

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 207



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EVENTS, INCIDENTS & OPERATIONS



Inbound for Glasgow this week with a cargo of plywood was the very smart **FEDERAL SCHELDE**.

Photo : Tommy Bryceland. SCOTLAND ©

Suez Canal contract for DHV

The Port Said Port Authority (PSPA) and the General Authority for Industrial Development have commissioned DHV, the Dutch consultancy and engineering group, to draw up a masterplan for the new port and industry complex to be developed to the east of Port Said.

The project partners are the Dutch ECORYS and Nile Consultants from Egypt.

Port Said is located on the Mediterranean side of the Suez Canal, through which 30 per cent of the world's container transport and 13 per cent of the world's trade flows.

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DHV is responsible for the analysis of the port and industry complex development required for the stimulation of economic growth in Egypt. It will also design the basic facilities, such as the harbor basins, quays, (rail)roads as well as those for electricity and (waste)water supply.

Apart from the hard infrastructure, the plan will also cover management and logistical concepts, safety and customs facilities. Lastly, the plan will encompass residential and recreation development.

"This is one of the most promising port projects in the world, and will have to play a pivotal role in Egypt's economic development," said Wim Klomp, project manager at DHV.

Thanks to the unique location on the entrance of the Suez Canal and the large amount of available construction space, the project has attracted the attention of all the large shippers and terminal operators.

The development area involves a total of about 120 km², which is 20 percent more than the surface of the entire Rotterdam port area.

Companies are waiting impatiently to invest in the area and are eagerly looking forward to the future development vision. DHV will draw on its extensive expertise in hydraulic engineering, port operations and industry-complex development to create a strategic and sustainable vision and to advise the Egyptians on its implementation.

The projected investment in the port and industry complex by the Egyptian government and the private sector amounts to about Euros 100 billion over the next 20 years.

Last year Port Said recorded the biggest jump in the world rankings of container ports. Currently it is ranked 35th (up from 67th). The goal is to be part of the top ten container ports. "The masterplan is the first step toward meeting this goal," explained Mr Klomp.

Rescue boat to cost \$750,000

The Sumner Lifeboat Institute wants \$750,000 for a "world-beater" rescue boat to replace the 30-year-old vessel berthed at Lyttelton. Sumner Lifeboat coxswain Paul Lawson said the current boat, **LPC Rescue**, had served its community well, but wear and tear coupled with a dearth of spare parts dictated an upgrade.

The old boat was bought from Britain in 1998, having already been on the sea for 20 years. It cost \$100,000.

The new one will be built by Christchurch engineers, using local suppliers. Lawson described the proposed boat as "a high-speed, slipway-launched, fast-response boat", which would be kept at Sumner.

The new design would knock vital time off rescue missions. Lawson said the old boat posed no danger to the public, despite needing \$300,000 to \$400,000 worth of repairs over the next five years. "It's just too slow for modern search and rescue," he said.

"Our core business is saving lives at sea and we need to get there in the 'golden hour' to have the best chance of that." The current boat takes about 40 minutes to clear Lyttelton Harbour. The new boat should take no longer than 12 minutes to launch and could be 30 miles to sea within an hour. It will travel at 32 knots, twice the speed of LPC Rescue.

Lawson said the new boat would make the Sumner lifeboat fleet more efficient, allowing a different approach to search and rescue. It can travel faster, in shallower waters with a smaller crew. A naval architect has been employed for the boat's design, including better survivors' facilities and more efficient layout for medical care.

Of the \$750,000 price tag, Lawson said: "The first life any boat saves means it has already paid for itself". The institute has applied for grants from community trusts and is seeking donations. The new boat could be on the water by November next year.



The above photo is showing Titan's **David Parrot** bringing his private boat through a bridge in Virginia. He was told he would have to wait 24 hours for the bridge to open and, being a salvor, he found a way to get through without waiting. Apparently this incident caused a bit of a local stir as there were numerous reports to the Coast Guard of a boat sinking under the bridge.

New maritime regulations

As the world sees fewer maritime accidents and accidental oil spills, the role of Class is about to change, according to Tor E. Svensen, the recently appointed chairman of the International Association of Classification Societies (IACS).

Svensen was addressing a lunch talk in Singapore last Friday that had been arranged by the Singapore Shipping Association. The subject of his address was 'Regulatory Developments now and in the Future - A Class Perspective' and Fairplay goes on to quote him, "While safety and quality will remain top priorities, class will focus on other issues around safety at sea and the global environment. Class will have to tackle issues such as controlling air emissions from ships, which will see attention shifting from local to global CO2."

Svensen also warned, "It [class] will also have to brace itself for faster regulatory developments triggered by public awareness of negative aspects of shipping. Most significantly, the IACS chief expressed concern over what he called the EU's attempts to regulate the role and responsibility of class, and asserted that IACS must be more active and efficient in dealing with EU decision-makers."

The thrust of Svensen's speech is to be welcomed, particularly at a time when regulatory pressure from government agencies, ostensibly the EU and the US, is tending to overwhelm the day-to-day business and is impacting directly on to individual operators. Moreover, while such regulatory pressure can be viewed as good in one sense (namely the

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maintenance and policing of standards) too much 'one-sided' pressure can upset the equilibrium of the situation, particularly if that pressure is being driven by political agendas and by bureaucracy.

As a well-respected 'benchmarker' of marine technical standards IACS is well suited to represent the interests of the marine industry and to, perhaps, enhance the role of the International Maritime Organisation (IMO) that by virtue of its constitution is somewhat 'toothless' with respect to enforcement of its Codes and Conventions and that also is not truly representative of the maritime industry. The members of IACS, on the other hand, do have daily, face-to-face, working relationships with ship operators and the organisation is an excellent forum for monitoring the pulse of the industry. Furthermore, the leading members are also 'household names' across industry 'as a whole' which adds to the credibility factor so necessary to deal effectively with government agencies. Svensen's assertion is, thus, very relevant.

However, representation with such government agencies of the type Svensen is alluding to could certainly be reduced if the maritime industry could get its 'act together' once and for all. Indeed, his assertion that the role of class needing to change should, indeed apply to the whole maritime industry.

With a significant degree of polarisation of standards within the industry that is certainly geographical and that is also directly attributable to rogue Flag States, more active industry-based action is vital if pressure from even more legislation is to be avoided. In all such discussions, the issue always returns to that of sovereignty of the individual Flag State and this 'chestnut' is always (rightly) cited as the root of the problem. The IMO has made some progress in its passive way by collating the 'white list' and where the mechanism of Port State Control is operating correctly the enforcement of regulation, the process of detention and the rejection of bad Flags can be effectively enforced, but more is needed across Flag level.

Apart from voicing concern through the forum of the IMO, individual (good) Flags seem to be doing little else. Competent Flag States need to join together with one voice - perhaps in the same way as IACS, so that common rules and standards may be formalised. If an international association of open registers were to be formed it could become an influential voice within the industry. This would bolster the cause of good standards and further isolate those Flags that drag the industry down. Such an association in partnership with IACS could give the industry considerable advantage in its war against erosion of maritime safety standards.

Notwithstanding the above, regardless of the Flag States and regardless of IACS, there are sufficient bodies of competence within this industry to be able to stand together as this world changes and as the role of shipping is becoming ever more important. The secret of success will be to be able to speak with one voice.



Condominiums on ships

At the beginning of Shakespeare's play Twelfth Night, Duke Orsino suggests that people who don't know what they want should go on a very long sea journey so that they can rediscover themselves. Perhaps it is to cater to such lost and rich types that some of the most exclusive luxury cruise-ships are offering condominiums for investment. Cabin owners can, says a recent issue of Newsweek magazine, not just enjoy amenities like floating restaurants, sports facilities, internet-access and theatres but also list exclusive ports of call as temporary addresses.

The first such condominium cruise-ship, **The World**, was launched a few years ago and offers 110 luxury residences, a medical centre, a swimming pool, an art gallery, a spa and restaurants. Ports of call vary with the season but, within a year, The World plans to take in some of the most desirable seaside locales in the Mediterranean, western and

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southern Africa, the Caribbean and Asia. Prices start at \$825,000 for a 31-sq metre studio, including furnishings and an entertainment centre.



THE WORLD – Photo : Willem Kappert ©

The next few years will see the launch of the **Four Seasons Ocean Residences** which will take in the most glamorous events like the 2012 London Olympics, the Rio de Janeiro Carnival and the Monaco Grand Prix. The price for each condominium starts at \$2.8 million.

The year 2010 will see the launch of the **Magellan**, named after the first maritime explorer to circumnavigate the world. Apart from everything else you can think of, this 200-unit luxury liner will offer a heliport, a theatre, a casino and an observatory with a resident astronomer.

Prices start at \$3.3 million but fractional ownership is also available. Getting away from it all can not only be expensive but so entertaining that the seaborne sojourner may never want to return to land again. As James Henry Leigh Hunt observed many years ago, "Travelling in the company of those we love is home in motion."

Großer Teil verlorener Baumstämme angespült

Ein großer Teil der Holzstämme, die der deutsche Frachter "**Storoe**" bei rauer See vor der Nordseeinsel Juist verloren hat, ist an der ostfriesischen Küste gestrandet. Allein an den Stränden von Juist und Borkum seien 800 der rund 2700 Stämme gefunden worden, teilte das Wasser- und Schifffahrtsamt Emden am Dienstag mit. Mehrere hundert Baumstämme hätten das Spezialschiff «**Neuwerk**» sowie die Tonnenleger «**Norden**» und «**Gustav Meyer**» aus der Nordsee geborgen. Der Schiffsverkehr wurde weiterhin vor treibenden Baumstämmen gewarnt. Der 85 Meter lange Frachter wurde inzwischen zum Elbhafen Brunsbüttel gebracht, um die Ursache des Unfalls zu ermitteln.

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Pride of Telemark grounded at Hirtshals



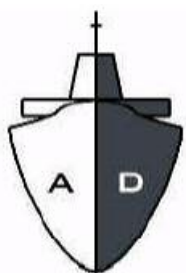
Photo : Peter Jensen ©

Kystlink's passenger/car ferry the **Pride of Telemark** grounded in strong winds on entering the Danish port of Hirtshals September 11th. The ferry of 28,727 gt and built in 1983 was holed and took in water. Divers are currently assessing the damage. The Kystlink managing director Jarle Dragsten, says that all the water is now pumped out and the vessel is stabilised alongside in Hirtshals. No one was hurt in the accident. The ferry had 150 passengers and a crew of 64 onboard and will be taken out of service for an unspecified number of days. The **Pride of Telemark** was en route from Langesund in Norway when the accident happened while manoeuvring to dock the ferry at Hirtshals.

NAVY NEWS

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Pelikaan brengt hulpgoederen



Vannacht arriveerde **Hr.Ms. Pelikaan** in het rampgebied, waar **Hr.Ms. Van Nes** sinds zaterdagochtend hulp verleent aan de slachtoffers van orkaan Felix. Met vereende krachten startten beide bemanningen vanochtend aan een omvangrijke logistieke operatie, om 15 ton aan hulpgoederen direct af te leveren in het zwaar getroffen dorpje Dakura.

Hr.Ms. Pelikaan vertrok zaterdagavond naar het rampgebied, met aan boord een medisch team, een geestelijk verzorger en primaire hulpmiddelen voor de bevolking. Vanaf vanochtend vroeg vloog de boordhelikopter van **Hr.Ms. Van Nes** af en aan om 172 shelterboxen, duizenden noodrantsoenen, zeven pallets met drinkwater, waterzakken, jerrycans, brandstoftankjes, rugzakken en medicijnen aan wal te brengen. Ook nam het schip nog goederen mee om de werkzaamheden op het land te vergemakkelijken, zoals hamers, pikhouwelen, kettingzagen en rubberboten. Het gecombineerde medische team van beide schepen openden vanochtend een medische post in Dakura. In samenwerking met een lokale verpleegkundige konden daar vanochtend de eerste patiënten worden behandeld.



"Een gigantische inspanning", noemt kapitein-luitenant-ter-zee Wolter Sillevius Smitt, commandant van **Hr.Ms. Van Nes**, de operatie. "Maar geweldig om te zien dat de goederen direct terecht komen waar ze het hardst nodig zijn." Het beeld van een klein meisje dat – na dagen niet te hebben gegeten – de crackertjes uit het noodrantsoen in haar knuistjes klemmt, maakte dan ook grote indruk op de commandant. Ook gister besepte de bemanning weer hoe elke inspanning een verschil kan maken. In een dorpje met 5.000 inwoners, waar letterlijk geen huis meer overeind staat, bleek de enige waterput vergiftigd. Met pompen verwijderde het technisch team van de **Van Nes** het vervuilde water, zodat het weer kon volstromen met vers water. Sillevius Smitt: "Toen vanochtend bij controle bleek dat de kwaliteit nu weer goed genoeg is om te drinken, ging er letterlijk een gejuich door het schip. Dat zijn de dingen waar iedereen het voor doet."

Australian-Turkish team explores AE2 submarine

A joint team from Australia and Turkey has initiated the **AE2 Project**, which entails exploratory dives to the Australian **AE2** submarine, sitting in the water at a depth of 73 meters. The submarine was discovered four miles off the coast of Karabigaa, a town in Çanakkale, where it was sunk by an enemy torpedo during the Battle of Gallipoli.

A team of 10 made the dive down to the sunken submarine following a ceremony at the Karabigaa Water Sports Club on Sunday. Australian Consular Officer Peter Rennert, Karabigaa Police Chief Nevzat Evrice and President of the Turkish Institute of Nautical Archaeology (TINA) Oğuz Aydemir were also present at the ceremony.

Vecihi Başarın, project manager and official spokesman for Turkey, noted during the ceremony that the **AE2**, sunk in 1915 after being trapped by the Sultanhisar boat and its crew, has now been liberated.

"During the project, the dive team will make a full exploration of the submarine and prepare a report detailing the feasibility of bringing the vessel to the surface," noted Başarın. "This project exemplifies the friendship between Turkey and Australia. With our joint efforts, the submarine may be brought to the surface as soon as April 2008," he added.

President of the **AE2** Commemoration Foundation Peter Briggs emphasized that this project is the outcome of a rare type of cooperation. He stated that after negotiations between Turkey and Australia, they will either bring the submarine to the surface or publish the results of the research.

Australian Navy Submarine Fleet Commander Adm. Rick Shalders asserted that even the navy isn't well informed about the existence of such vessels. He also thanked both the Turkish and Australian authorities who made this opportunity possible.



The Dutch navy pre-commissioning unit **L 801 Johan de Witt** seen enroute Rotterdam for the world harbour days
Photo : Ferry van Rijsbergen ©

Nuclear Submarine Will Leave from Komsomolsk-on-Amur for India

"Russian defense export (Rosoboronexport)" insisted on increase of the contract value up to 20 billion Rubles

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As city web-site www.komcity.ru reports, the nuclear submarine **"Schuka-B (Pike - B)"** 971, which is being built in Komsomolsk-on-Amur, will be leased by India.

This information was confirmed by Indian military department members in local newspaper "India Today."

According to published information, **"Chakra"** submarine, which is being built in Komsomolsk-on-Amur, will be handed over to the Indian party for ten year leasing almost for 17 billion rubles (650 million USD). It is also said there that this transaction is planned for June 15 of the year 2008.

According to "India Today," "Russian defense export (Rosoboronexport)" insisted on increase of the contract value up to 20 billion Rubles (785 million USD), but India managed to negotiate the reduction of the cost.



Large harbor tug **Manistee (YTB 782)** assists Arleigh Burke-class guided-missile destroyer **USS Fitzgerald (DDG 62)** September 10th into Commander Fleet Activities Yokosuka.

Photo : US Navy ©

First Russian submarine ever to visit Norway

The Northern fleets submarine **"Yaroslav"** will next week be the first Russian submarine ever to call at a Norwegian naval base. The diesel-powered submarine will visit the main base of the Norwegian Navy at Haakonsværn on September 17th.

During the four-day visit, Russian naval officers will get acquainted with their Norwegian colleagues and Norwegian citizens in official and unofficial meetings. They will meet with the commander of the Haakonsværn base as well as the mayor of Bergen.

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In October 2006, a Norwegian submarine made the first-ever visit to the main base of the Russian Northern Fleet - Severomorsk. The Utstein submarine visited the port within the framework of celebrations marking the 100th anniversary of the Russian submarine forces.

Last week, the Norwegian naval vessel **KNM Horten** visited the Northern fleets main base in Severomorsk.

EXERCISE MALABAR 07-02



An F/A-18F Super Hornet assigned to the Strike Fighter Squadron 102, left, and an F/A-18E Super Hornet from Strike Fighter Squadron 27, foreground, fly in formation with two Indian Navy Sea Harriers, bottom, and two Indian Air Force Jaguars, right, over Indian aircraft carrier **VIRAAT** during exercise **Malabar 07-2**. More than 20,000 personnel from the navies of the United States, Australia, India, Japan and Singapore are participating in the exercise.

Coast Guard Cutters Reach Construction Milestones

Northrop Grumman Corporation reached construction milestones on two U.S. Coast Guard National Security Cutters (NSCs), maintaining the production flow of the nation's newest homeland security maritime assets.

The two ships, **USCGC Bertholf (WMSL 750)** and **USCGC Waesche (WMSL 751)**, are being constructed at the company's Ship Systems operation in Pascagoula. On Bertholf, which stands at 90 percent complete, the two main propulsion diesel engines completed a successful light-off. Following this accomplishment, the stern assembly was erected onto Waesche, which stands at 33 percent complete.

The Bertholf light-off was the second phase in an operational test of the ship's combined diesel and gas turbine propulsion system. The gas turbine engine light-off was completed in early August. The Coast Guard will use the diesel engines to conduct the majority of the NSC's operations. The gas turbine engine will be used primarily for high speed and intercept operations.

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The next scheduled events for Waesche include the erection of the forward and aft superstructure grand blocks, followed by the upper bow unit. Only five lifts remain to complete the structure of the Waesche.

The design for the National Security Cutter has evolved since it was proposed in 2002 to meet additional, homeland security-specific requirements identified by the Coast Guard for operations in a post-9/11 operating environment. These include chemical, biological and radiological facilities, a Sensitive Compartmented Information Facility, and more robust aviation installations, among others.

Each NSC will be 418 ft. long with a 4,300 ton displacement at full load, and operate at a maximum speed of 28 knots. The cutter will include a stern launch and recovery area for two rigid hull inflatable boats, a flight deck, and state-of-the-art command and control systems. In addition, the cutter features improved habitability and a sailor-centric design to facilitate optimized crewing and enhance onboard quality of life.

Japanese opposition party tries to sink high-seas refueling ship

For the election-battered, scandal-plagued and competence-challenged government of Prime Minister Shinzo Abe, it has come down to this: if he cannot keep a floating gas station open in the Indian Ocean, Abe may be finished as the leader of Japan.

The high-seas refueling operation has been Japan's principal contribution to the war in Afghanistan.

Over the past six years, Japanese military tankers cruising far from home have pumped more than 480 million litres of fuel, free of charge, much of it into US warships hunting for terrorists and smugglers.

Yet in recent weeks the gas station has become a political cudgel. Emboldened by polls showing about half of the Japanese public wants the fueling operation stopped, the opposition has seized the issue as a way of felling Abe, who has been in office less than a year.

The Democratic Party of Japan clobbered the prime minister's ruling party in a July election and took control of the upper house of the legislature.

Forcing Abe to halt fuel deliveries would be a highly visible way for the opposition to demonstrate the prime minister's political infirmity to a public that, according to polls, already doubts his judgment on appointees and his administrative competence. A champion of strong ties between Japan and the United States, Abe argues that giving fuel to Americans and other allies shows Japan is a reliable partner in fighting terrorism.

"We must do everything we can to somehow continue this operation that is regarded highly by the international community," he said last week. These are bumpy times for the relationship with the United States. Polls show the growing unpopularity of the Bush administration, the Iraq war and of a US-Japan tie perceived as one of master and servant.

Then there are the seemingly endless scandals in Abe's government. Since his election last September, he has been forced to replace five Cabinet members.

The gas station brouhaha will take center stage in Tokyo today when the legislature is convening a session to extend the anti-terrorism law authorizing funding for an oil tanker and a destroyer now in the Indian Ocean. The law expires on November 1.

Pakistan, the one Islamic country in the coalition of naval forces operating in the Indian Ocean, has said that without the Japanese fuel - which has cost Japanese taxpayers close to US\$190 million (HK\$1.48 billion) - it would have to withdraw its destroyer.

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Above seen the **SMIT Clyde** on arrival in Vancouver September 11th after a long trip from Rotterdam. The **SMIT Clyde** will be deployed by **SMIT Marine Canada Inc.** in Prince Rupert to assist the bigger vessels calling on the new container terminal in Prince Rupert.

Photo : Chris Wellstood ©

GL passes 70 million gt mark

Over 6,300 vessels totaling 70 million gt are now under the regular technical supervision of Germanischer Lloyd.

The ship taking the Hamburg-headquartered classification society past the 70 million gt mark is the 1991-built, 24,606 gt bulk carrier John F, owned by Fairsky Shipping and Trading, of Greece. It flies the Cypriote flag, carries the class notation "100 A5 E1 ESP Bulk Carrier" and is ice-strengthened.

Fairsky Shipping and Trading S.A. operates 13 bulk carriers; they have an average age of 13.9 years. The business is run by C. Fostiropoulos and his family.

In only one year Germanischer Lloyd's fleet in service has grown by 10 million gt.

"This is a milestone in the history of the classification society," said Dr. Hermann J. Klein, Member of the Germanischer Lloyd Executive Board, at the classification society's Hellas Committee Meeting in Piraeus today. "Based on the incoming orders we expect a sustained growth rate again."

The current orderbook contains more than 1,400 vessels with 24 million gt under construction worldwide.

In response, Germanischer Lloyd has increased its staff level--particularly in East Asia.

In 2006, a total of 312 employees were hired worldwide. Since the beginning of this year, another 300-plus international positions have been filled. Today, Germanischer Lloyd has more than 4,100 employees worldwide.

Zim to Spend \$1.36b on Container Ships

Zim Integrated Shipping Services Ltd. announced last week it would buy up to eight new mega container ships for \$170m each, for a total of \$1.36b. The company said that it would take an option to buy one more ship and should the option materialize the total order value could reach \$1.53b. According to Zim, the eight ships will each have a container capacity of TEU 12,600.

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The new ships will be delivered in 2012. Last June, Zim Integrated Shipping Services Ltd. bought two container ships of 2,450 TEU each, and will have an option to buy two more, which will be due for delivery in 2010-11.



The **VOS MULL** seen passing Flushing
Photo : Gilles Bronke ©



Malaysia Petra to buy 4 ships from Nam Cheong

Malaysian energy services firm Petra Perdana Bhd plans to buy four vessels from unlisted shipbuilder Nam Cheong Dockyard, a source close to the deal said on Tuesday.

"That's correct," said the source, who declined to be identified. "These are work boats and barges."

Earlier, Petra Perdana had asked the stock exchange to suspend trade in its shares ahead of an announcement on Wednesday. Officials of the two firms declined to comment.

McDermott awarded pipelay contract by state oil company in Azerbaijan

McDermott Caspian Contractors, a subsidiary of J Ray McDermott, was recently awarded a pipelay contract by the State Oil Company of the Azerbaijan Republic (SOCAR).

The contract is for offshore gas pipeline installation in the SOCAR's Bahar field in the Azerbaijan sector of the Caspian Sea.

"This is a fast-track project for SOCAR and a significant award for us," said Dan Houser, Vice President and General Manager, Caspian operations. "In the first quarter of this year, McDermott successfully completed our first gas pipeline

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installation for SOCAR in their Gunashli field. Co-operation with the Azerbaijani government and the State Oil Company was a key aspect of this success, and we are proud to continue to support the development of the oil and gas industry in Azerbaijan.”

Under the contract, McDermott is responsible for the construction of 66.5km of 20in low pressure gas transport pipeline in up to 30m of water depth from the Gas Separation Station at the Oily Rocks to the Gas Measuring Unit in the Bahar field. Pipelay work is scheduled to begin in the last quarter 2007. The pipelay barge **Israfil Huseynov** (PLBG) will be used for the pipeline installation.



The **THORAX** seen moored in Ijmuiden
Photo : Peter Maanders ©

Giuseppe Bottiglieri Buys Two Bulk Carriers

Giuseppe Bottiglieri purchased two more newbuildings at Chinese shipyard Jiangsu Yangzijiang. The President of Giuseppe Bottiglieri di Navigazione SpA shipowning company said that the two bulkcarriers are sister vessels of the six Post Panamax (92.500 dwt) ordered last January. According to the company, in an effort to build the company's modern fleet of bulk carriers, this \$100m investment in the dry cargo sector comes after an order that was placed in January.

Nieuwe bemanning voor Karla Omayra

Door Els Kroon

Vijf Curacaose jongeren staan te trappelen om te vertrekken naar Singapore waar ze aan boord van MS **Karla-Omayra** zullen gaan voor een stageperiode van zes maanden. Emanuel, Marson, Brayan, Romeo en Dominique vormen de tweede groep jongeren, die nautische ervaring gaan opdoen op het onder Antilliaanse vlag varende vrachtschip dat in 2006 werd aangekocht voor dit doel. Voor de twee laatstgenoemden is het de tweede stageperiode aan boord van dit schip. Op 15 april keerden zij terug van hun 236 dagen durende wereldreis, die begon in Turkije en eindigde in de Verenigde Staten. In de tussenliggende periode volgden zij drie dagen per week theorielessen in een kantoor aan de Motetwerf. De overige twee dagen kregen zij praktijklessen aan boord van het cruiseschip Freewinds.



De **KARLA Omayra** in West Palm Beach
Foto : Els Kroon ©

Twee andere stagiairs van de vorige lichting, Merwin en Joseph zijn in de volgende fase van hun leerproject beland en werken momenteel aan boord van chemietankers van de Clearwater Group, die hun vaargebied hebben in Europa. Hun vorderingen en de opgedane ervaring op de Karla Omayra geven de twee nu doorgewinterde zeelieden de mogelijkheid van een vast contract als officier bij deze Nederlandse rederij, als ze over ongeveer een jaar zijn afgestudeerd. De Clearwater Group werkt nauw samen met het Nederlands Antilliaans Zeevaartinstituut en biedt de Curacaose studenten zowel stageplaatsen tijdens het werk-leer traject als een vaste baan na afronding van hun studie. De rederij heeft zeven schepen onder haar beheer.

MS **Karla-Omayra** voer enkele maanden zonder stagiairs omdat er korte tijd geen geschikte kandidaten beschikbaar waren. Stagiairs moeten in scheepvaart voldoen aan een aantal (veiligheids)eisen, ze moeten medisch goedgekeurd zijn voor de job en over een monsterboekje en geldige reispapieren beschikken. De nieuwe studenten zijn afkomstig van VSBO Sint Paulus. Zij lopen de stage in het kader van de PBL (praktische beroepsleerweg) waarin jongeren worden opgeleid voor de arbeidsmarkt. PBL bestaat uit PKL (praktische kader leerweg) en TKL (theoretische kader leerweg) De periode op het opleidingsschip vormt een alternatief project voor hun PKL. Emanuel, Brayan en Marson blijven tijdens de stageperiode ingeschreven in de school.

De nieuwe groep stapt dinsdag op het KLM toestel om via Schiphol en Parijs naar Singapore te vliegen waar ze op 13 juli aan boord van de **Karla Omayra** vertrekken naar Manila en Bantgas in de Filippijnen. Einde juli zal het schip in Sjanghai, China afmeren. Voorlopig hoogtepunt van de reis is de passage door het Panamakanaal, die na de oversteek van de Pacific op het programma staat. Dan gaat het oostwaarts richting de Verenigde Staten met Palm Beach als voorlopig einddoel. Of er studenten aan boord zijn of niet, **Karla Omayra** vaart met een vaste bemanning onder een time-charter, waardoor de route wordt bepaald en het schip rendabel in de vaart is.

Crowley Works to Reduce Emissions

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In an age of increased environmental awareness, new commitments to reducing emissions and pollution in the air, Crowley has invested in engine modifications on its 10 tugboats dedicated to the Puerto Rico/Caribbean liner service and on its four tugs chartered to Trailer Bridge for their Puerto Rico barge service.

Crowley makes four to five trips per week between the United States and Puerto Rico, which provide ample opportunity to test and perfect engine modifications, which have led to lower exhaust emissions and increased performance. Exhaust emissions take on a number of forms including visible smoke, particulate matter and nitrogen oxides (NOx). Crowley is working to reducing all three while achieving heightened performance with decreased fuel consumption.

Through a series of engineering upgrades, Crowley has partnered with General Electric, Rolls Royce, Marine Systems and Interstate Diesel to reduce exhaust, cut engine lubricating oil consumption and save fuel. In addition to using low sulfur diesel fuel, Crowley has installed ECOTIP fuel injectors in all of the tugs in its Puerto Rico service, which has helped reduce fuel consumption and the amount of particulate matter by 44 percent. Additionally, the clarity, or opacity of stack emissions has improved by 75 percent. Also contributing to improved fuel efficiency, cleaner burning engines and reduced stack emissions are new fiberglass air filters with a pleated paper design. These filters provide less restriction of airflow into the engine and better air cleaning prior to entering the tug's turbocharger thereby maintaining efficiency.

Additionally, the tugs have special four-pass aftercoolers instead of traditional two-pass coolers, ensuring that the air temperature is lowered and density is increased as the air enters the engine. The cooler, denser air flowing into the engine allows for more complete combustion and increased fuel efficiency while maximizing the engine's power. Vent modifications and stronger vent fans in the engine room keep the air pressure up and the temperature down. The further cooling of this ambient air temperature again increases efficiency and reduces fuel consumption and stack emissions. New extended life, emissions-reducing power packs have been installed for testing purposes in some of the tugs in the fleet. Also proving their worth are custom designed piston rings, which require less oil for operation. The final piece of Crowley's move towards more efficient, environmentally friendly tugs is the development and installation of new generation Rolls Royce propellers. The new generation work wheels provide state of the art hydrodynamic design, which significantly improves cavitation, performance and overall efficiency. The combination of these different modifications have all worked together to decrease oil and fuel consumption while not compromising efficiency and speed, thus allowing Crowley to maintain the service schedule and sailing frequency to which the people of Puerto Rico have become accustomed.

A Commitment to Reduce Fuel Consumption and Lower Emissions on Land Too On land, to minimize emissions in its trucking operations, Crowley has joined SmartWay Transport Partnership. This voluntary program, which is affiliated with the US Environmental Protection Agency, addresses energy efficiency in the transportation industry. Crowley has committed to develop strategies that will reduce idle time and improve miles per gallon in its trucking operation and in its trucking partnerships. Crowley has a long history of environmental protection. A Crowley Safety in Towing Handbook published in 1970, twenty years before the Oil Pollution Act of 1990, contains operational procedures to prevent spills that many years later became law. This early interest in keeping our harbors and oceans clean has developed into a strong company culture of environmental stewardship. Recent examples are Crowley's certification to the international standard ISO 14001 Environmental Management System; certification of the 650-3, a new 185,000-barrel petroleum barge, by Lloyds Register Group under its Green Passport program; and special recognition by several prestigious government organizations of Crowley's environmental stewardship - including the U.S. Coast Guard's William Benkert award for environmental excellence, Washington Department of Ecology Exceptional Compliance Program, and the Pacific States / British Columbia Oil Spill Task Force Legacy Award.

Genco to Sell Handymax Vessel

Genco Shipping & Trading Limited announced that it has reached an agreement to sell the **Genco Commander**, a 1994-built Handymax vessel to Dan Sung Shipping Co. Ltd. for \$44.45m less a 2% brokerage commission payable to a third party. The Company expects to realize a net gain of approximately \$24m from the sale of the vessel in the fourth quarter of 2007. The company plans to use the proceeds from this sale to pay down debt following its recent agreements to acquire a total of 15 drybulk vessels. The delivery of the **Genco Commander** is expected to take place upon the expiration of the vessel's current time charter between October 1, 2007 and December 31, 2007.

SMIT acquires GB Diving

SMIT hereby announces that it has acquired all shares of **GB Holding B.V.**, the parent company of the renowned subsidiaries **GB Diving B.V.** (oil & gas) and GB Diving - Inshore B.V. (civil). GB Diving is a Dutch company that provides ROV (Remote Operated Vehicles) and diving services, including project management, project engineering and related services for the high end of the oil and gas market.

GB Diving's 30 employees will be integrated into the **SMIT** organisation as a business unit named SMIT Subsea Europe. This new business unit will join **SMIT Subsea Africa** and **SMIT Subsea Middle East**, thus becoming the third regional subsea centre in the subsea network.

For SMIT, this acquisition represents not only the addition of ROV technology and expertise to its range of services, but also a geographical expansion of its subsea activities, helping it better serve its customers worldwide.

This acquisition will not affect the jobs of any SMIT employees, nor those of GB Diving employees.

Nieuwbouw voor Europoort-Harwich

Stena bestelt ro/pax-schepen in Zuid-Korea In 2011 neemt Stena Line grotere schepen in dienst tussen Rotterdam en Harwich. De overtocht wordt dan een uurtje korter. De Nederlandse branche van de Zweedse ferrymaatschappij Stena Line is er weer eens in geslaagd om de nieuwste schepen van de rederij naar zich toe te trekken. Amper een jaar na de inzet van twee nieuwe recordschepen met een garagecapaciteit van 5,5 kilometer op de route Hoek van Holland-Harwich, zal in 2011 ook de capaciteit van de dienst Europoort-Harwich fors worden verhoogd.



The **STENA PARTNER** – Photo : Piet Sinke ©

Stena Line nam vijf jaar geleden de P&O Ferries-dienst tussen Europoort en Felixstowe over en verhuisde de Britse aanloop ervan naar Harwich. De ro/ro-schepen van de route werden overgenomen en omgedoopt. Deze bijna dertig jaar oude eenheden verzorgen nog steeds een dagelijks vertrek per richting. De **Stena Transporter** die 1.300 meter vracht laadt, vaart vijf keer per week over en weer, terwijl de **Stena Partner** en **Stena Transfer** (1.850 meter vracht) elk zes keer per week de Noordzee in beide richtingen oversteken.

Het trio wordt in 2011 vervangen door twee nieuwe schepen die ruim vier kilometer vracht meenemen. Het worden zusterschepen van de **Stena Trader** en **Stena Traveller** die tussen Hoek van Holland en Killingholme varen. In tegenstelling tot die eerste twee krijgen de nieuwe eenheden er al van bij de bouw een extra garagedek bij. Er worden ook dertig extra hutten voorzien, zodat beide schepen driehonderd passagiers (in 130 hutten) kunnen overzetten.

Stena plaatste de order ter waarde van 294 miljoen dollar bij Samsung Heavy Industries. Die Zuid-Koreaanse werf moet het eerste schip in het eerste kwartaal van 2011 opleveren. Het zusterschip volgt in het derde kwartaal. Met de twee nieuwe schepen zal de rederij evenveel afvaarten per dag en per richting aanbieden. Dat is dus een dagelijkse afvaart minder dan nu, maar de dagelijkse capaciteit gaat anderzijds wel van 5.000 naar 8.000 strekkende meter per richting. Omdat de nieuwe schepen aanzienlijk sneller zijn, wordt de overtocht vanaf 2011 ook ingekort van 7,5 naar

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6,5 uur. Volgens Pim De Lange, directeur voor de regio Noordzee bij Stena, is het nog niet duidelijk wat er met de **Stena Transporter**, **Partner** en **Transfer** zal gebeuren. Ze komen mogelijk van pas om nieuwe routes te starten. De Lange bevestigde in juli na de doop van de **Stena Traveller** dat hij graag een dienst tussen Europoort en Killingholme wil beginnen. Ondanks het feit dat Cobelfret Ferries sinds kort tussen Oostende en Harwich vaart, blijft hij ook nog broeden op een veerdienst tussen een Belgische haven en Harwich.

MOVEMENTS



The Greek **Herakles 3** seen at Rhodes
Risto Brzoza ©



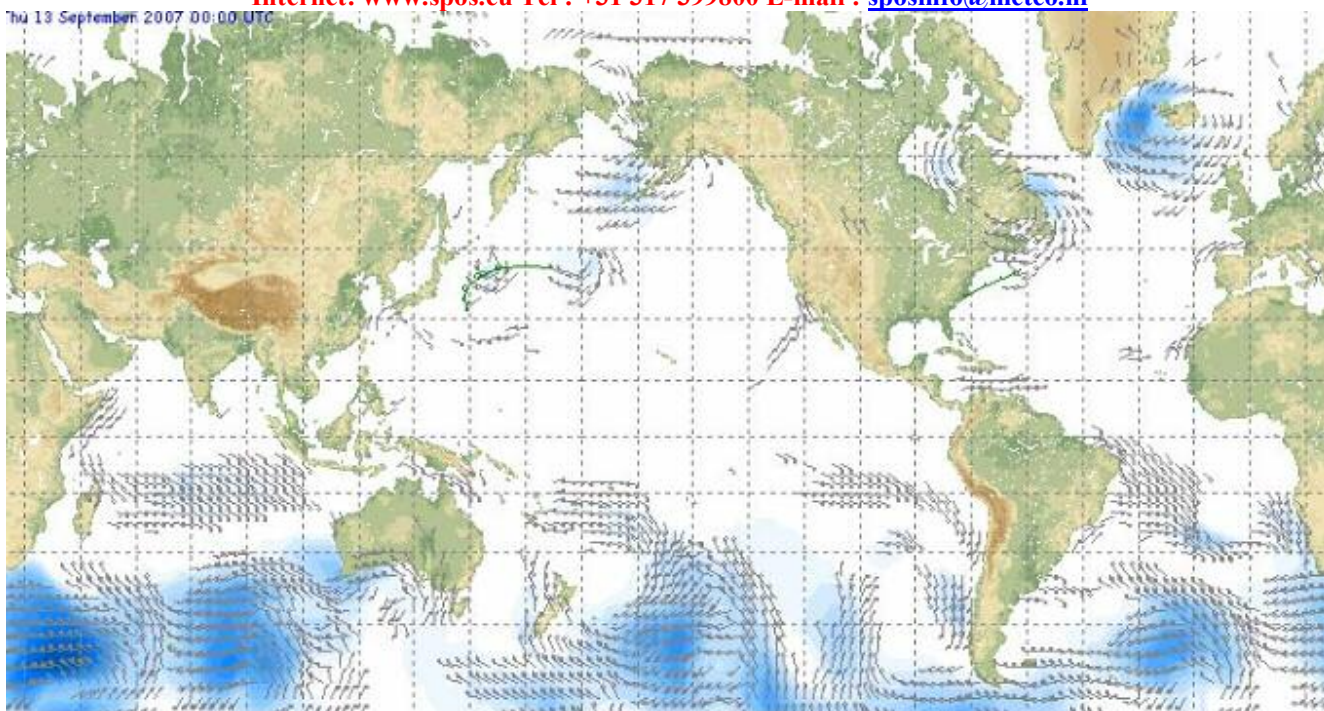
Svitzers **SINGAPORE** departed with the **AMT TRADER** from Rotterdam towards Mexico
Photo : Nico Ouwehand ©

MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The **LISA-A** seen jacked up at the Robin Rigg's location in the Irish Sea

Photo : Sylvia Tervoort ©

.....WHO IS WHO.....

In this section the contributors to the **SHIPPINGNEWS CLIPPINGS** will be introduced to the readers

GAETAN SPOORMANS



Regularly photos and news send by **Gaetan Spoormans** can be found in the shippingnewslippings, **Gaetan** is 28 years old and working, as can be seen above for COSCO in the port of Antwerp for the last 7 years, at present at the Logistic department.

At the picture **Gaetan** is seen at the bridge wing of the 349 mtr long **COSCO ASIA**, the largest cargo vessel ever visited the port of Antwerp with a capacity of 10.062 TEU, the **COSCO ASIA** entered service August 6th, 2007 and is able to generate a maximum speed of 29.2 knots (during trials) and the service speed is 25 knots.

Gaetan thanks for send the information and photos !! it is appreciated by all the readers worldwide.

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