 million, slightly down from last year's first half. Net sales for the Company's ship supply business area in the second quarter were slightly up from last year's second quarter. Net sales in the business area amounted to Nkr124.3 with a gross profit of Nkr25.2m and an EBITDA of Nkr4.2 million, which represent a significant increase from the first quarter of this year. The company says: "Order flow was strong in the second quarter, which ended with a record order backlog of NOK 62 million for the Ship Supply business." In the Ship Management and Ship Insurance business areas sales increased by 33% in the second quarter compared to last year. Net sales for the quarter were Nkr 39.9m with an EBITDA of Nkr 5.1 million. The business area experienced increased volumes in the second quarter, e.g. the number of ships under EMS crew management grew by 13 ships to a total of 238 vessels. The Company says it has identified an outsourcing trend in the shipping industry, where ship owners are increasingly susceptible to one-stop-shopping offerings. It says it expects continued growth and improved margins going forward.

## **FESCO to Close Slot Charter Agreement with CMA CGM**

Far Eastern Shipping Company (FESCO) will actually enter the Russia - US trade through a slot charter agreement with CMA CGM on the Bremerhaven-US East Coast/Gulf-legs of the Liberty Bridge and Victory Bridge services (jointly operated with China Shipping and Evergreen).

US coverage includes Norfolk, New York, Boston, Baltimore, Charleston, Houston and Miami.

It is said FESCO ESF will operate the required feeder connection between the German port, St. Petersburg and Riga

## **US Coast Guard and Holland America Line CO-produce training cd-rom for cruise ships calling in southeast alaska**

Cruise ships operating in Southeast Alaska now have access to an interactive training CD-ROM detailing Coast Guard regulations and procedures in the region. The release of the CD marks the first time that a comprehensive resource of this kind has been made available in a repeatable and professional format that cruise ship officers may access at their own pace.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 200

Created through collaboration between United States Coast Guard Sector Juneau and Holland America Line, the course is designed to educate cruise ship personnel about regulations enforced by the Coast Guard.

"We are grateful to Holland America Line for their commitment and help on this project," said Captain Mark Guillory, Commander of Coast Guard Sector Juneau. "We partner with industry to both protect the public and the environment and also to promote efficient commerce to support the economy of Southeast Alaska. Our hope is that officers and crew members actively involved in these regulatory activities will find this training tool helpful."

Holland America Line provided professional technology, design expertise, and extensive operating experience in Southeast Alaska to help package the Coast Guard's content into this interactive online course.

"We were very happy to help the Coast Guard deliver this message as part of our ongoing corporate social responsibility in Alaska," said Rene Roussel, vice president, nautical and compliance, Holland America Line.

The CD-ROM leads users through six separate modules illustrated with graphics and photos. "Quick Check" questions pop up during the course to verify retention of key points. Topics covered include: port state control boardings, advanced notices of arrival, mandatory incident reporting, maritime security, tender operations, and Alaska wastewater regulations.

The Coast Guard is responsible for enforcing a variety of US and International regulations designed to protect both people and the environment. Sector Juneau is distributing complimentary copies of the CD to masters of all cruise ships operating in Southeast Alaska. Additional copies may be requested from Sector Juneau or downloaded from Sector Juneau's website, <http://homeport.uscg.mil/juneau>.

Holland America Line has a track record of collaborating with other companies and organizations on issues important to the maritime community such as the award-winning "Avoiding Whale Strikes" computer based training program. The National Oceanic and Atmospheric Administration's National Marine Fisheries Service recognized the company's leadership and commitment to the conservation of whales in June 2006 with a Conservation Partnership Award.

## Zeebrugge snelste haven ter wereld op 7,8 en 9 september 2007

Op 7,8 en 9 september, voor de 100ste verjaardag van de haven verwelkomen wij tijdens de derde **Belgian Offshore Challenge** het Wereldkampioenschap PowerboatP1, dat 9e en 10e ronde van het wereldkampioenschap uitvecht voor het strand van Zeebrugge en Blankenberge: The **Grand Prix of the Sea Belgium** !!!

Meer informatie op: [www.powerboatP1.com](http://www.powerboatP1.com) en [www.belgianoffshore.com](http://www.belgianoffshore.com)

**Thomas Vandamme: Local Event Coordinator (vandammethomas@skynet.be +32475736127 )**

## MOVEMENTS

### Malta expects :

From Sunday 2nd September @ 2359 - Monday 3rd @ 1200 the German Navy 143A Class Guided Missile Patrol Craft **FGS DACHS P 6127** & **FGS HYANE P 6130** are visiting Valletta.

From Friday 14th after 1800hrs - Wednesday 19th September the USN 6th Fleet Command Ship **USS MOUNT WHITNEY LCC 20** will be visiting Valletta.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 200

From Sunday 30th - Tuesday 2nd October the German Navy Bremen Class frigate **FGS KOLN F 211** will be visiting Valletta.



The **QE 2** seen departing from Lisbon  
Photo : **Chrissy Turner** ©

### Rotterdam arrivals :

**01-09 08:00 uur SMIT EUROPE voor de Waalhaven P2 Smit**

**01-09 07:00 uur FAIRMOUNT SUMMIT voor de Parkkade**

**02-09 09:00 uur BEVER + E 3801 voor de Waalhaven P2 Smit**

## PROBLEM SOLVED WITH MYSTERY SHIP





## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 200

A few days ago I have asked your help with identifying a vessel from which I made a photo in Puerto Princesa City (Palawan) , because I was not having binoculars I was not able to read the name properly on the vessel, I was under the impression that the vessel was named **PIPER** , but after more study at the picture I found the **IMO number** on the vessel, which showed finally that the vessel is the **SIREN**.

Herewith I would like to thank all the readers which send me e-mails with all kind of suggestions and information about the vessel

**Thanks !!**

## AIRCRAFT / AIRPORT NEWS

# Malaysia's AirAsia to order 25 new Airbus planes

Southeast Asia's largest low-cost carrier AirAsia will order 25 Airbus A320s to meet rising passenger demand, officials said Friday after announcing plans to launch a new budget airline in Vietnam.

"We will need another 25 A320s, we will make an announcement in the next two weeks to increase our A320 fleet," Chief Executive Tony Fernandes told AFP. Officials estimate the purchase cost to be around 1.6 billion dollars based on the list price of the model.

The Malaysian budget carrier currently has a fleet of 50 aircraft, but has 150 Airbus A320-200s on order, which it said was needed to handle rising passenger demand.

Tom Ballantyne, chief correspondent with Orient Aviation magazine, said the purchase was part of AirAsia's plans to have a network covering the whole Asia-Pacific region.

"The growth in the region is incredible so they are basically trying to keep up with it," he told AFP by telephone from Australia.

AirAsia also said Friday that it would team up with the state-owned Vietnam Shipbuilding Industry Corporation (Vinashin) to form Vina AirAsia -- Vietnam's first budget carrier -- in a 30-million-dollar deal.

"We have signed a Memorandum of Understanding with Vinashin," Fernandes said. "Vietnam, with a pro-business leadership and a 84-million population, is a fertile place for AirAsia to expand its business. We are seeing a tourism boom and we want to be part of it," he added.

A contract will be formally signed on September 20, Fernandes told AFP, and Vina AirAsia planned to begin flying in July 2008, with possible routes to southern China from its hub in Hanoi.

Pham Thanh Binh, chairman and chief executive officer of Vinashin, said that the company was excited to be forming a partnership with AirAsia.

Vinashin's business activities include ship building, finance, property development and banking.

It will be entering the aviation industry for the first time, holding a majority stake in the venture, which will have an initial share capital of 30 million dollars.

"Aside from Vietnam, we are also planning two more joint ventures in the region," Fernandes said earlier in the New Straits Times newspaper, but gave no further details.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 200

AirAsia's has similar partnership agreements with Thailand and Indonesia -- alliances which Fernandes said have yet to bring in profits.

"But we are very positive. We are in for the long haul," he told AFP. AirAsia, the single largest buyer of the A320-200 in the Asia-Pacific region, will formally announce the purchase of the 25 new Airbus A320s soon.

The six-year-old firm currently has 15 A320s and 35 Boeing 737-300s, but wants to reduce costs by having its fleet made up of just a single type of jet and plans to replace the single-aisle, 148-seat Boeings with the A320s.

Some of the 150 jets currently on order are due to start flying in 2009. Ballantyne said that any new orders would be linked to the unveiling in January of AirAsia X, a long-haul arm of the budget airline which Richard Branson's Virgin Group will take a 20 percent stake in.

"They are building up a network ... that covers the whole Asia-Pacific region which would then interlink with the network of AirAsia X which will be flying to Europe, Australia, Africa and other places," he said.

For Airbus, Ballantyne said the order confirmed their place as a provider of A320s for the budget airline market.

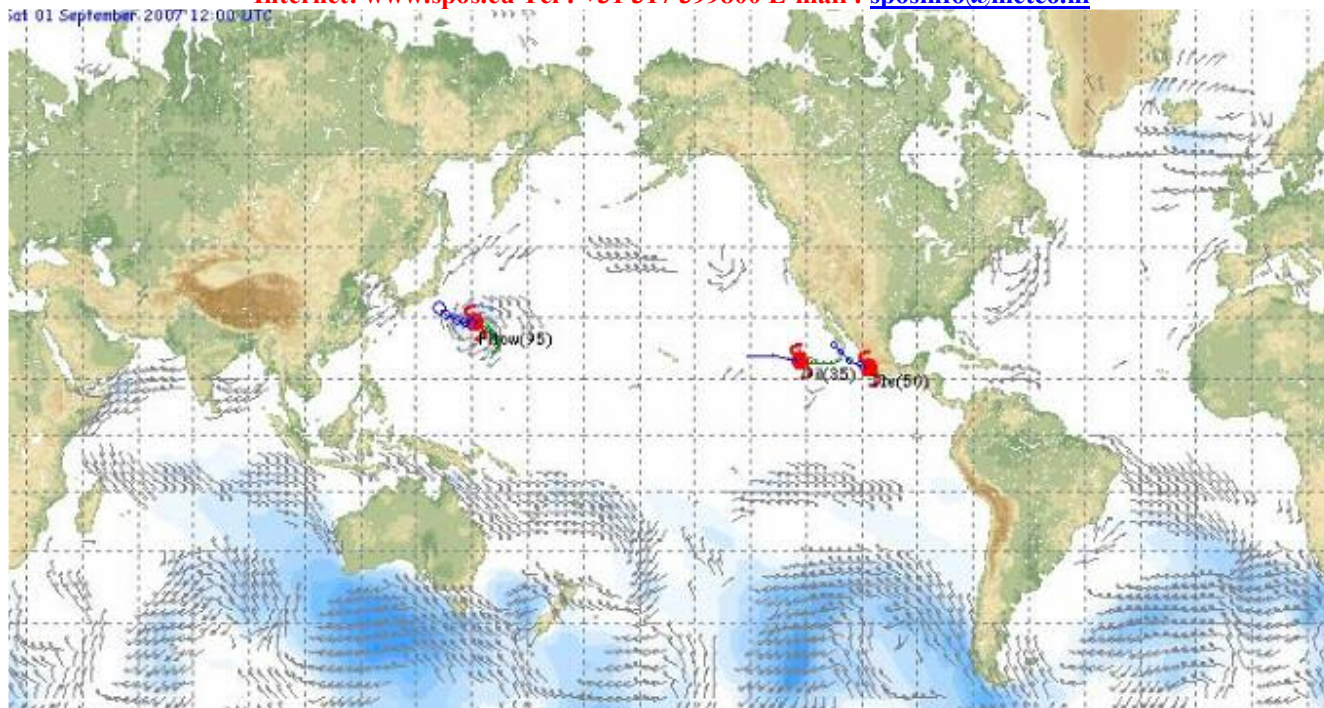
AirAsia, which announced new routes from Thailand and Malaysia to Hong Kong last week, on Thursday reported a 41.5 percent rise in net profit in the fourth quarter to 185.05 million ringgit (53 million dollars). They said the profit followed a 45 percent increase in passengers.

## 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 ....



Beautiful night shot of the salvage operation of the **REPUBLICA DI GENOVA** in Antwerp  
**Photo : Willem Kruit ©**

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