

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 206



**Number 206 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Wednesday 12-09-2007**

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](http://www.vlierodam.nl)  
[info@vlierodam.nl](mailto:info@vlierodam.nl)



The **ATLANTIC CONVEYOR** seen outward bound from Antwerp

**Photo : Richard Wisse ©**

**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](mailto:smitwijs.sales@svitzerwijismuller.com)

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

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

## EVENTS, INCIDENTS & OPERATIONS

### Crew members of 'Chang Le Men' safe

Capt. K V Vasvani, Deputy Conservator of the Port said that he was in constant touch with the captain of the vessel and two tugs have been kept ready for rescue operation.



The crew members of the Merchant Vessel "**Chang Le Men**", carrying iron ore fines from New Mangalore Port to China, which listed to one side about seven nautical miles from the port, are safe. The ship is now maintaining its listing at 16 degree on Friday after beaching the ship in the morning by the captain.

The crew members are safe even as the Merchant Vessel "**Chang Le Men**", carrying iron ore fines from New Mangalore Port to China, which was listed to one side about seven nautical miles from the port on Thursday, was now maintaining its listing at 16 degree on Friday after beaching the ship in the morning by the captain of the vessel.

Briefing the situation at the meeting of the top New Mangalore Port Trust (NMPT) officials and the Mangalore old port officials at Tanneerbavi guest house convened by the district in-charge minister and fisheries minister B Nagaraja Shetty to review the situation, Capt. K V Vasvani, Deputy Conservator of the Port said that he was in constant touch

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 206

with the captain of the vessel and two tugs have been kept ready for rescue operation. The captain of the vessel had said that he was in touch with the owner of the vessel, he added.

Capt. Vasvani said that eight members expert team from "SMIT" salvage company, four members from Holland and four from Mumbai are expected to arrive here in the afternoon to survey and study the situation before deciding future course of action.

He said that there were two-three option for rescue operation of vessel which included unloading the cargo at the anchorage, taking water from the hatch through pumping and tug the ship once it come back to its normal floating position. The expert team would study all these option or any other alternative before taking any decision.

He said that two tugs have been rushed to the spot after getting message from the ship seeking help. The tugs were trying to pull the vessel which was listing at 12 degree. Due to the weather, the vessel which was on the move to stabilise by the efforts of the tugs, started once again listing towards star board side. The captain of the vessel who was handling the situation carefully beached the vessel in the morning today maintaining its listing at 16 degree.

Capt. Vasvani also felt that before taking any future operation, it was essential for the vessel to stabilize. The vessel was now about 1400 mts away from the shore off Tanneerbavi coast where the eritrean ship **Den Den** was sunk on June 23 last.

The captain of the vessel with whom Capt. Vasvani contacted through wireless during the meeting, said from the ship "the ship is safe. out of danger now. I am improving the stability of the ship. I am in touch with the owner of the ship and he is expected here at 1500 hrs today. All are safe".

Capt. Vasvani said that the vessel, owned by a Chinese national and registered at St. Vincent Island in the Caribbean was carrying 16,000 mt of iron ore fines, left the port at 0930 hrs yesterday and after crossing port jurisdiction sent message to the port seeking assistance at 1230 hrs when it started listing at 8 degree, 9 degree and 10 degree.

The ship had a dead weight of 7,240 mt, built in 1982. The vessel had 370 mt of furnace oil, 60 mt of diesel and 120 mt of fresh water and captained by Yang Jing Mu, he said adding that 28 crew members were not panic due to the incident so far.

Replying a question, Capt. Vasvani said that listing upto 30 degree was safe and the port had kept ready there tugs for pulling the vessel to deeper water. Now the ship was beached and safe with maintaining its listing, he added.

He said that the port also might require a floating crane from Cochin in case of unloading the cargo from the ship. The tug might also require steel wire rope which should be brought by the salvage experts.

He said that the captain of the vessel had informed that the owner of the ship was in touch with the protection and indemnity club. Both the Chairman of NMPT P Tamilvanan and Capt Vasvani assured that though the ship was beached in the jurisdiction of old Mangalore port coming under state port department, the NMPT was ready to provide the required assistance in rescuing the ship and its crew.

## Boat lands in Cape Verde with 80 illegal immigrants

A boat with 80 illegal immigrants, mainly from Guinea Bissau and Ghana, landed last weekend at Tarrafal of Monte Trigo, on the Cape Verdian island of Santo Antao, reliable sources in Praia told PANA. The illegal migrants were settled in the barracks of Morro Branco, on the island of Sao Vicente, where they will be identified before being repatriated.

This is the fourth wave of illegal immigrants arriving in Cape Verde within four months, now totalling 400 individuals, though majority of them have already been repatriated. A drifting boat with 41 illegal immigrants landed in Praia on 7 June before they were taken back to their countries of origin.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2006

On 15 July, another boat had been localised in the sea with 137 illegal immigrants who were also taken towards Praia where they were settled in a police station to await repatriation.

Five days later, more than 157 illegal immigrants were intercepted in a drifting boat around the fishermen's village of Sao Pedro, on the island of Sao Vicente. After they were settled in a military barracks of this island, the group of illegal immigrants was also taken in Praia, where some are still awaiting repatriation.



Dockwise **EXPLORER** arrived in Nanaimo (BC)

Photo : Barend Bessels ©

## FARSTAD SLAMS TAX PLAN

OFFSHORE support specialist Farstad has become the latest Norwegian shipping company to attack its government's plans to change the tax system affecting shipping. Farstad says the basic plan for a new tonnage tax system would have been positive had it not been for a proposal that companies within the current system shall pay tax on earnings which so far has not been taxable.

The company says: "The fact that the Government now proposes this tax to be paid, is by Farstad Shipping looked upon as an obvious breach of promise and a severe punishment to a company that has been loyal to the system and developed a strong and sound shipping company based upon the maritime cluster in our region and within the framework presented by the authorities. Once more the authorities have demonstrated a total lack of understanding for the need of stable long-term conditions within our industry. We are sorry to realize that entering into the current shipping tax system in 1997 seems to have been a wrong decision." It adds: "How to correctly calculate what the Government states as the accrued tax obligations within the current system is still unclear. However, information we got during Monday on how this tax obligation will be interpreted, may have the consequence that Farstad Shipping's tax obligation will increase with approx. Nkr1bn (US176bn), in worst case even more. This equals Nkr 25 per share and will reduce our equity ratio from 44% to 33%."

The company complains: "When Farstad Shipping in 1997 decided to enter into the current system, we had a strong intention to grow the company within a competitive Norwegian tonnage tax system. At that time we planned to be a long term operator within a stable Norwegian tax system. Since entering into the current system in 1997, we have invested approx. NOK 5.7 billions within the system. During this period the net increase of the fleet is 9 vessels. In addition we have now on order 10 new vessels, representing an investment of NOK 4.3 billion. A large part of these Nkr10bn is invested in vessels built in Norway and fitted with Norwegian equipment. These investments are partly financed by the capital now requested to be paid as tax." The company claims: "It is a paradox that the Government's proposal is being presented almost at the same time as Farstad Shipping shall have the naming ceremony for our new multipurpose and environmental friendly vessel Far Sapphire here in Ålesund. This will be the biggest vessel of our fleet and has a building price of approx Nkr500m. The vessel is a Rolls Royce Marine design and has been developed



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2006

in our region in close relationship between the designer and Farstad Shipping. It is built at a local yard, Aker Langsten in Tomrefjord. A major part of the equipment used in the vessel is Norwegian. The vessel will have Norwegian crew and which means 30 new employees in the company."



The NOORDWIJK lifeboat **PAUL JOHANNES** seen operating off the Dutch coast  
Photo : Arie van Dijk ©

## RNLI lifeboat rescues State vessel

The Marine Institute's survey vessel was towed to harbour this morning after losing power off the West Cork coast.

At around 9am, the 31-metre **Celtic Voyager** and its 30-strong crew got into difficulty off Bantry Bay as power went down on the vessel, which contains wet, dry and chemical laboratories.

The Castletownbere lifeboat found the vessel at 9.45am in calm waters and in no danger. The RNLI boat towed the **Celtic Voyager** to Berehaven harbour where it managed to restart its engines and sail to Castletownbere Pier for refuelling.



## BW GAS JOINS TAX CHANGE FURORE

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2006

MAJOR Norwegian-based shipowner BW Gas has joined the attack on proposed changes to the country's tax system which would effectively claw back tax going back 10 years which did not have to be paid under the current tax laws for shipping. BW Gas says that, if approved, the Norwegian government's back tax proposal would severely undermine the company's balance sheet and reduce its ability to invest in modern environmentally friendly vessels and compete internationally.

It notes: "Depending on the transition rules, the payable tax will be between Nkr3.8bn (US\$664m) and Nkr4.8bn, equivalent to a present value of Nkr20 to Nkr25 per share. Applying the book values, the equity ratio will be reduced from 38% to between 10% and 16%."

"BW Gas chose to remain in Norway on the understanding that this would be a stable long-term system under which to operate. This latest proposal to cancel the current taxation system would be a dramatic reversal of that understanding, in spite of us honouring our commitment to invest in Norway. We hope that the final details of the proposal will take into account the impact not only on individual companies, but on the entire Norwegian maritime cluster and the image of Norway as a dependable investment location," said Jan Håkon Pettersen, CEO of BW Gas.

## Sri Lanka navy sinks suspected rebel gun-running ships



Sri Lanka's navy sank at least three suspected Tamil Tiger gun-running vessels off the island's southeastern sea board, navy officials said Tuesday.

Naval craft intercepted the ships off Sri Lanka's coast late Monday, said a navy official who declined to be named.

He said the vessels were each about 70 metres (230-feet) long and were marked with the names "**Mayoshi**," "**Seishin**," and "**Koshi**" but authorities believed the identities were bogus.

Naval officials said the Tamil rebels may have been trying to smuggle in heavy weaponry and ammunition to support their struggle against security forces in the northern and eastern parts of the island.

There were no immediate reports of casualties from the attack. Tiger rebels were not immediately available for comment. Sri Lanka's navy has carried out several attacks against suspected Tamil Tiger gun-running ships in recent months.

In March, the defence ministry said the navy sank two cargo ships believed to be smuggling weapons and explosives for the Liberation Tigers of Tamil Eelam (LTTE).



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2006

A similar attack on February 28 saw a cargo vessel sank off the island's southern coast, according to defence authorities. Clashes between suspected Tamil Tiger ships and the Sri Lankan navy have escalated in recent months amid heavy fighting in the island's northern and eastern regions.

### Green Future

The "Super Eco-Ship" tanker **Nadeshiko Maru**, an environmentally friendly vessel that is driven by electric motors, was launched in Sasebo, Nagasaki Prefecture on Sept. 11. The 749-ton oil tanker, built with assistance from the Japan Railway Construction, Transport and Technology Agency, uses a contra-rotating propulsion system driven by two electric motors, with electricity supplied by four generators.

Compared with diesel engine ships, the design supposedly improves energy efficiency and reduces the emission of carbon dioxide by about 10 percent.



Above seen the **Happy Buccaneer** on her way from Korea to Sikka, India. Loaded with 4 Coke drums, each 402 mton ( 2 stowed in the lowerhold and 2 on deck), 1 Vacuum tower of 640 mton (dim: 47.7 x 13.2 x 13.74) and 1 Crude column of 1200 mton ( dim: 74.1 x 12.6 x 13.21). All cargo for the Jamnagar refinery project.

Reactor aft on deck, together with the rest of the tweendeck and lowerhold cargo, is destined for Abu Dhabi.

**Photo : via Kees Visser - BigLift shipping bv.**

### Wereld-havendagen Rotterdam

Afgelopen Vrijdagmiddag zijn in Rotterdam de Wereldhavendagen van start gegaan. Met een optreden van Gerard Cox, samen met een fantastisch koor, werd het startsein gegeven. Het is de dertigste maal dat de Wereldhavendagen werden gehouden.





Foto : Hans de Jong ©

Het Havenbedrijf Rotterdam viert dit jaar tevens zijn 75-jarig jubileum en de 400ste geboortedag van **Michiel de Ruyter**. Het thema van dit jaar was "**Werken aan Wereldklasse**". het streefdoel van de Rotterdamse haven om een haven van wereldklasse te zijn en blijvend te ontwikkelen, besloten.



Hoewel het thema vele aanknopingspunten bood werd de nadruk gelegd op Arbeid (Werken) en (het versterken van) Kwaliteit (Wereldklasse). Het thema werd verder onderbouwd door alle deelnemende bedrijven die op hun eigen specifieke werkgebied laten zien hoe zij deze onderwerpen gestalte geven.

Foto : Willem Kruit ©





## Tanker aan de grond onder Moerdijkbrug

De Waterpolitie van het Korps landelijke politiediensten (KLPD) uit Dordrecht onderzoekt het vastvaren van een met nafta geladen tanker onder de spoorbrug van Moerdijk. Het schip voer op dinsdag 11 september omstreeks 04.00 uur op een ondiepte die enkele meters voor een brugpijler ligt. Het schip kon op eigen kracht weer loskomen. Het treinverkeer was twee uur gestremd.

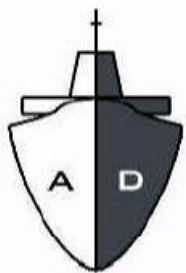
Het motortankschip was op het Hollands Diep met een lading nafta onderweg van Antwerpen naar Dormagen. De stuurman verklaarde tegenover de Waterpolitie dat hij, toen het de eerste twee Moerdijkbruggen gepasseerd was, bemerkte dat hij te ver naar buiten voer en te dicht in de buurt van de pijler zou komen. Hij liet de motoren achteruit slaan en startte de boegschroef. Even later voer het schip met geringe snelheid op een ondiepte bij de pijler. Op enkele meters voor de pijler kwam het schip tot stilstand.

Nadat de bemanning aan boord lading had verplaatst kon het schip op eigen kracht loskomen. Er werd geen schade aan het schip geconstateerd. Hoe het mogelijk was dat het schip een koers voer die het zo dicht bij de pijler bracht kon de stuurman niet zeggen. De Waterpolitie constateerde geen overtredingen van de vaar- en rusttijdenwetgeving en er was ook geen alcohol in het spel. Tegen de stuurman wordt proces-verbaal opgemaakt omdat hij bij de brug buiten de aangegeven begrenzing is gevaren en voor slecht zeemanschap.

## 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](mailto:anglodutch@pandora.be)

## Coalition forces in hunt for pirate ship off Somalia

A sea hunt was underway early last week for a pirate mother ship which is thought to be used to launch attacks on shipping passing the Somali coast.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2006

Armed with a description of the vessel, the search was being undertaken by ships of the US-led naval coalition force operating off the Somali coast, according to Lieut Vidaine Bojeau, deputy commander of the French naval ship FNS **COMMANDANT BLAISON**.

Lt Bojeau said it was believed the vessel was the same that had been used to attack commercial vessels in recent months. She said a description of the vessel had been obtained from seafarers who had come under attack but managed to escape.

A NATO task force comprising six ships and led by the **USS NORMANDY**, a Ticonderoga class guided missile cruiser is sailing along the East African coast and will conduct exercises opposite Somalia within the next week or ten days, having completed similar exercises off Cape Point with the South African Navy last week.

One of the NATO ships, the Portuguese frigate **ALVARES CABRAL** was yesterday paying a visit to the port of Maputo in Mozambique. The Portuguese ship earlier paid a similar visit to Luanda in Angola. Both Angola and Mozambique are former Portuguese colonies and retain strong cultural and economic links with the former colonial power.



The **FFGH 15 ALMIRANTE BLANCO ENCALADA** ( former Dutch **FFGH 832 ABRAHAM VAN DER HULST** ) was spotted at Panama

Photo : Els Kroon ©

## Soviet Submarine K-129 is Back to Russia

Documents on the wreck of the Soviet submarine **K-129**, which nearly for 30 year were kept top secret by US Intelligent Service, were given to the Pacific Navy Museum in Vladivostok, Russia.

The documents includes a video record of the funeral ceremony of remains of six members of the crew of the Soviet submarine K-129, made in the USA in 1974, and also a folder with copies of printed documents about the search for the missing submarine and lifting it from the sea with the help of the ship Glomar Explorer.

**K-129 (Golf-II)** was not nuclear powered, though it carried nuclear weaponry - three R-13 ballistic missiles as well as two nuclear-tipped torpedoes. It also carried cryptographic gear for transmitting and receiving encoded, secure communication.

In 1968 K-129 left the Kamchatka Bay of Krasheninnikov and headed to the Pacific Ocean to Hawaii Islands. On March 8 the submarine didn't answer a control session of radio communications.

The search operation continued for two months, 30 ships, vessels and submarines of the Pacific Navy took part in it, aviation was lifted in air, but the search brought no result. The reason of wreck of the submarine is still unknown.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2006

There are three main versions - flooding of the submarine through the RDP shaft during charging of batteries because of technical malfunction of a valve and collapse to the forbidden depth, explosion of hydrogen during charging of storage batteries because of malfunction of evaporation systems, which caused destruction of the body, and finally, collision with another submarine.

K-129 was found by the Americans, who organized its salvaging in summer of 1974. During the salvaging the submarine broke into two parts, but it was possible to deliver some of its compartments to one of the bases of the US Navy. During investigation six bodies of Soviet submariners were found.

## China, Australia, New Zealand naval exercise to take place

Two Chinese warships left for the first-ever trilateral naval exercises with Australia and New Zealand, the state media reported.

The two Chinese warships, guided missile destroyer "**Harbin**" and fuel tanker "**Hongze Lake**", departed from Qingdao, east China's Shandong Province for the first maritime exercises to be staged by the three countries.

The three navies will conduct exercises on communications, fleet formation, vessel supply and search-and-rescue during the two-day drill on the sea off Sydney in Australia, Major General Zhang Xuezheng of the North China Sea Fleet of the People's Liberation Army Navy said. Shipborne helicopters will also drill on aerial formation and record the exercises on the sea with cameras, Zhang was quoted as saying by Xinhua news agency.

The fleet with 483 crew members will also visit Australia and New Zealand.

## SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



- Marine emergency response
- Wreck removal and salvage
- Diving services
- Underwater civil engineering
- Welding and cutting services



[info@disamaritime.com](mailto:info@disamaritime.com)  
[www.disamaritime.com](http://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](mailto:info@disacivil.com)  
[www.disacivil.com](http://www.disacivil.com)





The **VOS TRACKER** commenced yard trials  
Photo : Huib Trommel ©

## Daewoo August profit jumps nine-fold

Daewoo Shipbuilding & Marine Engineering Co, the world's third-largest shipyard, said that profit for last month surged almost nine-fold, boosted by an increase in orders and prices for vessels to move fuel and consumer goods.

Net income rose to 12.4 billion won (\$20 million) for August from 1.4 billion won a year earlier, the Seoul-based company said yesterday in a regulatory filing. Sales climbed 6.3 per cent to 569.4 billion won.

Daewoo Shipbuilding and its rivals in South Korea, the world's biggest shipbuilding nation, won a record US\$33.2 billion of orders in the first half, aided by demand for vessels to carry raw materials to and finished goods from China, the world's fastest-growing major economy. The yards are expanding capacity to meet an order backlog that will keep them busy for four years.

Daewoo Shipbuilding's August operating profit, or sales minus the cost of goods sold and administrative expenses, climbed 86 per cent from a year earlier to 27.3 billion won. Two containerships were delivered last month, the company said.

Shipyards in South Korea may post their highest annual earnings this year as demand for vessels rises to a record for a fifth year.

Ship prices, which fell to a 10-year low in 2002, have been rising since 2003 and have surged as much as 31 per cent to all-time highs this year, according to London-based Clarkson plc.

Daewoo Shipbuilding plans to spend as much as 150 billion won to have the industry's biggest floating dock by July 2009 to increase production. It is also extending the length of an existing yard in Okpo, South Korea, which will help increase annual sales by about one trillion won.

Daewoo Shipbuilding's net income for the first eight months surged almost six-fold to 203 billion won with sales 29 per cent higher at 4.35 trillion won. It had an operating profit of 173.3 billion won for the January to August period, reversing an operating loss of 132.4 billion won a year earlier.

Daewoo Shipbuilding shares dropped 5.1 per cent to close at 53,500 won in Seoul before the announcement. The stock has advanced 83 per cent this year, making it the seventh-best performer among the 50 largest companies in the Kospi index

## **GlobalSantaFe orders drillship at Hyundai**



Making a break with its previous policy of ordering only against an executed drilling contract, GlobalSantaFe Corporation has reached an agreement with Hyundai Heavy Industries, Ltd. (HHI) to build a new ultra-deepwater exploration and development drillship for delivery in September 2010.

GlobalSantaFe President and CEO Jon Marshall commented that "tight capacity with the shipyards and major equipment suppliers has resulted in construction options that move faster than our customers' tender processes."

Shipyard construction costs are expected to total approximately \$740 million.

The drillship will be constructed in Ulsan, Korea, under a turnkey agreement, which provides that HHI will contract directly with equipment suppliers and deliver the drillship to GlobalSantaFe for a fixed price.

The new vessel is an enhanced version of GlobalSantaFe's successful GSF C.R. Luigs and GSF Jack Ryan drillships, which entered service in 2000. Like those rigs, it will be capable of drilling in water depths up to 10,000 feet and is upgradeable to 12,000 feet.

In addition, the new rig will feature advanced dynamic positioning capabilities, triple activity load paths, a derrick rated for 4 million pounds, dual liquid-storage systems, larger quarters and an efficient deck design that provides significantly more space than previous-generation drillships.

"This next-generation drillship resulted from listening to our customers, assessing the growing need for deepwater capacity and combining the best features of our drillships and semisubmersibles in a single unit capable of meeting our customers' full range of exploration and development drilling needs," noted Marshall. "We are especially pleased that this drillship will be constructed under a turnkey contract by HHI, which has earned a reputation for excellent engineering and on-time delivery."

Marshall added: "During our extensive marketing reviews, customers have responded enthusiastically to the innovative and efficient design of this drillship, but tight capacity with the shipyards and major equipment suppliers has resulted in construction options that move faster than our customers' tender processes. Our decision to move forward without an executed drilling contract is clearly a departure from our much more conservative past approach. However we would not have taken such a capital risk without a very high degree of confidence in the ongoing strength of the ultra-deepwater market. The turnkey construction contract protects us from rising costs and, considering our customers' strong interest in this design and the substantial unfilled demand we have identified in the ultra-deepwater markets, we are confident of getting an attractive long-term contract well in advance of delivery."

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2006

GlobalSantaFe is one of the largest offshore oil and gas drilling contractors and the leading provider of drilling management services worldwide. The company owns or operates a contract drilling fleet of 37 premium jackup rigs; six heavy-duty, harsh environment jackups; 11 semisubmersibles and three dynamically positioned, ultra-deepwater drillships, as well as two semisubmersibles owned by third parties and operated under a joint venture agreement. In addition, an ultra-deepwater semisubmersible is under construction and scheduled for delivery in early 2009.



The **SEVAN HUMMINGBIRD** seen fitting out at Keppel Verolme in Rotterdam-Botlek  
Photo : Roel van de Velde ©

### Guam yard to drydock MSC ship

Guam Industrial Services, Inc., Santa Rita, Guam, is being awarded a \$9,760,936 firm-fixed-price contract for a 90-calendar-day regular overhaul of Military Sealift Command's fast combat support ship **USNS Bridge**.

The regular overhaul will include replacing of the air conditioning plant; installation of forward and aft marine sanitation devices; preservation of the underwater hull; examination and polishing of the propeller; propulsion shafting; rudder and keel examinations; overhaul of sea valves and drydocking.

The contract includes options that, if exercised, would bring the cumulative value of this contract to \$12,950,417.

Work will be performed in Santa Rita, Guam, and work is expected to be completed December 2007. Contract funds will expire at the end of the current fiscal year. This contract was competitively procured via the Military Sealift Command's web page, with two offers received. The Military Sealift Fleet Support Command, is the contracting authority.



## FLINTERFURY LAUNCHED



Last Saturday September 8<sup>th</sup> at 11:00 hrs the **FLINTERFURY** was launched at the B.V. Scheepswerf "Ferus Smit", in Foxhol under yard number 376, the vessel is under construction for C.V. Scheepvaartonderneming Flinterfury in Harlingen (R. Arends) and will be managed by Flinter Shipping B.V., Rotterdam

Photo : Jan Kees Domisse ©

## Maaskant Shipyards na bijna zestig jaar weg uit Bruinisse

door Piet Kleemans

Visserijwerf Maaskant Shipyards verdwijnt na bijna zestig jaar uit Bruinisse. Werk, werknemers en machines verhuizen naar de hoofdvestiging van Maaskant in Stellendam. De sluiting van de Bruse vestiging heeft geen gevolgen voor de werkgelegenheid.

Het sluiten van de Bruse vestiging is ingegeven door de verslechterende vooruitzichten voor de mosselvisserij, zegt woordvoerder J. Dekker van moederbedrijf Damen Shipyard Group. De vraag naar nieuwe mosselkotters - de specialiteit van Maaskant Bruinisse - is als gevolg daarvan ingezakt. Met alleen reparatiewerkzaamheden aan schepen is de Bruse vestiging van Maaskant niet overeind te houden, terwijl de orderportefeuille van de hoofdvestiging in Stellendam goed is gevuld. Dekker: „Daarom is besloten alles over te hevelen naar de hoofdvestiging van Maaskant in Stellendam." Het overgrote deel van de 25 man personeel in de Bruse vestiging gaat over naar Stellendam. Anderen hebben elders binnen moederbedrijf Damen shipyards werk gevonden. De werknemers van Maaskant Bruinisse zijn vorige week op de hoogte gesteld van het nieuws. Dekker: „Ze zijn er niet blij mee, maar het komt ook niet als een verrassing."

Voor voorzitter van de dorpsraad Bruinisse, M. Meeuwsen, was het nieuws wél een - onaangename - verrassing. Hij zegt de sluiting van de Bruse vestiging te betreuren. „Het is jammer. Elk vertrek is een versobering voor Bruinisse."

Voorzitter van visserijvereniging Algemeen Vissersbelang, W. van den Berge, kan zich helemaal vinden in de woorden van Meeuwsen. „Het is echt heel jammer dat Maaskant vertrekt uit Bruinisse. Het is een bedrijf dat ons als

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 206

visserijvereniging na aan het hart ligt. Zonde dat zo'n oer Bru's bedrijf weg gaat uit het dorp. We konden er altijd terecht voor reparaties en daar zullen we nu voor naar Stellendam moeten."

Ook wethouder A. Verseput (economie, tevens kernbestuurder voor Bruinisse) zegt het vertrek van de Bruse scheepswerf te betreuren. „Voor mij als wethouder is het heel belangrijk dat de werkgelegenheid behouden blijft maar het blijft heel erg jammer dat Maaskant verdwijnt uit Bru. Maar het is iets waar je als gemeente geen vat op hebt." De sluiting van de Bruse scheepswerf komt voor Verseput niet als een volslagen verrassing. „Vorig jaar werd nog maar één schip nieuw gebouwd bij Maaskant. Dan kun je op je vingers natellen dat je het dan niet lang meer volhoudt."

Het is de bedoeling dat de Bruse werf nog voor het einde van dit jaar ontmanteld wordt. Wat er met de leegkomende bedrijfsruimten gaat gebeuren, is nog niet bekend. Damen Shipyards heeft besloten de activiteiten van scheepswerf Maaskant Bruinisse over te hevelen naar de vestiging in Stellendam . Het personeel gaat mee.

### Open avond scheepswerf Hoogezand

Donderdag 13 september is er van 16.00 tot 20.00 uur een open avond bij Bodewes Shipyards in Hoogezand. Een mooie gelegenheid om de spectaculairste industrie binnen onze gemeente wat beter te bekijken. Verschillende scheepstypes zijn open voor bezichtiging, en aan boord wordt uitleg gegeven. Ook kunnen de hallen bekeken worden en worden er verschillende films vertoond. Een mannenkoor zal de open avond muzikaal ondersteunen.

Het gaat goed met de scheepsbouw in Hoogezand. Bij Bodewes alleen al liggen de kades vol met nieuwe schepen, en zal er iedere drie weken een worden opgeleverd. Kijk ook op [www.bodewesshipyards](http://www.bodewesshipyards) voor de komende tewaterlatingen.

## 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](mailto:mail@workships.nl)

Website : [www.workships.nl](http://www.workships.nl)

## \$2 Billion Port Everglades Expansion: Bigger Cruise Ships, More Freighters

Larger terminals for super-size cruise ships, more berths for freighters and a wharf to handle imported crushed rock for construction will be built at Port Everglades over the next 20 years as part of a \$2 billion expansion.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2006

But the plan also includes the deepening of the entrance to the port that some environmentalists oppose because of nearby reefs. A canal popular with manatees would be realigned, and cargo docks would be extended into surrounding wetlands.

Port administrators tout the plan as a way to continue growth in both cruise and cargo business. The port ranks as one of the nation's three busiest for cruise lines and in recent years has posted record growth in cargo traffic.

"The port is arguably one of the top employers in this county because of all the jobs and business it supports," Broward County Mayor Josephus Eggleston said. "People depend on the port, so this is the right direction for us to move in."

Environmentalists, though, are urging people to fight for the plans to be scaled back. They plan to speak out tonight at a public hearing at the library in downtown Fort Lauderdale.

"It's characteristic of Fort Lauderdale in general that expansion is good no matter the cost," said Gary Hecker, co-chairman of the Broward Independent Green Party. "They want more money and don't have much regard for what that does to the environment."

For the cruise portion of its business, the port is proposing renovating berths to handle Royal Caribbean's next generation of ships that will each carry up to 6,400 passengers. The cruise line has been negotiating with the port to locally base at least one of the two Genesis-class ships now being built.

More parking would be added for passengers over the next five years at a cost of \$31 million. After 2012, an additional \$160 million would be spent on a passenger transfer station and connecting sky bridges to ease arrivals and departures.

At the same time, the terminal used by the gambling cruises that depart daily from the port will be eliminated to allow the expansion of the neighboring Broward County Convention Center. County officials said they would try to accommodate the cruises elsewhere in the port, but are not interested in building them a new home because of concern expanded gambling onshore will eventually end those cruises.

Some of the largest changes would be to expand the port's cargo trade, including expanding the turning notch and filling in the Tracor Basin.

The turning notch would be extended into 9 acres of nearby wetlands in part to allow the port to handle imports of crushed rock. Port administrators said the area faces a massive shortage of the material, which is needed to build roads, homes and bridges, because quarries in western Miami-Dade County are being closed.

The port wants to offset the loss of wetlands by paying for improvements to the county's West Lake Park.

Connections to the nearby railroad would be built alongside storage facilities for both the crushed rock and other imports. The Tracor Basin would be filled in and the discharge canal from the Florida Power & Light power plant would be realigned to expand berthing for cruise and cargo in the middle section of the port.

The discharge canal is a key home for area manatees because of the warm water from the power plant. Its exit into the Intracoastal Waterway would hook to the south.

In the last stage of the plan, docks would be built along the Dania Cutoff Canal for cargo at a cost of \$50 million.

The port business association is largely supportive of the plan, which would be paid for through tariffs at the port rather than by county taxpayers.

The group notes that part of the plan calls for replacing the port's aging bulkheads. But the businesses are concerned about the possibility of having to pay for construction of a limited-access road through the port along Spangler and



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2006

Eisenhower boulevards. The road is largely designed to meet city of Fort Lauderdale development requirements so the convention center can expand.

"The replacement of the bulkheads cannot be minimized, and it is costly," said Margaret Kempel, executive director of the Port Everglades Association. "They hold up the docks and are in desperate need of repair."

The dredging of the port entrance channel is slightly delayed under the plan, until after 2012. The port is budgeting \$320 million for the work.

Anticipating more trade with the Far East, the port and the federal government plan to deepen and extend the 45-foot entrance channel to handle huge cargo ships. But the plan has generated opposition among state and federal environmental officials because it could destroy an estimated 26 acres of reef.



The German salvage tug **OCEANIC** seen anchored in the German Bight

Photo : Pim Korver FILM+VIDEO ©

## Maritime Administration rejects Russian icebreaker

The Finnish Maritime Administration has declined to take a Russian icebreaker that it was offered for use in the coming winter season.

The Finnish state-owned shipping company Finstaship proposed that a Russian icebreaker should replace the multi-purpose icebreaker, the **Fennica**. Argentina has asked Finstaship if the **Fennica** could be sent to Argentina for the coming season to replace the **Almirante Irizar**, the flagship of the Argentine fleet. The Finnish-built **Almirante Irizar** was badly damaged in a fire in April of this year and will be out of commission for a long time.

Argentina needs an icebreaker to provide access to the country's bases on Antarctica. This is possible only during the Antarctic summer - when it is winter in Finland.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2006

Finstaship proposed the 27.000 bhp **Yuri Topchev**, a vessel which was completed in Norway last year, as a temporary replacement for the **Fennica**. The vessel was intended for the waters of Sakhalin, but delays in projects in that area mean that the new vessel would be available for other uses.

The Finnish Maritime Administration feels, however, that although the Russian icebreaker is of modern design, it is not an appropriate ship for Finland, as the crew have no experience of the Finnish winter, or of helping vessels in these conditions.

The **Yuri Topchev's** stern also lacks a fork into which a ship being assisted can place its bow during towing.



## AMUL remains afloat and under tow to SMIT AMANDLA

The Cape Town-based salvage tug **SMIT AMANDLA** was reported yesterday to be holding a position some 38 nautical miles off the Pondoland coast with the abandoned freighter **AMUL** in tow.



The tug arrived on the scene on Saturday in time to take the stricken vessel in tow as the **Amul** drifted down towards the coast near Mazeppa Bay

A spokesperson for **SMIT Amandla** said on Monday that a salvage team would go on board the Amul as soon as possible to undertake a survey of the ship's condition. The spokesperson said that at present there was no significant change in the trim or list of the vessel. Swells in the area were of the order of 3 to 4 metres yesterday.

Meanwhile information also received yesterday indicates that the **Amul** in difficulty off the coast is not the same ship that was reported to have been detained in Hartlepool, UK in August last year. That ship was the **AMUL 2511**, according to the UK Maritime and Coastguard Agency. The ship now off the South African coast was never owned by Russia's Transneft Shipping.

## Samskip verdubbelt frequentie naar Zweden

Samskip schakelt de 366 teu grote **Ute S** in als tweede schip voor zijn ScanBalt dienst. De **Ute S** werd voorheen gecharterd door Transatlantic European Services AB. Die Zweedse rederij koopt voortaan ruimte bij Samskip.

De ScanBalt dienst werd tot nu toe verzorgd door de **Samskip Explorer** van 803 teu die tussen Hull, Zeebrugge, Rotterdam, Helsingborg en Varberg pendelt. Het schip vertrekt elke zaterdag uit Rotterdam om op maandag in Helsingborg aan te komen. De kleinere Ute S zal elke dinsdag in Rotterdam laden en vaart van daaruit naar Helsingborg (vrijdag). De frequentieverhoging is volgens de rederij nodig omdat steeds meer verladers voor een milieuvriendelijke transportmodus willen kiezen. Die trend laat zich vooral in Zweden sterk voelen.

## Durban tug jetty to be demolished

Transnet National Ports Authority (TNPA) said yesterday that the tug jetty situated at the Point next to the NSRI station will soon be demolished. This is part of the port entrance widening project and will involve slicing the jetty into approximately 30 pieces and each section the towed to a pre-selected dumping ground out at sea.

It is expected that the operation of securing the tow and taking it through the channel will take about an hour each, and during these periods no movements will be permitted in the entrance channel. TNPA gave the assurance the activity will take place with the least amount of disruption to shipping.

The first of the 30 pieces is scheduled to be moved on 20 September at 11 am. The sections dumped at sea are expected to form small artificial reefs.

## Seaspan orders eight 13,100 TEU box ships

Seaspan Corporation has signed contracts to build eight 13,100 TEU container vessels with Hyundai Heavy Industries Co., Ltd. and its subsidiary, Hyundai Samho Heavy Industries Co., Ltd. Contract price per vessel is approximately \$165 million resulting in an expected delivered cost per vessel of approximately \$181 million.

The eight newbuildings are scheduled to be delivered between January 2011 and October 2011. With these agreements, Seaspan has expanded the company's contracted fleet to a total of 63 vessels. Currently, 20 of Seaspan's 34 vessels on order are with HHI.

All eight newbuildings have been simultaneously signed to 12-year time charters with COSCO Container Lines Co., Ltd. ("Coscon") of Shanghai, one of the largest container liner shipping companies in the world. The time charter rate is \$55,000 per vessel per day for the duration of the contract, again with no commissions or broker fees.

Seaspan Management Services Limited will supervise the construction of the vessels and then operate the ships at an estimated fixed rate of \$6,750 per day per vessel from delivery.

Upon delivery, based on these operating fees, each new vessel is expected to contribute more than \$17 million in incremental EBITDA per annum for a total exceeding \$136 million for all eight vessels. EBITDA is a non-GAAP measure defined as net earnings before interest, undrawn credit facility fees, taxes, depreciation and amortization of deferred financing fees.

Seaspan CEO Gerry Wang stated: "Building on the success of our agreement to charter eight new 8,500 TEU vessels in April of 2007, we are pleased to further strengthen this strategic relationship with Coscon. Their position as the largest China-based container line and seventh largest in the world combined with their stellar credit quality adds considerable value to this investment. In addition, we believe this transaction for super-sized container vessels demonstrates Seaspan's ability to conduct large-scale, cost-efficient deals in this important asset class."

Wang added, "Consistent with our objective to secure our vessels on long-term fixed-rate charters with leading global customers, our 12-year charters for each of the eight newbuildings provide stable cash flows for Seaspan. With 22



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 2006

newbuilding contracts already announced to date in 2007, Seaspan continues to successfully execute its growth strategy."

"Currently, we have 34 vessels scheduled to be delivered between 2008 and 2011 which will generate predictable and growing cash flows resulting in annual revenues of \$640 million and annual EBITDA exceeding \$500 million by the end of 2011. By significantly expanding our earnings power as we further grow our fleet, we have enhanced our ability to increase distributable cash flow over the long term."

Seaspan plans to initially fund the first installments of its eight new 13,100 TEU container vessels through its existing \$1.3 billion revolving credit facility. Permanent financing is expected to be concluded in the following months.

### Sea Trials of PRISCO's Tanker

The new tanker of PRISCO named "**PRISCO Alkor**" has passed a trial, reports the press-service of the company. прошел ходовые испытания. The trial was realized by the shipbuilders of Hyundai Heavy Industries Yard (South Korea), the inspectors of PRISCO, the crew of the ship and the representatives of Det Norske Veritas.

It is expected that the vessel will be put into operation during the next 10 days.

### PAKISTAN YARDS MISSED 10 ORDERS

According to a presentation about Karachi Shipyard and Engineering Works (KS&EW), given to President General Pervez Musharraf and Prime Minister Shaukat Aziz, Pakistan missed at least 10 orders of billions of dollars for shipbuilding due to capacity restraints.

The KS&EW management presentation claimed that Singapore, Indonesia, Canada, UAE, Korea and Pakistan National Shipping Corporation (PNSC) had contacted Pakistan for building big tankers, DWT general cargo, DWT barge and Aframax, but could not be booked due to limited shipbuilding capacity.

KS&EW said shipbuilding is an attractive industry for developing nations as it employs a large number of workers and involves wide range of ancillary industry. It added that shipbuilding industry can help Pakistan reduce poverty, besides expediting the process of economic development.

It referred to countries which took advantage of shipbuilding industry and were earning considerable foreign exchange from it. These were Japan, Korea, China and Vietnam.

The KS&EW said it has already 10 years' orders to enhance its profit reasonably. It would also build submarines (S/M R&S) and corvettes and FACs, survey vessels for Pakistan Navy besides negotiating with Karachi Port Trust (KPT) for building of tugs, tender ferry OPVs (MSA). It is also negotiating contract for building 9600 t /7000 t commercial tankers. The presentation was indicative of below capacity docking. It mentioned that KS&EW has 88 months' scheduled docking and 17 months' unscheduled docking against requirement of 105 months. It showed a big shortfall in capacity and requirement.

It also demanded big ship lift system at some alternative place as it was not possible at the present location. A comparison showed that Pakistan was at disadvantage in the region since its docks capacity is very small in comparison to competitors. Pakistan has only 26000 (?) docks size against Singapore 500,000, Dubai 600,000, Bahrain 500,000, and Oman 600,000. The presentation also underlined the need of better ship repair facilities to meet local demand and get business from foreign clients. KS&EW claimed that Pakistan needs shipyards with bigger docks to take advantage of the opportunities, and Gwadar could be the best option for it.

It maintained that the global capacity for shipbuilding has exhausted and it was the right time for Pakistan to enter this industry with additional capacity to earn sizeable foreign exchange from it. Both President and Prime Minister agreed with the basic concept of the presentation and approved a number of its recommendations to make Pakistan's shipbuilding industry vibrant and profit-making, in real terms.

## MOVEMENTS



The **COSCO ASIA** is the largest cargo ship ever visited the port of Antwerp, the liner with a capacity of 10.061 TEU's and is having a length of 349 mtr, beam of 45.6 mtr, The COSCO ASIA arrived Thursday and departed again Saturday morning

Photo : Wim Kosten – [www.maritimephoto.com](http://www.maritimephoto.com)

## REQUEST



The editor received a request, the owner of the **DOLCE FAR NIENTE**, (the former Dutch tug **CLYDE**), which is equipped with 2 **Smit-MAN 6 Cylinder** diesel engines model **RB666** is looking **on short notice** for in total **14 INLET and OUTLET (EXHAUST) valves** for this above mentioned engines, does one of the readers know an address or contact person to obtain this valves.

New valves are ordered by the owner of the vessel, but this valves are having a long delivery time, if you know valves for this type of engine the owner is willing to return the new valves to you in a later stage.

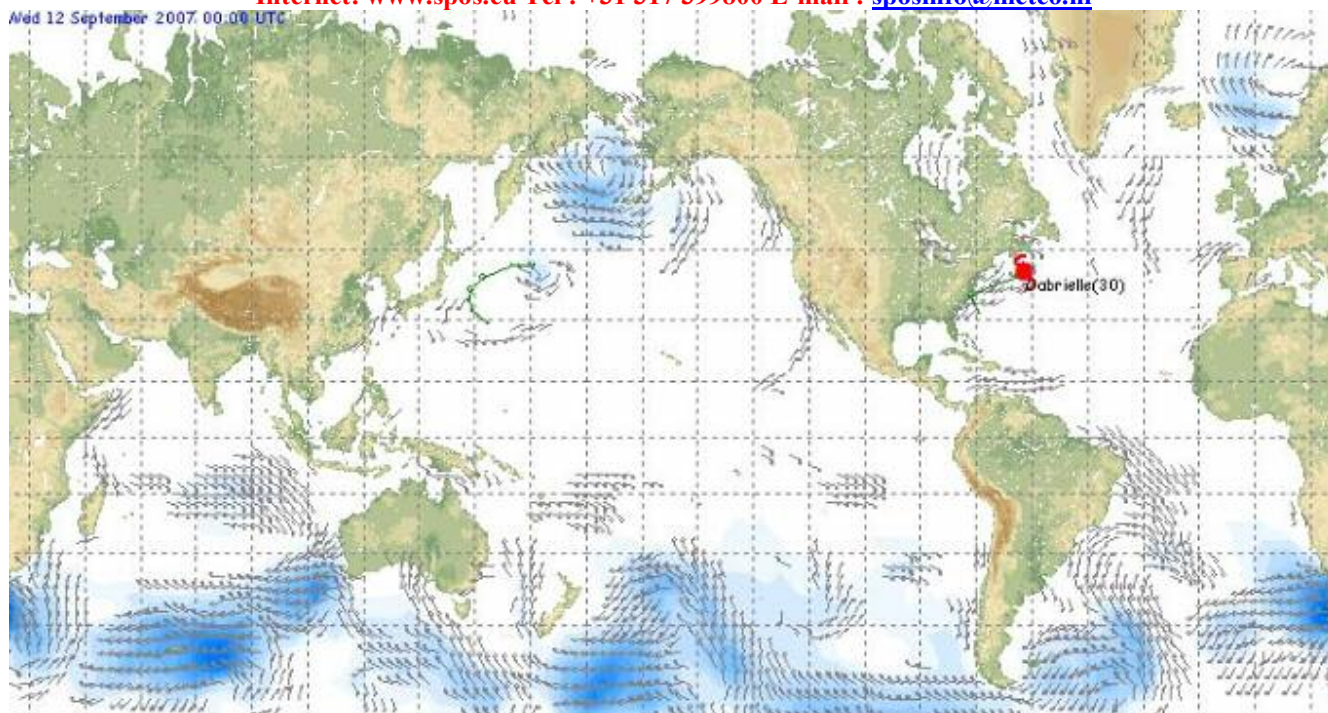
**Your help in this is highly appreciated!**

## MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: [www.spos.eu](http://www.spos.eu) Tel : +31 317 399800 E-mail : [sposinfo@meteo.nl](mailto: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 ....





First picture (?) of the new installed **Pipe Line End Terminal Tower (PLET)** on board **Thialf** in the Gulf of Mexico  
**Photo : Jan Berghuis - master Retriever ©**

## .... REACTION FROM READERS.....

Geachte heer Sinke,

Wat een verrassing om de special van uw krantje te ontvangen. En wat een schitterende foto's. Ik heb al diverse mailtjes met kiekjes gehad, maar dit is voortreffelijk. En dan te bedenken dat de Telegraaf een eigen fotograaf heeft gestuurd zonder enig resultaat. Vannacht heb ik het artikel nog even gecorrigeerd. De geplaatste foto was niet denderend en uiteindelijk heeft de redactie alles geschrapt. Op internet heeft de Telegraaf alleen maar een videofilmje....

Ik denk dat veel mensen van uw special zullen genieten. Nogmaals dank.

We hebben elkaar vlug even gezien, ik was juist alle schepen afgeweest met de briefing voor de vlootschouw.

Ik ben zelf een trouw lezer van uw krant, al heb ik geen scheepvaart verleden. Maar als geboren Terschellinger heb ik nu eenmaal affiniteit met dit werkterrein. Ik ben ook 9 jaar vice-voorzitter van de Stichting Eendracht geweest en was mede verantwoordelijk voor de aanpak en bestelling van de "nieuwe" Eendracht destijds.

Tot een volgende gelegenheid!

Martinus Kusters

Distribution : daily 3125 copies worldwide

Page 24

9/11/2007



## **DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 206**

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.