

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 203



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

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TOO CLOSE for Comfort, the (Red) Tanker GLENNSTAR was overtaking the large T.C.GLEISNER on the inside whilst enroute Rotterdam, but was sucked against the larger tanker as can be seen above, the problem was solved later - Photo : Jan Verhoog ©

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EVENTS, INCIDENTS & OPERATIONS



The **QUEEN VICTORIA** arrived back at the builders after trials

Photo : Mark Rowden ©

GROTE OPKOMST SYMPOSIUM REDDINGBOTEN

De belangstelling voor het symposium op 7 september a.s. in het MIWB over de betekenis van het behoud van voormalige reddingboten als cultuurbezit, overtreft de verwachtingen. Inmiddels hebben zich 140 personen aangemeld. "Slechts" 25 % komt van het eiland.

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De doop van de gerestaureerde roeireddingboot "Secretaris Schumacher" zal na afloop van het symposium om ca. 15.30 uur in de jachthaven plaats vinden. Daarna zal de grote kraan van De Vlas de boot te water laten. Vervolgens zullen onder leiding van Jaap Roos 10 roeiers een ererondje varen. Het merendeel van de roeiers heeft 25 jaar geleden onder leiding van Jaap ook in een reddingboot voor de opnames van de film "Sil de Strandjutter" geroeid! Belangstellenden voor deze korte plechtigheid zijn van harte welkom.

Een leuk detail is dat in Hoek van Holland op de zolder van de KNRM loods nog vier originele roeiriemen van de "Schumacher" lagen opgeslagen. Deze worden met de reddingboot "Koningin Juliana" mee naar Terschelling genomen!

Op zaterdag 8 september kan het publiek de steigers van de jachthaven op om de circa 20 verzamelde reddingboten te bezichtigen. Het is de grootste reünie van reddingboten in Nederland ooit. Ook de loodskotter Eems is van de partij.

Zaterdag varen al de boten een vlootschouw en komen onder enig voorbehoud 6 boten van de KNRM de vloot versterken. Ook een aantal motor- en zeilboten, roeiploegen en rondvaartboten sluit bij de vloot aan. Aan boord van de zeesleepboot "Holland" in het Schuitengat neemt de burgemeester met een groot aantal genodigden de schouw af.

Een aantal bouwers van modellen van reddingboten luistert de dagen op met een expositie van hun miniatuur reddingboten o.l.v. Eelco Terpstra uit Midsland. Men kan de modellen zien bij De Kraak, het Visserijmuseum, het Boothuis op West, 't Behouden Huys terwijl ook het clubhuis van Ecuador open is. Op de raambiljetten en via de advertentie in dit blad staat aangegeven hoe het programma is.

Voor eventuele vragen kunt u terecht bij M.J. Kusters, voorzitter Stichting Behoud tel. 0562 44 83 07



New Flame salvage operation continued suspended as vessel looks at risk

The salvage operations to extract the fuel from the stricken cargo vessel **New Flame** which was involved in a collision three weeks ago off Europa Point continued suspended this weekend.

As the waves lashed onto the ships hull maritime observers point to the seeming extension of the damage this weekend. The vessel could now be clearly seen inclining towards one side at the deepest end, with a white wash covering it as the constant lashing of waves continued. Salvage teams have patrolled the vessel throughout the weekend with at least two tugs this weekend seen circling around the vessel or close by in what seemed to be a continuous monitoring operation for possible oil spills. Divers and technicians were yesterday afternoon observed next to the vessel as the ships stability was once again being checked.

Spain contracts EU vessel for clean up operations

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The Spanish maritime authorities are reported to have contracted a European Maritime security agency vessel, the **Mistra Bay** to increase its capacity in the clean up of the Bay. The decision has come after reports of hydraulic oil spill from the New Flame cargo vessel stranded off Europa Point since the 12th August after a collision with a petrol tanker.

The '**Mistra Bay**', is normally based in Malta and is expected to arrive on Tuesday 4th September. Eighty metres in length it has facilities to assist in any clean operations with extendable arms, clean-up equipment, and other necessary equipment for an oil spill. The arrival of the EU vessel will double Spain's capacity in assisting Gibraltar in the event of an oil spill during the salvage operations of the New Flame.

During the weekend, although officials have not provided details of the progress made, maritime observers have pointed out that operations by some of the vessels operating in the salvage mission were carrying tasks normally associated with the dispersal of spills. In this case believed to be hydraulic oils and other substances within the ship which have already started to float away from the vessel.

Let The Games Commence

The biggest-ever naval exercises in the Bay of Bengal began Tuesday (04 Sep) and end on September 9. The war games in the international waters between Visakhapatnam and the Andaman and Nicobar Islands will have the participation of the United States, Japan, Australia and Singapore.

The last time such a large flotilla of U.S. warships entered the region was in 1971 during the war for liberation of Bangladesh. However, the conflict ended by the time the U.S. Navy's Seventh Fleet positioned itself in the Bay of Bengal. This would also be the first time that as many as 26 warships from other nations will practise not far from the Indian coastline.

The exercises will involve three aircraft carriers — two from the U.S. and one from India — hundreds of military aircraft, destroyers, frigates and submarines. Besides the aircraft carrier **INS Viraat**, India is fielding maritime Jaguar and Sea Harrier fighters, Tu-142 surveillance planes, **Delhi** and Kashin Class destroyers, **Godavari** and **Brahmaputra** Class guided missile frigates and a German origin submarine.

The two aircraft carriers from the U.S. — **USS Nimitz** and **USS Kitty Hawk** — have regularly participated in operations in West Asia.

The exercises will involve capsules of anti-piracy, anti-marine terrorism, air defence, surveillance and interception elements and conclude with a mock battle in which all the forces will be divided into two groups. They will be overseen by 'neutral' umpires to verify their claims of foiling one group's attempt to overwhelm the other.

Significantly, Japan, Singapore and Australia are the only three countries in the U.S. [Military] Pacific Command's area of responsibility that have signed the Proliferation Security Initiative (PSI). This pact permits signatories to interdict ships suspected of carrying nuclear, chemical and biological weapons on the high seas which, critics say, violates several United Nations conventions. However, the U.S. says it is within the framework of international conventions and the PSI content varies from country to country. As India is opposed to inking the PSI, the U.S. is keen to sign the Container Security Initiative, which will allow it to post inspectors at Indian ports to ostensibly inspect cargo bound for U.S. ports.

The exercises have also evoked interest among China, Russia and Central Asian countries with Beijing even issuing a demarche to India, U.S. Australia and Japan when they met on the sidelines of the ASEAN Regional Forum meeting in Manila earlier this year. A demarche is a formal diplomatic communication from a country seeking information from another.

However, at that time all the countries denied that security was the focus of the 'quadrilateral' meeting. This aspect was re-emphasised by the visiting Australian Defence Minister, Brendan Nelson, in July when he insisted that Canberra was content with the existing post-World War II security architecture and unwilling to create another security grouping in the region.

SMIT BARBADOS AND SMIT DONAU CHRISTENED IN LIVERPOOL



Last week the **SMIT DONAU** and the **SMIT BARBADOS** were christened in the port of Liverpool as can be seen at the photos.

Photo's : Smit ©



Left
The **SMIT DONAU** in
action

Photo : Danny Plug ©



Tug rescued after grounding in East China Sea

All 15 crew members have been rescued after their tilted tugboat grounded early Saturday morning less than 30 nautical miles away from a port in Shanghai, the Ministry of Communications said on Saturday.

On its way to an anchor station, the "**Baotug 2**" ran aground and lurched at 2:25 a.m. Saturday near a guide levee north of the mouth of the Yangtze River, which "threatened the lives of crew onboard", said Lu Xiujun, a staff member on duty at the Dohai Rescue Bureau of the ministry.

Two salvage vessels arrived at the site at 3:47 a.m. and rescued all the crew that had got away from the stranded tug on a raft. The hull valve of the tug was also shut in case of oil leakage.

The 15 crew landed on the Waigaoqiao Port in Shanghai at 8:30 a.m.

Small amount of toxic chemical found in central Chinese river after boats catch fire

A small amount of a toxic chemical was detected Monday in a river that provides drinking water for 5 million people in central China, but it was unlikely that the contamination was serious, state media said.

Fire broke out on a vessel docked at a pier in the city of Wuhan on Sunday, and the blaze spread to three other ships. The four vessels were carrying 576 tons of methanol, and one carrying 49 tons sank into the Hanjiang River, the official Xinhua News Agency reported.

Workers found up to 6 milliliters of methanol in a liter of water, but it was not likely that the river had been badly contaminated, Xinhua said, citing the city's environment watchdog.

China does not have guidelines about methanol pollution in water. The Hanjiang River was still providing drinking water to Wuhan, but the intake could be stopped within one minute if the water was found to be unsafe, Xinhua said.

Most of the methanol had burned off before some seeped into the river, the agency said, citing officials with Wuhan's transportation authority.

The ships were owned by a transport company from eastern China's Jiangxi province, which was not named. One sailor was injured in the fire. The cause of the blaze was under investigation.

Methanol is a clear, flammable liquid that can cause blindness and even death if ingested.

Barge Split in Kherson

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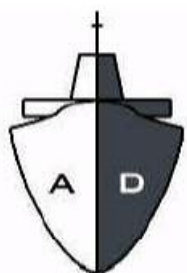
On September,3 the hull of the non-self-propelled barge split up during the loading of feldspar in the Kherson Commercial Sea Port, reports Kommersant-Ukraine.

The incident took place in the lower point of the upper raid near the first berth of the port. The barge is now kept by floating cranes.

NAVY NEWS

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NATO ships seen moored in Cape Town

Photo : Ian Shiffman ©

Singapore navy ship to Gulf

A Singapore Navy transport ship has left for the Gulf to support coalition forces, the defence ministry said in a statement.

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The **RSS Persistence** and 180 personnel left Saturday for a three-month deployment. The vessel will provide logistic support, protect the waters around key oil terminals and conduct patrol and boarding operations, the ministry said.

Since 2003, Singapore has deployed Landing Ship Tank vessels, a Hercules C-130 aircraft and refuelling tankers to the Gulf.

The tiny city-state, which US President George W. Bush visited last November, has been an unwavering US ally and its leaders have urged the United States to "stay the course" in Iraq.

400 sunken navy ships hamper Russian navigation

The number of Russian navy ships either sunken outside navy bases or abandoned along the shores pose a major threat to environment and to shipping, retired Admiral Gennadii Revin says. About 120 of the vessels are located outside the Northern Fleet's bases.

Mr. Revin, currently working as head of the Northwest Shipbuilding Company, says the wrecks contain oil substances which can harm the environment. In addition, they hamper shipping. About 400 Russian navy vessels are carelessly left by the militaries. In addition come an unknown number of civil vessels.

In an interview to newspaper Rossiiskaya Gazeta, Mr. Revin says the new United Shipbuilding Company could and should take on the responsibility for coordination of the removal of the vessels. He also believes that all abandoned vessels and other equipment located on the navy bases have a value of about 1 billion USD if sold as scrap metal

Warships from Canada, other countries, join U.S. navy in manoeuvres off Panama

Warships from Canada and more than a dozen other countries joined the U.S. navy for ongoing manoeuvres Sunday near the Panama Canal in an exercise being billed as one of the largest multinational military training events of the year.

More than 30 ships began the exercises Wednesday in the waters near the canal, to practise defending the economically and strategically crucial waterway. The exercise is scheduled to continue through Friday in the Caribbean and Pacific approaches to the canal.

Thousands of ships pass through the Panama Canal every year, shuttling more than 200 million tons of exports and imports that are vital to the region's economies, according to the Miami-based U.S. Southern Command, which is sponsoring the exercise.

A dozen Latin American and Caribbean countries were participating, as were Canada, France, the Netherlands and the United States.

Chinese warships and 500 sailors to make rare visit to Portsmouth

Two Chinese Navy ships will make a rare call at Portsmouth Naval Base on Thursday (September 6) for a four-day goodwill visit, bringing almost 500 naval personnel from the People's Republic of China.

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It is the first visit to Britain by Chinese warships for six years, and forms part of a visit to Europe by the ships which are among China's up to date – the 5,800-ton Luyang-class guided missile destroyer **GUANGZHOU** and the 20,500-ton replenishment ship **WEI SHANHU**. They entered service in 2004.

The ships will be under the overall command of Rear Admiral Su Zhiqian, Deputy Commander of China's South Sea Fleet of the People's Liberation Army – Navy, who is flying his flag in the **GUANGZHOU**. Their call at Portsmouth follows a visit to St Petersburg, Russia, and precedes a visit to Cadiz in Spain and to France. They began their 12,000-mile voyage from their base at Sanya in Hainan Province on July 24.

As she approaches Portsmouth the **GUANGZHOU** will fire a 21-gun salute to which the Royal Navy saluting battery at Fort Blockhouse, Gosport, will reply.

When the destroyer berths at South Railway Jetty, she will be welcomed by the Chinese Ambassador to Britain, Mme Fu Ying; the Commodore Portsmouth Flotilla, Commodore Andrew Cameron; the Captain of the Base (representing the Naval Base Commander), Captain Iain Greenlees RN; and up to 400 members of the regional Chinese community in traditional, celebratory style with drums and dancing. Speeches of welcome will be delivered on the jetty.

During their visit, personnel from the ships will tour the Maritime Warfare Training Establishment at HMS Collingwood, Fareham. Admiral Su with other senior Chinese officers will be given VIP tours of the historic warships HMS Victory and Warrior, and the Portsmouth-based aircraft carrier **HMS Ark Royal**, with which the visiting ships will conduct an on-passage exercise when they leave on Monday (September 10).

An inter-ship football match will be played at HMS Temeraire against an **HMS Illustrious** team on the Saturday, and a 30-strong band from the Chinese ships will give a 45-minute concert in the HMS Victory arena at 2.00 pm on both Saturday and Sunday.

The **GUANGZHOU's** normal armament includes surface-to-surface missiles, surface-to-air missiles, anti-submarine mortars, a 100mm gun and two 30mm guns. The 508ft-long warship is under the command of Captain Zhao Xiaogang.

The 584ft-long **WEI SHANHU** is capable of replenishment at sea and can carry 10,500 tons of cargo including fuel, ammunition and water. She is commanded by Captain Chen Zailiang.

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The **Smit Africa** (imo 9396232) has been launched on the 4th of September at 15.00 hours LT from the Genel Tasarim Shipyard in Tuzla as **Bogazici 2** and with yard number 007. She is, the 2nd and sistership of the **Smit Europe**, built by Bogazici Shipping Istanbul for Smit International Rotterdam. The escort tug is from the CintranaVal Defcar design.

Photo : Hans van der Ster ©

Flekkefjord Slipp hurt badly by late deliveries

Flekkefjord Slipp & Maskinfabrikk is on the brink of bankruptcy, mainly thanks to late deliveries of two vessels, the **Normand Ferking** and the **Acergy Viking**. **Normand Ferking** was due for delivery to Solstad Offshore in April, but gear problems has postponed the handover until the middle of next week. Because of the late completion of the **Normand Ferking** there has been a knock-on effect to the Eidevik construction vessel **Acergy Viking**, which was due in July, but the vessel is still at the outfitting quay with many weeks of work outstanding. The company is now looking for new investors to provide the cash to finish the current orderbook of two standby ships for Møkster and another vessel for Solstad.

Canadian yard delivers cat



Now in service with British Columbian operator, West Coast Launch Ltd., the Incat Crowther 22 m catamaran MV **Inside Passage** was delivered last month by local builder Sylte Shipyard and was put straight into service running wilderness cruises from Prince Rupert.

The vessel is the first aluminum catamaran built by the yard, well known for high class aluminum sailing yachts.

It can carry 100 passengers at a

service speed of 23 knots fully loaded. The main cabin, furnished with Beurteaux Contour and Lounge seating, accommodates 80 passengers in an open, bright environment. The main aft deck features two toilet spaces, a storage space and the staircase leading to the next deck.

On the Upper Deck there is Beurteaux seating for 24 in the cabin and 20 Beurteaux Outdoor seats on the upper aft deck.

The vessel provides excellent viewing opportunities on all decks and a flying bridge allowing passengers to take in the impressive scenery that the British Columbian coastline has to offer.

Powered by twin Cummins QSK19M's each producing 800 hp, the vessel will have a service speed of 23 knots at full load.

EC'S KROES SAYS SHE DOESN'T WANT TO CLOSE GDANSK

EUROPEAN Commission Competition Commissioner Neelie Kroes and Social Affairs Commissioner Vladimir Špidla told a delegation of trade union representatives from the Gdansk shipyard in Poland that she was working with the Polish authorities to ensure the long-term survival of the Gdansk shipyard. Mr Špidla emphasised the importance of creating sustainable jobs at Gdansk shipyard, that will give workers a prospect for the future.

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According to a statement Ms Kroes listened to the concerns of the delegation and told them that she was continuing to work with the Polish authorities to ensure the long-term survival of the Gdansk shipyard with a view to ensuring sustainable jobs for the future. "We do not want the Gdansk shipyard to close – if we did we would have already required the repayment of subsidies a long time ago", she said.

Commissioner Kroes added that in recent decades, changes in the market have forced the shipbuilding industry all around Europe to restructure. For many yards and regions this has been a painful process. But restructured shipyards across Europe now have a bright future.

Gdansk shipyard, together with the shipyards in Szczecin and Gdynia, has received public money to help with the restructuring process. The Commissioner indicated that the Commission has no problem as such with the subsidies on condition that the Gdansk shipyard reduces its production capacity to ensure that there is no distortion of competition that would harm the shipyards in Szczecin and Gdynia or other shipyards in Europe. "We have an obligation to ensure that all shipyards - within Poland and within Europe as a whole - are treated equally", the Commissioner underlined. "The shipyards in Szczecin and Gdynia have already agreed to make capacity cuts and I remain confident that we will be able to reach agreement on Gdansk."



At 29.08.2007 **Wolin** ex. **Sky Wind** bought by Polstem for her ferry operator Unity Line arrives to Gdansk for small refit at the Remontowa.

Photo : Jakub Bogucki ©

German shipbuilding order boom continues

The order boom at German shipyards has strengthened in the first half of 2007.

According to figures released last Friday by industry organization VSM and reported in Hamburger Abendblatt, the yards booked 40 new orders worth Euros 3.1 billion in the period, including 13 containerships. Meantime, newbuilding deliveries in the first six months of the year totaled 37 ships worth some Euros 1.3 billion.

Germany's shipyards now have an orderbook of 248 ships worth Euros 15.2 billion--enough to provide work for around five years. Passenger ships account for around 31 percent of the orderbook, containerships 28 percent and yachts 19 percent.

Nonetheless, the new chairman of the VSM, Werner Lueken of Lloyd Werft, Bremerhaven, warns that the present healthy market situation must not lead to neglect of the increasing dangers presented by excessive capacity expansions by Far East yards. He says the yards must use the present strong order situation to strengthen their competitiveness in cooperation with political and social partners.

New Hull Launched in Astrakhan

On 3 September 2007 the new hull of the 182-RT project dry bulk carrier constructed for the Dutch company Rensen Shipbuilding was launched.

According to the Astrakhan Shipbuilding Industrial Association's press-service, this vessel is the fifth in the series of 6 to be built by the Astrakhan Shipyard. The last vessel will be delivered in November 2007.

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SKILLINGER NAAR TERSCHELLING

In de negentiende eeuw werd door Engelsen met (zeilende) vissersschepen op de gronden "boven" Terschelling op oesters gevist. De gebruikte schepen waren de bekende smaks, maar van een afwijkend type, de z.g. deep sea essex smak. Ze werden daarom "**Skillingers**" genoemd. Slechts zelden kwamen deze schepen op het eiland en de bevolking van Terschelling had dan ook nauwelijks weet van deze visserij. Voor de vissers was het een ruig en hard bestaan. In Engeland is slechts één van deze schepen bewaard gebleven. Het is de "**Pioneer**" die in 1864 is gebouwd en na een lang leven door een groep liefhebbers is gerestaureerd. Sinds 2006 chartert dit schip met gezelschappen van 12 personen.

Deze "**Pioneer**" komt deze week naar Terschelling tijdens het reddingboot evenement. Door de contacten van conservator Gerald de Weerd van 't Behouden Huys met de restaurateurs is het idee ontstaan dat dit schip eens een bezoek aan Terschelling zou moeten brengen. In verband met het drukke charterprogramma zijn de mogelijkheden beperkt. Omdat op Terschelling een vloot voormalige reddingboten bijeen komt, vonden de Engelsen dat een mooie gelegenheid om deze periode vrij te roosteren om een officieel bezoek te komen brengen. Het schip meet zonder boegspriet 21 meter lang en vaart met een vaste bemanning van 3 personen onder het historische visserijnummer CK 18.

News from the shipping lines

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Safmarine is withdrawing from handling cargo to and from Australia with effect 1 January 2008. The shipping line has been active in Australia since 2001 where it says it has developed a good working relationship with Australian importers and exporters.

The last sailings for which Safmarine cargo can be accepted out of Australia are:

Australia to Southern Africa, West Africa and East Africa
Voyage 0802 **Maersk Denton** Sydney 18-20 December
Melbourne 21-22 December - - Adelaide 24-25 December -- Fremantle 28-29 December

Australia to Asia
Voyage 7249 **MSC Sonia** Melbourne 24-26 December
Sydney 27-28 December -- Brisbane 30-31 December

From 1 January Safmarine's sister company, Maersk Line will continue offering the services similar to Safmarine in and out of Australia.

In other Safmarine news the names of the four 12,000-DWT Chinese-built tweendecker multi purpose ships that are being taken on charter for the company's West Africa service are now available, The ships have been named **SAFMARINE AKWABA, SAFMARINE ANDISA, SAFMARINE ANGELA** and **SAFMARINE ANITA** and appear to be on charter from Switzerland's Enzian Shipping

NEW GAS CARRIER CONCEPT

DUTCH specialist ship designer **Sea of Solutions**, partner in the **Offshore Ship Designers group (OSD)**, has developed what it claims is a technically feasible and low-cost concept to exploit stranded gas fields. Stranded gas is in fields too far from main pipeline routes to make them economically viable.

Sea of Solutions has developed the concept of a long pipeline coiled inside a ship rather than laid out on the seabed; the continuous pipe CNG carrier. The gas comes out of the ground into a coiled pipeline in the ship and is delivered to the shore facility without need for expensive offshore installations or shipborne installations. The CNG carrier can cope with unprocessed gas direct from the well and the coiled pipe design avoids the need for large complex pressure vessels built into the ship.

Nick Wessels, sales engineer at Sea of Solutions, writes in the September edition of the OSD newsletter DESIGN Waves, "The advantage of this concept is that the investment is in the vessel itself and is not related to a specific offshore field. It is an attractive means to develop fields for which the production rate or total volume cannot be easily predicted."

Sea of Solutions says it has worked out the optimum vessel size, cargo pipeline size and temperature and pressure of the stored natural gas for a typical stranded gas field. Optimal storage conditions are met with a cargo pressure of around 130 bar and temperatures as low as possible without cooling equipment other than using seawater. With an overall length of 240 m the ship can carry a coiled pipeline of about 218 km length at speeds of 15 knots. Typically, one load would equate to 515 MMscf of saleable gas.



Debmarine's sea diamonds success

DE BEER's new sub-sea mining venture, the **Peace in Africa**, which was put together at a cost of close R1.2 billion to mine diamonds off the Namaqualand coast, has the making of a sparkler of size.

Cape Town-based De Beers Marine's general manager Burger Greeff says full production started on 16 June and the vessel has recovered 22 000 carats during the first month of production.



Photo : Aad Noorland ©

Although it is early days yet, this equates to an annual production rate of around 264 000 carats - 10% higher than the initial projections. And, says Greeff, "the crawler performed well and early indications are that the vessel will exceed the planned mining rate and utilisation."

De Beers Marine is responsible for the operational side of this mining venture, the first by De Beers Consolidated Mines in South African waters. Says Greeff: "After construction and installation of the mining system and the treatment plant was completed in the port of Cape Town, the vessel headed for the mining license area ML3 on 2 May."

"Technical personnel from various suppliers joined the project team from De Beers Marine on board for six weeks of commissioning and testing."

"The mining system, a crawler based dredge system, was tested in various geologies at depths of up to 130 m."

"The crawler utilizes a 2.4MW dredge pump to vacuum diamond-bearing gravels off the seabed." "The remotely operated crawler performed well in all the tests, and as the new operators, called crawler pilots, became used to it, the mining rate and utilization increased. The new sonar-based subsea visualization system has proven to be extremely beneficial to the successful operation of the crawler."

"During commissioning, swells of up to 11m were experienced accompanied by gale force winds. The master and crew were very satisfied with the vessel's performance under such conditions."

"The same however can not be said for some of the land based technical personnel who never found their sea-legs," according to Greeff. The **Peace in Africa**, at 176 metres long and 28 wide, with a displacement of approximately 20 000 tons, is far bigger than any of the offshore diamond mining vessels De Beers Marine or De Beers Marine Namibia have operating off the Namibian coast.

It is also the second largest South African flagged ship. At the heart of the project is a 265 ton underwater crawler. It is not only its size though that impresses. The new crawler will also be very efficient, thanks to high technology electronic equipment for positioning and visualisation, says Jones.

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It will mine 24 hours a day, day in and day out throughout the year.

The underwater vehicle is mounted on twin Intertractor tracks and equipped with an anterior suction system that will process the sea-bed at 10 000 metres cubed of water and gravel an hour.

Of this about 250 tons will be screened for diamonds. The venture will take place in the ML3 mining licence area, just south, but adjacent to, the Namibian Atlantic 1 licence area where De Beers Marine Namibia has been fruitfully harvesting gem diamonds for a number of years.

The gem quality of the diamonds in the ML3 area is lower than in the Namibian waters and until now the cost of mining marine diamonds off the South African coast had deferred starting operations.

But recent technological innovations, as represented in the latest crawler, have brought down the costs and made the operation viable. The ML3 mining licence area is situated some 500km north of Cape Town with the inshore boundary 5kms seaward of the coastal towns of Kleinsee in the south and Alexander Bay in the north.

The ML3 area covers roughly 8 600 square kilometres. Prospecting and mining activities will take place in water depths from 100m to 160m and between 17 and 32km from shore.

The estimated lifespan of the mine is 19 years.

DEEP SEA'S EARNINGS SOAR



Deep Sea's **SEA TIGER** – Photo : Willem van der Kort ©

IN August 2007 Deep Sea Supply's fleet of nine AHTS vessels had an average gross income of approximately US\$46,100 per ship per day, up sharply on the \$35,300 achieved in July. These latest figures follow hard on the heels of a strong result for Q2 with revenues at US\$29.3m EBITDA of \$19.0m. The John Fredriksen-controlled offshore support company is growing quickly and has a newbuilding programme of 16 vessels at shipyards in Norway, Singapore and India with expected deliveries in 2007 - 2009.

34.6b yuan deal for 412 dry-bulk ships

China COSCO Holdings (1919), the flagship unit of state-owned China Ocean Shipping (Group), said yesterday it will buy 412 dry-bulk ships from its parent for 34.6 billion yuan (HK\$35.75 billion) to tap the rising demand for transportation of raw material to the mainland. The news announced on the Hong Kong stock exchange boosted the company's shares 2.84 percent to close at HK\$19.56, while its Shanghai-listed A-shares jumped by the 10 percent daily limit to 23.87 yuan.

Beijing-based China COSCO, the world's No 5 container line operator, said it will partly fund the acquisition by issuing 864.3 million new A shares to its parent at 18.49 yuan apiece - a discount of 14.8 percent from their closing price July 26 before suspension. The Shanghai-listed unit also plans to issue 432.6 million new A shares to a maximum of 10 institutional investors - which requires approval from the China Securities Regulatory Commission and other authorities - priced at a minimum 18.49 yuan per share.

The proposed share issue, which represents 12.7 percent of the enlarged share capital, would amount to at least 23.91 billion yuan. The balance would be paid through bank loans and internal resources. The company already raised 15.13 billion yuan by floating shares in Shanghai in June.

The 423 vessels to be acquired have total capacity of 33.2 million deadweight tonnes. China COSCO believes dry-bulk shipping, which has a different industry cycle, can help balance its financial performance. "The dry-bulk market will stay strong until next year, underpinned by the growing demand for resources and raw material which came along with China's surging economy," a market watcher said. The bulk fleet under acquisition generated first-half net profit of 6.24 billion yuan - nearly equaling its full-year profit of 6.25 billion yuan for 2006 and more than triple China COSCO's net profit of 2.03 billion yuan in fiscal 2006.

The consideration represents a price-earnings ratio of 5.5 times based on 2006 earnings, and analysts believe the deal is cheaply priced.

"The asset injection is better than expected, given a fleet injection at roughly a 50 percent discount," Lehman Brothers analysts Andrew Lee and Judy Zhang wrote. They originally estimated a 35 percent discount. Merrill Lynch had expected the deal would be priced at US\$8.4 billion (HK\$65.52 billion), a 20 percent discount to the estimated asset value. COSCO now owns and operates 47 oil tankers.

Uitbreiding Panamakanaal van start

De uitbreiding van het Panamakanaal is op 3 september van start gegaan. Er is een ceremonie gehouden, opgeluisterd door de presidenten van Nicaragua en El Salvador en oud-president Jimmy Carter van de Verenigde Staten. Zij zijn te gast bij president Martin Torrijos van Panama.

Er komt een derde paar sluizen en het kanaal wordt verbreed, zodat schepen in twee richtingen tegelijk het kanaal doorkunnen. Het huidige, 80 kilometer lange kanaal is begin vorige eeuw aangelegd door de Verenigde Staten. In 1999 werd het aan de staat Panama overgedragen.

Petra Perdana invests in two newbuilds

The Board of Directors of Petra Perdana Berhad in Malaysia has announced that Perdana Venus Limited (PVL), a wholly-owned subsidiary of the company, has entered into a contract with Shin Yang Shipyard Sdn Bhd for the construction and delivery of two offshore support vessels. The company did not specify the type of offshore vessel.

The first vessel is due to be delivered by January 31st 2009 or within 20 months from the effective date of the contract or the date of first payment, whichever is later, and the second vessel is due to be delivered on or before March 31st 2009 or within 20 months from the date of first payment of the vessel, whichever is the later.

Gemadept pays 560b dong for three container ships

General Forwarding & Agency Corp, the biggest freight company on Vietnam's main bourse, spent 560 billion dong (\$53.5 million) to more than double its stable of ocean-going container ships, general director Do Van Minh said.

The company, known as Gemadept, said in a Ho Chi Minh City Stock Exchange filing last week that it had bought three container ships to boost its total to five, without giving a purchase figure. The three ships each have a weight exceeding 9,000 tons and transport capacities ranging from 576 to 699 twenty-foot equivalent units (TEUs).

Gemadept is the only freight-forwarding company in the country to offer a fully integrated range of port, shipping and agency services, according to a report last month by Ho Chi Minh City-based fund managers Dragon Capital.

Transport contributed about 40 per cent to total sales last year, second to its port business, according to Gemadept.

The shipping unit 'began as an intra-regional business via riverboats and small charters, and now is going pan-Asian', Dragon said in the report. 'The division has been a success, but fuel price increases have caught up with it.'

Gemadept is trying to increase the percentage that its port business contributes to overall sales, and said in the stock exchange release that it will take a 30 per cent stake in Nam Hai Port Joint-Stock Co, to be based in the northern port city of Haiphong. Nam Hai Port will focus on building ports.

Gemadept is also taking stakes in ports to be built in Cai Mep, to the east of Ho Chi Minh City; Nhon Hai, in the south-central province of Binh Dinh; and at Dung Quat Bay in the central province of Quang Ngai, where Vietnam Oil & Gas Group is building the country's first oil refinery. The company plans to invest US\$205 million in the US\$410 million Cai Mep port project, Mr Minh said in an interview last Thursday in Hanoi, where he was attending a conference.

The region in which the port is to be based handles about 70 percent of Vietnam's container traffic, the company said in a presentation at the conference. 'Cai Mep will finally allow large modern ships to call direct on Vietnam from abroad,' Dragon said. 'Gemadept will supplement this venture with small-scale general ports across Vietnam, a major increase in its container fleet, and a renewed push in the agency businesses.'

MOVEMENTS



Cap Palmerston arriving Lyttelton, New Zealand 2.09.07 on her maiden voyage. The ship will operate on a service between Asian Ports, New Zealand and Australia.

Photo : Alan Calvert ©

AIRCRAFT / AIRPORT NEWS

Air France-KLM heeft geen interesse in Air Berlin

Air France-KLM wil de Duitse luchtvaartmaatschappij Air Berlin niet overnemen. Dat heeft de Frans-Nederlandse maatschappij dinsdag laten weten naar aanleiding van geruchten op de Duitse aandelenmarkt dat een dergelijke overname op stapel zou staan.

"Het is nonsens", zo liet een woordvoerder van Air France-KLM weten. Eerder weigerde het bedrijf commentaar te geven op de speculaties, die op de beurs in Frankfurt het aandeel Air Berlin flink lieten stijgen. Het gonst al enkele maanden van de overnamegeruchten rondom de Duitse luchtvaartmaatschappij.

Alitalia schrapt vluchten, Ryanair ziet kansen

Ryanair is misschien geïnteresseerd in start- en landingslots op Milaan Malpensa Airport die Alitalia mogelijk opgeeft. Dat zegt Alessia Viviani, sales en marketing manager Ryanair voor Italië. Volgens krantenberichten wil Alitalia 150 tot 170 van haar 340 dagelijkse vluchten vanaf Milaan Malpensa schrappen om te bezuinigen.

"We nodigen onze mensen op Malpensa Airport uit om naar Dublin te komen om de mogelijke nieuwe routes en plannen te bespreken", aldus Viviani. Ze wil geen nadere informatie geven over de uitnodiging. Ryanair blijft van goedkopere en kleinere luchthavens opereren, zoals Bergamo, vlakbij Milaan. Italië is de twee na grootste markt van Ryanair, na het Verenigd Koninkrijk. Zo'n zeventien procent van de activiteiten van Ryanair vindt plaats in Italië.

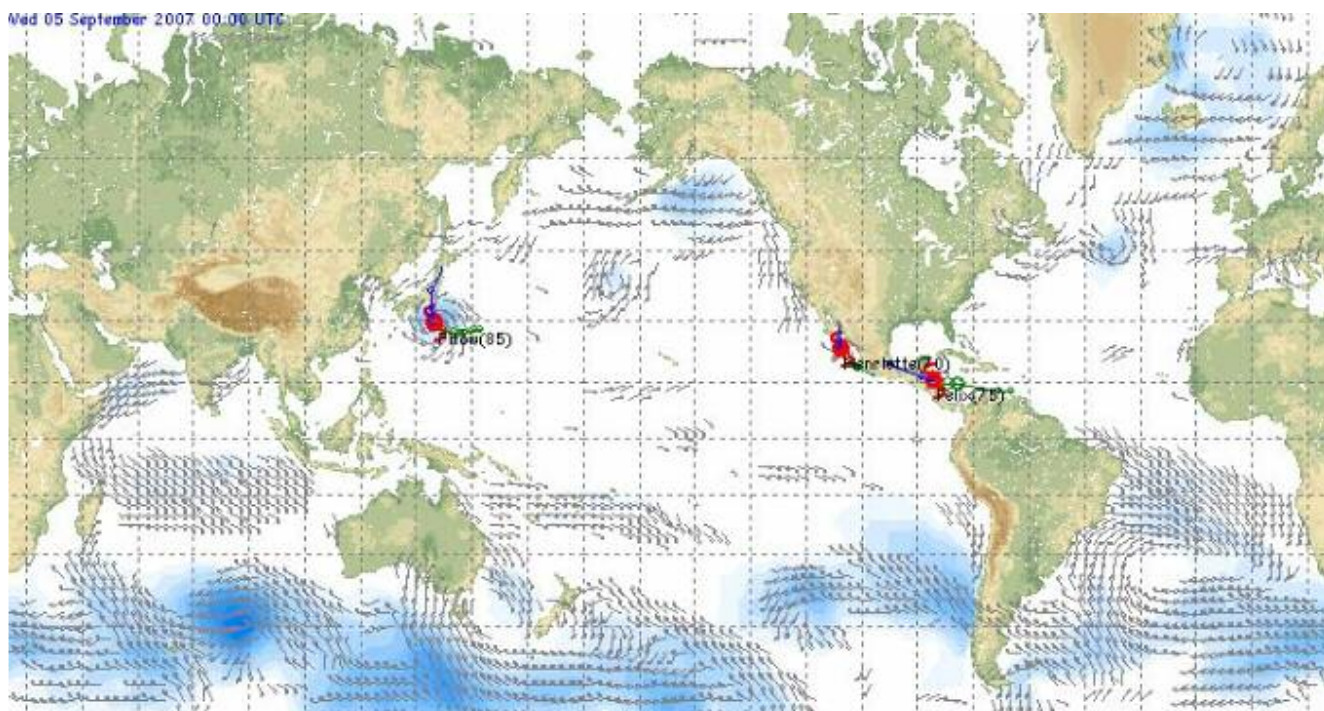
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.... PHOTO OF THE DAY



The **SPRING PANDA** seen disembarking the pilot to the pilot tender **APOLLO** at Maas Pilot Station

Photo : Henk Jan Kip – Seatrade ©

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