

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 223



Number 223 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 01-10-2007**

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

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Fax : (+31)105013843

Internet & E-mail

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info@vlierodam.nl



**The Dutch Antilles patrol cutter P 811 PANTER seen in action off Curacao
Photo : Joop Kooijman ©**

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Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
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EVENTS, INCIDENTS & OPERATIONS



The **PACIFIC BUCCANEER** seen due to strong winds stand by the **PRIDE SOUTH SEAS** at A Berth in Cape Town

Photo : Aad Noorland ©

Credit Suisse to provide \$1 billion financing for Vinashin

Credit Suisse has signed a memorandum of understanding (MOU) to develop a financing program of up to US\$1 billion and to provide other financial services for Vietnam Shipbuilding Industry Group (Vinashin). The MOU was signed in the presence of Vietnamese Prime Minister Nguyen Tan Dung.

"Credit Suisse is a big believer in Vietnam. We are honored to have been chosen to develop a financing program for Vinashin", said Eric Varvel, Co-Head of Credit Suisse Investment Banking.

Earlier this year, Credit Suisse signed a financing agreement with Vinashin during the World Economic Forum in Davos, Switzerland, which resulted in US\$600 million in loans arranged by the bank for Vinashin. That loan was the first and the largest offshore corporate loan arranged for a Vietnamese company.

Vinashin is one of the largest state-owned enterprises in Vietnam with more than 60,000 employees and more than 200 subsidiaries, including 28 shipyards.

"We were very pleased with the first offshore corporate loan arranged by Credit Suisse and would like to continue working with the bank to further expand our business areas," said Pham Thanh Binh, Chairman and CEO of Vinashin.

Nearly two million in union claim for Danica White crew

SSG-RINGKØBING. The union 3F is suing the shipowner H. Folmer & Co in Copenhagen for DKK 1.8 million in compensation for the three members on board the **Danica White**, while being held hostage by the pirate gang Somalia Marines in June and July. The union says that its members have suffered mentally as well as losing earnings during the hi-jacking off the coast of Somalia. Furthermore, the union says that the master's acts endangered the three members' life and honour.



The very distinctive **JAEGER ARROW** visited the Clyde this week in from Canada and left later the same day for Zeebrugge and other European ports.

Photo : Tommy Bryceland. SCOTLAND ©

Norway to centralise accidents at sea investigations

SSG-TØNSBERG. Norway is to establish one police unit to investigate all accidents in Norwegian waters. The special unit will replace the present system of six maritime inspectors located in different parts of the country. The location of the new unit has become a "hot political potato". The Norwegian Maritime Directorate (Sjøfartsdirektoratet) wants it located in Haugesund, where they are, but the most likely outcome of current discussions is that the new investigative unit will operate out of Stavanger, alongside a similar division currently investigating accidents on rigs and platforms on the Norwegian continental shelf.



Cruise woman's body is recovered

The body of a cruise ship passenger has been found in the Solent.



The **OCEANA** – Photo : Henk Claeys ©

The 67-year-old woman, who has not been named, was reported missing by her husband from the P&O **Oceana** early on Sunday morning.

A sea search by coastguard and lifeboat crews discovered the woman and airlifted her to hospital, where her death was confirmed.

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A police investigation has begun into her death. She was last seen in her cabin at about 0545 BST. The **Oceana** was returning from a short cruise between Southampton and Zeebrugge, Belgium. A spokesman for P&O Cruises said: "We can confirm that a person was reported missing from their cabin just prior to daybreak this morning as Oceana was approaching Southampton."

"Our missing persons procedures were immediately put into action and this included notification of the Coastguard."

The woman was found between Calshott and Cowes. The **Oceana**, which has a capacity of 2,272 passengers, is due to depart for a 14-night trip to the western Mediterranean on Sunday evening.



The **ACERGY OSPREY** seen from the **POLARBJORN** whilst laying alongside the **Southern NIAM** platform
Photo : John Bakkers ©

Nieuwe directeur Maritiem Instituut Willem Barentsz



Gerrit van Leunen (43) wordt per 1 oktober de nieuwe directeur van het Maritiem Instituut Willem Barentsz op Terschelling. Hij volgt Stephen Cross op.

Van Leunen is momenteel hoofd opleidingen van het MIWB. De nieuwe directeur is oud-student van de Hogere Zeevaartschool op Terschelling. Van 1984 tot 1992 was hij in verschillende functies werkzaam als stuurman, voornamelijk op ferries en cruiseschepen. Vanaf 1992 werkt hij binnen het MIWB, eerst als docent en later in een coördinerende en leidinggevende rol als hoofd opleidingen.

Het MIWB omvat de opleidingen Maritiem Officier en Hydrografie en is onderdeel van het instituut Techniek van de NHL. Het MIWB beschikt ten behoeve van het onderwijs over een geavanceerd simulatiecentrum: het Maritiem Simulator en Trainings Centrum, waar ook externe cursisten worden getraind.

Stephen Cross gaat zich concentreren op het vergroten van de contractactiviteiten binnen de zeevaartschool. Het MIWB omvat de opleidingen Maritiem Officier en Hydrografie en is onderdeel van het instituut Techniek van de NHL.

New Bourbon Dolphin hearing on vessel stability

SSG-TØNSBERG. The royal commission hearing into the **Bourbon Dolphin** capsize and sinking on 12 April this year will be extended into a fifth session to hear evidence concerning the stability of the AHTS vessel. Judge Inger Lyng, heading the commission, says that they have had a lot of information on the vessel's stability, but that much work remains to be done.

Operation Driftnet catches 10 illegal boats

A multinational operation on the high seas involving a Canadian Forces aircraft from CFB Comox has turned up photographic evidence of 10 vessels involved in driftnet fishing, a practice banned by the United Nations.

Ten vessels rigged for illegal fishing is "a lot" but only half the number nabbed last year, Capt. Jeff Manney, a reserve force public affairs spokesman, said Friday. In 2006, 20 vessels were spotted in international waters with illegal nets. Driftnet fishing was banned in 1993.

"And I just heard this morning that two other boats have been seized and escorted to a Chinese frigate," said Manney.

Those two vessels were Chinese, he said, "but I can't say they're all Chinese. The crews are all from mixed nationalities. It's really hard to say where the boats are from."

The fishing grounds, located 5,000 kilometres off the West Coast, "certainly seemed a busy place," said Manney in a telephone interview.

The vessels could be prosecuted in their home countries for illegal fishing, or in any country they pass through once they leave international waters, said Manney.

Driftnets - floating nets up to 40 kilometres in length -- target salmon, albacore tuna and flying squid, but often trap other species, including seabirds and marine mammals. Nets lost at sea continue to kill fish and marine mammals for years.

Driftnet fishing is seasonal, based on the right sea-surface temperature in an appropriate area. The driftnets have reflectors that are visible to the boat's crew and any low-flying aircraft.

This year, two U.S. Coast Guard vessels are in the area searching for the suspicious vessels to board them and take action. In other years, the Department of Fisheries and Oceans has handed over the photographs to diplomats of pertinent countries to follow through and press charges.

"It's a very long process," said Manney.

Five countries -- Canada, the U.S., Russia, Japan and Korea -- embarked this month on Operation Driftnet, a two-week annual mission to scour two million square kilometres of the Pacific Ocean and photograph and board vessels suspected of taking part in driftnet fishing.

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A long-range Aurora aircraft from the 407 Maritime Patrol Squadron at Comox swooped down over suspect vessels and photographed their identifying markings, said Manney. The Aurora crew detected one group of three vessels all rigged for driftnet fishing.

In apparent response to the Aurora overhead, the crews manoeuvred the vessels in an attempt to hide the ship's markings.

"One sailor was spotted dumping papers overboard," said Manney. Radio calls to the ships also went unanswered, he said, although the Aurora's crew intercepted a single, brief transmission from one: "We are leaving."

Manney said the enforcement action is cutting driftnet fishing drastically.

"DFO has told us there's been about a 90 per cent decline in this sort of fishing since the moratorium has been in place," he said.

"There are five very powerful nations making sure it stops. If we can stop these pirates from pillaging this part of the ocean, we think we're actually accomplishing something."

He noted a boat spotted by an Aurora in June was apparently just seized by Russian authorities. "That boat had been sailing around since June and then passed through Russian waters. They spotted it and they seized it. In the past, we've seen some pretty serious punishment from authorities like that."

SLEEPBOOT WEEKEND IN STEENBERGEN



Foto's : Johan Luijks ©

Vereniging De Sleper koos **Steenbergen** als plaats voor haar tweejaarlijkse Sleepbotenweekend. De club zet zich in voor het behoud van 'gepensioneerde' functionele schepen. Leden komen tijdens het weekend bij elkaar om kennis en ervaring uit te wisselen. Dat doen ze, hoe kan het anders, per boot.



Zaterdag was de kade van de haven tussen 13.00 en 19.00 uur gereserveerd voor een bijpassende nautische markt, georganiseerd door restaurant Z'Onder Zeil. Nieuwe en gebruikte scheepvaartartikelen liggen er uitgestald en een palingroker verkoopt zijn verse waar.

CASUALTY REPORTING



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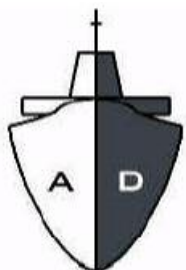


The **FREE JUPITER** seen aground near Cebu (Philippines) were at present a part of the cargo is unloaded by a salvage team of **SMIT Salvage** - Photo : **Alexander Gorter** ©

NAVY NEWS

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ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax : + 32 3 297 20 70
e-mail : anglodutch@pandora.be



The Venezuelan "Lupo type" Frigate **F-21 MARISCAL SUCRE** seen arriving in Willemstad (Curacao)
Photo : Kees Bustraan ©

Destroyer helps ferry off Somalia

A US navy destroyer has helped a Tanzanian-flagged passenger ferry in distress in international waters off the coast of Somalia. The 180-foot vessel, named as **Spice Island**, had no passengers on board and was travelling from Oman to Tanzania when it requested assistance on 25 September, the navy said in a statement. **USS Stout** and a helicopter from **USS James E Williams** responded to the call for help.

The helicopter was first on scene and established communications with the ferry's crew. Stout arrived on scene late evening and stayed with the 180-foot vessel until sunrise when assistance operations could begin.

After Stout's boarding team conducted a safety and security inspection, the ship took the ferry under tow while it provided the 10-man crew with food, water and 7,800 gallons of fuel.

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Stout's chief engineer, Lt Trent Thompson, oversaw the 12-hour operation aboard **Spice Island**. "The crew was very glad to see us," said Thompson. "The vessel's engines had stopped. She was completely out of fuel and her food and water supplies were running low. She was also adrift in an area prone to piracy."

After Stout's team got the ferry steaming on its own, **Spice Island** resumed its transit to Tanzania.

SHIPYARD NEWS

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info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium

Tel : + 32 (0) 14 62 04 11
Fax : + 32 (0) 14 61 16 88



info@disacivil.com
www.disacivil.com

Gujarat aims for spot as ship-building centre

Gujarat needs to infuse a culture of creative leadership in the shipping industry if it wants to become a global hub for ship-building, Former President A P J Abdul Kalam said on Saturday.

"Gujarat Maritime Board's mission (to become a global ship-building and vessel repair centre etc.) is good but it needs a new dimension. The industry should have people with passion creative leadership qualities," Kalam said in his inaugural speech here at the two-day International Seminar on Ship-building Opportunities in Gujarat.

Korea currently handles 40 per cent of world's ship-building business and this it has been able to achieve through sheer will power of people as epitomised by the father of its ship-building business Dong Shik Shin, Kalam said.

He said the country was on course to achieve 10 per cent GDP growth and the added vibrancy in the shipping industry would further boost up the growth momentum besides creating immense employment opportunities.

Terming the Gujarat government as proactive, Kalam said the state had a good industrial climate with a large coastline and the availability of raw materials made it conducive for the entrepreneurs to to make a quick mark in the shipping sector globally.

Flekkefjord Slipp saved from bankruptcy

SSG-TØNSBERG. Flekkefjord Slipp & Maskinfabrikk has had a last minute reprieve and has been saved from bankruptcy by the banks and owners, who have unfinished vessels on order at the yard. Delays and additional work on the Solstad vessel Normand Ferking and on the construction vessel Acergy Viking caused severe cashflow problems and Sparebank1 SR-Bank and the owners stepped in with additional loans and more working capital.

C&Heavy wins \$300m order

C&Heavy Industries (C&HI) of South Korea has secured a bulk order worth \$300m from Grand Union of Greece.

Newbuilding players say the deal is for four 81,000-dwt post-panamaxs plus two options. The price is believed to be over \$50m per ship, with deliveries scheduled from the second half of 2010. "If Grand Union exercises the options, they will be due for delivery in early 2011," said a market source.

C&HI was recently set up by South Korea's Lim Byuk Seok, who owns C&Shipping, formerly known as Seven Mountain Shipping. The yard started taking orders early this year and has since won contracts for 23 ships, including Grand Union's. Target Marine of Greece was the first company to place orders at C&HI. It initially booked six firm 81,000-dwt bulkers with options for four more. It later exercised the options and contracted more ships, bringing its total tally of post-panamaxs to 14. Deliveries are slated to run from December 2008 to May 2010. The other shipping company to have shown faith in C&HI is Ta-Ho Maritime of Taiwan, the shipping arm of Taiwan Cement Corp (TCC). It has booked three similar vessels for delivery from mid-2011.

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K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl



The **MARSEILLE STAR** (ex [ZIM Mareseille](#)) seen at the Westerscheldt River.

Photo : Jaap Janse (c)

Not All So Happy

Amid The Philippine government's spin that overseas Filipino workers (OFWs) grow rich and happily contribute to the economy, a Catholic bishop lamented this is more the exception than the rule.

"Yes, foreign remittances boost the country's economy but in the long run, very few benefit from overseas employment as family members should remain intact," Paciano Aniceto, archbishop of Pampanga, said on Sunday in an interview with Church-run Radio Veritas.

Aniceto made this assessment as the Church joined the nation in marking National Seafarers Day.

The Catholic Bishops Conference of the Philippines (CBCP) said that on this day, the Church would pray for seafarers still languishing in jails, and for the families of dead seafarers.

CBCP figures show there are about 280,000 Filipino seafarers working at various international shipping companies and a slightly lower number employed in Philippine-based companies.

Fr. Savino Bernardi, CBCP Apostleship of the Sea director, said the occasion would also be a fitting tribute to outstanding seafarers and those who lost their lives last year. "There were 180 Filipino seafarers who perished last year and this is a bit lower than 250 casualties in 2006," he noted.

On the other hand, Aniceto said that even if the OFWs get financial gains while working abroad, this comes at a price as they are separated from their children. In many cases, he said their stories end on a sad note as they are alienated from their children.

"Very few families benefit from overseas employment," said Aniceto, who chairs the CBCP Episcopal Commission on Family and Life.

Aniceto said that in the life of a typical Filipino family, the situation of parents working abroad is very common in a desire to give better future to their children and loved ones.

But he stressed that a family's foundation becomes weak because of the physical distance that is built when one leaves home for another country.

"I wish Filipinos would find decent jobs in the country so nobody will leave his wife or husband and children," he said.

Svitzer orders new tugs for Danish waters

SSG-RINGKØBING. Svitzer A/S has signed up with Chinese shipbuilder Qianjin Shipyard in Qingdao for a series of twelve tugs for delivery in 2009 and 2010. Four of these tugs will be dedicated for Danish waters upon delivery. One of them will be a state-of-the-art salvage tug fitted with all kinds equipment, including firefighting equipment, and have a bollard pull of 80 tons. The subsequent sister ships will also be built to ice class 1A and have a bollard pull of 70 tons. All the tugs will be fitted with Japanese Niigata engines. The four tugs will satisfy a need in the market, which is why Svitzer chartered the two Nordane tugs **Svitzer Nanna** and **Svitzer Njord**. They will remain on charter until the delivery of the Chinese newbuildings in 2009.



Cobelfret takes stake in Ge-eX Logistics

Belgium transport group Cobelfret has obtained a minority stake in new Dutch multi modal operator Ge-eX Logistics. By this co-operation both companies want to benefit of their know-how and experiences in multi modal transport. Ge-eX Logistics is an expert in the market of 45 ft pallet wide containers. Cobelfret has an European maritime network. Gerard de Groot, managing director of Ge-eX Logistics, is very happy with his new shareholder. „The relationship with Cobelfret gives us access to a maritime network that we need to expand our business in Europe. Above that, a financial strong partner backs us in future investments.”

Both Ge-eX Logistics and Cobelfret do not give more details about financial aspects of their co-operation. Both companies underline that Ge-eX Logistics will have its own responsibilities and its own bottom line. The co-operation will be done on a commercial and market conform basis. Mr. De Groot remains the main shareholder of Ge-eX Logistics. The news about Cobelfret as new stakeholder was released during the official start of Ge-eX Logistics in Rotterdam. The new company was 'launched' by Mrs. Karla Peijs, former minister of transport and public works of the Netherlands, in presence of Mr. Wim van Sluis, chairman of the Rotterdam Port Promotion Council.



The **Regal Princess** seen arriving at Port Chalmers on 26th September 2007 being the first cruise ship this summer season to visit the port.

Photo : Ross Walker ©

End of cruise season in Gdynia

SSG-KOLOBRZEG. On 20 September, the Bahamas-flagged **Albatros** left the port in Gdynia, thus ending the cruise season during which there were 87 calls by cruise ships with 89,000 passengers. The two calls by the 312 metre long Navigator of the Seas aroused great interest. Last season, cruise ships carrying more than 94,000 passengers made 91 calls in Gdynia, but the season lasted longer – until 22 September.

Sweet sale for Oldendorff

Oldendorff Carriers of Germany has fetched a firm price for a 25-year-old combination carrier (OBO) that is trading as a bulk carrier.

The 78,000-dwt **August Oldendorff** (built 1982) has gone to an undisclosed buyer for \$20m.

The German owner bought the ship from Norwegian Jan Petter Roed as the Nobel Fortuna in June this year for \$18.5m. It would have fetched a significantly higher price if it had been sold for prompt delivery. The **August Oldendorff** is not due for delivery to its new owner until June or July next year on the completion of a low charter running at \$24,463 per day, brokers say.

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Oldendorff Carriers has been busy selling ships this year. Most have been handysize vessels. It has disposed of 14 units altogether and the last to go was the 23,300-dwt **Gebe Oldendorff** (built 1998) for \$32m to US-listed TBS Shipping.

Oldendorff Carriers is among the biggest bulker players in the world and currently controls 317 units of 14.5 million dwt, of which 68 are either owned or bareboat chartered in.

The company primarily focuses on ships of panamax size and smaller but lately has been more active in the capesize market. It currently operates seven units, all but one chartered in. Among the ships taken in is the 172,000-dwt **Anangel Sailor** (built 2006), which was fixed in July for 10 to 12 months at \$90,000 per day, cheap at today's rate.

Oldendorff Carriers's latest recorded deal was for the 175,000-dwt **Mineral Capeasia** (built 2005), which will be delivered in October. The ship has been taken for four to six months at \$125,000 per day.

Strong season raises profit expectations at Stena Line



Photo : Piet Sinke ©

SSG-GÖTEBORG. The first eight months of this year were healthy for Stena Line. Excluding the effect of withdrawing the HSS ferry **Stena Discovery**, the number of passengers has increased four per cent and the number of cars five per cent. Freight increased five per cent. The Swedish operator's ferries carried 11,4 million passengers, 2.2 million cars and 1.2 million freight units in its services in Scandinavia, on the North Sea and on the Irish Sea. According to Gunnar Blomdahl, CEO of Stena Line, the company's performance so far this year means that it probably will reach or even exceed the goal of a SEK 380 million (EUR 41 million) operating result for the full year.

THE S&P MARKET WEEK 38

Scandinavian Shipping Gazette Newsletter Bulkers

Private: 177,000 dwt blt 07 Waigaoqiao SY. Sold region USD 104,000,000, sales incl 4 years tc at USD 44,736 per day to undisclosed buyer.

Patrizia d'Amato: 76,633 dwt blt 04 Imabari. Sold region USD 54,000,000 to Greek buyer, sale incl tc until Nov 2010 at 24,000 per day.

Genco Trader: 69,338 dwt blt 90 Imabari. Sold region USD 44,000,000 to undisclosed buyer.

Baffin/Franklin: 43,732/43,731 dwt blt 95 Daewoo SB, Crs 4x25t. Sold each region USD 35,500,000 en bloc to Britannia Bulk.

Land: 39,487 dwt blt 81 Varna SY, Crs 4x25t. Sold region USD 13,800,000 to Far Eastern buyer.

TCT Glory: 29,111 dwt blt 84 Kanasashi KK, Crs 4x25t. Sold region USD 14,000,000, sale incl tc to undisclosed buyer.

Swakop/Selinda: 28,110 / 28,107 dwt blt 01 Bohai Shipbld, Crs 4x30t. Sold each region USD 34,750,000, sales incl two years tc at USD 22,715 per day to Salamon.

Naxos: 24,850 dwt blt 81 Kurushima Onishi, Crs 3x25t, D 1x20t. Sold region USD 11,100,000 to Korean buyer.

Levante: 19,295 dwt blt 79 Hyundai, D 4x25t. Sold region USD 5,000,000 to Chinese buyer.

Sider Moon: 6,273 dwt blt 92 Yamanishi, Crs 2x25t, 430 teu. Sold region USD 8,200,000 to Greek buyer.

Mirica L: 6,020 dwt blt 82 Groot & Vliet Scheepsw, Crs 2x28t, 210 teu. Sold region USD 3,200,000 to Middle East-based buyer.

Tweendeckers

Adria Celeste: 11,751 dwt blt 83 J.J. Sietas, 665 teu. Sold region USD 5,900,000 to European buyer.

Containers

Merkur Sea: 21,888 dwt blt 84 Bremer Vulkan, 1,228 teu. Sold region USD 12,000,000 to undisclosed buyer.

America Feeder: 7,233 dwt blt 97 Sedef Tuzla, 584 teu. Sold at undisclosed price to undisclosed buyer.

Ro-ro / Ropax / Ferries

Hayat N: 1295 lm, 15 kn, blt 81 Enrique Lorenzo, Spain. Sold at undisclosed price to Turkish buyer.

Tankers

Ottoman Dignity: 152,923 dwt blt 00 Hyundai. Sold region USD 90,000,000 to U.S. buyer.

Ragnhild Knutsen: 129,154 dwt blt 87 Dalian Shipyard. Sold at undisclosed price to Brazilian buyer.

Emerald Bay: 69,999 dwt blt 90 Hashihama Zosen. Sold at undisclosed price to Chinese buyer.

Emerald Sky: 69,999 dwt blt 88 Tsuneishi Zosen. Sold at undisclosed price to Chinese buyer.

Alexandra Park: 41,327 dwt blt 92 Minami Nippon. Sold region USD 32,500,000 to Greek buyer.

Liquid Beauty/Liquid Blue/Liquid Elegance/Liquid Velvet: 12,800 dwt blt 06 Samho. Sold region USD 30,500,000 each to German buyer.

Alacrity/Agility: 3,145 dwt blt 90, Richards Lowestoft. Sold region USD 6,000,000 en bloc to Greek buyer.

Reefers

Solent Star/Southampton Star: 9,079 dwt blt 00/99 Shikoku, 506,240 cbf, 306 teu, Crs 2x40t, 2x8t. Sold region USD 60,000,000 en bloc to Star Reefers.

LPG

Maralunga/Fezzano: 15,970 dwt blt 93/92 Ferrari, 16,664 cbm. Sold region USD 31,500,000 each to MC Petredec.

DL Azalea: 3,996 dwt blt 91 Murakami Hide, 3,312 cbm. Sold region USD 6,000,000 to Leandros Shipping, sale incl bb back for 3 years at undisclosed rate.



The **MARITINA** seen departing from Rotterdam
Photo : Lenie Kleingeld ©

Offen in mega-boxship lead with \$3.8bn backlog

Hamburg-based owner Claus-Peter Offen is poised to control orders for the biggest fleet of mega-size containerships worth more than \$3.8bn. New contracts will take his orders to 23 vessels.

Offen is on the verge of confirming a deal for nine newbuildings of about 13,000 teu at Hyundai Heavy Industries in South Korea and five 12,500-teu units at Samsung Heavy Industries. Deliveries are likely to be in 2011.

In July, Offen ordered nine 12,500-teu ships at Daewoo Shipbuilding&Marine Engineering.

Offen's second batch of nine vessels is being lined up for Mediterranean Shipping Co (MSC), which took the first set placed at Daewoo.

And big rival of MSC, France's CMA CGM is expected to charter the handful of ships that will be built at Samsung. Offen's ordering spree will total between \$3.8bn and \$3.9bn for the 23 ships, each costing between \$165m and \$170m.

The owner has also been linked with further orders for up to another nine 12,500-teu ships at Daewoo but it is not thought these have gone ahead. However, some market sources say Offen is still negotiating with various yards and could yet add more mega-size tonnage to his orderbook.

MSC, the world's second-largest line, is said to have done a deal, reported in TradeWinds last month, to split ownership of the first nine ships ordered at Daewoo, so the carrier will eventually charter just half of them.

Charter rates are likely to be in the \$58,000 to \$59,000-per-day range for all the ships being ordered by Offen, market sources speculate.

Offen could not be reached for comment as TradeWinds went to press but sources say the contracts have been awaiting charters to be attached because bankers are not prepared to take the risk of lending so much money against unfixed ships, as financial markets fell away over US mortgage fears and the trouble of UK bank Northern Rock.

German financiers have been caught up in lending problems and Offen is believed to be using German leasing banks rather than traditional KG (limited partnership) finance to pay for the ships.

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The leasing model allows for charter rates of below \$60,000 per day rather than traditional KG paths, which require levels of around \$65,000 per day.

The only lower charter rates for mega-size ships reported is the \$55,000 per day being charged by US-listed Seaspan Corp for the 12-year hires of eight 13,100-teu ships to China's Cosco Container Lines. But market sources say these rates have been subsidised by arrangements that will reduce crewing and operating costs.

Offen's orders will push the owner well ahead of Hamburg rival Peter Dohle, which has so far confirmed contracts for a dozen 12,500-teu ships and has options for another four. Dohle's first eight vessels are set to go to CSAV, with four of the ships sold to the Chilean line and four going on charter.

The orders will also give Gianluigi Aponte's MSC a massive orderbook of some 35 mega-size boxships including nine to be chartered from Greece's Niki Group on bareboat charters at \$50,500 per day and eight ships first ordered at 9,700 teu that will be enlarged by Samsung to capacities of 13,200 teu.



Tall ship **MIR** on her way at sunset to St Petersburg (Russia)

Photo : Maarten Mostert ©

Titan offloads Virgo

Titan Petrochemical has sold its 299,993-dwt double-hull VLCC **Titan Virgo** (built 1993) to Dubai-based Medoil LLC for \$91m. The Hong Kong-based owner said the move was part of its strategy of reducing its exposure to the volatile VLCC market.

The sale leaves Titan with a fleet of seven single-hull VLCCs that are traded and four that are used for storage.

"With the increasing age of the vessel, now being 14 years old, the maintenance costs are rising," Titan said of its decision to sell the ship. It said the net results attributable to the vessel for the last two financial years was a profit of \$1.5m and a loss of \$200,000 respectively.

"Given that the consideration for the sale is at a premium to the fair market value, the directors consider that the disposal represents a good opportunity for the company to realize the value of the vessel," Titan said.

Titan said it expects to book a gain of about \$8.5m from the sale and that the \$91m in proceeds would be used for working capital purposes.

MOVEMENTS



The **BALOE** seen with **PONTRA MARIS** enroute Rotterdam
Photo : Lenie Kleingeld ©

AIRCRAFT / AIRPORT NEWS

Zeppelin vliegt boven Rotterdam

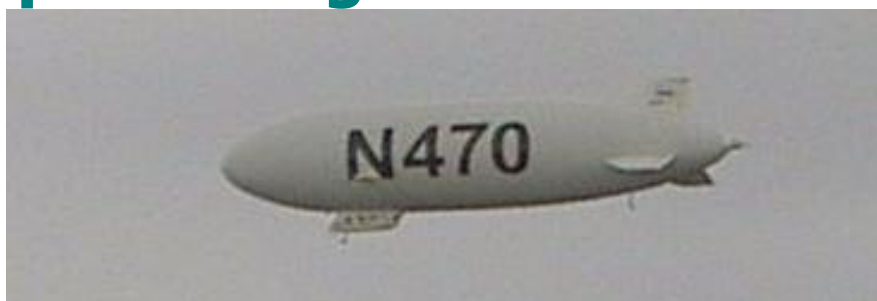


Foto : Jan Oosterboer ©

Op 300 meter hoogte boven Rotterdam vliegt de komende week een zeppelin. Het luchtschip vliegt om de aandacht te vestigen op de opening van de nieuwe N470, een provinciale weg tussen Zoetermeer en Rotterdam. De zeppelin is met 75 meter de grootste in zijn soort en is speciaal voor deze gelegenheid overgevlogen uit Duitsland. Aan boord van het luchtschip kunnen 14 mensen. Het bedrijf Aerwin organiseert donderdag en vrijdag commerciële trips met de zeppelin. Per dag zullen er acht vluchten worden gemaakt waarbij maximaal twaalf personen per vlucht kunnen meevliegen. De zeppelinvaarten zitten al wel vol, de plaatsen waren binnen enkele dagen uitverkocht.

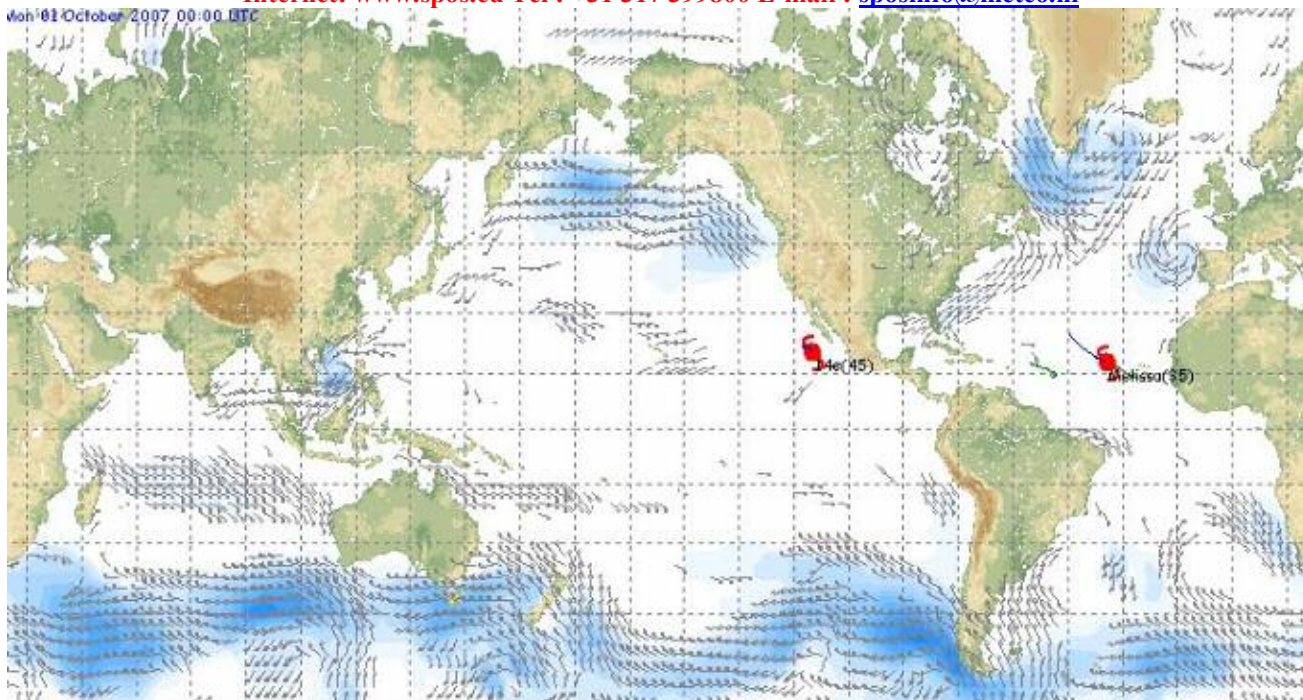
MARINE WEATHER

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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 **MSC ATHINA** seen at Singapore anchorage, the container vessel is build as the **CHAMPAGNE** during 1981 under yard number 168 at Howaldtswerke yard in Kiel (Germany) renamed the same year in **FRANKFURT EXPRESS** for HAPAG, she sailed under this name until 2007 when was renamed **JASON**, during September 2007 the vessel was renamed in **MSC ATHINA**, as can be seen at the photo the funnel is still showing the **HAPAG orange**.

Photo : Hans Schaefer ©

**Het Nederlands Instituut voor Navigatie organiseert in samenwerking met
Koninklijke Schuttevaer,
Rijkswaterstaat,
Havenbedrijf Rotterdam,
Nederlands Loodswezen,
Centraal Bureau voor Rijn- en Binnenvaart**

SYMPOSIUM

“ IN ELKAARS VAARWATER ”

tijdens
**EUROPORT MARITIME
AHOY ROTTERDAM**
Meetingroom Madrid
donderdagmiddag 8 november 2007



foto : Willem Knoppert ©

Dit symposium is in het bijzonder bedoeld voor schippers, gezagvoerders, maritieme officieren, docenten van navigatieopleidingen, loodsen en verkeersleiders.

Het symposium wil een bijdrage leveren aan het kweken van begrip voor elkaars (on)mogelijkheden. De zeevaart krijgt meer begrip voor het feit dat de binnenvaart door haar uitrusting soms beperkingen kent en omgekeerd zal de binnenvaart inzien dat met zeeschepen niet alles mogelijk is op manoeuvreergebied.

Ook komen nieuwe producten en diensten zoals Automatische Identificatie Systems (AIS) en River Information Services (RIS) aan de orde. De zeegaande beroepsvaart maakt sinds enige jaren internationaal verplicht gebruik van

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AIS, een systeem waarmee schepen hun koers en vaart kenbaar maken aan de directe omgeving. Ook voor de binnenvaart komt dit systeem beschikbaar.

Het is aan de praktijkmensen van zowel binnenvaart als zeevaart om daar een zodanig optimaal gebruik van te maken dat men samen de Nederlandse waterwegen veilig kan bevaren zonder grote ongelukken.

Informatie: dirnin@navnin.nl

Aanmelden: www.navnin.nl

PROGRAMMA

TIJD	ACTIVITEIT	ONDERWERP	SPREKER
12.00 - 12.30	Ontvangst		
12.30 – 12.45	Inleiding dagvoorzitter	Algemeen, Introductie deelnemende organisaties	J. F. C. Kluwen
12.45 – 13.00	1e spreker	Problematiek Rotterdamse Haven	J. Lems Havenbedrijf Rotterdam
13.00 – 13.15	2e spreker	Problematiek Westerschelde	H. van der Togt RWS Westerschelde
13.15 – 13.25	Discussie		
13.25 – 13.55	3e spreker	BPR versus ZAR	J. Bottinga Loodswezen regio Rotterdam-Rijnmond
13.55 – 14.05	Discussie		
14.05 – 14.35	Koffie/Theepauze		
14.35 – 15.05	4e spreker	RIS en AIS	I. ten Broeke RWS AVV
15.05 – 15.15	Discussie		
15.15 – 15.45	5e spreker	Interactie zeevaart - binnenvaart	Rob Koers Loodswezen regio Scheldemonden
15.45 – 15.55	Discussie		
15.55 – 16.30	forumdiscussie		
16.30 – 17.30	Borrel		
17.30 – 22.00	Beursbezoek		

**Voor en /of na het symposium gelegenheid tot beursbezoek.
EUROPORT MARITIME**

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