

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 212



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Heerema's HERMOD arrived in Rotterdam-Europoort during heavy rainfall Monday afternoon

Photo : Jan Oosterboer ©

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EVENTS, INCIDENTS & OPERATIONS



Above seen the bunker tanker "**GARHOUD**" of 5204 DWT, and build 1988 in Kurushima and owned FAL BUNKERING, leaving Jebel Ali Port September 14th

Photo : Reinier Meuleman ©

Crew safe after jack up rescue effort



Almost 40 crew members had to abandon their rig after it began listing in strong winds in the Solway Firth. The jack-up rig **Lisa A** was being used to work on a wind farm development between Scotland and England.

However, a rescue operation was launched after fears that the vessel was in danger of overturning in gale force winds on Sunday night.

Coastguard teams and helicopters from both sides of the Solway Firth took part in the rescue. It is thought that the crew sent out a mayday at about 1950 BST on Sunday.

All
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crew members escaped without injury. During the operation, two of the vessel's legs bent, causing it to list at over 10 degrees. The rig was being used in construction of the £325m Robin Rigg wind farm development half way between the Cumbrian and Galloway coasts.

Coastguard officers have praised the vessel's crane operator who played a key role in the rescue. It was decided the best way to transport the crew to safety was to use the **Lisa A's** own winch. "I have got to say the crane driver of the barge Lisa A was superb," said coastguard officer Davey Thomson.

"He stayed on the barge to the very end and lifted every single member of the barge off to the safety vessels."



The crane operator was eventually lifted from the rig by helicopter. A spokesman for the company behind the development, E.ON, said it would be carrying out a full investigation of the incident. "It is very early days and we have launched an investigation to find out what precisely went on," he said. However, he said the first indications were that one of the rig's legs had pierced the sea bed causing it to list. "We are going to find out precisely what happened and ensure it does not happen again," he added.

Work on the Robin Rigg scheme was delayed earlier this year by the late arrival of the jack-up barge. The Rotterdam-based barge needed to undergo vital maintenance work. The E.ON spokesman said they did not believe there was a connection between that work and the incident on Sunday night.

Israel fears terror attack at sea

Israeli officials say global jihad terrorists planning attack on Israeli cruise ship sailing in Mediterranean .

An Israeli official told the newspaper that security officials believe terror groups plan to use a boat laden with explosives to sink an Israeli cruise ship in the Mediterranean. "We have warning about terror plans to carry out attacks abroad," the official said. "One scenario is an attack using a ship or a boat carrying explosives."

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The official said that security would be boosted onboard Israeli cruise ships whose sailing lines would be altered.

"There are various scenarios: booby-trapped boats, using boats to fire explosives at passenger ships and more. Over Sukkot many Israelis are leaving for cruises from Haifa and Ashdod and we have to ensure that these ships are well protected," the official added. But officials at the counter-terrorism bureau said that global jihad terrorists were always planning attacks against Israelis abroad.

"The intentions of members of the global jihad to attacks Israeli ships are well known. Over the last two years there were two attempts to target Israeli ships in Turkey. Al-Qaeda there has them in sights because they are packed with hundreds of Israeli tourists and are therefore an attractive target to attack," the officials said.



The **SEA TIGER** seen enroute Rotterdam-Europoort

Photo : Jan Oosterboer ©



New Flame moves into next phase

The operation to remove the fuel from the vessel has been successfully completed. 780 cubic metres of fuel has been removed in just 30 days, despite the exposed location of the vessel and the loss of 10 days due to inclement weather.

No fuel has been spilled from the **New Flame** into the sea. The Gibraltar Government would like to congratulate the salvage Company, TSAVLIRIS of Greece for the successful completion of this important part of the salvage operation.

The salvage operation now moves into its next phase which is the removal of the ship. Due to structural degradation suffered by the vessel during the collision and subsequently, it will not be possible to extract the ship in one piece. The ship will therefore have to be cut into two sections, at a point about one-third of its length, from the bow, just forward of No2 crane. The stern section, comprising two thirds, of the ships' length and three cargo holds will be removed first. This section will float and will be towed away to safe waters in the Bay of Gibraltar where some of her cargo will be removed at anchorage to enable her to be brought alongside. Once alongside the remainder of the cargo will be unloaded and the stern section towed into Cammell Laird Gibraltar Dry Docks.



Above seen the Tsavlis tug **MEGAS ALEXANDROS** moored alongside the **NEW FLAME** off Gibraltar
Photo : Tsavlis Salvage ©

The bow section, consisting of about 1/3 of the ship's length and two cargo holds will then be removed, in sections, including the cargo, which consists of non-oil scrap metal. These salvage operations are currently being engineered. The removal of the stern section could begin in around three weeks time, and will take about one month to complete. The operation to remove the whole of the ship might take upto 6 months, subject to weather conditions. This phase of the operation does not represent a risk of a pollution event.

During the salvage operation the site will be marked by four lit wreck buoys in the normal manner, and a one-mile exclusion zone maintained. The Gibraltar Government wishes to express its gratitude and appreciation to the Spanish authorities and to the European Maritime Safety Agency for their offers of support and collaboration should it be needed.

Sailor rescued near Wells Harbour

A 63-year-old sailor who feared he was in danger of being swept out to sea was rescued by Wells Lifeboat.

The man called coastguards from his mobile after getting into difficulty in Wells Harbour. He was rowing to his catamaran, Whisperer, in an inflatable tender when he found he was making little headway and was concerned about the strong ebbing tide. Yarmouth Coastguard alerted Wells Lifeboat at 1.40pm and the inshore lifeboat, Jane Ann III, was launched to go to his rescue. When the crew reached him he had managed to land his craft on the area known as The Reach which is a well-known beach area about half a mile east of Wells Boathouse, near Pool Buoy. The crew of the inshore lifeboat towed him back to safety.

MAASVLAKTE 2 DEAL SIGNED

AN agreement to build the euros900m (US\$1.25bn) Maasvlakte terminal at Rotterdam, Rotterdam World Gateway (RWG) was signed by Hans Smits, CEO Port of Rotterdam Authority and by representatives of each of the partners of the Rotterdam World Gateway consortium: DP World, APL, Mitsui OSK Lines (MOL), Hyundai Merchant Marine (HMM), and CMA CGM. Mr Smits said: "The new Maasvlakte 2 provides a high-quality site. Such new terminal locations are very scarce in Europe and this will be even more the case in the next decades. This called for partners able to fill the new terminal, deliver both financially and operationally, while optimising hinterland connectivity as part of the effort to reduce environmental impact of container traffic. Rotterdam World Gateway proved to be this partner!"

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The agreement for the operation of the terminal was originally announced on 12 July. It will be the first terminal to be set up on the new site. The terminal will have a 1900-metre long deep-sea quay with a depth of 20 metres, a 550-metre quay for inland shipping and feeder vessels and its own rail terminal with a connection to the Betuweroute. It will have a capacity of some 4 million TEU. The terminal will be phased into operation from 2013 onwards.



Kaitaki (ex *Stena challenger*, ex *Pride of Cherbourg*) seen departing September 16th from Wellington, New Zealand. The vehicle/passenger ferry operates between the North and South Island's of New Zealand. The three and half hour sailing cross's Cook Strait one of the more rough stretches of water in the world.

Photo : Alan Calvert ©

Man jumped from Cargo ship

One of two men who jumped from a cargo ship bound for New Jersey was found by fishermen Monday off Staten Island, and a search was on for the other, police said. The men were crew members on a 797-foot ship called **Manhattan Bridge** that originated in France and was headed for the port of Newark, N.J., police said. "They physically jumped off," Police Commissioner Raymond Kelly said. The rescued man was taken to a hospital, where his condition was not immediately released. Authorities said the man still missing is from Bangladesh.

Grounded Container Ship Re-floated

An 872-ft. container ship that went aground on the Columbia River near St. Helens, Ore., was re-floated. The Korean flagged container ship, **Hanjin Beijing**, became grounded near river mile 84. There are 15 crew members aboard.

Coast Guard Investigators, Marine Inspectors and four tugboats were responding to assess the vessels situation when the vessel re-floated due to changing river and tide conditions. Tugs will escort the vessel to Kalama, Wash., where it will undergo a damage survey prior to departing for Japan, its next port of call. There is no sign of pollution and initial tank soundings and damage assessments have determined that the vessel is not taking on water. No injuries have been reported.

CASUALTY REPORTING



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One dead, four missing in Yangtze ship, ferry collision

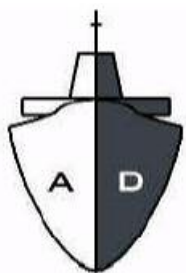
One person was killed and four others went missing after a ferry hit a ship and sank in the middle reaches of the Yangtze River on Sunday, the local maritime bureau said on Monday. The ferry was en route from Jiangxia district to Hannan district in Wuhan, capital city of central China's Hubei Province, when it hit a ship from the southwestern Chongqing Municipality at 3:00 p.m., a spokesman with the Yangtze Maritime Bureau said.

He said all the 11 people aboard the ferry fell into the water. Rescuers retrieved seven people on Sunday, one of whom died despite emergency treatment. The bureau has sent four patrol ships and mobilized more than 20 ferries and fishing boats to search for the four people who remain missing, the spokesman said. The local government has launched an investigation.

NAVY NEWS

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The 1989 build US Coast Guard cutter **WMEC 913 MOHAWK** visited Willemstad (Curacao)

Photo : Kees Bustraan ©

TECHNICAL DETAILS USCG MOHAWK

D: 1,200 tons light (1,780 fl) S: 19.5 kts Dim: 82.3 (77.7 wl) × 11.58 × 4.11
A: 1 76-mm 62-cal. Mk 75 DP; 2 single 12.7-mm mg; 1 HH-65 Dolphin helicopter
Radar: 1 Raytheon SPS-64(V)1 nav.; 1 Raytheon SPS-64(V)6 nav.; 1 Sperry Mk 92 Mod. 1 f.c.
TACAN: URN-25
EW: Raytheon SLQ-32(V)2 intercept; Mk 36 SRBOC decoy syst. (2 6-round Mk 137 RL)
M: 2 Alco Model 18V-251E, 18-cyl. diesels; 2 Escher-Wyss CP props; 7,200 bhp
Electric: 1,350 kw (3 × 475 kw Kato sets, Caterpillar D398 diesels driving)
Range: 3,850/19.5; 6,370/15; 10,250/12 Endurance: 14 days
Crew: 11 officers, 89 enlisted + 16 aircrew

South African visit by US destroyer is confirmed

The US Consulate in Durban has confirmed that **USS Forrest Sherman (DDG 98)**, one of the most modern and powerful destroyers afloat, will call at Durban within the next week, followed by a visit to Cape Town. The Forrest Sherman, an Arleigh Burke-class multirole guided missile destroyer, is currently on a visit to Maputo in Mozambique.



The ship's commanding officer is Cmdr Dean Vesely and the vessel carries a crew of about 360.

The Arleigh Burke class of destroyer is a modern ship with a length of 155m length which displaces 9,200 tons fully loaded and is regarded as the mainstay of the US Navy surface fleet in the first part of this century. Thirty-four ships in the class have been built or are on order.

USS Forrest Sherman, as part of a newly established task force dedicated to the African East and South Coast region and which is known as the Southeast Africa Task Group 60.5, has also paid visits to Djibouti, Dar es Salaam and Moroni in the Comoros on her current cruise. Southeast Africa Task Group 60.5 is under the command of Captain Nicholas Holman.

During her visit to Durban and Cape Town many of the sailors on board will enjoy some shore leave, and in Durban the US Navy is hoping to arrange a public concert involving musicians from the ship. While in Durban next week the ship will not be open to the public and will sail for Cape Town on completion of her visit.

"Strong maritime partnerships are vital to the security of a region and, ultimately, to its stability and economic development. Peaceful, secure and prosperous seas are in everyone's best interest," said Capt Holman when he addressed a group of diplomats and Tanzanian government and military officials at a reception on the ship's flight deck in Dar es Salaam harbour recently

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4 frigates of the US KNOX type now in service for the Mexican navy seen at Tuxpan, above seen the **F-211 Ignacio Allende** (ex-Stein, FF 1065), **F-212 Mariano Abasolo** (ex-Marvin Shields, FF 1066), **F-213 Guadalupe Victoria** (ex-Pharris, FF 1094), **F-214 Amiral Francisco Javier Mina** (ex-Whipple, FF 1062)
Photo : Bas Coppes (c)

In late 1996, the U.S. Congress approved the transfer by sale to Mexico of the first two during U.S. FY 97; they had been in reserve since 19-3-1992 and 2-7-1992, respectively. The two were formally transferred for \$7 million each on 29-1-1998 and underwent reactivation refits in Mexico. Mexico declined the offer of sister **Roark (FF 1053)** late in 1998; instead, the **Pharris**, in reserve since 15-4-1992, was purchased on 2-2-2000 and towed to Manzanillo, arriving 8-3-2000 for reactivation in Mexico. The **Whipple**, placed in reserve on 14-2-1992 by the U.S. Navy, was offered to Mexico in 1999 and arrived under tow at Manzanillo on 3-5-2002 to begin reactivation. With their relatively light effective armament, the ships are essentially gunboats. Redesignated **Fragatas** in 2001.

TECHNICAL DETAILS US KNOX CLASS IN MEXICAN SERVICE

D: 3,130 tons light (4,260 fl) S: 27+ kts
Dim: 134.00 (126.49 wl) × 14.33 × 4.77 (7.83 over sonar)
A: 1 127-mm 54-cal. Mk 42 DP; 2 paired, fixed 324-mm Mk 32 Mod. 9 ASW TT; 1 . . . helicopter
Radar: 1 Raytheon SPS-64(V)9 nav.; 1 Raytheon SPS-10 surf. search; 1 Lockheed SPS-40B air search; 1 Western Electric SPG-53F gun f.c.
Sonar: EDO-G.E. SQS-26CX bow-mounted LF
TACAN: SRN-15A
EW: Raytheon SLQ-32(V)2 intercept; Mk 36 SRBOC decoy syst. (2 6-round Mk 137 RL); T Mk 6 Fanfare towed acoustic torpedo decoy
M: 1 set Westinghouse geared steam turbines; 1 prop; 35,000 shp
Boilers: 2 Combustion Engineering VsM, M-Type (F-211, F-214: Babcock & Wilcox D-Type); 84 kg/cm², 510° C
Electric: 3,000 kw tot. (3 × 750-kw turbogenerators, 1 × 750-kw diesel set)
Range: 4,300/20 Fuel: 750 tons max. Crew: 20 officers, 268 enlisted

SHIPYARD NEWS

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Het Noorse Ulstein heeft een containerschip ontworpen, waarvan de boegvorm (de X-Bow) is afgeleid van het eerder door Ulstein ontworpen offshoreschip Bourbon Orca. Volgens Ulstein kunnen met name kleine en middelgrote handelsschepen profiteren van de X-boeg. De hoogte van de boeg maakt het mogelijk sneller te varen in slecht weer. **(Artist's impression Ulstein)**

Aker Yards in Foerde shuts down

Due to poor results, Aker Yards announced that they have decided to close its shipyard in Foerde from June 2008.

The workers' representative, Audun Groennevik, described it as a sad day for the 72 employees. Aker Yard's chief executive, Terje Bulling, said it was a decision based on future prospects, which includes building a new and improved shipyard in Floroe. All the workers have been offered jobs in the new yard, and Bulling said he hopes they will accept the offer.

Karmsund Awarded \$107m Contract

Oil services firm Ezra Holdings said that it has awarded a shipbuilding contract to Norway's Karmsund Maritime Service AS. The vessel will be delivered in the first quarter of 2010, the company said in a statement.

Keppel FELS Delivers West Atlas

Keppel FELS has delivered the third KFELS B Class design jackup drilling rig to Seadrill within budget and ahead of schedule. This rig was named **West Atlas** by Lady Sponsor Anne-Marie Hood, wife of Mr. Peter Hood, Executive Director - Chief Executive Officer of Coogee Resources Limited. He also graced the ceremony as Guest-of-Honor. According to Keppel, **West Atlas** is the third KFELS B Class rig that Keppel FELS has delivered to Seadrill. The first rig, West Ceres (ex-Seadrill 3), was delivered to Seadrill in April 2006 and the second, **West Prospero**, was delivered in June 2007.

Keppel FELS is building one more KFELS B Class jackup rig and a semisubmersible drilling tender rig for Seadrill. They are progressing according to schedule and are scheduled for delivery between mid-2008 and end-2009 respectively. **West Atlas** has already won a 480-day charter agreement with Coogee Resources Limited offshore Western Australia.

Chinese Government Prohibits Dry Dock Construction

The Chinese government is putting the block on Korea's STX at its new Dalian shipyard. The yard group will not be able to build big ships at the \$1bn plant because regulations concerning foreign companies prevent it from constructing a drydock there.

The company first made the decision to have a shipyard there after talking with the city of Dalian, but the central government in Beijing refused to give permission to dig, a source in Dalian said. "Shipbuilding is a strategic industry for China so the government is very fussy about foreign firms," the source told the Korea Times. "Worries have been growing that there is an oversupply of shipyards in China, so it is unlikely that Beijing will allow STX to do so."

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Paragon Shipping Inc. Takes Delivery of Its Ninth Vessel

Paragon Shipping Inc. announced that it has taken delivery of the third of the three drybulk carriers that it had contracted to acquire using the net proceeds of its recent public offering together with bank borrowings. With the addition of this vessel, the Company's fleet consists of five Panamax drybulk carriers, three Handymax drybulk carriers and one Supramax drybulk carrier, with an aggregate capacity of approximately 557,196 deadweight tons.

The Company took delivery on September 17, 2007 of the **Diamond Seas**, a 74,274 dwt Panamax drybulk carrier built in 2001. The **Diamond Seas** has been chartered to Vespucci Marine C.V. pursuant to a time charter with a remaining period of approximately 32 to 34 months at the charterer's option, at an initial rate of \$27,500 per day, gross of commissions. The charter commenced immediately upon the delivery of the vessel to the Company.

Michael Bodouroglou, Chairman and Chief Executive Officer of Paragon, commented, "We are pleased to add our ninth drybulk carrier to the fleet. With this acquisition, we have successfully acquired the three vessels targeted in our recent public offering and have locked in an additional cash flow stream that will support our business growth and dividend payment strategy in the coming years. The outlook for drybulk shipping remains strong and we will continue to seek to leverage these conditions by executing on our strategy to develop a diversified drybulk fleet with a balanced charter profile."

Euroafrica Bought Sovcomflot's Ship

Poland's Euroafrica has bought the general cargo ship **Malachit** (built 1989), reports TradeWinds.

It was previously Sovcomflot's Aleksandrov, but was renamed after a short drydocking at Gryfia Shipyard in Poland. The 9,700-dwt ship can carry up to 564 teu and comes equipped with two 50-tonne cranes. No price was revealed for the deal.

Myanmar liner to start service to Sri Lanka

Trade volume to increase this year to reach US\$25m

Myanmar's state-owned overseas liner, the Myanmar Five Star Lines (MFSL), will introduce its cargo transportation service to Sri Lanka soon to mark the opening of a direct sea link between the two countries to boost bilateral trade ties, the local Flower News reported yesterday.

With rice and timber as main cargo along with other available goods, the MFSL will add the schedule which is being worked out, the report said.

The move came after Myanmar and Sri Lanka agreed in November last year to establish direct air and sea links to effectively boost bilateral trade ties between the two countries as proposed by Sri Lanka. Currently, trade between Myanmar and Sri Lanka is transacted through Singapore.

Myanmar and Sri Lanka have projected to increase their bilateral trade volume by four-fold this year to reach US\$25 million from over US\$6 million in the previous years. Sri Lanka mainly imports from Myanmar various beans and pulses, hardwood, cane product, rubber and wood log, while exporting to Myanmar coffee, cocoa, dye, flavouring and packing paper.

Meanwhile, Sri Lanka has so far injected US\$1 million of investment in Myanmar since 1988, official statistics showed.

The MFSL, which owns 23 ocean vessels engaged in overseas and domestic coastal shipping services, has opened branch offices in 11 countries and regions including China, India, Japan, South Korea, Singapore and Hong Kong.

MAN Diesel Power for NCL Cruise Ships

On September 15, the **Norwegian Gem** was transported from the Meyer shipyard in Papenburg. The latest luxury liner in the Norwegian Cruise Line fleet will be powered by five 12V48/60B engines from MAN Diesel, the Augsburg-based large-bore diesel engine specialist. The engines' combined output is 97,800 hp.

In 2004, MAN Diesel also supplied five engines for the liner's sister ship **Norwegian Jewel**. In a field trial in May 2007, one of the engines was converted to common rail technology during the crossing from the Caribbean to the Mediterranean. With the two new ship orders from Celebrity Cruises and DCL, common rail technology is already becoming the standard. In total, the cruise sector currently makes up around 10 percent of the overall engine capacity (in kW) sold by the MAN Diesel Marine Medium Speed business unit. MAN Diesel has a 15 percent share of the cruise ship market. In the cruise sector, the company has supplied a total of 20 engines worth \$62.4m to the Meyer shipyard alone in the last four years.

Dockwise Plans Oslo Listing



Photo : Barend Bessels ©

According to Dow Jones Dockwise Ltd. will launch an initial public offering on the Oslo Stock Exchange by Oct. 12. The IPO will give Dockwise shareholders 3i Group and Frontline Ltd. the opportunity to sell part of their combined 47% stake in the company, the chief executive said. The company's management owns a 6% stake in Dockwise, and the

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remaining 47% of the company is traded in the Norwegian over-the-counter market. The company wants to have a formal listing to increase liquidity and exposure. The reason it chooses Oslo is that there are a lot of analysts and investors in the country with knowledge and interest in the offshore industry, Goedee said.

Private equity company 3i currently has a stake of 30% in the company, Bermuda based tanker company Frontline has a stake of 17%. Frontline is expected to make a total exit from Dockwise, 3i will retain a small stake in the company after the listing of around 10%. 3i bought Dockwise last year for over \$700 million from Dutch offshore services company Heerema Group and Norwegian maritime group Wilh. Wilhelmsen. In May 2007 Dockwise merged with Frontline unit Sealift.

Dockwise will use part of the IPO proceeds to pay off a part of its debt of around \$958.4 million at the end of the first half year of 2007. Financing costs in the first half were \$54.2 million, which partly led to a net loss of \$41.5 million on revenue of \$134.9 million in the first six months of 2007. In the first half the operating result before depreciation and amortization was \$53,1 million. According to market estimates Dockwise will have an operating result of \$260 million in 2008, growing to \$360 million in 2009. Revenue is expected to grow to \$460 million in 2008 and \$590 million in 2009.

Dockwise currently operates sixteen semi-submersible heavy transport vessels. The merger with Sealift provides the company with another six big vessels. Five of them will be rebuilt from old tanker ships and are expected to be delivered in 2007 and 2008. The first vessel was delivered in May this year

First Cruise Vessel Calls at DCT Gdansk

The new Polish container terminal operator DCT Gdansk has handled its first cruise ship, Thomson Cruises' 33,930 grt



Thomson Spirit berthing on September 11. The vessel had 1,235 passengers on board, most of whom were from the U.K.

Photo :
Reinier Jansen ©

According to Fred Kamperman, DCT Gdansk's General Manager, both Thomson Cruises' port agent, Morska Agencja Gdynia and the tour operator Baltic Gateway group were satisfied with the

service rendered both to the vessel and passengers by DCT Gdańsk terminal. **Thomson Spirit** made a smooth approach to the deepwater berth and did not require tugs, either on arrival or departure. Kamperman noted that this was the first occasion that a cruise ship had called DCT Gdansk.

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Royal Caribbean Floats Out Independence of the Seas



In less than a year, Royal Caribbean International's **Independence of the Seas** will make her debut in Southampton, England where she will be the largest ship ever to be home-ported in Europe. With her hull now complete, **Independence of the Seas**, under construction at Aker Yards in Turku, Finland, reached an important maritime milestone when she was "floated out" -- moved from dry dock to wet dock -- for the final months of finishing work leading up to her May 2008 debut.

At official ceremonies held at the shipyard, Royal Caribbean executives, Harri Kulovaara, executive vice president, Maritime; Lisa Bauer, senior vice president, Sales, and Captain Hernan Zini were joined by Juha Heikinheimo, president, Aker Yards Cruise

and Ferries, and Jykri Heinamaa, Turku Yard Director, Aker Yards, as well as an exclusive group of Royal Caribbean's travel partners, to turn the valve releasing 87 million gallons of water into the wet dock area.

Independence of the Seas will share the title of worlds largest cruise ship with her sister-ships, **Freedom of the Seas** and **Liberty of the Seas**, weighing in at 160,000 GRT and holding 3,634 guests, double-occupancy. In addition to new programs and onboard embellishments yet to be announced, amenities on Independence will include the popular innovations already found on her sister-ships, including the FlowRider surf simulator; the wet and wild H2O Zone aqua park; cantilevered whirlpools suspended 112 feet above the ocean; an ice-skating rink; a boxing ring; and the 1,215-square-foot Presidential Family Suite, which sleeps up to 14.

RoRo Shortage Hits Car Trade

While the Chinese automotive sector is experiencing double-digit growth, Chinese finished vehicle exporters are facing stiff competition and ongoing logistics challenges in getting their products to foreign markets because of a lack of RoRo ships, according to a report on <http://www.cargonewsasia.com>. Zhang Xiaoyu, vice-chairman of the China Machinery Industry Federation said that while the number of China's vehicle exports has increased sharply, many of these cars lay in transit at ports because shipping companies simply do not have enough vessels to transport them. According to China Custom's figures, the mainland exported a total of 340,000 cars in 2006 - double that exported in 2005. This represents a small part of China's total automobile output in 2006 of 7.28 million vehicles, leaving plenty of room for growth. Along with the increase in vehicle exports, the number of companies exporting cars increased to 1,175 in 2006, according to a local auto market researcher, of which 160 companies exported only one vehicle each and 650 companies exported less than 10 vehicles each. Many of these are companies which handle exports for China car makers such as Great Wall, Geely and Chery. An ongoing issue for Chinese finished vehicle exports is the shortage of roll-on/roll off (ro/ro) ship capacity. "Because of the lack of ro-ro ships, we mostly rely on Japanese and Korean ships, but they come just once a month," said Gu Jian Li, vice-general manager for overseas markets of Great Wall Automotive. "They give us limited space, so most times we have to use container vessels, which are likely to cause damage. Also, for a similar distance, Japanese and Korean companies are charged \$40-\$50 per cubic metre, while Chinese companies need to pay \$60-\$70." Companies such as Leif Hoegh Shipping (China), a joint venture, and Chinese shipping companies, Cosco and China Shipping are all increasing capacity - eight new ro/ro ships are due for delivery in 2007 - but not fast enough

442,000 dwt tanker coated with Intersleek 900

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International Paint Ltd. reports the successful completion of coating work on one of the world's largest crude oil carriers, the 442,500 dwt V-Plus **TI AFRICA**. Owned and operated by Overseas Shipholding Group, Inc. (OSG), the 2002 Korean built vessel, one of four sister ships, recently drydocked in Dubai.



With a total fleet of 144 vessels, OSG is committed to reduced environmental impact and maximum fuel efficiency. The company considered very carefully the choice of coating system for the massive 20,000 square meters of underwater sides on the 3.2 million barrel vessel. The decision to use the patented, Intersleek 900 fluoropolymer foul release coating was based on proven experience with Intersleek 700 silicone based products on three OSG owned VLCC's.

Captain Robert Johnson, OSG's Head of Worldwide Shipping Operations said, "OSG decided to apply International Paint's Intersleek 900 on the **TI AFRICA** as we believe the benefits from this type of antifouling coating will contribute to a reduction in the vessel's environmental footprint by eliminating biocides and reducing emissions, while at the same time enhancing the vessel's efficiency through the water. Our decision to upgrade to the 900 series followed the successful in-service results of Intersleek 700 on three of our VLCC vessels".

International Paint says that Intersleek 900, introduced in February 2007, is exceptionally smooth with unprecedented

low levels of average hull roughness, excellent foul release capabilities and good resistance to mechanical damage. In terms of fuel efficiency and emissions, Intersleek 900 offers predicted savings (depending on application and in service conditions) of a further 2 percent in comparison to Intersleek 700 and 6 percent in comparison to SPC antifoulings, although in-service experience on a range of vessel types has shown savings considerably higher than this.

The potential exists for even greater savings in comparison to CDP, controlled depletion antifoulings. The absence of biocides also offers cost advantages at the next drydocking on treatment and disposal costs of wash water and blasting abrasive.

Mr. Alan Walker, International Paint Europe, Middle East & Africa, Regional Marine Manager said, "After extensive work with OSG examining the proven performance benefits of Intersleek we're delighted to have been awarded the contract for the **TI AFRICA**."

So far, 42 vessels worldwide representing over 2 million dwt have already been coated with Intersleek 900 and 30 more vessels are currently scheduled for coating.

Cheniere charters Shell LNG ship for Sabine Pass

Cheniere Energy, Inc. reports that, through a subsidiary, it has entered into a short term time charter agreement for the charter of the **Galeomma**, a 126,000 cubic meter LNG vessel, from Shell Western LNG BV.

The charter is currently expected to commence in the fourth quarter of 2007. The vessel is expected to be utilized primarily for Cheniere to import LNG into the United States, and Cheniere anticipates making the vessel available for Sabine Pass LNG, L.P., its approximately 92% owned subsidiary, to commission its LNG receiving terminal currently being constructed.

Jean Abiteboul, Executive Director of Cheniere LNG International, said, "Sabine Pass LNG, L.P., is scheduled to commence commissioning its LNG receiving terminal during February 2008 and the **Galeomma** will be available to support such activities. With the chartering of this vessel and the expected delivery to its affiliate, J&S Cheniere, S.A., of two additional vessels currently scheduled for December 2007 and March 2008, a total of three vessels will be available for the respective LNG transportation activities of Cheniere and J&S Cheniere."

DP World consortium to build Rotterdam terminal

A consortium led by DP World signed a contract to develop and manage a new container terminal in Rotterdam that will increase the largest European port's current container handling capacity by 40 per cent.

DP World holds a 30 per cent stake in the 900-million euro (about Dh4.5 billion) Rotterdam World Gateway terminal, which is part of the large Maasvlakte-2 development unveiled by the Port of Rotterdam Authority.

The Dubai firm's partners in the venture, announced earlier in July, are APL of Singapore, Mitsui OSK Lines of Japan, Hyundai Merchant Marine of South Korea and French shipping line CMA CGM. The agreement covers building the superstructure, equipping and operating the new terminal on the North Sea. The terminal will have a capacity of about four million TEUs per year. It will be phased into operation from 2013 onwards.

"We are looking forward to working with our colleagues in the consortium and the Port of Rotterdam to building a world-class terminal operation," said Jamal Majid Bin Thaniah, vice-chairman of DP World and Group CEO of Ports and Free Zones World of Dubai World. A total of four terminals are planned within the Maasvlakte 2 development. The DP World-operated facility will be the first terminal to be set up on the new site, which will see an investment of 3.5 billion euros for land reclamation, dykes and basic infrastructure by the authority.

"The new Maasvlakte 2 provides a high-quality site. Such new terminal locations are very scarce in Europe and this will be even more the case in the next decades," Port of Rotterdam Authority chief executive officer Hans Smits said after signing the formal agreement with the consortium representatives. The terminal will have a 1,900-metre long quay with a water depth of 20 metres, a 550-metre quay for inland shipping and feeder vessels and its own rail terminal with a connection to the Betuweroute.

Profile

Rotterdam's existing 20 container terminals can handle about 10 million TEUs (twenty-foot equivalent container units) per year. Last year Rotterdam handled about 378 million tonnes of cargo that included 9.7 million TEUs in container volume.

The Port of Rotterdam covers an area of 100 square kilometres between the city's centre and the North Sea. Facilities located in the area include five petroleum refineries, several chemical plants, oil storage facilities, bulk cargo terminals, container berths and ferry terminals.

NIRINT LATEST "NIRINT HOLLANDIA"



Left seen NIRINTS latest newbuilding in charter under the name of **Nirint Hollandia** on her maiden voyage , **Nirint Hollandia** will run into the fortnightly service of Nirint Shipping Line Rotterdam Europe- Cuba- Canada- Europe together with two similar vessels **Nirint Force** and **Nirint Pride** , **Nirint Hollandia** was built by Damen Shipyards at Ukraine, port of registry is Rotterdam, Dutch Flag , DWT 12016 ton, multipurpose with two gears each 80 mt max load capacity 160 mt combined and containercapacity of 686 teu included 80 reeferplugs.

Photo : NIRINT SHIPPING

ORAM blij met sluizen IJmuiden in MIRT

De ondernemers in Amsterdam en het Noordzeekanaalgebied zijn blij dat het kabinet de vergroting van de sluizen heeft opgenomen in het nieuwe Meerjaren Investeringsprogramma Ruimte en Transport (MIRT). Dit zegt de ORAM, de organisatie van ondernemers in het Noordzeekanaalgebied.

De Oram wijst er in een reactie op de begroting op, dat de havens in het Noordzeekanaalgebied de afgelopen jaren fors zijn gegroeid. Ook de toekomst ziet er gunstig uit.

De overslag stijgt in vrijwel alle havens in de kustzone tussen Le Havre en Hamburg, een gevolg van de economische groei in de EU en van het uitplaatsen van productie naar anderen landen (met name in het Verre Oosten). Binnen deze algemene stijging is er ook sprake van een relatieve groei van het marktaandeel van de Amsterdamse Havens in een aantal ladingcategorieën.

De regio is al langer van mening dat het noodzakelijk is om de sluiscapaciteit uit te breiden, om zo de groei te kunnen accommoderen. Samen met het rijk zal nu onderzocht worden hoe de zeezijdige congestieproblematiek het best kan worden opgelost. Hierbij zal ook op de gevolgen voor de achterlandverbindingen gelet worden: hoe kunnen deze de groei van lading verwerken die door een grotere sluiscapaciteit in de regio aan land zal komen.

Ook de aanleg van een walradarsysteem langs het Noordzeekanaal, het baggeren van het Noordzeekanaal en het aanpakken van knelpunten in de vaarwegen van en naar het gebied (Zaan, IJsselmeer, Amsterdam-Rijnkanaal) kunnen in het licht gezien worden van de groei van goederenoverslag in het Noordzeekanaalgebied en van de opkomst van het vervoer over de binnenwateren. De ORAM vindt wel dat ook geïnvesteerd moet worden in het oplossen van bottlenecks voor het goederenvervoer per spoor en hoopt dat hiervoor in de toekomst voldoende financiën worden vrijgemaakt.



The **TORM VALBORG** seen passing the Bosphorus with in the background the city of Istanbul

Photo : Harma Sins ©

Begroting 2008: Havengeld vast aan vervuiling

De haventarieven voor de scheepvaart moeten in de toekomst rekening houden met de vervuiling die schepen aanrichten. Verkeer en Waterstaat zou daarover graag in internationaal verband, liefst in geheel Europa, een systeem voor ontwikkelen.

Dit staat in de Rijksbegroting voor 2008. In het voorjaar komt het ministerie met een beleidsvisie zeescheepvaart, waarin het accent wordt gelegd op de mogelijkheden van de korte vaart. In dat beleidsstuk wordt ook een visie ontwikkeld op de veiligheid in de scheepvaart en de bescherming van het milieu. Verder komt er een zogenoemd Frontoffice Vervoer over water, dat eenduidig toezicht gaat houden op de veiligheid in de scheepvaart. Van die veiligheid maakt het kabinet een belangrijk punt, omdat het aantal ongevallen op het Nederlands deel van de

Noordzee de laatste jaren een stijgende lijn toont. In 2003 waren dat er bijvoorbeeld maar acht, vorig jaar was dat het dubbele. Het kabinet verwacht dat de procedures voor landaanwinning en natuurcompensatie voor de Tweede Maasvlakte volgend jaar zijn afgerond. Het Havenbedrijf Rotterdam kan dan meteen beginnen met de landaanwinning.

CONTAINER TRAIN BETWEEN HAMBURG AND MLAWA (POLAND)

HYUNDAI Merchant Marine has launched a container train connection between Hamburg and Mława in Poland. Some 200 container trains are processed at the Port of Hamburg every day. The new "Poland Express" of the HMM shipping company supplements the existing range of transportation to and from Poland.

The Korean shipping company HYUNDAI Merchant Marine (HMM) at the end of August commenced a container train connection between the Port of Hamburg and Mława in Poland. This container train, which will initially operate weekly, has been developed in conjunction with the "AEX" container line service, the Asia-Europe express service of the shipping company. This new container train service is primarily used by the shipping company clients of LG Electronics and Pantos Logistics, who transport particularly time critical consignments using the container train.

At the Port of Hamburg, the new HMM container goes at the HHLA CTA container terminal. During 2006, marine traffic transportation to and from Poland via the Port of Hamburg came to 267,666 TEU (20-foot standard containers). This represented a year-on-year growth rate of 18 per cent in container transshipment. The degree of containerisation of general cargo was 100 per cent. The overall transshipment tonnage via Germany's largest seaport with Poland in 2006 amounted to 3.3 million tonnes, 26 per cent of which (859,423 t) involved the transshipment of bulk cargo.

Approx. 82,000 TEU per year are transported by train between the Port of Hamburg and Poland using the block train connections of Polzug Intermodal GmbH. Polzug Intermodal GmbH operates four of its own terminals in Poland and three further terminals in co-operation with other parties.

Amongst Poland's most important export goods that are handled via the Port of Hamburg are coal, chemical elements, machinery, paper and cardboard, steel products, as well as dairy and electrical products. Amongst Poland's most important import goods that are imported to Poland via the Port of Hamburg are oil seeds, steel products, machinery, plastics, coffee, diesel oil and electrical products. During the first six months of 2007, transshipment with the destination of Poland at the Port of Hamburg already amounted to 149,904 TEU. This represents a year-on-year increase of 24 per cent.

MOVEMENTS



Bolivian flag potable water tanker m/v **Dolphin** seen departing Nassau Bahamas, for scrapping in Cuba , September 05th 2007. Built in 1967 at Levis, Quebec, lengthened in 1984, this 10,000 DWT tanker traded in Eastern Canada for 28 years. In 1995 she was converted for the carriage of potable water and chartered to the Bahamas Water and Sewerage Corporation. For the next 12 years, this vessel supplied potable water to the city of Nassau from the Island of Andros and made over 4,500 voyages, a remarkable accomplishment by Owners, crew and vessel.

Photo : Captain Mark Pertuiset ©

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The **CMA CGM KINGSTON** seen anchored off Malta
Photo : Lawrence Dalli - Malta Ship Photos ©

MARINE WEATHER

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.... PHOTO OF THE DAY



The **EUROPA** visited the port of La Rochelle (The Atlantic Call)

Photo : Sébastien Fouéré ©

**DE NVKK ORGANISEERT OPNIEUW EEN SYMPOSIUM IN HET NAJAAR
OP 19 OKTOBER A.S. IN HOTEL BREUKELLEN TE BREUKELLEN
AANVANG 13.00 UUR**

“DE KAPITEIN ANNO 2007, ZIJN RECHTEN EN PLICHTEN”

Er is ons gebleken dat er aan boord van Nederlandse koopvaardij schepen nogal wat onbekendheid bestaat betreffende allerlei soorten wet- en regelgeving, nationaal zowel als internationaal. Dit is de reden waarom de Nederlandse Vereniging van Kapiteins ter Koopvaardij (NVKK) haar jaarlijks symposium aan dit onderwerp wijdt. We willen tijdens dit symposium meer duidelijkheid verschaffen over wat moet en wat niet moet. Voordat men het weet, staat men als crimineel voor de rechtbank.

Als sprekers hebben we experts uitgenodigd uit uiteenlopende hoeken van de maritieme industrie. Bijna allen hebben te maken met de problemen als het werkelijk mis gaat. Hoe kunnen we meewerken om de schade zoveel mogelijk te

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beperken, niet alleen voor de kapitein, maar ook voor de reder en de verzekeringsmaatschappij. We nemen aan dat ook de Tuchtraad of de KLPD er niet op zit te wachten een kapitein te straffen of aan te houden.

Wij nodigen u of uw medewerkers uit dit symposium bij te wonen. Als sprekers kunnen we vertegenwoordigers van het zeevaartonderwijs, de zeevaartpolitie, de Tuchtraad, de verzekeringsbranche, de "natte" advocatuur en een rederij aankondigen.

Om het budget van de NVKK niet teveel geweld aan te doen, verzoeken wij u een klein bedrag bij te dragen aan de kosten. Voor niet leden van de NVKK is de toegang bepaald op 40 euro en voor leden op 20 euro. Dit houdt in gratis koffie/thee/fris tijdens het symposium en een drankje erna, voor wie nog eens informeel wil napraten over het gebodene. Ook kan, op aanvraag van de aanwezigen, een CD-rom met de presentaties worden aangeboden, alsmede een certificaat van aanwezigheid bij het symposium.

Indien u interesse heeft het symposium bij te wonen, kunt u dit kenbaar maken aan het Secretariaat van de NVKK, Wassenaarseweg 2 2596 CH Den Haag. Het volledige programma is bij aankomst in de zaal beschikbaar. We vragen u vriendelijk voor 12 oktober uw bijdrage over te maken op de rekening ABN 605865124 ten name van de penningmeester NVKK met vermelding van uw naam en het bedrijf dat u eventueel vertegenwoordigt.

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