

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 213



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The BOW SKY seen enroute Rotterdam

Photo : Tjep van Roon ©

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OBITUARY NOTICE

Damen Marine Services sincerely regret to inform you that on Friday
14th September 2007 colleague



Dolf Groot

passed away suddenly at the age of 38 years during activities in Dubai.

We kindly request you to give us time to deal with this heavy loss in the day's coming and to
contact us only in urgent matters.

As soon as more details are available we will inform you.

Damen Marine Services BV
Wim Crum

EVENTS, INCIDENTS & OPERATIONS



Arrival of the 2003 build 42.289 GT passenger cruise ship **AIDAaura** in the port of Lisbon, Owned by Costa Crociere SpA and managed by AIDA Cruises.

Photo : Marius Esman ©

VLCC Saves Two Lives



The Master and crew of the World Tankers VLCC **Kolossi** carried out a remarkable rescue off the Indian coast earlier this month. They picked up two fishermen from the sea. The men had survived a gruelling 12 hours in the water. Sadly a third crew member was missing.

The fishermen were spotted 15 miles off Quilon, Kerala, in the early afternoon of September 5. They had survived by clutching a foam fishing box. The two survivors were helped aboard and given immediate assistance. They made a rapid recovery from their ordeal, having spent the night adrift in the open sea. They explained that their boat had capsized in heavy swell conditions.

The rescue operation ended in a rendezvous with a Coast Guard vessel, the transfer of the two survivors and their safe return ashore.





The **NORMAND FERKING** seen in Bergen
Photo : Jaap Barnhoorn ©

Indian Shipping Rockets

Shipping tonnage growth under the Indian flag is zooming. It has notched a record of 9.07 million gross tonnage (GT) as on August 31, 2007, according to figures released by the shipping ministry. This figure could well surpass the targeted 12 million GT by the end of the eleventh Five-Year Plan period.

Analysts assign this phenomenon to the buoyant freight market conditions, which catalyses the pace of growth. This was because there was significant tonnage increase of 0.48 million GT during the last five-month period alone, which has gone up from 8.59 million GT as on April 1, 2007 to 9.07 million GT on September 1. In comparison, there was only an increase of 0.13 million GT during the last fiscal, starting from April 1, 2006 (8.46) to April 1, this year (8.59). Tonnage during the ten-year period from April 1996 to April 2006 the increase was only 1.37 million GT. (On April 1, 1996 it was 7.10 and in April last year it was 8.47).

There are two factors responsible for this trend," says Anil Devli, executive director of Shreyas Shipping & Logistics. "World tonnage is booming and one can see the movement of a lot of cargo out of India. Huge investment is also being made mostly in bulk and tanker side, while at the same time many new buildings are being taken delivery of. Besides, the rate for capsize is at \$100,000 per day, thus making charter hire a very lucrative business. This trend will definitely continue for another 1½ years at least."

Adding a word of caution, a spokesperson for Indian National Shipowners' Association (INSA) said, "The industry still pays 12 different taxes and duties on shipping alone. Hence, this does not put us on par with global shipping vis-à-vis our other competitors. To achieve a target of 12 million GT (approximately 955 vessels) at the end of the next 5 years would involve a further addition of 404 ships of 6.16 million GT to the Indian fleet over and above the new acquisitions / replacements of 560 ships of 4.67 million GT."

Because of insufficient support from the government, the shipping industry finds little value for Indian cargo. Some Indian ship-owners have been flagging out their vessels to their subsidiaries abroad or to other flags of convenience.

As there is no price benefit for Indian cargo, but only purchase benefit, Indian shipping companies are at a disadvantage. Unless subsidies are given and exemption from certain taxes, including service tax - which foreign shipping lines are exempted - are provided Indian vessels will continue operating in (foreign) cross trade. "The

government needs to enhance the brand value of the Indian cargo and adopt an India-centric cargo policy,” says Mr Devli.

Reeferlading uit India duurder



The **CORAL MERMAID** seen departing from Rotterdam
Photo : Willem Kruit ©

Containerrederijen, verenigd in de IPBCC-conference, willen per 15 oktober hun tarieven verhogen voor reefercontainers die vanuit India, Pakistan, Bangladesh en Sri Lanka naar Europa worden vervoerd. De rederijen vragen 600 dollar extra per twintigvoets container en 1200 dollar extra per veertigvoeter.

Massive petro-chemical fire in Durban harbour



The view of the fire at the Island View petrochemical complex last night. **Picture courtesy of Chris Botha-Netcare 911**

A number of explosions rocked the Durban area early evening Tuesday, 18 September leading to a massive fire that was blazing fiercely several hours later in the Durban Island View petro-chemical storage complex of Durban Harbour.

According to early reports a road tanker caught alight near Island View berth 4. A second unauthenticated report said that a road tanker had collided with other vehicles or into the storage facilities, leading to the fire and the subsequent explosions. Other reports stated that between five and seven storage tanks had been destroyed but

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this cannot be confirmed at this stage. It was these tanks exploding that caused the loud explosions heard across wide areas of Durban shortly before and after 7pm last night. Transnet National Ports Authority later advised that the emergency response plan for the Island View Complex involving Durban Metro, Transnet National Ports Authority Fire and Emergency Services and Ambulance Services had been immediately activated.

"Despite efforts to contain the blaze, the fire spread to three storage tanks in the Island View area. Emergency services were continuing to fight the fire," said the port authority's spokesperson, Jyothi Naidoo.

In addition ships berthed at the Island View complex – nine berths in total but not all were occupied at the time – were evacuated as a precaution. In addition Joint Emergency Services cordoned off the access to the area in the interest of public safety and personnel in the immediate vicinity of the Island View area were evacuated.

By 10pm last night no casualties had been reported. Hundreds of people living on the Bluff which partly overlooks the Island View complex were disturbed by the sound of explosions followed by sirens as emergency services responded. There were numerous reports of people wanting to know if they should evacuate the suburb, and according to one municipal source an old age home close to Fynnlands was evacuated. In other areas of the Bluff people flocked to vantage points to watch the blaze and several traffic jams were reported.

Later in the evening as the wind quietened came reports of a strong pungent smell across large parts of the Bluff. Earlier the clouds of smoke billowing from the fire had been blown upwards across the Bayhead area.

The Island View complex has been under development as a petro-chemical storage site since the late 1920s when oil companies began erecting storage tanks. Since World War 2 the area underwent dramatic change as large areas were taken over for the erection of what is now more than 1000 large storage tanks, used to store a cocktail of various chemical products and solvents. As recently as last year permission was sought to erect additional tanks. According to a list provided by the Cutler Complex several years ago these include spirits, solvents, power paraffin, benzene, petrol, diesel, vinyl formic acid, isopropylamine, methylene chloride, propylene oxide, ethers, phenols and jet fuel. Bunker pipes also feed to the berths.

New marine research vessel to be named

In other Cape Town news the Minister of Environmental Affairs & Tourism, Marthinus van Schalkwyk will on Thursday (20 September) officially take delivery of and name the department's new marine research vessel, the **ELLEN KHUZWAYO**.

The delivery of the new state of the art research vessel comes at a time when fish stocks are declining globally due to various factors, including changing environmental conditions. The vessel will play a key role in gathering scientific research on inshore marine resources and the marine environment.

The naming and handover takes place on Thursday, 20 September at the V&A Waterfront.



Korean ship seized at Algeria port

A Korean ship carrying Egyptian staff was seized by coast guards in Delys port (70 km east of Algiers) two days ago for pollution charges. The ship which docked at the port last week got rid of its engine oil polluting about 200 cubic metre of the sea water.

The coast guards intervened and prevented it from shipping out once they discovered oil spots on water. The staff and the captain denied this charge saying there is no evidence except a coincidence between the ship presence and the discovery of the oil spots. Pollution risk still threatens fish and environment in Dellys town as it's not the first time that such incident happened. Another one was recorded in the same port last week.

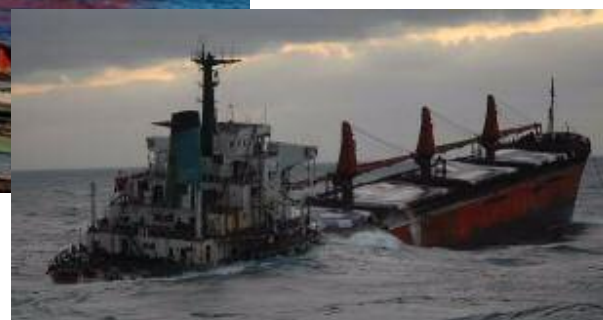
CASUALTY REPORTING

AMUL SANK OFF SOUTH AFRICAN COAST



The unmanned bulk carrier **AMUL**, en route for scrapping in India, sank at 0212 (B) on 19th September 2007 in position 34 35,4' S 026 59,5' E in a water depth of approx. 3.600 meters.

The **SMIT AMANDLA** stayed on location until daylight to search for any pollution.



33 opvarenden gered van zinkend zeilschip

Een zeilklipper met daarop 33 personen is woensdagmiddag op het Markermeer in de problemen geraakt. Om 14.30 uur ontving het Kustwachtcentrum de melding dat het schip de '**Almere**' tegen de E-A1 boei op het Markermeer was aangevaren. Hierdoor is een gat in het voorschip geslagen waardoor het schip water maakt.

De KNRM reddingboten van Enkhuizen en Marken waren als eerste ter plaatse en hebben alle opvarenden overgezet op het charterschip **De Gouwzee**, dat in de buurt was. In Hoorn zijn de passagiers aan wal gebracht waar ze door hulpverleners zijn opgevangen.

De **Almere** is inmiddels gezonken. Het Korps Landelijke Politie Diensten zal onderzoek doen naar de oorzaak van de aanvaring.

Photo : KNRM Marken

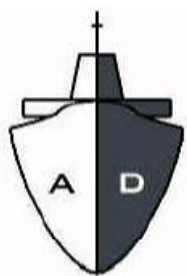


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Models and photos of China's Shang-class submarine debut



Models and some hazy photographs of the **Shang-class (Type 093)** nuclear submarine were on display in an exhibition at the Military Museum of the Chinese People's Revolution during the 80th anniversary of the founding of the PLA in late July.

China's Shang-class nuclear submarine (Type 093).

Later, Modern Ships Magazine published the first clear photo of one of

the submarines in August. The Type 093 nuclear submarine is China's second generation nuclear-powered attack submarine. It will replace five first generation **Han-class** attack submarines (**Type 091**) - obsolete and tremendously noisy - that first launched between 1970 and 1990.

The **Type 093** submarine began construction in the mid-1990s. Two were launched in 2002 and 2003 respectively.

China's **Type 093** nuclear submarine is known as the **Shang-class** nuclear submarine in Western countries.

SHIPYARD NEWS

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Navy deal turns sour for Boustead

Boustead Naval Shipyard is weathering a controversy involving the delivery of six Patrol Supply Vessels to the Malaysian Navy. Boustead is under fire for poor workmanship, delivery delays and its cost computations. Ronnie Liu Tian Khiuw, a central executive committee member of the Democratic Action Party and a notorious opponent of the government, told Fairplay: "There are missing receipts and certain ships were not even able to operate." Fairplay understands a total of 300 complaints were issued against the yard for late delivery, although the fines that are usually imposed were waived for unknown reasons. The cost of building of the vessels had inexplicably ballooned to M\$1.9Bn from the original cost projection of M\$575M. Boustead's chairman refused to comment to Fairplay. The company has been awarded a M\$41M (\$12M) contract to build an AHTS for Tanjung Kapal Services, and has also secured a contract with OU Sunborn Marine of Finland to build a hull for a high-end floating hotel worth \$15M.

More trouble for Hanjin Philippines

Hanjin Heavy Industries and Construction is again suffering delays to a shipyard project in the Philippines. The Korean shipbuilder expects to undergo some hitches that could delay the construction of its yard in Mindanao, having suffered similar problems with its first shipyard in Subic Freeport. Local government departments in Villanueva and Tagoloan towns in Misamis Oriental, which hosted Hanjin's \$1Bn expansion in Mindanao, have demanded written assurances about the number of jobs that could be generated by the project. Meanwhile, there has been wrangling over the proclamation by the office of the president to have Phividec Industrial Estate, which straddles Villanueva and Tagoloan, declared as an economic zone. This is needed to enable firms such as Hanjin to enjoy incentives such as tax holidays and duty-free import of capital equipment. The Philippine Economic Zone Authority plans to finalise the project in October. State officials do not want a repeat of Hanjin's Subic experience, where the project was delayed by two years.

Palmali to Build New Shipyard

Palmali group of companies intend to build a new shipyard in Turkey. The company purchased about 20 hectares in the region of Yalova in Turkey to build the shipyard, the company reported.

The company is planning to invest about \$60mln in the project. Construction of tankers and dry cargo ships will commence from 2008. Initially tankers for transport of chemical production of dead-weights 15,000 or 20,000 tons will be constructed.

Palmali transports cargo in the Mediterranean, Caspian and Black Seas. The company is a leader in transporting in Russian internal ports.

Sevmash Built Platform for Moss Mosvold Platforms

On September, 19 Sevmash (Severodvinsk) delivered a sea half-dipping platform MOSS CS-50 MkII (project 2958) to the Norwegian company Moss Mosvold Platforms AS, reports RBC quoting the press-service of Sevmash.

The sum of the order is not announced. The multipurpose platform Moss CS-50 is of catamaran type. It has 2 pontoons; its hull is kept by 6 stabilizing columns. The weight of equipment is 15 thousand tons.

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Euronav confirms fuel savings with Hempel's fouling release silicone



Early in 2007, HEMPASIL, Hempel's silicone fouling release system, was applied to Euronav's ultra-large crude carrier, the **TI Asia**. The 380-metre tanker with a deadweight of over 440,000 tonnes is experiencing fuel savings in the range of 8%. The 8% is compared to **TI Asia's** sister vessel, **TI Europe**, coated with a tinbased antifouling 4 years ago.

"We are not surprised to see savings of this magnitude as these practical results confirm the recent findings from towing tank experiments," says Hempel's Torben Rasmussen, Product Manager, Group Marine Marketing.

Force Technology in Denmark recently documented savings of 8.8% for tankers, and up to 10.6% for large container vessels. The savings were attributed to the HEMPASIL coating.

Hempel achieved this breakthrough working closely with Euronav, an integrated tanker company, which owns and manages a fleet of 36 crude oil tankers. The HEMPASIL specification is guaranteed for five years, and has a potential lifetime of a further five years.

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"For **TI ASIA**, the savings in fuel consumption will consequently lead to an annual reduction in carbon dioxide emissions of nearly 10,000 tonnes," added Torben Rasmussen. The sister vessel **TI Europe** will dry-dock in Dubai in October, where a full HEMPASIL system will then be applied to her.



The **SEAMEC II** seen arriving in Willemstad – Curacao
Photo : Kees Bustraan ©

Lauritzen Orders 2 Bulkers

Denmark's Lauritzen Bulkcarriers has ordered two open-hatch ships at Kanasashi Heavy Industries in Japan. The 33,400 - dwt bulkers will be delivered in 2010 and 2011. It did not give a price.

Lauritzen said the versatile ships have wide hatch covers enabling efficient cargo handling, 30-tonne cranes and easy-to-clean holds. Their shallow draught will allow access to a broad range of ports.

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New Berths to be Built in Singapore

A consortium led by Hyundai Engineering & Construction Co. Ltd. will build 16 new berths in Singapore to enable the island state to handle growing demand for container capacity, the Maritime and Port Authority of Singapore said Wednesday.

In a statement to Dow Jones Newswires, the MPA said the project will add 14 million twenty foot equivalent units, or TEUs, to Pasir Panjang terminal's container handling capacity.

The authority said work on the new berths will commence in the last quarter of this year and will take about six years to complete.

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The MPA said Tuesday that the other consortium partners for the S\$1.92 billion (US\$1.27 billion; €911 million) project include Penta Ocean Construction Co. Ltd., Koon Construction & Transport Co. Pte. Ltd. and Van Oord Dredging and Marine Contractors.

Hyundai holds a 50 percent stake in the consortium.

Singapore's port handled 24.8 million TEUs in 2006, a 6.9 percent increase from the previous year, according to statistics on the MPA Web site. It is the world's busiest port with 1.3 billion gross tons of vessel arrivals in 2006.



Still going strong, the 1969 built **DAI LANH** seen in Vung Tau (Vietnam) build as the **SMIT LLOYD 101** under yard number 270 at the De Hoop shipyard in Lobith (The Netherlands), renamed **SMIT SINGAPORE** during 1978, became **SMIT TOKYO** during 1983, followed by **SINGAPORE SALVOR** during 1985 and renamed again in **VISAL** during 1986, the 61 mtr long AHTS / Salvagevessel got her present name **DAI LANH** during 1988.

Photo : Jaap van Heeren ©

's Werelds grootste werkschip in portefeuille

Imtech komt om in de opdrachten. Een daarvan is het meebouwen aan het grootste werkschip ter wereld. De technische dienstverlener krijgt van opdrachtgever Allseas 35 miljoen euro voor de klus. In ruil daarvoor verzorgt Imtech de automatisering en technische infrastructuur aan boord van de '**Pieter Schelte**' (vernoemd naar de oprichter van Allseas).

De bouw van het werkschip start begin volgend jaar. Waar, dat is nog steeds de vraag, aldus een woordvoerder van Allseas. Het wordt China of Zuid-Korea. Eind volgende maand moet het bedrijf de knoop hebben doorgesneden. Volgens de woordvoerder wordt er nog met verschillende werven gesproken.

Het werkschip is bedoeld voor het installeren of weghalen van bovenbouw- en onderbouwconstructies van grote offshore olie- en gasplatforms. Het schip, met twee rompen, lijkt min of meer op een enorme vorkheftruck.

Imtech verzorgt onder meer een dynamisch positioneringssysteem waarmee het schip onder de zwaarste weersomstandigheden toch nauwkeurig kan blijven manoeuvreren. De **Pieter Schelte** moet in 2011 in de vaart zijn.

NOMINATIONS OF THE MARITIME INNOVATION AWARD 2007 RELEASED

Winner will receive the Award during the Maritime Award Gala on the 1st of November 2007

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The jury of the Maritime Innovation Award has nominated the following four companies for the Maritime Innovation Award 2007:

Huisman-Itrec

Subsea complex pipe laying systems

Kranendonk Production Systems BV

Total welding robot system in combination with Rinas Weld

Roden Staal BV

DeckRigger

Silvestris BV

Innovative Glue and rivet connection technology

The winner of the Maritime Innovation Award 2007 will be revealed by the State-Secretary of the Ministry of Transport, Public Works and Water Mrs Tineke Huizinga during the Maritime Awards Gala on Thursday 1st of November 2007 in Rotterdam.

The four nominees are:

Huisman-Itrec with Subsea complex pipe laying systems

Huisman-Itrec designs and builds complex installations for the shipping and offshore industry like heavy ships cranes, pipe laying systems and drilling systems. 'Subsea complex pipe laying systems' brings four unique methods to lay oil pipes on the sea bottom:

- S-lay: The first system with a complete below-deck pipe laying street and a stinger on the installation crane.
- J-lay: The system with a complete ship active movement compensation in the (1200 tonnes weighing) tower
- Reel-lay: system with the worlds greatest capacity on a 3500 tonnes reel and with the biggest tensioning capacity of 350 tonnes.
- Flex lay: The world's first and biggest system that can be adjusted into an angle.

Contact person: Mr F. Kofman (T: (010) 24 52 253 or E: fkofman@huisman-itrec.com).

Kranendonk Production Systems BV with Total welding robot system in combination with Rinas Weld

The world's first total welding robot system with an autonomic welding analyses and robot programming. Based on the direct import of the 3D CAD data. The products are, without programming, automatically welded which will reduce the cycle time tremendously. From model to completely welded product in one system.

Contact person: Mr M. Kamer (T: (0344) 623 944 or E: m.r.kamer@kranendonk.com).

Roden Staal BV with the Deck Rigger

The deck rigger is a 25 tonnes crane which is safer and more maintenance friendly than ever before. The crane can be used for handling pontoon hatch covers, grain bulkheads and tweendeck hatches on board all kinds of cargo ships. The deck rigger has integrated new innovative security systems. Furthermore, several components in the crane are made of industrial composite material in combination with stainless steel. Therefore, rust forming will be prevented.

Contact person: Mr A.Wiersma (T: (0512) 591 000 of E: info@rodenstaal.com).

Silvestris BV with Innovative glue- and rivet connection technology

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Silvestris BV has introduced a revolutionary innovation in the maritime industry by making use of construction technology from the automotive and aero industry: an unfamiliar solid hull construction, glued and riveted around a pipe frame made of aluminium. Contact person: Mr J.Schoenmakers (T: (035) 53 38 519 of E: info@silvestris.nl).

The four nominees represent the various markets of the supply industry: general (seagoing) shipping, (Mega)yacht construction, inland shipping, shipbuilding and offshore.

Maritime Awards Gala

The winner of the Maritime Innovation Award 2007 will be announced at the Maritime Awards Gala in Rotterdam, the Netherlands on November 1st. This event also highlights three other Dutch maritime awards: Ship of the Year Award (KNVTS), the Timmers Award (VNSI), and the HISWA Excellence Award.

The gala will host hundreds of top level guests from the Dutch maritime cluster, Dutch government and politics. The programme contains a well known speaker and spectacular entertainment, with as final highlight the presentation of the four awards.

Candover still stalks Stork

A UK private equity house has failed in a bid to take over Stork, but a new deal is expected to be tabled very soon. Candover was forced to withdraw its €1.5bn offer for the Dutch engineering group, whose products include marine diesels, when a big shareholder blocked the deal. The bid by London Acquisitions BV, the Candover takeover company, failed because the Icelandic investment group LME, which owns at least 43% of Stork, refused to tender its shares as part of the current offer. However Candover, LME and Stork are trying to formulate an alternative purchasing strategy that will satisfy all Stork shareholders and allow a deal to be completed. A further announcement is expected to be made within the first half of October, if not sooner.

SBM Offshore starts marketing LNG FPSO

SBM Offshore has started global marketing efforts for an LNG FPSO with a proposed schedule to commence production of gas from the first unit in 2012. SBM Offshore sees the LNG FPSO as a means to develop gas reserves that were previously seen as either stranded (remotely offshore) or impractical for development using pipeline export or onshore liquefaction. Providing a solution for floating liquefaction of natural gas means the industry may rethink the way it values gas assets. e LNG FPSO.

Although most components are already in service, an LNG FPSO is technically quite complex and capital intensive. To shorten the design and delivery cycle time, SBM Offshore is in a partnership with Linde A.G. Linde and SBM now say they have reached the stage where they consider the LNG FPSO ready for marketing.

The hull is a major critical component of the LNG FPSO and, after evaluation of the technical options available, the self-supporting, prismatic, IMO Type B (SPB) LNG tank technology developed by IHI of Japan has been retained for the storage of liquefied gas. The choice was driven by considerations such as accessibility for maintenance, robustness and therefore long-term offshore life availability and redeployability. This hull can also be adapted to suit the requirements for floating storage and regasification units (FSRU).

SBM and IHI have signed an agreement for the detailed engineering and construction of LNG hulls. SBM has funded IHI to develop the basic design of a 230,000 cu.m multifunction hull. The long-term agreement provides that IHI offers its construction capacity at the Aichi Works for an early project.

The Linde Multi-stage Mixed Refrigerant (LiMuM) process has been selected for the liquefaction system based on its thermodynamic efficiency, robust design, compactness and proven performance. The FPSO facility will be able to treat, fractionate, liquefy, store and export the LNG as well as any by-products from the gas field production such as LPG and condensates. The nominal size of the developed facility provides an output of 2.5 million tonnes per year of LNG

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which, therefore, is typically suitable for fields in excess of 1 tcf recoverable gas reserves. The comprehensive topside design will enable the processing of almost any natural gas composition.



The **Golfo de Bengala** (ex Smit-Lloyd 116) alongside Semi sub Drill Rig **Pride Sea Explorer**, offshore Sfax, Tunisia
Photo : Ad Tange ©

Container Ship Docks at the Port of Hamburg

At the beginning of September the new flagship of the Chinese shipping company COSCO Container Lines Ltd. docked at the Port of Hamburg for the first time. The **Cosco Asia** with its slot capacity of 10,062 TEU, is the largest container ship to have entered the Port of Hamburg to date. The unloading and loading of the containerized cargo was handled by HHLA Container Terminal Tollerort (CTT).

This container giant with a length of 1,145 ft. is deployed by COSCO as part of its AE4 Asia-Europe line service. On its first eastward voyage, after Hamburg, the following ports of call are serviced: Felixstowe, Rotterdam, Antwerp, Singapore, Xiamen, Yantian, Hong Kong and Nansha. This container giant, constructed in the Korean Hyundai Heavy Industries shipyard, has a length of 1,145 ft., a breadth of 149 ft. and has a slot capacity of 10,062 TEU (20-ft. standard containers). Cosco is planning to incorporate an additional seven newbuilds of this size into its China -Europe route by the end of 2008.

Singapore invests R2-bn in supership handling

PSA Singapore Terminals has just placed an order worth almost R2-billion for new super post-Panamax quay cranes at the Shanghai Zhenhua Port Machinery Company (ZPMC), the world largest container crane manufacturer.

"If price is a guide," said AXS Alphaliner, "the number of cranes ordered is in the region of 40 units.

The cranes are to equip the future Pasir Panjang terminal, and are particularly aimed at handling the new generation of 13 000+-TEU ships.

MOVEMENTS



The **REGGEBORG** seen outward bound from Hoek van Holland
Photo : Frits Janse ©

OLDIE – FROM THE SHOEBOX



The wheelhouse of the **DE 235 STEWART**
Photos : Piet Sinke ©

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In 1974, **USS Stewart** and the Gato-class submarine **Cavalla** were donated by the U.S. Navy to the city of Galveston for use as part of Seawolf Park, a memorial to the Texans who lost their lives in World War II located on Pelican Island. Both vessels were placed, in their entirety, on land, overlooking the city.

Over the years, a lack of maintenance, the elements and vandalism had left the **Stewart** and **Cavalla** in extremely poor material condition, with corrosion and missing equipment serving as their most prominent features. In 1996, the U.S. Navy was considering reclaiming the vessel and

placing it in the care of the Carnegie Institute with the intention of moving the ship to Pittsburgh, Pennsylvania, on the condition that a metallurgical analysis found that the hull was in sufficient condition to be re-floated. In October 1998, the Galveston Parks Board announced its intention to scrap both vessels and turn Seawolf Park into an RV park. After a protracted public battle, the Parks Board allowed the **Cavalla** Historical Foundation to raise funds for the restoration and preservation of the vessels.



The **SS 244 CAVALLA** seen at the Seawolf park in Galveston (Pelican Island)

Photo : Piet Sinke ©

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As of 2006, a significant restoration effort was underway for **Stewart**, with extensive sandblasting, repainting and repairs aimed at returning the ship to its wartime appearance. In addition, work is currently underway to correct a number of inaccuracies, including the ship's mast, which currently originates from the Buckley-class **USS Holton**.

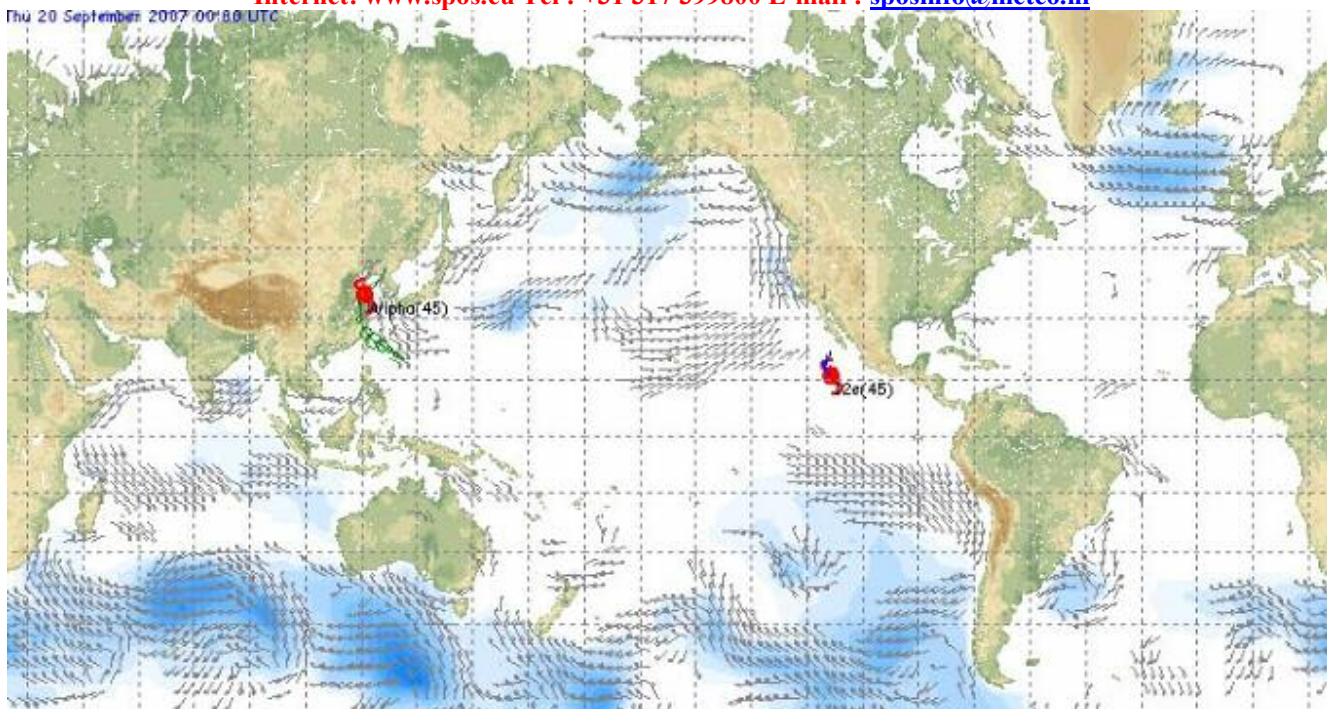
MARINE WEATHER

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Thu 20 September 2007 00:00 UTC



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 KNRM Scheveningen lifeboat **JAN VAN ENGELENBURG** seen in action in Rotterdam.
Photo : Hans de Jong ©

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