

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 214



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**The "Queen of the Netherlands" seen pumping sand towards Raslaffan (Qatar)
Photo : Henk Niesten ©**

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EVENTS, INCIDENTS & OPERATIONS



The latest newbuilding for Fairplay towage the **FAIRPLAY I** seen moored alongside her sister the **FAIRPLAY III** in the Tennessee harbour in Rotterdam Europoort, the **FAIRPLAY I** is on her delivery voyage towards Hamburg

Photo : Ferry van Rijsbergen ©

Cutter hands over vessel suspected of illegal fishing

The Coast Guard Cutter **Boutwell** transferred custody of the suspected high-seas drift net fishing vessel, Lu Rong Yu 6007, to the Chinese Fisheries Law Enforcement Command on Thursday.

The **Boutwell**, under the tactical control of the 17th Coast Guard District headquartered in Juneau, made the transfer approximately 300 miles northeast of Tokyo, Japan, the Coast Guard said in a press release. The 120-foot **Lu Rong Yu 6007** is suspected of illegal high-seas drift net fishing 500 miles east of Hokkaido, Japan.

Each law enforcement vessel sailed for four days to reach a rendezvous point where Boutwell's boat transported Chinese law enforcement officials from their cutter to the suspect vessel. U.S. and Chinese officers exchanged information and evidence in the case.

According to the commanding officer of the **Boutwell**, Capt. Peter J. Brown, the transfer of the fishing vessel is an example of international cooperation in maritime security and law enforcement. A Chinese official will continue to sail with **Boutwell** for the remainder of this patrol as part of a multi-national effort to combat illegal fishing in the international waters of the North Pacific Ocean.



The **SICAL TORINO** seen moored in IJmuiden

Photo : Karel Stompé ©



Drug runners arrested off coast of Torre del Mar

They had more than 800 kilos of cannabis resin on board their boat, It's been revealed that the Civil Guard made an important drugs haul off the coast of Málaga province this weekend, when a boat carrying more than 800 kilos of cannabis resin was detected 1.5 miles off Torre del Mar.

Málaga Hoy newspaper reported on Monday that the boat was intercepted early on Saturday and towed to port in La Caleta de Vélez, after the crew tried to throw the drugs overboard.

The three men, two from Nador in Morocco, and a Spaniard named as J.L.G.L., now faces charges of public health crimes.



Above seen the **ANTIGONI I** (ex **LELIEGRACHT** of Spliethoff). Seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan ©

1,000 Indians have fake documents

India has warned that there could be over 1,000 Indian nationals serving at sea with fake certificates. Maritime circles in Mumbai are shocked after city police uncovered a racket forging seamen's continuous discharge certificates (CDCs). Police are reported to have seized 228 CDCs, 1,645 certificates for firemen and mechanics and 57 government seals in the operation last week, and to have taken three men into custody. Their interrogation has revealed that they have sold more than 1,000 fake CDCs in the past three years. According to police, fake certificates were sold in the name of

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four leading institutions – BP Marine Academy, Yak Management & Marine Education, ARK Marine Academy and Ocean Education & Research Centre. India is one of the leading suppliers of seafarers, along with the Philippines, China and east European countries. Apart from fake Indian CDCs, police have unearthed counterfeit certificates issued in the names of the Bahamas, Liberia, Panama, Marshall Islands, Honduras and two other countries



Another former Spliethof vessel is the **CORN DIVA** seen here moored in Onneport (Nigeria), the vessel sailed earlier under the name **KIELGRACHT**

Photo : Bennie Slock ©

Harwich lifeboat rescues yacht



A LIFEBOAT stationed at Harwich received a may day call after a yacht ran into problems. A secondary may day call was received at around 5pm on Sunday from a 34ft sailing yacht, **Morning Star**, which had three people onboard.

The Harwich all weather Lifeboat was launch to rescue the boat, positioned seven miles east of Harwich, as it was reported to have engine failure and rigging problems.

On arrival, the lifeboat towed the yacht to the mouth of the River Orwell, where it was handed over to a second boat already proceeding into Suffolk Yacht Harbour.

APL: Vietnam Seaport Master Plan Must Have Long-Term Focus

Vietnam must better coordinate the planning and construction of an integrated seaport network to handle the country's rapid trade growth, according to container transportation leader APL. The company was providing an update of the findings outlined in a research paper, entitled: "Vietnam Transportation and Logistics: Challenges and Opportunities", developed earlier this year by the NOL Group, the Singapore-based parent company of APL, to examine Vietnam's transportation and logistics environment.

"Vietnam's cargo growth potential is tremendous. Average historical growth of containerised cargo of 20% could rise to 25% per year. Previous government forecasts have underestimated actual growth of container volumes, which could have a severe impact on the future planning of cargo transportation infrastructure," said Jim McAdam, APL's President for the Asia Middle East region in Hanoi for the Vietnam Ports & Logistics 2007 conference.

World-class seaports will be crucial to enabling Vietnam to cope with future trade growth, according to Mr McAdam. He said new port developments must be focused around the key cargo carrying origins of Ho Chi Minh City in the south and Haiphong in the north of the country. Vietnam's key commercial gateway of Ho Chi Minh City, which accounts for more than 70% of Vietnam's container throughput, is facing the most serious challenges, said Mr McAdam. Existing port and landside infrastructure is at near to full capacity and several planned new facilities will not be operational for several years.

"Congestion is a real problem in Ho Chi Minh City. There may be some relief once the first phase of new capacity comes on stream in 2009. But, if demand growth exceeds 25%, we will likely have serious under-capacity in the years ahead. The infrastructure master plan should cater not only to new port developments but also landside requirements." Ports in north Vietnam are facing similar infrastructure constraints. Haiphong port which currently handles around 22% of Vietnam's container throughput is recording growth in containerised traffic in excess of 25% per year. Mr McAdam said there was a need for an additional 1 million twenty-foot equivalent units (TEU) of capacity to 2010, with demand expected to increase to 2 million TEU. Mr McAdam said that although more than US\$4.5 billion has been earmarked for new port investments over the next five years, this must be matched by a similar amount to upgrade land transportation facilities in Vietnam, which has emerged as one of the world's leading sourcing and manufacturing locations for a range of commodities such as furniture, apparel, seafood, electronics and seafood.

With ports in Vietnam currently only able to handle relatively small vessels of between 20,000 to 30,000 deadweight tons (DWT), the need for new deepwater ports is critical to address the growing demand in the country. While the seaport master plan calls for the construction of several new deepwater ports in the country, many of these developments could be delayed due to uncoordinated planning and poor infrastructure. This is despite the interest shown by many international port operators in Vietnam. Foreign investment and know-how must be matched by a commitment to improve cargo handling and landside facilities, logistics services, and professional skills in the shipping, ports and logistics arena.

Van Oord lauded by Dutch Prime Minister

Dutch dredging and marine contractor Van Oord was twice mentioned by the Dutch Prime Minister, Jan Peter Balkenende, in a recent speech at Wageningen University.

The Prime Minister mentioned Van Oord as a company "that makes a difference in the field of innovation and entrepreneurship," with the drive to grow and to excel as a company.

"We are very honoured and proud that our Prime Minister ranks Van Oord as one of the top examples of innovative and entrepreneurship," said Van Oord in a statement. "The low-lying Netherlands was built up and became great in the battle against the water. This battle has been going on for centuries, and is continuing today. It has made us unrivalled experts in water management. Ever since the 17th Century, other countries have been eager to benefit from our knowledge," said the Prime Minister in his speech.

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"In a report published after hurricane Katrina hit New Orleans, the US government called the Dutch approach the Gold Standard for storm risk reduction. This is why the Dutch companies Royal Haskoning, Arcadis and Fugro are active in New Orleans today. And top Dutch firms are at work in other countries too. Van Oord is involved in a project costing billions of Euros in the United Arab Emirates. And engineers from DHV are working on widening the Panama Canal."

"This means we need to put the mentality of mediocrity behind us and get moving again. Harold Goddijn, the CEO of TomTom, told me last week, 'Dutch business people often aren't driven enough to make their companies grow.' This is a shame. And unnecessary. Because we can do it. We did it in the Golden Age. And top entrepreneurs like Philips, Heineken and Van Oord have done it in our time," he concluded.



The **BALTICA** seen off Flushing

Photo : Rob van Deijk ©

MSC NAPOLI HELPS BOOST BRAEMAR

SERVICES provided by Braemar subsidiary to the stranded containership **MSC Napoli** were among the factors that given the parent company a better than expected first half. The diverse group has however pulled out of bunker trading.

A trading update following Braemar's half-year end on 31 August says: "Overall trading to date has been better than we had expected when the first interim management statement was made at the AGM on 20 June 2007, despite a weak US dollar. Pre-tax profits for the first half just ended are expected to exceed last year's second half profits of £6.0m (US\$12m).

CEO Alan Marsh, adds: "We have had a very strong performance across the business in the first half and the current strength of the major markets that we operate in and the continuation of recent high activity levels bodes well for the year as a whole."

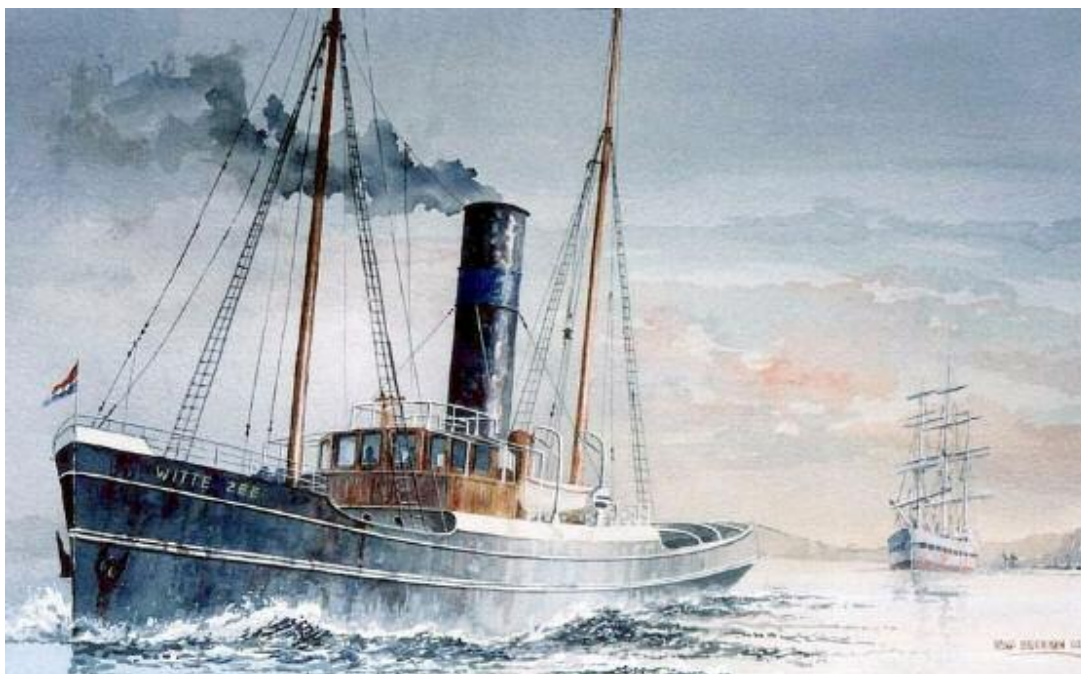
According to Braemar: "Activity levels and revenues in shipbroking are well ahead of the first half of last year. Of particular note are strong performances in newbuilding, offshore and dry cargo chartering where we have increased our presence and freight rates have been at record levels. The results will also benefit from the full inclusion of our container desk which has also performed well."

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Regarding bunkering, Braemar says: "We stated in May that we were reviewing options for the bunker business and as a result we have ceased activity in Bunker trading as of this month although the interim results will include the activity for the whole of the period."

A fall in rates has also not adversely affected the shipbroking and shipping services group. It says: "While tanker chartering rates have generally been lower, the number of transactions concluded has more than offset the rate effect. The company's forward book has again grown substantially over the first half to a new record level, due to additions in newbuilding orders and long term time charter business."

Braemar says its other business segments have also performed well with increased revenues in the first half. It notes: "In particular DV Howells provided a range of services for a stricken container vessel while it was beached off the coast of Devon resulting in higher first half revenue than expected. Wavespec and Cory have both performed steadily and ahead of the last half. Falconer Bryan, our new Far East based technical shipping services business which was acquired in July, has been trading as expected and two months of profits will be included in the interim results."



Above seen the latest watercolor called "**Sail & Steam**" a painting from **Hans Breeman**. It is howing the tug **Witte Zee I**, build in 1914 ordered by L. Smit & Co's Internationale Sleepdienst – Rotterdam. The tug stranded in 1940 in the Irish Sea.

Later two more tugs with the same name were operational for the same company.

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SEAMEC II on fire in Curacao port



Shippingnewsclippings correspondent at Curacao **Kees Bustraan** reported that an explosion occurred onboard the **SEAMEC II** Thursday morning at 07:35 It followed by a large fire on in the port of Willemstad on the Caribbean island of Curacao.

The **SEAMEC II** has been undergoing repairs to its hull when there was an explosion on the ship, **KEES** reports that the first rumours are showing that 5 persons died onboard the **SEAMEC II** and 6 on the quayside due to the explosion.

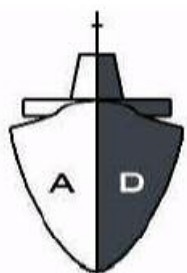
Photo : The **SEAMEC II**

seen arriving earlier this week in Curacao – Photo : Kees Bustraan ©

NAVY NEWS

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Sino-Spanish first joint military exercise held

Chinese and Spanish naval vessels Tuesday conducted their first ever joint military exercise in the Atlantic Ocean.

Chinese guided-missile destroyer **Guangzhou** along with Spanish frigate **Reina Sofia** and a patrol ship participated in the search and rescue exercise dubbed "**China-Spanish Friendship-2007**."

Taking place near Spain's southern port city of Cadiz, the operation was also the Chinese Navy's first joint exercise with the Spanish Navy in Spanish waters. Spain is the third leg of the 87-day voyage of the Chinese destroyer and its supply ship **Weishanhu** that has already taken them to St. Petersburg, Russia, and Portsmouth, Britain, and will also take them to Toulon, France.

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The navies of China and Spain began exchanges of friendly visits in the 1980s. In March 2003, Spanish naval training vessel **Juan Sebastian De Elcano** paid a five-day visit to the Chinese port city of Shanghai.



Independence Day celebrated by the Aircraft Carrier **São Paulo** of the Brazilian Navy and Party of gala for the bicentennial of Admiral Tamandaré.

Photo : Luiz Carlos Padilha ©

Nigerian Navy's Performance Attracts Foreign Invitation



The **ARADU** seen arriving in Brazil

Photo : Edson Lima Lucas ©

The dazzling and colourful performance by the Nigerian War Ships at the recently concluded bicentenary celebration for the Brazilian Navy has attracted foreign invitation by Argentina and Portugal for exchange of port visits.

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This was contained in a press statement signed by the director of naval information at the naval headquarters and made available to leadership. The statement reads in part: "it was indeed a fine moment in Nigeria's foreign policy arena. Already the navies of Argentina and Portugal have marvelled at the ship's impressive performance and have therefore extended invitations to the federal government of Nigeria for exchange of port visits."

It would be recalled that the nation's flagships, **NNS Aradu**, accompanied by **NNS Nwamba** had taken part in the bicentenary celebration of the establishment of Brazil's Navy, crossing the equator from South-America.

Meanwhile, the Chief of Naval Staff, Vice Admiral G.T. Adekeye, arrived Nigeria aboard a British Airways flight at exactly nine minutes after seven on Wednesday (last week) evening. He expressed satisfaction with the conduct of the two Nigerian ships during the celebrations.

The Chief of Naval Staff was also full of praises for President Umaru Yar'Adua, who provided the needed logistics for the trips "at a time cynics believed the Nigerian Navy was incapable of sailing; talk more of undertaking a transatlantic voyage," the statement observed. are expected to spend two days there before crossing the Atlantic once again for Free Town, Sierra Leone, Tema, Ghana enroute Nigeria.

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The **SEALAND MOTIVATOR** seen enroute Rotterdam-Botlek
Photo : Joop Teerling ©

Boston Ship Repair starts Philadelphia operation

The Philadelphia Inquirer reports that Boston Ship Repair Inc. is setting up a second operation in Philadelphia. To be called PennShip Service L.L.C., it is expected to employ a core group of 200 workers. It is leasing a Philadelphia Naval Shipyard site next to Aker Philadelphia that was formerly utilized by Metro Machine Corp, of Norfolk, Va. PennShip has leased Dry Dock 3 and Pier 6 along with adjacent land, the Philadelphia Inquirer reports John Grady, senior vice president of the Philadelphia Industrial Development Corp. (PIDC), as saying.

Dry Dock 3 is 984 feet long and 114 feet wide. The PIDC is looking for another maritime firm to develop the smaller Dry Dock 2 area, once part of the Metro Machine operation. According to its website, Boston Ship Repair is now booking drydockings at the Philadelphia facility.

Vessel Christened at Bach Dang Shipyard

Bach Dang Shipyard Corporation, an affiliate of the Vietnam Shipbuilding Industry Group (Vinashin), on September 18 christened the 22,500-ton **VTC Dragon**. The vessel was later handed over to the Viet Nam Sea Transport and Chartering Company. The ship, 502-ft. long and 85.3 ft. wide, is equipped with a 6,253 kW engine imported from Japan and was built under the supervision of Japan's NK company. **VTC Dragon** is the third of its kind built to date under a contract of eight such vessels for subsidiaries of the Viet Nam National Shipping Lines (Vinalines).

So far, the ships are the largest to be built by the Bach Dang Shipyard. The shipyard is also carrying out a contract to build ships of 4,900 tons for an Italian owner and a 17,500-ton ship for a Republic of Korea owned company.

Svitzer Orders Pair of Damen ASD Tugs

On September 10, Svitzer and Damen Shipyards Gorinchem signed a contract for the construction and delivery two **Damen ASD Tugs 2411**. Although Svitzer already operates a few Damen Tugs in their fleet of over 500 vessels, this contract represents the first direct order. The deliveries are scheduled for respectively end July and end October 2008. Both tugs will have a bollard pull of approx. 70 metric tons and will be built according to the UK MCA requirements and are well equipped for various port operations.

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Launching of mv Fairplayer



On the 17th of August, the new J-class vessel mv **Fairplayer** was launched on the Damen shipyard in Galati, Romania. As the third of a series of four, J-class heavy lift vessels, she will be outfitted with two 900-tons mast cranes. Two J-class vessels have been in operation since 2004 and one more new vessel is scheduled for delivery late 2008. Currently, the **Fairplayer** is being outfitted on the shipyard. By the beginning of 2008, the two mast cranes will be installed at the Huisman yard in Schiedam, The Netherlands after which she will enter into service by the middle of 2008. The **Fairplayer** when entering service in mid 2008 is the second J-Class heavy lift vessel in the Jumbo fleet equipped with a DP2 propulsion system. In addition to serving Jumbo's core business as heavy lift transportation vessel, she will also be available for offshore transport & installation projects under the motto:

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, ALL IN ONE GO**

CKYH TO CALL AT PRINCE RUPERT

THE CKYH Alliance says the PNW butterfly service, which is jointly operated by COSCON and Hanjin Shipping using 5,500 TEU ships, will be adding Prince Rupert, British Columbia, Canada to its South loop section as soon as the port starts its operation at the end of October. The Port of Prince Rupert offers the shortest route between the Far East and North America, "saving the current sailing time up to 58 hours".

A statement notes: "Moreover, the port possesses the deepest harbour in North America and is accessible to the double stack rail network of Canadian National Rail on-dock." It adds: "CKYH Alliance is the first to call the Port of Prince Rupert and provide customers with a new gateway as well as offer the market the fastest transit time between Asia and the interior of North America, including the cities of Toronto, Montreal and U.S. Mid West area, etc."

The port rotation will be: Hong Kong – Yantian – Yokohama – Prince Rupert – Vancouver – Seattle – Yokohama – Shanghai – Busan – Seattle – Portland – Vancouver – Kwangyang – (Hong Kong).

HAVENBEDRIJF WIL DAT ENERGIECENTRALES CO2-UITSTOOT OPVANGEN

Havenbedrijf Rotterdam stimuleert de bouw van twee kolen-biomassa gestookte energiecentrales op de Maasvlakte, maar dan wel onder de voorwaarde dat E.ON en Electrabel zelf de door de centrales uitgestoten CO2 opslaan. Het is de eerste maal dat het Havenbedrijf CO2-opslag zo expliciet als voorwaarde stelt voor deze ontwikkeling. Hans Smits, president-directeur Havenbedrijf, maakte dit vanmiddag bekend op het symposium '**Energy Port 2007**' dat wordt gehouden op de **Jules Verne** bij het bulkoverslagbedrijf EMO op de Maasvlakte.

De heer Smits maakte van de gelegenheid gebruik om te pleiten voor een CO2 pijpleiding systeem met Rotterdam als centrum van Noord-West Europa. Hij ziet daarin de haven als een hub tussen de opvang van CO2 in industriële clusters en CO2-opslag in de Noordzee. Op dit moment werkt het HbR aan een business plan voor deze zogenoemde 'common carier pijpleiding voor de transport van CO2'. Dit plan is momenteel een van de belangrijke aandachtsgebieden voor het Havenbedrijf. Het Havenbedrijf neemt deel het Rotterdam Climate Initiative dat moet leiden tot een halvering van de Rotterdamse CO2-uitstoot in 2025 ten opzichte van 1990.

Het stimuleren van CO2-opslag door relaties past in het milieubeleid van het Havenbedrijf. Het HbR investeert niet alleen zelf in bijvoorbeeld schone vaartuigen maar pusht ook relaties een vooruitstrevend milieubeleid te voeren. Zo heeft Rotterdam World Gateway - het consortium dat de eerste terminal op de Maasvlakte 2 in gebruik neemt - op het gebied van luchtvervuiling en modal split afspraken gemaakt die qua duurzaamheid verder gaan dan welke Europese containerterminal dan ook.



Cruise ship's site is a real Gem

Norwegian Cruise Line goes online to tout the 'hippest ship' sailing

Norwegian Cruise Line is taking a new approach to building up the buzz for its new cruise ship, the **Norwegian Gem**.

The Miami-based cruise line on Monday launched the Web site gemitgirl.com, which the company says is an online site "dedicated exclusively to the company's new 'It Girl,' **Norwegian Gem**." The ship will make port-of-call stops at Port Canaveral, starting Dec. 24.



The **NORWEGIAN GEM** seen ready to leave the builders **MEYER WERFT** in Papenburg Saturday September 15th, note all the campers with a lot of people awaiting the departure of the vessel !!!

Photo : Kees de Vries ©

The ship's My Space-like Web site features what the company touts as a blog from the ship; a create-your-own "avatar" tool, allowing visitors to create virtual personalities of themselves; weekly polls; "virtual bowling" in the Bliss Ultra Lounge; a calendar of events; and contests.

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"**Norwegian Gem is the hippest ship to hit the high seas**," Norwegian Cruise Line President and Chief Executive Officer Colin Veitch said, in announcing the Web site. "It's only fitting that our new 'It Girl' would have her own dedicated, interactive space where everyone can truly get a feel for her personality and share in the excitement about her upcoming arrival."

Norwegian Director of Public Relations AnneMarie Mathews said the ship now is in Germany, undergoing sea trials, and will officially enter the Norwegian fleet Oct 1, initially sailing in Europe.

It later will be based in New York, with sailing to the Bahamas and the Caribbean. The Bahamas sailings will include a stop at Port Canaveral on Mondays. The ship will stop at Canaveral twice in 2007 and 14 times in 2008, Mathews said.

The gemitgirl.com Web site details "the glamorous life" of the ship, including vital statistics (height: 14 decks; guest capacity: 2,466, based on double occupancy), and favorite things, such as favorite color (leopard), favorite food (escargot) and likes (bar-hopping and bowling).

In addition, there are deck plans and detailed information on the ship's staterooms, public rooms and itineraries.

Visitors can join **Norwegian Gem's** "circle of friends" by creating their own avatar, a virtual representation of themselves that lives online. The ship and its "assistant," Marli, "will post entries chronicling noteworthy happenings in **Norwegian Gem's** progression from the shipyard to welcoming her first guests and visiting exotic locales around the globe."



The 2007 built tanker **Iver Express** seen at Lyttelton, New Zealand discharging petroleum product from Singapore.

Photo : Ian Calvert ©

HOLLAND ORGANISES NETWORK RECEPTION ON 'SHTANDART'

HME Chairman and Mayor of Rotterdam will officially launch the
Holland Maritime Cooperation Programme in Russia

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During the largest trade exhibition in Russia, NEVA 2007, the Royal Netherlands Consulate-General in St. Petersburg and Holland Marine Equipment Association (HME) will host a reception on board of the Peter the Great rebuilt frigate 'Shtandart'. The reception will take place on 26th of September 2007 from 18.00 – 21.00 hours on the river Neva, near the LENEXPO exhibition centre. Mr Opstelten, the Mayor of Rotterdam and Mr Hoeks, the Consul-General of the Netherlands in St. Petersburg will attend the reception. Mr Van Gulpen, chairman of HME, will invite Mr Opstelten to officially launch the Holland Maritime Focus Programme on Russia.

From September 24th to 27th 2007, Holland invites all Russian maritime companies to visit the pavilion at NEVA 2007. Invitations to the reception on board of 'Shtandart' have been sent to ports authorities, marine equipment producers, shipyards and ship-owners, design bureaus and maritime institutions. NEVA 2007 is a perfect opportunity for the Dutch maritime industry to present itself to the Russian market. The Holland pavilion consists of nineteen companies.

NEVA 2007 will mark the beginning of a maritime focus programme on Russia, directed at strengthening trade cooperation between maritime companies in Russia and Holland. The range is broad: from shipbuilding and maritime supply to yachting and offshore.

Currently Russian shipbuilding industry is entering into an ambitious stage of reorganization and modernization. The Holland maritime sector believes in the success of these new developments. Hence the Agency for International Business and Cooperation (EVD), which is part of the Ministry of Economic Affairs in Holland, together with the industry have established a three-year market development project for Russia. The project is directed at the maritime sector and designed to explore the vast opportunities for mutual co-operation in the Russian maritime sector. The technicians from Holland have a long tradition in the production of innovative maritime solutions. The new programme gives them a chance to contribute to the success of Russian shipbuilding industry through tight technical cooperation and knowhow transfer.

Activities of the Holland Maritime Cooperation Programme Russia include active presentation of Dutch companies to the Russian market through bilateral trade missions, technical cooperation, individual matchmaking and consulting. The project will also make Holland maritime technology more accessible to the Russian market, by means of a Representative Office, a Russian catalogue and a Russian website. Together with our Russian counterparts we hope to set sails with the wind towards a prosperous future cooperation.

For further information or invitations to the network reception, please contact Mrs Irina Fetisova, Export Manager Russia (T: +31 (0)10 44 44 333 or E: if@hme.nl).

TUGSPOTTERS.COM moved to a new address.

As of 15 September our headquarters is located at the Burgemeester Geillstraat 36 in Terneuzen.

Please take notice of our new address:

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Volgograd Delivers Cargo Vessel

The Volgograd shipyard recently delivered the dry cargo vessel, **Iran Amirabad**, to Irinvestship Limited. The contract for the building of a series of the four dry cargo vessels was signed in August 2005. The first vessel **Iran Anzali** was delivered to the customer in February 2007, the second vessel, **Iran Nowshahr** – in June 2007, the forth vessel was laid in December 2006.

The ships will transport general, solid-bulk, timber and logs, big and hazardous cargo, containers. They can be used in the Caspian Sea, Mediterranean Sea, Black Sea, White Sea, North Sea. The length of the vessel is 459 ft., deadweight in sea/river – 6750/4343 tons, carrying capacity in sea/river – 6325/4100 tons. The project of the ship was developed by the Maritime Engineering Bureau (Odessa).

TEN Sells Tanker

Tsakos Energy Navigation Ltd., announced the sale of the 1999-built 107,181 dwt Aframax tanker **Olympia** to an independent Greek-based operator. The **Olympia** will be delivered to her new owners in January, 2008 resulting in a \$34m capital gain that will be recorded in the first quarter of 2008. The **Olympia** is debt-free and as a result all proceeds from this sale will be free cash available for reinvestment.



The **KOTA LATIF** seen moored in Rotterdam
Photo : Lenie Kleingeld ©

Great Lakes cargo down again in August

American Shipper reports that Great Lakes shipments by US-flag members of the Lake Carriers' Association declined 2.7 per cent in August to 11.3 million tons.

The Cleveland-based LCA, which represents 18 American companies operating 63 US-flag vessels, said the lack of dredging and falling water levels on the Great Lakes again resulted in cargo being left behind.

"Through August, US-flag carriage on the Great Lakes stood at 62.7 million tons, a 5.1 per cent decrease from the same point in 2006, and only marginally ahead of the five-year average for the January-August timeframe," said the report.

Biggest single Cat cargo docks in Cape Town

The biggest load of Caterpillar equipment ever to land in South Africa on a single vessel happened last month in Cape Town. The vessel, the **AFRICAN KITE**, was carrying 40 Cat machines, the majority large mining machines, weighing in at a total 2,035 tons. The vessel was chartered specially to transport the consignment, occupying 7,000 cubic

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metres of hold space, from the USA for Barloworld Equipment customers in southern Africa, including Zambia, Angola and the DRC.

On 6 August 2007 the vessel docked in Cape Town to discharge the bulk of its cargo, comprising 36 trucks, dozers, wheel loaders and various other machines, as well as separate components such as buckets and truck bowls.

The machines and components were transported out of the harbour on 61 lowbed trucks. From there The **African Kite** made for Durban, where the remaining equipment, three off-highway trucks bound for Zambia and a large wheel loader for Angola, were offloaded and transported out of the harbour on another 16 lowbeds. All the machines reached their destinations within two to seven working days. In addition to customers in Angola, Botswana, Zambia and the DRC, machines in this consignment were transported to seven provinces in South Africa: Limpopo, the Northern and Western Cape, Mpumalanga, the Free State, KwaZulu-Natal and Gauteng.

The machines were assembled where necessary and underwent pre-delivery inspections by Barloworld Equipment prior to handover to customers.

MOVEMENTS



The **REMO** seen in Rotterdam-Europoort –
Photo : Arie Verheij ©

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The **DE HONG** seen departing from Mosselbay
Photo : Ronny Meyer ©

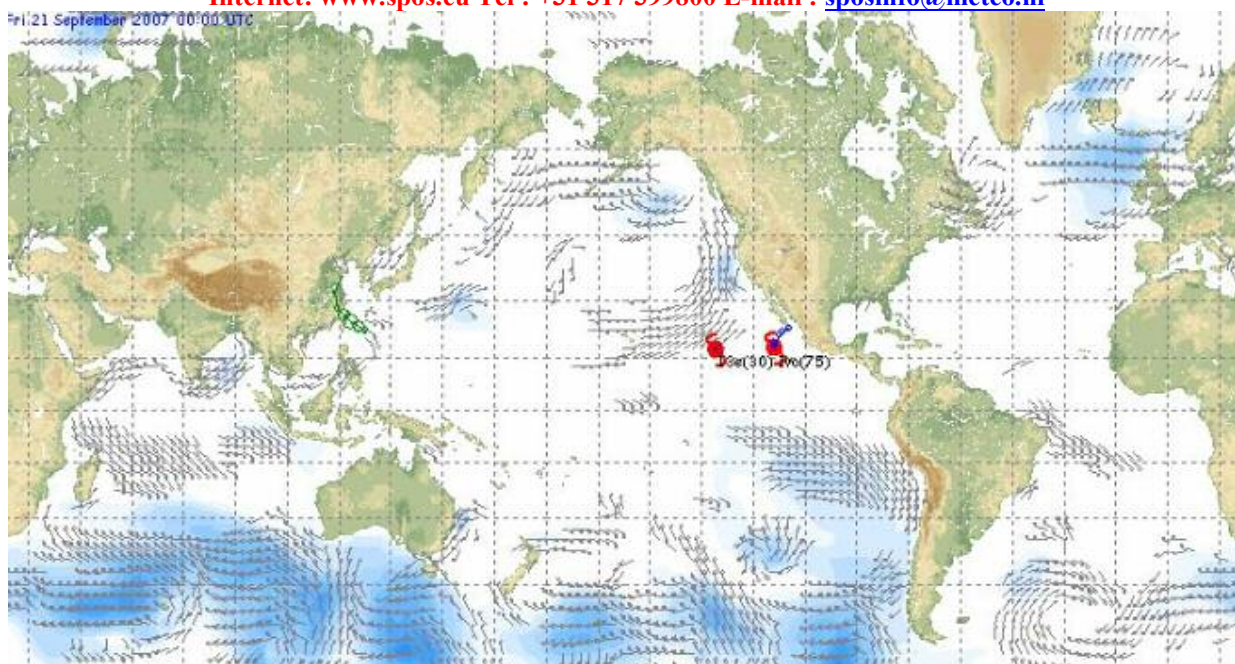
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.... PHOTO OF THE DAY



Heerema's **HUSKY** seen enroute Rotterdam

Photo : Bert Bot ©

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