

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 219



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News reports received from readers and Internet News articles taken from various news sites.

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**"THE WORLD" seen at Greenwich, London on the River Thames on 22/09/2007.  
She departed for Rouen later that same day.**

**Photo : David Berg ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **SOUTHERN JUICE** seen moored in the port of Santos – Photo : Bruno Pricoli ©

## CORRECTIE

In het artikel over de aanloop aan Zeebrugge van de "**Elly Maersk**" is een grove fout geslopen. Het schip is helemaal niet achterwaarts naar binnengeloodst zoals vermeld in de nieuwsclippings gisteren. De aanloop verliep perfect mede door de ideale omstandigheden van de dag; bijna geen wind en op het moment van de aanloop bijna geen stroming.

**De verkeerde info kwam van de website van de VRT !!!!**



Foto : Henk Claeys ©

Het aanloopmanoeuvre was door het Loodswezen minutieus gepland. Mocht er iets zijn misgegaan, dan had men nog een uitwijkmanoeuvre, en precies dat hield een achterwaarts binnenlopen in. Maar alternatieve planning kwam helemaal niet te pas afgelopen zaterdag.

## GOM Offshore Ops Returning to Normal

Oil and natural gas production levels and the number of workers on offshore rigs and production facilities were close to or at normal levels today as offshore operations resumed after the threat of Tropical Depression No. 10 passed late last week. Workers remained evacuated from three production platforms, or 0.4 percent of the 834 manned platforms in the U.S. Gulf. All personnel evacuated from rigs have been redeployed to the 89 rigs operating in the Gulf. Approximately 19.3 percent of U.S. Gulf oil production remains shut-in, as does 8.8 percent of U.S. Gulf gas production. Estimated U.S. Gulf oil production as of April 2007 totaled 1.3 million b/d, while gas production totaled 7.7 Bcf/d at that time.

## Bomb Hoax

A bomb threat stranded a luxury cruise ship for hours on Saturday (22 Sept) at a Manhattan pier, cops said.

Using the city's 911 service, a man reported that a device would explode on the **Norwegian Spirit** at 7 p.m.

"Sa'id, my brother, works on the boat," the caller said, according to cops. "He has a bomb and it's going to go off at 7." Heavily armed city cops, including the NYPD's bomb squad, descended on the ship, which was carrying about 2,000 passengers. Several hours later, police officials called the threat a hoax.

Delayed for three hours, the ship embarked on its overnight jaunt at 7:15 p.m., minus several nervous passengers.



"We were sitting in our room and we saw the police," said Gary Phillips, 30. "I went to the desk and they said there was a threat, but they wouldn't tell us any more."

Phillips and other passengers said they were told they would get no refund. "I'd rather leave the \$350 and go home to my 3-year-old son," Phillips said.

Norwegian Cruise Line spokeswoman AnneMarie Mathews had no comment on the threat, saying only, "We're glad that everyone was safe."

## **Viking Islay deceased "found unconscious"**

Vroon Offshore Services Limited says it is continuing to liaise closely with the Marine Accident Investigation Branch (MAIB) as it continues its investigation into Sunday's accident aboard **Viking Islay**.



The company has confirmed that the men were found unconscious in the bow of the vessel after they had been undertaking an operation to secure an anchor in a storage area. They were airlifted to Hull Royal Infirmary where they were pronounced dead on arrival.

**Photo : Jan Plug ©**

The cause of death will only be announced after a post-mortem has been completed.

Said the company: "Now that a formal MAIB investigation has begun it would be inappropriate to comment further on the precise circumstances surrounding the incident at this time."

The able seamen who died were coxswains Finlay MacFadyen (46) from Aberdeen and Robert O'Brien (59) from Leven in Fife; and boatman Robert Ebertowski (40) from Gdynia, Poland.

Vroon Offshore Services chief executive Graham Philip said: "Our priority now is to provide whatever support we can to all those affected by this tragedy, and to ensure we offer every possible assistance to the MAIB in their investigation."

Vroon Offshore Services Limited owns and operates 32 vessels ranging from purpose built cargo-carrying field support vessels to towing vessels and conventional emergency response and rescue vessels.

## **Maeslantkering zaterdag dicht**



de test dit jaar extra spannend.

De Maeslantkering in de Nieuwe Waterweg bij Hoek van Holland en de Hartelkering in het Hartelkanaal bij Spijkenisse gaan zaterdagmiddag dicht voor controle.

Rijkswaterstaat verwacht dat vele duizenden belangstellenden naar de sluiting komen kijken.

Als alles goed gaat zijn de witte deuren rond 16.00 gesloten. Het exacte tijdstip is afhankelijk van de weersomstandigheden. De kering moet zondagochtend om 08.00 weer opengaan. Omdat er de laatste jaren veel onderhoud aan de Maeslantkering is gepleegd is voor Rijkswaterstaat

## European fishing pirates hit Pacific: Greenpeace

Illegal fishing vessels linked to large European fishing firms have begun plundering endangered ocean stocks in the Western and Central Pacific, environment watchdog Greenpeace said on Tuesday.

Surveillance of fishing fleets near the tiny Pacific nations of Kiribati and the Cook Islands showed European owned or operated vessels had expanded their range from the Indian and Atlantic Oceans -- mainly in search of tuna.

"Most of the cases documented show clear links to tuna being sold in European markets," Greenpeace said in a new report on what it said were "European sharks" biting the Pacific.

With a global tuna shortage, large European firms named by Greenpeace as Albacora, Calvopesca and Conservas Garavilla, were sending fishing boats into the western Pacific under flags from Venezuela, Panama, Ecuador and the Netherlands Antilles. "All Pacific island nations negotiating fishing agreements with the European Union need to be fully aware of the track record of Spanish and Dutch-owned vessels in the region, including their pirate fishing operations," Greenpeace Oceans Campaigner Lagi Toribau said.

"Instead of cutting back the amount of fishing, both legal and illegal fishing fleets are expanding," the report said.

Spain-based Calvopesca and Albacora's interests include refrigerated tuna fishing boats, transportation, storage, distribution and sale into European supermarkets. The companies say on their web sites that their fishing operations comply with international laws. But Greenpeace said seven of 11 fishing incidents this year were linked to European firms and Ecuadorian company Nirsa, which also sells fish to European stores.

Some were licensed only for fishing in the Eastern Pacific, while others were caught in exclusive fishing zones near Kiribati and French Polynesia, Greenpeace said.

Up to 300,000 tones of tuna were being stolen from the Western and Central Pacific each year. Experts have called for big reductions in catches of big-eyed and yellowfin tuna.

Southern bluefin tuna catches are also unsustainable with an even chance that all fish capable of laying eggs will be gone by 2030 if current catch levels continue, according to a 2006 report by Australian, New Zealand, South Korean and Japanese officials.

Greenpeace said small Pacific island nations should form a common negotiating block to better enforce conservation and surveillance measures with the EU and other fishing nations.

"The high-seas pockets in the region should be closed to all fishing activities as no-take marine reserves ... in order to halt rampant pirate fishing, and to enhance stock and biodiversity protection in the region," Toribau said.



The **RPA 14** seen operating in Rotterdam Europoort

**Photo : Frits Janse ©**



## **Eerste LNG uit Noord-Noorwegen**

De eerste tanker met vloeibaar aardgas (LNG) zal naar verwachting in de laatste week van september vertrekken vanaf de terminal bij Melkøya, in de omgeving van de Noord-Noorse Hammerfest. Reisdoel is de VS, zo maakt de Noorse oliemaatschappij Statoil bekend.

Het gas komt uit het Snöhvit-veld in de noordelijke Atlantische Oceaan. Het gaat per pijpleiding naar Melkøya en wordt daar gekoeld tot 163 graden onder nul, waarna het als vloeibaar aardgas in tankers kan worden vervoerd. De hierbij vrijkomende CO2 wordt teruggepompt in de bodem. Noorwegen is een relatief nieuwe leverancier van LNG. Landen als Algerije exporteren deze brandstof al langer. Het voordeel van vloeibaar gemaakt aardgas is, dat er voor het transport geen pijpleiding nodig is. Wel zijn er speciale schepen en terminals voor nodig.



Op de Maasvlakte bij Rotterdam staat al lange tijd een opslagterminal voor LNG van Gasunie. Diverse projecten voor de aanlanding van vloeibaar aardgas zijn hier in ontwikkeling.

## Untimely deaths of port people

Three untimely deaths involving port people have occurred in Durban in the past few days. On Thursday last week, 20 September, Captain Robert Zanders, former principal officer with the South African Maritime Safety Authority (SAMSA), passed away after an illness.

Robert Zanders came to South Africa from the Netherlands and served with Unicorn Lines as a ship's master before joining the Department of Transport maritime division in the 1980s, where he was appointed principal officer in Durban. In 1992 Capt Zanders studied for and was awarded an Extra Master's Certificate, an additional academic qualification over and above his master's ticket.

In the 1990s he played a role in the transformation of the DoT maritime division into what has become SAMSA, remaining as principal officer until his retirement in recent years when his health began to fail. He was diagnosed with motor neuron disease in 2006. He remained a very private person and was never married, living by himself at Umkomaas on the South Coast and was highly respected and liked by his colleagues and friends and all who came into contact with him. Because he preferred his privacy many people never got to know about his philanthropic activities, in particular of helping under privileged children receive an education.

At his own request there was no funeral or memorial service, although family from the Netherlands were with him at the end. In a tragic incident at Durban Monday, one of Durban's best known ship surveyors, Joe McLoughlin was killed in an accident at Maydon Wharf, when he was struck by a fork lift truck while taking photographs on behalf of a client.

McLoughlin was a master mariner and founder member of Independent Surveyors cc. He was also a proud member of the General Botha Old Boys' Association and served in various organisations including the Master Mariners Association.

He is survived by his wife Dianne and two children. Yesterday afternoon (Monday) a worker died while cleaning a crane at Durban Harbour. According to reports he was not wearing a safety harness when he lost his grip and fell into the thresher of a processing machine, which dismembered his body. By last night the man's identity had not been revealed.



The **PEARL OF SCANDINAVIA** seen leaving Copenhagen  
Photo : Simon Brown ©

## Kenya: Overstayed Containers to Be Removed From Port

The Kenya Revenue Authority (KRA) has allowed the Kenya Ports Authority (KPA) to remove overstayed containers from the port to two Container Freight Stations (CFS's), starting today, as part of efforts to decongest the port.

Already, more than five shipping lines operating at the Mombasa Port have announced that they would introduce a US \$200 (about Sh13,600) vessel delay surcharge (VDS), due delays in ships turn-around at the port.

The KPA harbour master and chief operations manager, Captain Twalib Khamis, said yesterday that KPA had already executed a Sh150 million bond that KRA was demanding before the containers could be moved.

"We have executed the bond and given assurances on the procedures to remove the containers, and KRA is satisfied," he said in an interview. A total of 6,000 containers will be removed from the port that is choked with more than 16,000 currently.

Last week, the number of shipping lines set to introduce VDS increased when Mitsui OSK Lines warned that they would charge an extra \$200 for every 20-foot equivalent (TEU) container starting October 8, 2007. The shipping line joins Western European Company, Mediterranean Shipping Company, CGM and McAndrews, who have already issued notices indicating that they would introduce a US \$ 200 surcharge at the Mombasa Port.

Experts said yesterday that since importers will pay for the extra charge demanded by the shipping lines, consumers will shoulder the extra costs, thereby pushing up prices of imports.

"Unless the issue of delays at the port is resolved fast, we expect to see a sharp increase in the cost of all imports into the country," said Captain Fred Wahutu, the chief executive officer of the Kenya Ship Agents Association.

Capt Wahutu called on other agencies operating at the port to help KPA decongest the harbour, by ensuring faster clearance of cargo. "For KPA to facilitate the smooth flow of cargo from the port, all Government agencies operating there must work as a team," he said.



The **MAERSK JENAZ** seen in Rio Grande  
Photo : Marcelo Vieira ©



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## Container Ship Collided With Barges and Sinks One

A Cosco-owned container vessel was involved in a collision with four barges in Vietnam, with one of them later sinking.

The incident involving the 9,471-gt **Hutuohu** (built 1997) occurred on Monday on the Saigon River as the barges were loading rice onto a vessel bound for Indonesia. The captain of one of the barges, each weighing about 700 tons and capable of carrying 350 tons of rice, tried to manoeuvre away from the oncoming boxship but, before it was struck, ordered the crew overboard.

The vessel, which was loaded with rice, sank within an hour reportedly spilling 3,000 litres of fuel oil into the river. The three other barges were also damaged, one of them believed to have been holed in two places.

## Ferry runs aground in Bali

A ferry carrying 150 passengers ran aground Friday noon; some 300m off Bali's Padang Bai ferry terminal. Immediate reports said all passengers had been evacuated and there was no port congestion. The passengers are all in Padang Bai whereas the vehicles are still in the vessel," said a source close to the mishap. The **Nusa Penida** was reportedly carrying 150 passengers, 3 buses, 21 cars and 16 motorcycles and was making a regular trip from Padang Bai terminal to Lembar in Lombok in West Nusa Tenggara province when it was caught in rough weather. It is unclear why Padang Bai port officials had given clearance for the ship's disembarkation despite being forewarned of bad weather. Meanwhile, efforts to pull the **Nusa Penida** to shore through the use of another ship, the **Nusa Sakti** failed. The vessel was certified seaworthy by its port administrator, Mother Sudarta, before it departed last Friday.

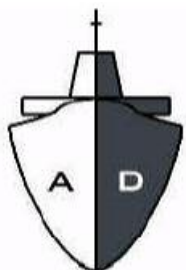


In Indonesia near Batam Island the grounded **BOW STAR** was safely refloated again, the chemical tanker controlled by Norwegian shipowning firm Odfjell has ran aground after leaving the Indonesian port of Batam. The 39,832-dwt **Bow Star** was built in 2004 at Poland's Szczecin shipyard.

## NAVY NEWS

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## US warships arrive in Russia for joint exercise

Two US navy ships have arrived in Russia's Far East port here to participate in a joint exercise with the Russian Navy. The USS **Lassen** (DDG 82), an Arleigh Burke-class guided-missile destroyer, and the USS **Patriot** (MCM 7), a minesweeper, will participate in the drill, to be held September 28-30. The exercise will include minesweeping and anti-submarine operations, the mock interception of a vessel trespassing in territorial waters and a sea-rescue operation.

"This is the third meeting of Russian and American sailors this year. There are two goals - the further development of naval cooperation in the Asia-Pacific region, and the joint naval exercise Pacific Eagle 2007," a Russian Navy spokesman said.

Russia has deployed the **Admiral Panteleyev**, an Udaloy-class destroyer, for the exercise.

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The 4000 BHP **SWIBER GALLANT** and **SWIBER VALIANT** seen fitting out at the Labroy shipyard in Batam  
Photo : Capt. Jelle de Vries ©

## Fincantieri Orders Soar After Profit Report

Italian state-held shipbuilder Fincantieri SpA, the world's largest maker of luxury cruise ships, said its net profit was EUR26.5 million in the first half, in line with the figure for the same period in 2006. New orders rose by a record of EUR2.7 billion, up 34% from a year ago, bringing its total order book to EUR10.6 billion. Gross operating profit rose 26.3% to EUR76.8 million in the first half, the company indicated. Fincantieri is planning an initial public offering in 2008, but the company's time table could slip after the Italian government said labor unions must approve Fincantieri's business plan.

## Chinese shipyard denies state plans to take it private

Guangzhou Shipyard International Co yesterday denied a media report that its state parent is planning to take the Hong Kong and Shanghai- listed Chinese shipbuilder private.

In a statement, Guangzhou Shipyard said its parent, China State Shipbuilding Corp (CSSC) - the world's third largest ship builder - had no plans to buy out minority shareholders at the company.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 219

The statement was issued in response to a local media report on Sept 20 that CSSC was planning to further restructure its listed units to boost efficiency, with measures including a privatisation of Guangzhou Shipyard.

Shares of Guangzhou Shipyard have surged 49 per cent in Shanghai and 23 per cent in Hong Kong over the past three months. Early this year, CSSC injected assets worth 12 billion yuan (\$2.4 billion) into ship engine maker Hudong Heavy Machinery Co and renamed the latter China State Shipbuilding.

CSSC, which builds naval and civilian ships, is the world's No 3 builder of ocean-going vessels by capacity, behind Hyundai Heavy Industries Co and Japan's Imabari Shipbuilding Co Ltd, according to shipbrokers Clarkson plc.

Another CSSC unit, Jiangnan Heavy Industry, said yesterday its Shanghai-listed A-shares would be suspended from trade pending an announcement.

The company denied last week that it was soon to be restructured by its parent.

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## Silversea Buys Ship; Refurb Next

Silversea Cruises Group Ltd. bought the expedition ship **World Discoverer**. The company took delivery of the vessel in Singapore on September 17. The ship will undergo a multi-million dollar refurbishment before it begins service in spring 2008. After the planned refurbishment, World Discoverer will accommodate approximately 140 guests (reduced from current 175) and a crew complement of 106 in a state-of-the-art vessel sporting the latest communications systems, audio-visual equipment, and other high-end amenities. The 6,072-ton vessel also boasts a strengthened hull with the highest Lloyd's Register ice-class notation (1A), appropriate for navigating waters, without an escort, in some of the world's most remote regions, including Antarctica. Earlier this year the company finalized plans to purchase one 36,000-GRT, 540-guest, ultra-luxury vessel from Italian shipbuilder Fincantieri with delivery scheduled for the fourth quarter of 2009. The line has also signed an option for a sister ship with the same shipbuilder.

## Naming ceremony for VOS Tracker held

Vroon Offshore Services has announced that the name-giving ceremony for **VOS Tracker** took place on Friday 21st September at the Maaskant Shipyard in Stellendam, The Netherlands.



Photo : Huib Trommel ©

**VOS Tracker** is an Emergency Rescue and Response Vessel (ERRV) and is the first in a series of four vessels being built at Damen for the Dutch continental shelf. The vessels will be operated by Vroon Offshore Services. All four new vessels are due to have been delivered by 2010. They are 48.20m overall, have a length bp of 44.40m, beam of 11.00m, maximum draft of 4.25m, and a maximum speed of 12 knots.



The **LT LLOYDIANA** en route Rotterdam

Photo : Tjep van Roon ©

## Transfennica klaar voor Bilbao

Rederij Transfennica zet vanaf woensdag twee ro/ro-schepen met een capaciteit van 1.625 strekkende meter garageruimte (108 trailers) in tussen Zeebrugge en Bilbao. Behalve trailers zullen beide schepen ook containers vervoeren.



The **ELIZABETH RUSS** – Photo : Piet Sinke ©

Het startsein voor de nieuwe dienst wordt in Zeebrugge gegeven door G.W. Bos, voorzitter van de Amsterdamse Spliethoff groep, waartoe Transfennica behoort. De rederij wilde aanvankelijk de achterkade van Container Handling Zeebrugge gebruiken, maar besloot uiteindelijk om de behandeling van de dienst toe te vertrouwen aan Sea-Ro Terminal op de Zweedse Kaai. Daar vertrekt woensdag het eerste schip om vier uur 's middags.

De vrachters **Elizabeth Russ** en **Friedrich Russ** zullen samen drie afvaarten per week in beide richtingen verzorgen. De transittijd van Zeebrugge naar Bilbao bedraagt 38 uur. De rederij mikt op lading die nu nog over de weg vervoerd wordt en is een maritiem alternatief om de files rond Parijs, Lyon, Bordeaux en aan de Spaanse grens te vermijden.

Als de dienst door de verladers goed onthaald wordt, schakelt Transfennica begin volgend jaar twee grotere conro's op de route in. Het gaat om nieuwe schepen van het Trafexpress-type die behalve 2.900 strekkende meter ro/ro-vracht ook nog eens 640 teu vervoeren.

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## Eitzen Chemical Orders Two Ships

Norwegian tanker shipping company Eitzen Chemical ASA announced that it has declared an option to order two additional chemicals carriers from Jinse Shipbuilding Co Ltd in Korea. The order, valued at a total of \$48m, covers two coated 13,000 dwt chemical carriers. The vessels are scheduled for delivery in 2008 and brings the series from Jinse to four vessels.





The **CONTAINERSHIPS VII** seen near Hoek van Holland  
Photo : Rob van Deijk ©

## New Berths in Lomonosov Harbor

24 September 2007 the Baltimor concern held a presentation dedicated to the putting into operation of the new berths in the Lomonosov harbor.

Deputy chairman of RF Duma Arthur Chilingarov, chairman of the legislative assembly of Saint-Petersburg Vadim Tyulpanov and chairman of the committee for transport-transit policy of the city's government Nikolay Asaul participated in the ceremony.

General director of the concern Gennady Terekhov told that a new modern port complex in Lomonosov will be developed by 2020 and its capacity will total 40 th.t. Containers, general cargoes, reefers and automobiles will be handled in the port.

## Asian product tanker rates may fall for 5th week

Bookings slowing, supply of ships outpacing cargo available for loading, Asian rates for long-range oil-product tankers may fall for a fifth week as bookings slow because of holidays and the supply of ships outpaces cargo available for loading.

The cost of transporting 75,000 metric tons from the Persian Gulf to Japan fell 4.4 per cent to Worldscale 140.84 last week, according to the London-based Baltic Exchange. Long-range tankers can carry between 45,000 tons and 160,000 tons of cargo. Hiring rates for oil-product tankers have fallen since August on increased availability of ships. Chartering demand may decline amid holidays in the region. Markets in Japan were closed yesterday, Hong Kong's will close tomorrow, and China's from Oct 1 to 5. Markets in South Korea, Asia's fourth-largest oil refiner, are shut from Sept 24 to 26 for Thanksgiving.

'Optimism is limited,' London-based EA Gibson Shipbrokers Ltd said in its weekly report. 'All East markets are expected to remain slow due to holidays in both Korea and China.' Expectations of lower gasoline shipments from China, Asia's largest exporter of the product, and tighter supply in the domestic market have kept tanker rates low.

Long-range 2 tankers, also known as LR2s, 'have seen a number of fixtures but there is still an abundance of tonnage and rates, accordingly, have dropped,' EA Gibson said. A LR2 can transport 80,000 tons to 160,000 tons of products. A long-range 1 tanker, also known as LR1, can carry 50,000 tons to 80,000 tons of oil products and is able to pass through the Panama Canal.

A single 74,999-ton oil-product tanker is scheduled to arrive in Singapore this week compared with seven last week, capable of transporting 406,603 tons of cargo, according to Bloomberg data. China cut overseas sales of gasoline to a 10-month low in August and increased imports to meet rising summer demand.

The Chinese government has ordered China Petroleum & Chemical Corp, the nation's largest refiner, and PetroChina Co, the country's biggest oil company, to boost fuel imports, production and distribution to end shortages caused by increased travel during the summer. Still, a 1.3 per cent drop in Japan's oil inventories may stem a decline in tanker rates. Oil stockpiles in Japan fell to 15.2 million kilolitres (129.5 million kilolitres) last week from 15.4 million a week earlier, the Petroleum Association of Japan said last Thursday. Gasoline supplies fell 25,707 kilolitres to 1.85 million while kerosene stockpiles dropped 61,150 kilolitres to 4.18 million kilolitres.

## FAIRPLAY TOWAGE naming ceremony in Hamburg

On Wednesday, the 26th September, 2007 the Hamburger based Fairplay Towage is naming its latest tug-newbuilding - „**FAIRPLAY I**“. Like with the recently named sister „**Fairplay III**“, the name „**Fairplay I**“ is appearing for the fourth time in Fairplay's 102 years of history. The first „**Fairplay I**“ was built for Carl Tiedemann, Hamburg in 1895 and was scrapped 1953. The second tug with this name was built in 1911 as „**Fairplay X**“. In 1951 she was completely re-built and started working again as „**Fairplay One**“. After impressive 75 years of service, she was finally scrapped in Italy in 1986. The third „**Fairplay I**“, belonging to a series of 6 sister-tugs, was built in 1964 by the Theodor Buschmann Yard, still today a 100% Fairplay subsidiary. In 2000 Fairplay sold her to local Hamburg company which still today operates her in Hamburg under the name „**TK1**“.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 219

The latest Fairplay fleet-addition has little in common with her pre-decessors. She is the strongest tug presently operating in the port of Hamburg, being built by Astilleros Armon in Navia/Spain.

With an LOA of 25m and a width of 11,2m "**Fairplay I**" will primarily serve in the Port of Hamburg.

Two 8-cylinder ABC-engines (Type ABC 8MDZC 4-stroke) with each 1850KW at 1000 RPM generate the power for two fixed-propeller Schottel SRP1515-rudder-propellers, producing a bollard pull of more than 70 tons and a free-running speed of 12kn.

Two Scania 6-cylinder-diesel-engines (Type D 9 95M 10-40) with a power output of each 196kw are generating the required on-board electricity.

A Bruxelles double-drum winch (Type SLH150.20/2-2-2) produces a breakforce of 1800kN. Ships' assistances will be performed primarily via the bow (Push & Pull). One of the double drums will carry a 90m Dyneema-Line whereas the other will carry conventional towing gear (52mm wires) either for port operation or sea-towages. For towage-jobs over the stern the tow-wire is guided through a tunnel below the accomodation to the aft-deck.

The extensive fendering around the entire ship is protecting the hull and especially designed for the „Push & Pull-Mode“

Designed for a 3-men-crew the tugs each count a total of 6 bunks.

Navigation- and communication equipment corresponds to the presently available technical standards. The tug is built according under Bureau Veritas with a class-notation: „BV + Hull + Mach Tug unrestricted service + AUT UMS“.

URS Antwerp, in which Fairplay holds a 50% participation, has received two almost identical sisters for the Port of Zeebrugge.

Fairplay has still two other tugs with Armon on order. Delivery is scheduled for summer and winter 2008. These tugs will develop a bollard pull of over 80 tons and will primarily be employed in offshore-services.

Fairplay Towage operates a fleet comprising of harbour and offshore tugs, stationed in Hamburg, Rotterdam and the German Baltic. Two deepsea tugs are employed in worldwide trade. Further Fairplay operates a fleet of work-pontoons through its subsidiary BBB Schlepp- und Hafendienst in Rostock. With the 50% participation in URS Antwerp and the take-over of the Polish "Project Zegluga, based in Szczecin, both in 2004, the activity-portfolio of Fairplay Towage has been steadily enlarged over the last years.

## New setback for Hawaii Superferry

**Hawaii Superferry** has decided against resuming service to Kauai this week in the face of intense, continuing protests from residents. The operator had planned to re-start service to Nawiliwili Harbour on 26 September after the US Coast Guard instituted a new security zone that would allow better policing of waterborne protesters who had blocked the ferry in August. But the company changed its mind after more than 1,000 residents jammed a public hearing last week held by Hawaii Governor Linda Lingle. Lingle, who supports Hawaii Superferry, told the attendees that resumption of the service to Kauai would "help restore the state's reputation as a place of mutual respect for those with differing points of view". But vehement critics of the ferry service vowed that they would continue to block the ship's arrival, despite the new security zone and risk of imprisonment. They also shouted down the governor, who told reporters she had "never experienced the level of rudeness" encountered in the hearing. Hawaii Superferry then issued a new statement late on Friday, explaining that "for the safety of the community, our passengers and our employees, the resumption of service to Kauai will be delayed to an unspecified future date". That decision came in spite of the company's Kauai circuit court victory on Thursday in which a judge affirmed the company's compliance with environmental laws on the island. Legal proceedings continue on the island of Maui over the company's environmental compliance there.





The 1974 built **SAN DIEGO** seen in La Paz/Baja California/Mexico.

Photo : John Smit ©

## Essar Shipping places \$210 mn orders for bulk carriers

The Ruias-owned Essar Shipping & Logistics (ESLL) has placed a mega order for constructing six bulk carriers with ABG Shipyard. The Mumbai-based shipbuilder will construct six geared Supramax bulk carriers. The contract is valued at \$210 million.

The vessels — with a length of 190 metre, beam width of 32.26 metre and 54,000 deadweight tonnage (dwt) — will be built at an estimated cost of \$35 million each. These ships will be delivered between December 2009 and March 2011, and will be fitted with 36-tonne cranes with the grab.

"It's a strategic investment in line with Essar's future plans. The dry bulk market is hot now, and it is going to remain attractive for a few more years," ESLL chief executive Sanjay Mehta told ET.

Essar Shipping, a subsidiary of ESLL, already owns and operates 27 ships including very large crude carriers, product tankers and bulk carriers. Mr Mehta said the acquisition has been made keeping in view the increased demand for larger-size vessels in the handymax segment of the dry bulk trade.

"These vessels will be in high demand over the coming years considering the fact that the entire handymax segment is inching towards larger tonnage. We will deploy these vessels in global trade," said Mr Mehta.

These vessels will be environment-friendly and comply with the stringent International Maritime Organisation regulations.



As seen on the river Thames near Gravesend the paddle steam boat **Waverley**. She was built in 1947 on the Clyde and fitted out with a 2100 Hp triple expansion steam engine and has been since 1974 in the hands of the PSPS (Paddle Steamer Preservation Society) with a major restoration of 6 million pounds done in 2003 to bring her back to original state

**(see also <http://www.waverleyexcursions.co.uk>).**

**Photo : Paul Spaas - Chief Officer Prinsendam ©**

## **Dubai World, Malaysia firm to build \$4.7 billion project**

Malaysia's MMC Corporation yesterday said it would partner Dubai World to build an ambitious 16 billion ringgit (\$4.7 billion) maritime centre in southern Johor state facing Singapore.

MMC Corporation Bhd, a diversified group involved in power, construction and property development, said in a stock exchange filing that it had signed a memorandum of understanding with Dubai World.

The proposed project, part of the Iskandar Development Region, would comprise oil terminal activities, dry docks, a shipyard, conventional cargo handling facilities, logistic parks and property development.

MMC said work was expected to commence later this year with the projects expected to become operational in the second half of 2010.

Recently, investors from the Middle East pledged to pump 1.2 billion dollars into the Iskandar Development Region, a new economic region in Johor. Malaysia has embarked on an ambitious development plan to spread growth and jobs in Johor state, and has been keen to attract investment from the Middle East.

Prime Minister Abdullah Ahmad Badawi hopes to attract 50 billion ringgit (14.2 billion dollars) to the Iskandar Development Region over five years.

## MOVEMENTS



The **AUDACIA** left finally with some delays the Keppel Verolme shipyard in Rotterdam-Botlek

Photo : Roger van der Kraan ©

## AIRCRAFT / AIRPORT NEWS

### Man neemt bad in vliegtuig

Een Chinees heeft zich tijdens een vlucht van Nanning naar Chongqing gewassen in het toilet van het vliegtuig. Het cabinepersoneel opende de deur met een sleutel nadat er water naar buiten vloeide en er een lange rij wachtenden stond.

In het toilet ontdekten ze een halfnaakte man die zich aan het wassen was. 'Hij vroeg me doodleuk of ik shampoo voor hem had', vertelt een stewardess.

Het was voor Jin Sjeng de eerste keer dat hij vloog. 'Ik zag dat de wc warm water had, dus besloot ik me te wassen. Dat was al een week geleden', verklaarde de man. De luchtvaartmaatschappij kon hem geen boete opleggen omdat er in het reglement niets over baden in wc's is opgenomen.

## MARINE WEATHER

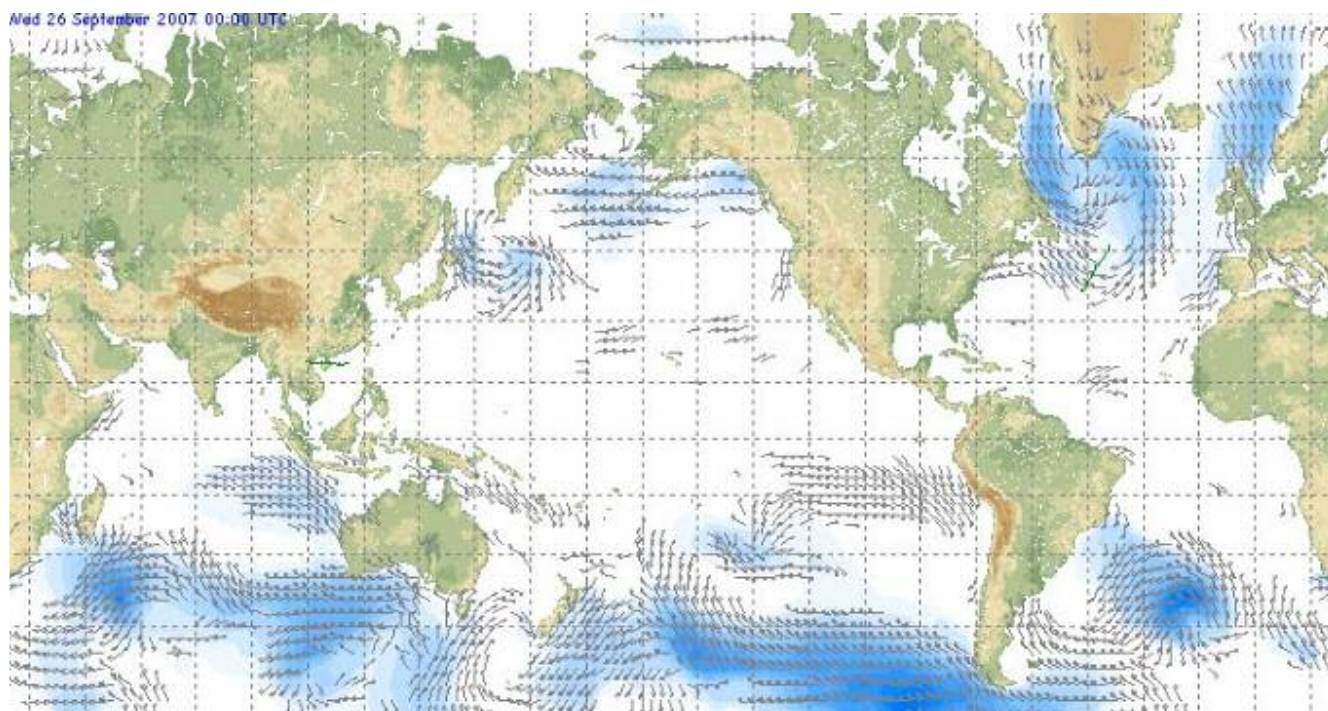
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

### .... PHOTO OF THE DAY ....



The **STOLT INSPIRATION** anchored off Hoek van Holland  
Photo : Richard Wisse ©

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