

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 220



**Number 220 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 27-09-2007**

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

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The Polish **ZERAN** seen arriving at the river Tyne

**Photo : Kevin Blair ©**

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## EVENTS, INCIDENTS & OPERATIONS



The newbuilding tug **Abeille Camargue** seen yesterday in the port of Brest for bollard pull tests  
It is the thirteenth tug of eight built by yard Piriou of Concarneau for Les Abeille  
Bollard pull ahead : 65 t and astern 63 t

**Photo : Jacques Carney ©**

## Oakland Port Closed Following Death

The entire Port of Oakland shipping operation remains shut down, idling hundreds of port workers and truck drivers, while an investigation continues of the accidental death of an ILWU Longshoreman aboard a ship at the Port Monday afternoon. The Alameda County Coroner's office said the worker was apparently struck by a shipping container as he worked aboard the **Stutgard Express**, a Hapag-Lloyd container ship. No one apparently witnessed the accident. Many customs and security offices were also closed. The backup will not only mean congested terminals when the port operations resume, but the shutdown will be felt in distribution centers in the San Joaquin Valley and elsewhere, where warehousing facilities continue to operate, Taylor said. The 759-acre Port of Oakland complex was visited by nearly 2,000 cargo ships in 2006. The port is the fourth largest container port in the United States and handles 99 percent of the containerized goods moving through Northern California



The **NAVIGATOR OF THE SEAS** – Photo : Simon Brown ©

## Cruise line to resume stops in US Virgin Islands

Stops in the U.S. Virgin Islands will be resumed to ease immigration delays that frustrated disembarking passengers.

Princess Cruises, which canceled 10 port calls to St. Thomas in the 2007-08 season because of the delays, said it was satisfied by the pledge and would not go through with a plan to substitute other islands on the itinerary of its 14-day "Grand Caribbean Adventure." The package tour is marketed in Britain and the delays primarily affected non-U.S. citizens who must present immigration documents upon arrival in the territory. Princess said some passengers missed excursions because of the wait.

A U.S. Customs and Border Protection spokesman said the agency - prompted by a request from the territory's governor - agreed to add an unspecified number of inspectors to the port during visits by the line's Sea Princess, which typically holds up to 2,000 passengers.



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Keith McFarquhar, the agency's assistant director for border security in Puerto Rico and the Virgin Islands, said it was common for the U.S. to add personnel when requested. "We are here to facilitate tourism, commerce and the rest," he said.



The former tug Atlantic now named **Lone Ranger** was spotted in the port of Bremerhaven.

Photo : Henk Theissen ©

## Dubai - Still no sightings

Three months after the mysterious disappearance of a cargo ship with 22 crew on board, investigators still have no idea what may have happened to the vessel.

The Somalia-bound MV **Infinity Marine 1** left Dubai on June 10 and the last time the ship made contact with shore was on June 26. "It's not the easiest of cases for sure," said Cyrus Modi, senior analyst with the International Maritime Bureau (IMB), who is now investigating the case. "All I can say is that the case is still extremely open because of the circumstances in which she disappeared." The crew members of the ship included 16 Indians, five Pakistanis, an Iraqi and a Bangladeshi. Investigators said they are waiting for a report on the seaworthiness of the ship, which would confirm if she may have sunk. Modi however, ruled out highjacking, even though the ship vanished in the pirate-infested waters of Somalia.

"No one will hold up the ship and feed the sailors for months without demanding any money. We ruled out highjacking because there has been no ransom call," Modi added. Meanwhile, desperate family members of sailors are seeking help from missions based in Dubai for any clue as to what may have happened to the ship.

First-time sailor Chinmay Phanse spoke to his family on June 10 before boarding the ship. "Our last contact was from the Fujairah anchorage when the ship was leaving for Dubai. My son was sailing for the first time and he was a bit tense about going out to sea," said father Ashish Phanse.

"The family fears the ship has sunk without a trace and he is gone forever. Things are very tense at home. My boy is very young and he is our only son. We want him home," said Ashish, who has already submitted an application to the Indian Consulate in Dubai seeking help obtaining information about the missing vessel.

## Bodemonderzoeker Fugro scoort met seismisch schip

Luxehutten, een zwembad, sauna, solarium en fitnessruimte. Wie niet beter weet, zou zich aan boord van een cruiseschip wanen. Maar de **Geo Celtic** is allesbehalve dat. Binnenkort wordt dit hypermoderne seismische schip van Fugro ingezet om in opdracht van oliemaatschappijen de zeebodem driedimensionaal in kaart te brengen. Nu al zit het orderboek voor 2008 vol, en het bedrijf is al bezig met contracten voor 2009.



Boven een afbeelding van het zusterschip van de **GEO CELTIC** welke **GEO CARIBBEAN** gaat heten

Jarenlang lag de markt voor seismische gegevens op z'n gat. De lage olieprijs maakte het niet rendabel om met deze relatief dure techniek naar olie te zoeken. Bodemonderzoeker Fugro stond voor een cruciale beslissing: of de seismische sector de rug toekeren, óf een wereldspeler worden en fors investeren in de vloot. Het bedrijf koos voor het laatste en kreeg gelijk: de olieprijs staat al tijden op een zeer hoog niveau en oliemaatschappijen hebben het steeds moeilijker om goedkope olie te vinden.

Met de geavanceerde seismische techniek aan boord van de **Geo Celtic** kan tot kilometers diep naar bodemschatten worden gezocht. Het schip is in z'n soort het neusje van de zalm. Wereldwijd varen slechts 15 van deze 3D-schepen. Fugro heeft er nu twee in bezit, volgend jaar rolt er nog één van de werf. In totaal varen negen seismische schepen onder de vlag van Fugro de wereldzeeën rond en daarmee is het bedrijf wereldwijd nummer vier. Oliemaatschappijen investeren jaarlijks \$400 miljard in de speurtocht naar nieuwe olie- en gasvelden, \$12 miljard daarvan gaat naar de seismische sector. Werd in 2005 nog maar 7000 vierkante kilometer zeebodem in kaart gebracht, dit jaar is dat al zo'n 35.000 vierkante kilometer. „Door eerst bodemonderzoek te laten verrichten kunnen oliemaatschappijen trefzekerder boren en zo de kosten beter in de hand houden”, zegt Fugro-bestuurder Paul van Riel. „Want één proefboring in diep water kost tussen de \$20 en \$80 miljoen, dus het loont de moeite eerst in kaart te brengen wat zich in de zeebodem bevindt.”

De ruim 100 meter lange **Geo Celtic** oogt alsof het schip abrupt doormidden is gehakt, maar de afgeplatte achtersteven is nodig om de acht kilometer lange meetkabels te water te kunnen laten. Zo ontstaat een mat van meetapparatuur die over het zeeoppervlak wordt getrokken. Met behulp van geluidsgolven worden zo de nodige data verzameld.

Een dezer dagen kiest de **Geo Celtic** het ruime sop, op weg naar zijn eerste opdracht in de Golf van Mexico. Zeven maanden lang zal het schip daar voor de werknemers van Fugro niet alleen hun werkplek maar ook hun thuis zijn. Af en toe een duik in het zwembad kunnen nemen is dan geen overbodige luxe.

## Fatal ferry master jailed

A panel of judges at Semarang Court sentenced the shipmaster of **Senopati Nusantara** to 2.3 years behind bars on Monday. This was shorter than the three years sought by prosecutors, according to a report by the Seputar Indonesia daily, but judges said Wiratno Tjendanawasih had no criminal records before the **Senopati** accident. "That shortens his term in jail," a judge said. Other factors include his co-operation with investigators and good behaviour in court. Judges also considered the quick response of PT **Prima Vista**, the owner of the **Senopati Nusantara**, which had already compensated victims. Tjendanawasih was guilty of navigating improperly in rough weather and carelessly manoeuvring the ship, which eventually sank in the Mandalika sea, off Central Java, in December last year, killing 46 people.

## CASUALTY REPORTING



Tel: +31 115 645000 - [www.multraship.com](http://www.multraship.com)



Regarding the newsclipping 2007-211 were was reported about the collision in the China Bohai Sea between the **Chang Tong** and **Hanjin Gothenburg** herewith seen some photographs.



The newbuild **Yacht Express** was conducting seatrails and viewed the arrival at Yantai anchorage on 18 September and the break up of the two vessels on 20 September during the passage of the remains of typhoon Wipha with 40 - 45 kts winds.



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During the break up the **Chang Tong** listed first to port before slipping of the bow of the **Hanjin Gothenburg** and started breaking up. The fore ship folded around the aft ship to port and broke off around the impact from the aft ship. The fore ship settled finally on the seabed in an upright position and the aft ship rested with the forepart on the seabed and the engine room kept the aft part up afloat (for the time being).

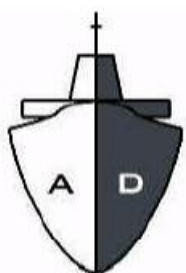


The **Hanjin Gothenburg** sailed to the anchorage with one of the cranes still hanging on its bow as can be seen and is at present still at the anchorage. **Photo's : Aart van der Lelij ©**

## NAVY NEWS

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## BIW to Build DDG-1000

During a telephone conversation today with Dr. Dolores Etter, Assistant Secretary of the Navy for Research, Development, and Acquisition, U.S. Senator Susan Collins was informed that the U.S. Navy has decided that Bath Iron Works (BIW) will build the first **DDG-1000 Zumwalt class** destroyer.

"This is wonderful news for the skilled men and women of Bath Iron Works," said Senator Collins, a member of the Senate Armed Services Committee. "The Navy has decided that BIW will get the first set of Government Supplied Equipment (GSE), which includes materials such as the radar and guns purchased from other contractors, for installation on the first DDG-1000. This decision, which I had urged, will help prevent a gap in work between the completion of the last Arleigh Burke destroyer and construction of the first **DDG-1000.**"

"It is a tribute to the dedication and skill of the BIW workers that the Navy has reversed its previous decision and now is providing the materials for the first DDG-1000 to BIW," Senator Collins added. Earlier this month, the Senate Appropriations Committee approved the fiscal year 2008 Department of Defense Appropriations bill, which, at Senator Collins' request, authorizes \$2.9 billion for the second (and final) fiscal year funding for construction of the **DDG-1000**.

## **China, France conduct joint naval exercise in Mediterranean**

Chinese naval vessels and French naval vessels take part in a joint exercise in the Mediterranean Sea, Sept. 25, 2007. The Chinese naval vessel formation of guided-missile destroyer "**Guangzhou**" and its supply ship "**Weishanhu**" attended the joint exercise with the French Navy, code-named "**China-France Friendship 2007**," in the Mediterranean Sea Tuesday, on the Chinese vessels' way back home after their 87-day four-nation European tour.

Naval forces of China and France conducted a joint military exercise in the Mediterranean Sea on Tuesday.

The "China-France Friendship 2007" drill in the Mediterranean Sea off the southern French port city of Toulon was the first of its kind between the two navies in the Mediterranean.

The five-phase exercise focused on joint search and rescue operations. It aimed to improve cooperation between the two navies to improve their ability to cope with unconventional security threats.

The exercise was conducted shortly after two Chinese naval vessels, the guided missile destroyer Guangzhou and supply ship Weishanhu, wrapped up an 87-day European tour that took them to Russia, Britain, Spain and France.

Major General Su Zhiqian, deputy commander of the South China Sea Fleet of the Chinese Navy and commander of the two Chinese naval vessels, said after the exercise that the goodwill visit and the military exercise had helped deepen the military exchange and cooperation between the two countries, explored ways to jointly respond to unconventional security threats and boosted their capability to deal with a security crises. On Tuesday morning the two Chinese vessels sailed out of Toulon, the last stop on a voyage of 23,000 nautical miles on which they also called at Russia's St. Petersburg, Britain's Portsmouth, and Spain's Cadiz.

After the exercise, the two Chinese vessels were to return home.

## **SHIPYARD NEWS**

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The brandnew **P 03 RUDYARD LEWIS** under construction for the Barbados Coast Guard left the Damen shipyard in Gorinchem for the yard trials  
**Photo : Hans Lingbeek ©**

## Indian Firms Eye Shipbuilding

Indian firms are increasingly getting into ship building and repairing as shipbuilding orders are expected to rise significantly to meet the boom in seaborne trade and increased offshore oil exploration. The local industry is expected to expand to \$20b by 2020 from close to \$5b now, a report by maritime consultants i-maritime Consultancy Pvt Ltd said, which is about 1 percent by value of total global shipbuilding orders. Besides subsidies given by the Indian government to local shipbuilders, which is a big incentive, a major part of the world shipping fleet is very old and due for replacement, Chief Financial Officer Dhananjay Datar of ABG Shipyard said. Engineering firm Larsen & Toubro already has one ship building yard in Gujarat state and plans to invest about \$378.7m for shipbuilding and a repair yard. Gujarat-based Adani group is setting up a shipbuilding and repair yard at a cost of about \$252.5m. Earlier this month, a media report said Reliance Industries plans to spend \$2b on shipbuilding and dredging. While shipbuilding steel used to be imported, Indian steel mills have started manufacturing steel plates used in shipbuilding. Essar Steel is already manufacturing shipbuilding steel and plans to increase it with the commissioning of a 1.5-million-tonne plate plant in Gujarat next year. The government provided a 30-percent subsidy on value of ships built by Indian yards, which would sail under a foreign flag. This concession was for a 5-year period to August 2007. The industry hopes this would be extended to help compete with their overseas competitors. This subsidy is also given to certain ships built for the local market. ABG Shipyard and its competitor Bharati Shipyard, which builds sophisticated offshore platform supply vessels, have started building rigs. Asia has the world's largest rig builders -- Keppel Corp and SembCorp Marine.

## Bollinger Launches Double Eagle for Rigdon

Bollinger launched **Double Eagle**, the second of ten GPA 654 PSVs ordered by Rigdon Marine in January 2006. With this multi-vessel order, Rigdon's GPA-designed fleet has increased to 20 PSVs, including 10 GPA 640s. Like her sister vessel "**First and Ten**", which was launched earlier this year, the **Double Eagle** has already been chartered by a leading US independent oil company to serve the offshore industry immediately. The design of the DP2- and FFV1-certified GPA 654s, measuring 58 meters in length, incorporates greater operating efficiency compared to similar sized vessels, increased cargo capacities resulting from locating propulsion generators to above main deck, as well as reduced construction cost due to simplified construction methods. Destined to serve deepwater offshore operations, the GPA 654s are capable of carrying 144 cubic meters of bulk material and 652 cubic meters of liquid mud in self-cleaning oval tanks. As a result of the vessel's diesel-electric propulsion configuration, fuel efficiency is increased, thus resulting in cost savings, lower emissions and higher reliability. The GPA 654 PSV is currently the smallest of the GPA Platform Support Vessel series, which ranges in size from 58 to 92 m in overall length.

## Keppel Wins S\$100m Contracts

**FPSO Umuroa** has been delivered to Prosafe Production. Keppel Shipyard Ltd (Keppel Shipyard), a wholly-owned subsidiary of Keppel Offshore & Marine Limited (Keppel O&M), has been awarded two conversion contracts, worth a total of S\$100 million, one by Prosafe Production Pte Ltd, and the other by Shipping Logistics Incorporated for a long term charter to Perenco S.A.

The first contract awarded by Prosafe is for the conversion of a 101,832 dwt double-sided tanker, **MT Kudam**, into a Floating Production Storage and Offloading (FPSO) facility.

Subic Shipyard & Engineering Inc (SSEI), an associate of Keppel Shipyard, will carry out the first phase of this FPSO conversion. This includes the demolition, refurbishment and preparation of the topside installation for the FPSO conversion in the Philippines. Keppel Shipyard will undertake the integration of the topside modules and the completion of the conversion work in Singapore.

Work on the vessel is expected to be completed by late 2008.

Nelson Yeo, Executive Director of Keppel Shipyard said, "Prosafe has entrusted us exclusively to carry out the conversion of all their FPSO and FSO systems in the last 10 years. With this new contract, the company has, to date, awarded us 10 projects.

The FPSO, with an oil storage capacity of 700,000 bbls and production capability of 63,000 bopd and gas compression facility of 80 mmscfd, will be equipped with a Prosafe designed disconnectable internal turret mooring system. It will be leased to Apache by Prosafe for use on the **Theo-Van Gogh deepwater oilfield** off Western Australia.

Prosafe Production, the wholly-owned Singapore unit for Prosafe SE, is a major owner and operator of FPSO and FSO facilities worldwide.

The second contract is for a Floating Storage and Offloading (FSO) conversion for repeat customer, Perenco S.A. Perenco had recently awarded Keppel O&M two contracts. The first was to Keppel Shipyard for the conversion of the **FSO Fernan Vaz**. The second was to Keppel Verolme for the construction of a Mobile Offshore Application Barge (MOAB).

For this contract, the 138,105 dwt tanker is to be converted into a FSO unit to be named **FSO Kalamu**. It will be moored by a soft yoke arm, off the coast of the Democratic Republic of Congo.

The major scope of the conversion includes the installation of guide sheave foundations at the FSO's bow to enable connections to the soft yoke. It also includes the upgrading of accommodation facilities for 112 persons, as well as the installation of a gas turbine power generation package and a metering skid unit. The conversion of water ballast tanks into cargo oil tanks and the modification of the cargo and ballast piping system will also take place.

The FSO unit will have a storage capability of about 1.045 million barrels of oil upon its completion in the first quarter of 2008.

## Jaya to acquire Nantong Dongjian shipyard

Fearnley Offshore Supply reports that Jaya Holdings in Singapore is acquiring the entire share capital of Nantong Dongjian Shipyard Company Ltd.

The deal is worth some Rmb 36 million, which Jaya will fund using internal means. The shipyard is located on the Yangtze River in the city of Qidong and is approximately 100km from Shanghai.

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Heerema's **HERMOD** seen enroute Rotterdam – Photo : John Halfweg ©

## EITZEN CHEMICAL CONFIRMS OPTIONS

NORWEGIAN-based Eitzen Chemical has declared an option to build two additional vessels with Jinse Shipbuilding, Korea, for US\$24m per ship. The vessels are coated 13,000 dwt chemical carriers and will be delivered in 2008. This brings the series from Jinse to four vessels. Terje Askvig, Chief Executive said: "We find both the price and the delivery time very attractive for these newbuildings, which in today's market have an estimated value which is above the contract price. Strategic alternatives will be evaluated for these vessels."



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Including this latest contract, the Eitzen Chemical fleet consists of 74 vessels and 32 newbuildings to be delivered before the end of 2010.



Seen at Snake Island Lagos Nigeria, Schlumberger's oil well stimulation vessel " **GALAXIE** "  
**Photo by Graham Lyons ©, submitted by Monty Dames.**

## Philippe Louis-Dreyfus opens new Fairmount office

Philippe Louis-Dreyfus performed the opening ceremony of Fairmount Marine's new offices on the 16th floor of Rotterdam's Hofpoort Building earlier this month.

Henk van den Berg, CEO of Fairmount Marine, told his guests that Hilde Cornelisse, the architect for the offices, "had created an aesthetically pleasing and comfortable interior which led to office staff spending now more time in the office than at home."

He went on to highlight a number of key events at Fairmount Marine in 2007, including the sale of the company to Louis Dreyfus, the inauguration of the new office and the entry into service of Fairmount's latest super tug, **Fairmount Expedition**

## South African port statistics for August

Volumes of cargo handled at South African ports experienced a marked decrease during the month of August compared with July. Only Port Elizabeth, which managed a small increase, and the smaller ports of East London and Mossel Bay showed any increase by tonnes. Total cargo handled at all ports dropped from 22 million tonnes in July to a little more than 17mt in August, a 5 million tonne reduction or almost 23 percent decrease. Most of this reduction in volume was from bulk and breakbulk cargoes.

Figures quoted in this report have been adjusted to include container volumes as these are no longer measured by weight by Transnet National Ports Authority. This adjustment is based on a conservative estimated average weight of 13.5 tonnes for each TEU.

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The **CHAMAREL** seen moored in the port of Cape Town

Photo : Piet Sinke ©

The respective ports handled the following:

### Cargo handled by tonnes

Richards Bay	6.030 million tonnes (July 8.475Mt)
Durban	5.899 Mt (July 7.555)
Saldanha Bay	2.755 Mt (July 3.553)
Cape Town	1.190 Mt (July 1.228)
Port Elizabeth	0.992 Mt (July 0.973)
Mossel Bay	0.176 Mt (July 0.133)
East London	0.229 Mt (July 0.127)

**Total cargo by tonnes 17.271 million tonnes (July 22.044 Mt)**

### Containers measured by TEUs

Durban	202,134 TEU (July 203,714)
Cape Town	65,368 (July 66,602)
Port Elizabeth	35,733 (July 41,134)
East London	5,327 (July 2,235)
Richards Bay	258 (July 398)

**Total handled 308,820 TEU (July 314,083)**

### Ship Calls

Durban:	429 vessels 9.453m gt (368 vessels 7.847m gt)
Cape Town:	255 vessels 3.851m gt (278 vessels 4.449m gt)
Port Elizabeth:	112 vessels 2.885m gt (93 vessels 2.635m gt)
Richards Bay:	140 vessels 4.641m gt (137 vessels 4.784m gt)
Saldanha:	42 vessels 2,316m gt (42 vessels 2,395m gt)
East London:	26 vessels 0.758m gt (23 vessels 0.695m gt)
Mossel Bay:	167 vessels 0.271m gt (141 vessels 0.225m gt)



The brandnew **VOS TRACKER** seen departing from Rotterdam  
Photo : Jan Verhoog ©

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## STAR SHAREHOLDERS APPROVE NCL DEAL

STAR Cruises shareholders have voted unanimously for deal that will see private equity group Apollo Management to put US\$1bn in Star's subsidiary NCL Corporation in return for a 50% stake in NCL.



The super **STAR VIRGO** seen departing from Singapore  
Photo : John Bruinsma ©



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Star Cruises Chairman and CEO Tan Sri K T Lim remarked "This is truly a major milestone in the 14 year history of Star Cruises. Apollo's investment is a clear indication of their belief in NCL's potential and is a powerful validation of our achievements so far in growing NCL's fleet to become the youngest and in providing a revolutionary "Freestyle Cruising" experience which has been very well received by our millions of guests and the cruise industry"

President of Star Cruises David Chua added, "I am very excited about the future and working together with Apollo to bring NCL to new and greater heights. This is the beginning of a new chapter for NCL".

The Apollo cash will be used to refinance the existing NCL indebtedness, greatly increasing the liquidity available to fund a continuation of the dramatic new ship building program that has seen the introduction of eight purpose-built Freestyle Cruising ships in just six years. The NCL owned fleet today (excluding four chartered ships) stands at 17,600 berths, with another 11,000 berths under construction, including the new **Norwegian Gem** due for delivery in October this year.

### Nok 160 mill seismic vessel order

An order worth some NOK 160 million for automated handling solutions on vessels conducting three-dimensional seismic surveys has been awarded to ODIM by Eastern Echo.

This contract covers complete aft deck systems with the capacity to handle up to 12 streamers apiece for delivery in 2008 to two newbuildings - conditional on the availability of construction finance. In addition, the assignment embraces upgrading the handling capacity of four other vessels from 10 to 12 streamers each.

Eastern Echo placed its first orders with ODIM this March and, with the latest contract, has purchased the company's automated handling equipment to a value of almost NOK 400 million in 2007. "We're proud that Eastern Echo has chosen to optimise its fleet with our complete aft deck solutions," says ODIM chief executive Jogeir Romestrand. "This company is a relatively new customer, and we regard the present order as confirmation of our position as a preferred supplier to the seismic industry." "Since the vessels in our fleet will operate in the high-end 3D segment, first-class handling systems are crucial," comments Rolf Rønningen, chief executive of Eastern Echo.

"We know ODIM stands for quality and, on the basis of its efficient solutions for aft deck operation, we're sure that we'll be able to secure competitive revenues for this type of ship. "Upgrading the four vessels for which we've earlier ordered equipment will also enhance our efficiency compared with the old solutions for a maximum of 10 streamers."



The **BW COLUMBIA** seen in Cape Town – Photo : Aad Noorland ©

## More orders for Strategic Marine

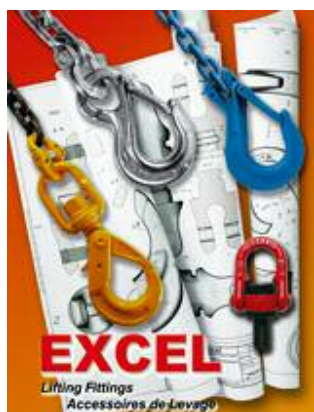
Strategic Marine reports that Baruna Raya Logistics in Indonesia has signed an order for three 31m offshore service vessels.

The vessels will be constructed at Strategic Marine's Singapore facility. Powered by three Cummins KTA 38 engines, giving the vessel a total of 3,600 bhp, each will be capable of reaching a maximum speed of 27 knots.

The vessels will have the capacity to seat 50 passengers, provide accommodation for 8 crew members, and hold up to 134 tonnes of cargo on their 67m<sup>2</sup> cargo deck. All pre-fabrication work done from the Western Australian facility in the Australian Marine complex.

Delivery date of the third and final hull is February 2009.

## OVERNAME VAN FORGES DE L'ÉMINÉE S.A.S. DOOR VAN BEEST INTERNATIONAL B.V.



De directies van Van Beest International B.V. en Forges de l'Éminée S.A.S. maken bekend dat Van Beest 100% van de aandelen van haar branchegenoot Forges de l'Éminée heeft verworven. Van Beest is een in Sliedrecht ( Nederland ) gevestigde fabrikant van staaldraad accessoires die zij wereldwijd verkoopt onder de merknaam Green Pin®. De bekende Green Pin® sluiting is toonaangevend in de wereldmarkt en wordt gebruikt voor allerlei hijstoepassingen o.a. in de offshore, industrie, mijnbouw, scheepvaart en visserij. Van Beest heeft eigen vestigingen in Duitsland en de Verenigde Staten en exporteert naar meer dan 70 landen.

Forges de l'Éminée is gevestigd in Celles sur Durolle ( Frankrijk ) en is fabrikant van een uitgebreid programma van kettingaccessoires - waaronder grade 80 en grade 100 haken – dat verkocht wordt onder de merknaam Excel. Forges de l'Éminée heeft met haar Excel producten een leidinggevend marktaandeel in Frankrijk en heeft daarnaast nog een aantal belangrijke export markten. De Excel producten worden in de zelfde marktsegmenten

afgezet als de Green Pin® producten.

De Green Pin® en Excel producten zijn zeer complementair en vormen samen een volledig pakket van kwaliteitsproducten voor een ieder die werkzaam is in de staaldraad- en ketting branche. Van Beest zal haar expertise en uitgebreide internationale distributie netwerk gaan inzetten om met de Excel producten een groter internationaal marktaandeel te verwerven. Door onze samenwerking kunnen wij ons serviceniveau nog verder vergroten en zal de markt profijt hebben van het uitgebreide assortiment dat op één adres verkrijgbaar zal zijn.

De huidige productielocaties in Sliedrecht en Celles sur Durolle blijven voortbestaan en de verwachting is dat het personeelsbestand op het huidige niveau kan blijven.



## "Neva" Is Progressing

The last day when the exhibition "Neva-2007" (Saint-Petersburg) will be opened. It is the ninth exhibition devoted to shipbuilding. The full name of the exhibition – "International Exhibition On Shipbuilding, Shipping, Ports' Service and Ocean Resources and Shelf Development", and to tell the truth the name suits it.

Wartsila, American Bureau of Shipping, Zeppelin, COSCO Shipyard Group, Damen Shipyard take part in the exhibition.

"When I was there for the first time – ten years ago it was terrible, - said one of the visitors. – But this exhibition I like".

## Balearia acquires Buquebus

Spanish ferry operator Balearia has officially acquired rival ferry operator Buquebus for €40M (\$56.4M), sources close to the takeover told Fairplay today. Balearia's 100% acquisition of Buquebus will allow it to explore an expansion plan in the Strait of Gibraltar, where Buquebus currently operates. Balearia will compete head-to-head with rival operator Acciona Trasmediterranea on services between Algeciras and Ceuta, North Africa as a result of the acquisition. Spain's council of ministers approved the takeover on 14 September, after Spain's competition authority, the Tribunal en Defensa de la Competencia had given the green light to Balearia's aspirations. Balearia's targeting of Buquebus follows Acciona Trasmediterranea's purchase of Euroferrys in March 2006. Balearia has said there will be no employment losses as a consequence of the acquisition.

## New Port to Be Appeared in Sakhalin



On September, 25 during the session of the Maritime college held in Nakhodka minister of transport Igor Levitin announced that in Ilinsky (Sakhalin) will be built a new sea port to handle hydrocarbons.

According to Kommersant, the port will serve the projects "Sakhalin-3" – "Sakhalin-9". The project of the port will cost 82 bn rubles (\$3.2 bn). The state will invest 37 bn rubles in it.

**Left : The SMIT  
SAKHALIN ©**

**Photo : Ron Kendrick  
©**

## Star explains Aker option loss

Star Cruises has disclosed new details on why NCL's 700M euro option for a third 4,200-passenger, 150,000gt 'F3' newbuild was dropped at Aker France. Star said that according to the 6 September 2006 agreement between NCL and Aker, the cruise company could exercise that option any time before 31 August 2007. "Certain modifications to the design and specifications of the option vessel" had been made in the interim, and "the effects of such modifications on the final delivered price had not been completed" by the deadline. Hoping to gain more time for review of the proposed modifications, NCL proposed "a short extension of the period for the exercise of the option". But Star claimed that Aker declined the proposal. "Given the uncertainty about the effects of the modifications on the final delivered price of the option vessel, Star concluded that it would be inadvisable for NCL to exercise the option," said Star in a new financial filing. NCL's owned fleet currently totals 17,600 berths (excluding four ships chartered from Star), plus three newbuilds totalling 10,800 berths, including the Norwegian Gem to be delivered next month and the two 'F3' post-Panamaxes.



## MOVEMENTS



The **ORANGE SUN** seen enroute Rotterdam  
Photo : Wouter van der Veen ©

## AIRCRAFT / AIRPORT NEWS

### Coast Guard to receive two aircraft in October

The Coast Guard of the Netherlands Antilles and Aruba will receive two aircraft next month, new Flag Officer of the Netherlands Forces in the Caribbean Commodore Peter W. Lenselink announced late last week.

The De Havilland Dash 8 aircraft have radar and other detection equipment on board. With this new equipment, the Coast Guard will be able to improve and extend control and monitoring at sea, as well as its search and rescue tasks, said Lenselink at the conclusion of his visit to the Windward Islands last week. It will be the first time the Coast Guard has had its own aircraft.

Head of the Coast Guard Support Station in St. Maarten Hubert Ogenia also announced the coming of the two aircraft. In an invited comment, he told The Daily Herald that if everything went according to schedule, the aircraft should be in Curaçao by October 1. From there, the aircraft will conduct daily flights on behalf of Aruba and the five islands of the Netherlands Antilles.

The planes have been acquired under a so-called wet-lease agreement, which includes provision for the services of a pilot. The other personnel on board will be members of the Coast Guard, Ogenia said.

The planes can be converted into passenger aircraft and can be used to transport marines in case of emergencies; for example, if a disaster hits one of the islands and assistance is urgently needed, explained Lenselink.

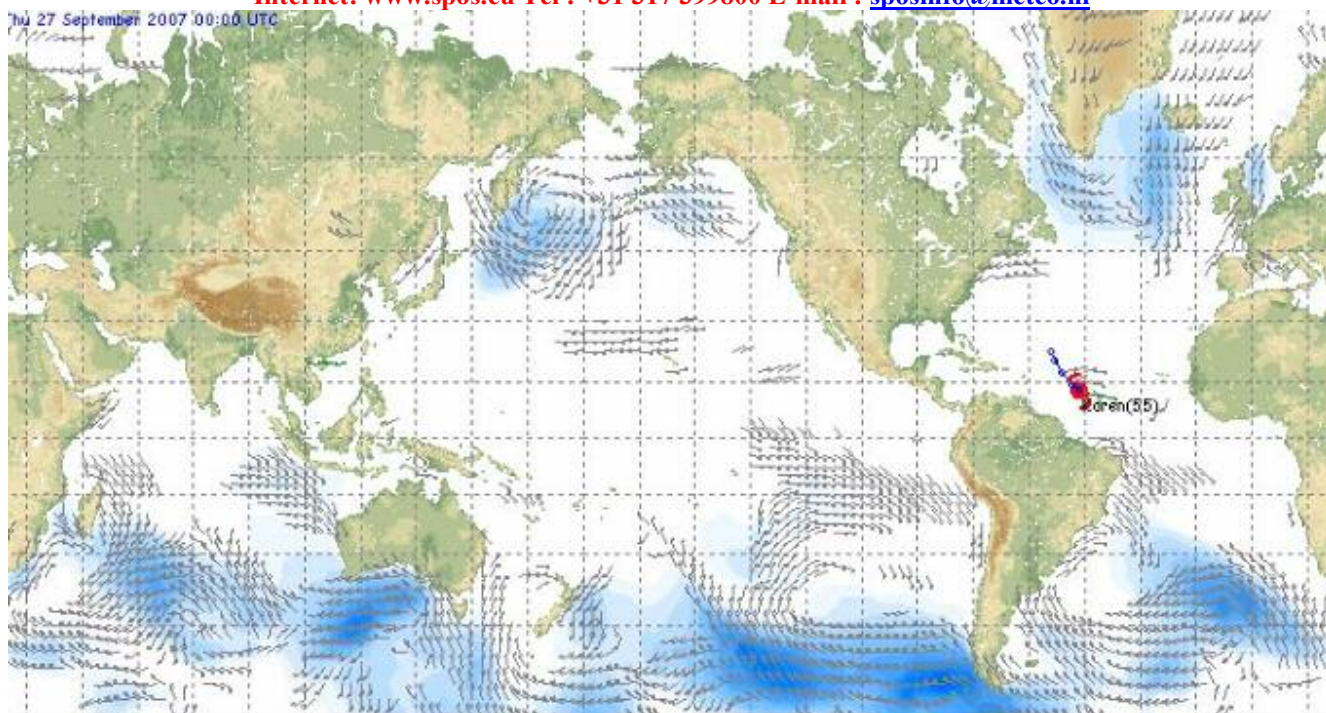
The aircraft will be stationed at the Hato air base in Curaçao. Commodore Lenselink gave an extensive interview to the WEEKender that will appear in this Saturday's paper. He will tell more about his visit to the Windward Islands, his many tasks, and the importance of counter-drug operations.

## MARINE WEATHER

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



The **HERMOD** seen in the offshore put Rotterdam-Europoort  
Photo : Hans Hoffmann ©

## .....WHO IS WHO.....

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

## HENRY VERINGA



The shippingnewsclippings readers know him as the shipyard photographer, but **Henry Veringa** has much more responsibility than ensuring that the readers have the latest photos. As the newbuild project manager for Holland



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 220

America Line, **Henry** has been based at the Fincantieri shipyard since June 2006. In his role, he provides local support for the newbuild projects and is the liaison between the newbuild team (deck, engine and hotel operations) and the shipyard.



The **EURODAM** hull seen getting a coat of paint – Photo : **Henry Veringa** ©

Additionally, he checks the ship's drawings and reports back to the various Holland America Line departments in Seattle and to Carnival Corporate Shipbuilding (CCS) in Southampton, England. Together with the newbuild team, he guides the comments on the construction to ensure that the new ship meets HAL standards. **Henry** reports directly to **Pieter Rijkaart**, Holland America Line director of newbuilds.

Hailing from the town of Swifterbant in Oostelijk Flevoland, the Netherlands, **Henry** graduated from maritime college. He fulfilled his apprenticeship with P&O North Sea Ferries until he received his engineer's license in 1995. Although he then went to work for a power plant in Amsterdam, he longed to return to sea. The encouraging words of current ms **Statendam** Captain **Henrik Krombeen**, whom he met while sailing with P&O, led him to apply for a job with Holland America Line, and in 2000 he joined ms **Rotterdam** in the engineering department. **Henry** was then assigned to the construction of ms **Oosterdam** in 2002, as well as the newbuilds ms **Westerdam** and ms **Noordam**.

After **Noordam** launched, **Rijkaart** approached **Henry** and asked him if he was interested in the position of newbuild project manager, which he gladly accepted.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 220

To be close to the yard, **Henry** lives in Mestre, near Venice, where I met him also 2 years ago when he showed me the **Noordam** under construction. When he's not taking photos, he enjoys the sun and snow, and can be found at the beach, skiing in the Italian Dolomites or at his brother's in St. Moritz, Switzerland.

**Thanks Henry, for the information and photos you regularly send for the newsclippings , it is highly appreciated**

# World Maritime Day, Thursday September 27th

**HQS Wellington, Temple Embankment.**

**0945 - 1600**

**Press have an open invitation – just turn up (with press pass as ID)**

## IMO's response to current environmental challenges

(Theme of the day)

There will be parties from schools, colleges and universities.

The Marine Enterprise Game will be launched during the morning by Enterprise teacher of the year Stephen Cabrera\*, winner of the National teaching Award for Enterprise. This game is a marine version of the Enterprise Game which involves over 1000 students, aged from 13 to 19 in a bid to help young people to learn how business works. Players use their entrepreneurial skills to run their 'business' and try to become the most successful company. (\*Stephen Cabrera is Director of Business Enterprise at Rydens School in Walton-on-Thames in Surrey, and organiser of a contest based on Alan Sugar's TV series, The Apprentice)

There should be more ships alongside the pontoon this year, as well as a yacht and an offshore survival craft on the pontoon itself. Those alongside will include Sea Cadet Training Ship John Jerwood, two Royal Navy P 2000 patrol boats, one RN hydrographic vessel HMS Gleaner, a lifeboat and a fire launch.

In addition to the VIPs (below), INTERTANKO's Managing Director Dr Peter Swift and BIMCO's chief executive Carsten Melchior will be on board at various times during the day and will be available for one-to-one or for general interview - 1200-1500 will almost certainly see them both on board.

### **VIPs (interview by arrangement)**

HRH Duke of York (aka Prince Andrew!) (arrives 1015)

Lord Mayor of London (arrives 1430)

Peter Cardy, Chief Executive at the Maritime & Coastguard Agency (arrives 1100, speech 1205)

Philip Embiricos, BIMCO President (speech 1220)

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 220

Admiral Sir Nigel Essenhigh, representing the Royal Navy

Richard Everitt, Chief Executive, Port of London Authority (arrives 1130, speech 1210)

Thimio Mitropoulos, Secretary General, IMO (arrives 1430)

David Moorhouse, Chairman LLOYD's Register (arrives 1145)

Jim Fitzpatrick, Parliamentary Under Secretary of State for Transport (with responsibility for Shipping) (arrives 1500)

Dr Pamela Connolly (aka Pamela Stevenson) (arrives 1430)

### **Order of Key Events**

1015 Opening (DoY)

1030 Marine Enterprise Game launched (Wardroom)

1045 BTEC Awards (DoY @ Courtroom) followed by DoY visit to pontoon vessels

1230 Lunch served around the ship, hosted by RT

1220 RT address by PE

1230 Open Bar, hosted by Inmarsat

1500 IMO Sec Gen Mitropoulos (speech 1545)

1500 UK Shipping Minister Jim Fitzpatrick MP arrives

1600 Finish

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