

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 224



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HAL's ROTTERDAM seen in Kusadasi
Photo : Leo Planken ©

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EVENTS, INCIDENTS & OPERATIONS



The Dutch Fisheries inspection vessel **BAREND BIESHEUVEL** seen in the port of Scheveningen
Photo : Piet Sinke ©

Stabbed Seafarer onboard SA Agulhas

The South African environmental protection vessel, **Sarah Baartman**, left Table Bay on Saturday (29 Sept) to retrieve the body of the Cape Town seaman who was stabbed to death aboard the Antarctic supply ship **SA Agulhas** on Friday (28 Sept).



The **SARAH BAARTMAN** seen riding high in the South Atlantic Ocean

Edward Hulley, 22, of Brooklyn, is believed to have been killed by a fellow crewman after a late-night drinking session aboard the vessel, which is on its way to the South Atlantic islands of Tristan da Cunha and Gough, where South Africa has a weather station.

The ship is due back in Cape Town in October. Hulley's family was informed of his death on Friday morning.

Smit Amandla Marine, which operates the two ships on behalf of the department of environmental Affairs, said they could not divulge many details at this stage.

Spokesperson Claire Gomes said: "The investigation is pending. But it is an unfortunate incident which took place between off-duty personnel." Gomes declined to say whether Hulley's attacker would be brought back aboard the **Sarah Baartman**. The **Sarah Baartman** will rendezvous with the **SA Agulhas** next week.

On Friday Hulley's father Richard, stepmother Emily and Avril Smith, with whom Hulley had been living in Brooklyn, were shattered at the news. Smith, whose son Lincoln is also on board the ship, said: "Apparently they were all drinking and Edward and his friend went to lie down in their cabin. That's when the other guy came into the room and stabbed him," said Smith.

Richard said he was unable to describe the crippling heartache of losing his son, the second youngest of his eight children.

"My heart is just torn in two. I want to hear the whole truth from Eddie's employer," he said. After leaving school five years ago, Hulley decided the seaman's life was his calling. He worked for shipping company Safmarine and then moved to Smit Amandla Marine. The family will start planning his funeral next week, said Smith.

Japan Ports Struggle to Attract Container Ships

Japan is taking steps to attract more container ships to its shores, driven by concerns that the waning fortune of its ports could hurt the country's economy and industries, according to a Reuters report. Over the past decade, an increasing amount of goods from Japan have been sent to a neighboring Asian trans-shipment hub, such as the South Korean port of Pusan, instead of being shipped directly to their destination, adding to time and costs. Ken Abe, a deputy director at Japan's Ministry of Land, Infrastructure and Transport, said given Japan's expensive distribution costs, the move made sense if goods were being moved from areas on the coast facing South Korea. Trans-shipment of goods from Japan rose to 15.5 percent in 2003, up from 2.1 percent in 1993, official data showed. Alarmed by the situation, Japan in 2004 launched a long-term project to expand and improve port efficiency. Japan has about 60 container ports but the project, according to industry sources, calls for concentrating on three regional ports. These are Tokyo-Yokohama, Nagoya-Yokkaichi and Osaka-Kobe, with some \$452.4m earmarked for the year ending March 31, 2008 alone for improvement measures, up 37.5 percent year-on-year.

Nine missing as volcano erupts off Yemen

A volcanic eruption off the Red Sea coast of Yemen spewed lava hundreds of yards into the air Sunday evening and at least nine people were missing at sea, Canadian naval officials and the Yemeni state news agency said.

The eruption occurred on Jazirt Mount al-Tair, an island about 80 miles (140 km) from Yemen. A Defence Ministry official said the western part of the island had "collapsed" following the eruption. He said naval ships were searching the surrounding waters for nine missing Yemeni soldiers who were stationed on the island. Yemen's Oil Minister Khaled Mahfoudh Bahah said several earthquakes felt on Sunday had triggered the eruption.

"Three earthquakes struck the island around 1127 GMT on Sunday, and were ranging between 4.3 and 4 on the Richter scale," Jamal al-Shalaan, head of the Yemeni Earthquake Centre told state news agency Saba. President Ali Abdullah Saleh, who flew to nearby Hudaidah port late on Sunday to observe the situation, told the Yemeni navy to send rescue teams, Saba reported.

A Canadian frigate, **HMCS Toronto**, was conducting a search and rescue operation at the request of the Yemen coast guard. The NATO fleet was sailing north towards the Suez Canal at the time of the eruption, the Canadian navy said in a statement.

It said it was trying to locate nine people believed to be at sea in the area. Navy spokesman Ken Allen told the Canadian Press news agency that lava was spewing hundreds of yards into the air, with volcanic ash also rising 300 yards.

In an e-mail from Toronto, he said the entire two-mile-long (three-km-long) island was aglow with lava and magma as it poured into the sea. Yemen has had a military base on Jazirt Mount al-Tair since its 1996 conflict with Eritrea over the islands of Hanish and Jabal Zuqar.

A Yemeni geologist said the volcano had previously erupted in the 19th and 18th centuries, and is regarded as one of the Red Sea's more recent volcanic islands, Saba said.

China to Build Deep Water Oil Exploration Fleet

China will build its own deep water oil exploration fleet in three to four years. The fleet will be able to work in deep waters all over the world, except for the north pole. China's Offshore Oil Company has launched the strategy for building such a fleet. The company's spokesman, Liu Junshan, said one of their future targets would be deep sea oil exploration. They will invest up to \$1.33b in the construction of modern equipment for deep sea drilling, a laboratory, and a working fleet.



The **PRIDE OF KENT** seen arriving in Dover
Photo : Lourens Visser ©



Britain considering prison ships

The British government is considering operating prison ships in an attempt to solve the prison overcrowding problem, reports said on Saturday. A Justice Ministry spokesperson said in London on Saturday said that all options were being looked at including prison ships.

Britain currently has a prison population of 81 133 people, which is 1 000 below prison capacity. The move has aroused opposition from lobbying groups. The Director of the Howard League for Penal Reform, Frances Cook, said that "a Spanish Armada of prison ships" would not solve the prisons crisis.

The only solution would be to give fewer people custodial sentences. In June, the government decided to release some prisons early as a result of the overcrowding problem

Three rescued at Cape Point

Three people on board two vessels were rescued while they were being blown towards the shore near Cape Point on Friday, said the National Sea Rescue Institute (NSRI).



Spokesperson Craig Lambinon said a six metre ski boat had been towing a 12 metre boat from Houtbay to Simonstown on Thursday morning.

Left :
Cape Point
Photo : Piet Sinke ©

"The NSRI had been told that the smaller vessel would tow the 12 metro **Pelican** vessel and as a precaution, Simonstown NSRI station commander Darren Zimmerman decided to monitor the two.

"By early evening he noticed that the two had been making slow progress," said Lambinon. There were two people on board the **Pelican** and one person on board the six metre boat.

Two rescue boats were sent to look for the vessels and a spotter at the Cape Point nature reserve noticed that they were in trouble as a 25 knot wind was blowing the boats towards the shoreline at Cape Point. "When the rescue boats reached the two, the **Pelican** was taken under tow and towed to the Simonstown harbour and the other vessel was escorted to the Simonstown harbour. Nobody was injured and the operation was completed at 3am.

Foreign fishing vessel seized off Somalia coast

Gunmen have seized a foreign fishing vessel off the coast of war-torn Somalia, where several pirate attacks have occurred this year, a Kenyan maritime official said on Friday.

The vessel, **FV Grego**, was seized off northeastern Somalia and is believed to be docked in the coastal port of Berbera, said Andrew Mwangura of the Kenyan branch of the Seafarers' Assistance Programme.

"The vessel was seized on September 22 by gunmen who accused it of illegal fishing in Somali waters," Mwangura told AFP. The ship's nationality and the amount of crew on board was not immediately clear, he added.

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The International Maritime Bureau said there had been at least seven pirate attacks this year off Somalia's 3,700 kilometres of unpatrolled coastline.

Pirate attacks stopped in the second half of 2006 during six months of strict rule by Islamists, who were ousted by Ethiopian and Somali government troops at the end of the year.

Somalia, which lies at the mouth of the Red Sea, has been without an effective government since the 1991 ouster of dictator Mohamed Siad Barre sparked a bloody power struggle.

Oily Water Separates Love Birds

Birds on their way to breed were the most seriously affected by an oil spill from a container ship grounded on the South Coast of The UK.

Adult male guillemots and razorbills were the most frequent casualties among the 3,000 birds affected by the spill from **MSC Napoli** in January. That so many were prime breeding birds is feared to have caused long-term damage.

The ship was grounded in Lyme Bay to prevent her sinking in deeper waters when the vessel developed a dangerous structural fault. Cargo washed up on Brans-combe beach led to a frenzy of looting.

Heavy oil leaking from the vessel caused slicks up to five miles long. At least 300 birds died, most of which were about to breed.

"Most seabirds have a low annual breeding rate, so this loss of breeding age, adult male birds is quite serious. Only time will tell to what degree," said Mark Grantham, a scientist from the British Trust for Ornithology. Of the 300 bodies collected for examination, 168 were guillemots, 104 were razorbills, and there were several fulmars, gannets and gulls.

Scientists found that 77 per cent of the guillemots were of breeding age and a further 20 per cent were close to it. Among the razorbills, 82 per cent were of breeding age or close to it.

Fishing Boat Missing

A fishing ship with 12 people on board has disappeared in the waters off North Sulawesi province in eastern part of Indonesia since Saturday morning, head of administration of Bitung sea port in the province Sumargoto said on Monday (01 Oct).

Rescue team could not reach the waters where the ship predicted lost contact due to high waves, he told Xinhua on telephone from the regency. Sumargoto said that when the last time official made contact with the crews on the ship on Saturday morning it was found out that the ship leaked and hit by tidal waves.

The ship was on route from the port in Bitung regency to Ternate, the capital of Gorontalo province, he said.

It left Bitung on Friday evening and waters of Belang of the province on Saturday morning, said Sumargoto. "The ship leaked and was smashed by huge waves," he said. Until Monday, the rescue team could not enter the location of the incident due to the high waves, said Sumargoto.

Mark Hoddinott Joins Titan Salvage as Managing Director, Europe

Titan Salvage, Crowley Maritime Corporation's salvage and wreck-removal company, announced that Mark Hoddinott has joined them as managing director of its European operations. In this position, Hoddinott will be based in the UK office and salvage depot and will report to Todd Busch, Titan's vice president in Florida.

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Hoddinott is responsible for the sales and marketing efforts of Titan in the region. He is also responsible for pursuing new business, drafting proposals and contracts, supporting the salvage warehouse & operations and overseeing the administrative requirements in the UK office.

"We welcome Mark to the Titan Salvage team and look forward to his leadership of our European operations," said Busch. "He has a history of success in the maritime industry specifically with years spent as a salvage master and in senior roles within the salvage industry. We are certain that his expertise will be an asset as we continue to serve our customers in the region."

Hoddinott is a 40-year veteran who has held positions of increasing responsibility including that of master aboard a variety of ships including passenger, container, oil tanker, bulk carrier, reefer, short-sea ferry and deep sea tugs. In 1982, he became a salvage master for UK-based United Towing Limited where he spent 10 years leading salvage operations worldwide. Later, as a result of various acquisitions, Hoddinott, was named salvage manager for Howard Smith Industries then senior manager for Adsteam Marine with responsibility for all business projects and salvage jobs.

Hoddinott also served as a director of the Humberside Offshore Training Association from 1988-2007. He is a Fellow of The Nautical Institute, Member of the Honourable Company of Master Mariners, and represents Titan Salvage on the International Salvage Union's LOF (Lloyd's Open Form) Sub Committee.

Harry de Lobel redde 1366 mensen

door Wilma Valk en Wout Bareman

Het was een bijzonder defilé, zaterdagmiddag midden op de Westerschelde. Een stoet van reddingboten, sleepers, loodsboten en vaartuigen van de douane en de politie voer met veel vlagvertoon langs Loodsboot 6 van het Belgische Loodswezen.



Schipper **Harry de Lobel** kreeg van zijn opstappers een schilderij van kunstenaar Gerard van Grieken. **foto Peter Nicolai**

Aan boord van die loodsboot stond schipper Harry de Lobel van de **Zeemanshoop**, de reddingboot van de Koninklijke Nederlandse Redding Maatschappij (KNRM) in Breskens. De Lobel werd onlangs 62 jaar, de leeftijd waarop bemanningsleden, volgens de regels, moeten opstappen. Hij begon z'n werk in 1985 op de **Javazee**, stapte vervolgens over op de **Prinses Margriet** en eindigt zijn carrière nu op de **Zeemanshoop**. De afgelopen tweeëntwintig jaar kwamen De Lobel en zijn opstappers precies 824 keer in actie. Ze brachten **1366 mensen**

behouden aan wal, waarvan er meer dan honderd de dood in de ogen hadden gezien.

Voor de inzet na het kapseizen van de **Herald of Free Enterprise**, in 1987 voor Zeebrugge, kreeg de bemanning een herinneringsplaquette. De Lobel: "Ik was nog maar twee jaar in dienst. We hebben het toen flink voor onze kiezen gehad." Terugblikkend stelt hij vast dat de tijden snel veranderd zijn. "Vooral de opleiding van de opstappers en schippers. We oefenen tegenwoordig regelmatig in Schotland, Duitsland en Rotterdam. We leren kapseizen, onder de boot door duiken, ontsnappingen uit een raampje, kopje onder gaan...Die oefeningen zijn nodig, al kom je dergelijke situaties in de praktijk gelukkig zelden tegen. Tijdens die trainingen leren we onze paniekgrens te verleggen. Ach, het is niet te vergelijken met toen ik begon. Ze gooiden destijds de sleutel van de **Javazee** op tafel en vanaf dat moment was ik schipper." De **Javazee** was overigens uit het museum gehaald om mee te varen tijdens de vlootshow.

Toen De Lobel aan de slag ging als schipper, kende hij de Westerschelde al als zijn broekzak. Na de Visserijschool voer hij vanaf z'n zeventiende als visser met Breskens als thuishaven.

Na de vlootshow werd Harry de Lobel op de wal opgewacht door zijn familie en ging hij naar een plaatselijk horecaetablisement waar burgemeester Jaap Sala hem een koninklijke onderscheiding opspeldde. Het mooiste cadeau kreeg de afzwaaiende schipper van 'zijn' opstappers, een schilderij van kunstenaar Gerard van Grieken, met daarop het portret van De Lobel én z'n reddingboten. KNRM-secretaris Marc de Cocker uit Breskens prees de alterheid van De Nobel. "Maar ik bewonder vooral zijn geduld bij de kennisoverdracht. Hij heeft de nieuwe schipper heel goed opgeleid en ook z'n opstappers beschikken over veel kennis en ervaring. Heel bijzonder."

De Lobel wordt opgevolgd door Marcel van den Nieuwendijk.

Dronken kapitein veroorzaakt aanvaring

Twee zeeschepen hebben vrijdag aanzienlijke schade opgelopen door een aanvaring in de haven van Vlissingen. De 45-jarige Russische kapitein van een van de betrokken schepen bleek te veel gedronken te hebben. Dat heeft het Korps landelijke politiediensten (KLPD) maandag gemeld.

Een schip uit Bermuda ramde vlak na vertrek een Engels zeeschip. Na een onderzoek van de waterpolitie van de KLPD en de Koninklijke Marechaussee bleek dat de Russische kapitein van het schip uit Bermuda te dronken was om een blaastest uit te voeren. Hij kreeg een boete van 2000 euro en een vaarverbod van twaalf uur. Ook is proces-verbaal opgemaakt voor de schade aan het andere schip.

CASUALTY REPORTING



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Bergers in actie op Oosterschelde

Maandagmorgen omstreeks 07.00 uur hebben bergers van Multraship uit Terneuzen en Polderman uit Hansweert de Engelse coaster "**Pipit**" nabij Yerseke vlotgetrokken.

De "**Pipit**" was met zo'n 1.400 ton schelpen onderweg van Engeland naar Yerseke alwaar zij gister avond kort voor hoogwater strandde. Een poging het schip dezelfde avond nog met een mosselkotter vlot te trekken mislukte. Verdere hulp werd door de kapitein van het schip geweigerd. De kapitein wenste op eigen kracht vlot te komen.

Vanmorgen toen bleek dat het schip niet op eigen kracht vlot leek te komen riep de kapitein alsnog de hulp van professionele bergers in. Het schip moest uit haar benarde positie bevrijd worden gezien het de haven van Yerseke

blokkeerde en ook nog eens op de zoutwater leiding van de lokale mosselbedrijven zat. De sleepboten **ZEPHYRUS** van Multtraship en de **DELTA** van Polderman slaagden erin het schip tijdens het hoogwater van 07.00 uur deze morgen vlot te trekken. Het schip is daarna afgemeerd aan de loswal in Yerseke. Of er schade aan het schip is ontstaan is niet bekend.

COLLISION IN MALTA GRAND HARBOUR



The **TUNA PRO 1** - Photo : Lawrence Dalli - Malta Ship Photos ©

Monday at 1624hrs local time the Guinea flag longliner **TUNA PRO No 1** built in 1974 & operating in Malta for TA MATTEW TUNA RANCH was entering Grand Harbour normally when suddenly she suffered an engine failure in front of Deep Water Quay Area & made contact with the Italian ro/ro ship **EUROCARGO VALENCIA**. Immediately tugboat **MARI** was dispatched with Capt. Joe Dimech on the helm & started towing **TUNA PRO No 1** at 1657hrs local time towards French Creek to be secured from other traffic & then tug was secured alongside at 1715hrs & started pushing her towards her new berth Laboratory South 1.

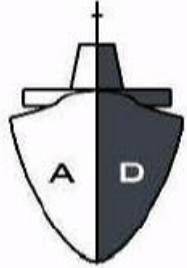


At 1900hrs **EUROCARGO VALENCIA** left Grand Harbour bound to Catania, Sicily after an inspection of the vessel was down. – Photo : Lawrence Dalli - Malta Ship Photos ©

NAVY NEWS

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US quits Sardinia nuclear submarine base leaving skeleton staff

The US Navy has all but ended its presence at a nuclear submarine base in Sardinia with the departure of support vessel **USS Emory Land** with 1,500 sailors aboard, press reports said Sunday.

Some 400 sailors will remain at La Maddalena naval base until the end of February, when it will be fully shut down after 35 years, to the relief of pacifists and environmentalists but to the chagrin of some of the 200 workers it employed.

"We will miss you" read a banner as the **Emory Land** pulled out of the harbour on Saturday.

At the same time, Sardinia Governor Renato Soru asked: "What kind of people are we if we need a military force and nuclear submarines to create a job?" La Maddalena, located within a pristine wildlife and marine reserve, was the source of controversy notably after two incidents involving nuclear-powered submarines based there.

The **USS Oklahoma City** collided with a commercial Norwegian vessel in the western Mediterranean in 2002, and the **USS Hartford** ran aground while on manoeuvres in La Maddalena harbour in 2003.

The following year, a French research institute CRIIAD found exceedingly high levels of the radioactive element thorium, used as a nuclear power source, in seaweed samples. Riding a wave of public anxiety over the base, Soru was elected in a landslide in 2004 on the slogan "The Americans are our friends, but in future we'd like to welcome them here as tourists."

In 2005, the regional health department found higher than usual levels of cancer in the area. The base was set up at the height of the Cold War, in 1972, under a secret agreement between Rome and Washington.

Keel Laid for Future USS Anchorage

Shipyard workers at Northrop Grumman Ship Systems' (NGSS) Avondale Operations laid the keel for the future **USS Anchorage (LPD 23)** during a brief ceremony Sept. 24 at the shipyard in the New Orleans area. **Anchorage** is the seventh ship of the **San Antonio class** of amphibious transport dock ships to begin construction. The future USS Anchorage will play a vital role in Navy and Marine Corps expeditionary warfare by embarking, transporting and landing elements of an assault landing force by helicopters, vertical take-off and landing aircraft, air cushion landing craft and Expeditionary Fighting Vehicles. In 2004, then-Secretary of the Navy Gordon R. England named LPD 23 in honor of the city of Anchorage, Alaska. This is the second U.S. Navy and second amphibious ship to be named for the Alaskan city. The first **USS Anchorage (LSD-36)** was commissioned in 1969, earning the Meritorious Unit Commendation and six battle stars for Vietnam service, receiving the Navy Unit Citation and the South West Asia Service Medal (2 stars) for Operation Desert Storm and supporting Operation Iraqi Freedom. When decommissioned in 2003, the first **USS Anchorage** was the most decorated dock landing ship on the West Coast. Two of Anchorage's

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sister ships, **USS San Antonio (LPD 17)** and **USS New Orleans (LPD 18)**, have been commissioned and are operating from their homeports of Norfolk and San Diego, respectively. The future **USS Mesa Verde (LPD 19)** will be the next LPD commissioned and will be followed by **Green Bay (LPD 20)**, **New York (LPD 21)**, and **San Diego (LPD 22)** all of which are currently under construction. The future **USS Anchorage** is expected to be commissioned in 2011.

SHIPYARD NEWS

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Simon's Town Naval dockyard to be commercialised



Photo : Piet Sinke ©

The SA Navy's dockyard at Simon's Town was officially handed over to Armscor on Friday. The dockyard, used for maintenance and repairs of Navy ships, would now be turned into a commercial dockyard.

"The handing over of the dockyard to Armscor will enable the Navy to concentrate on operating its fleet instead of worrying about repair and maintenance," the Navy said in a statement. Armscor would continue to give the Navy priority service. It was also looking at servicing commercial vessels which would generate income to upgrade the dockyard.

ABG bags mega order for 12 bulks from German shipping company

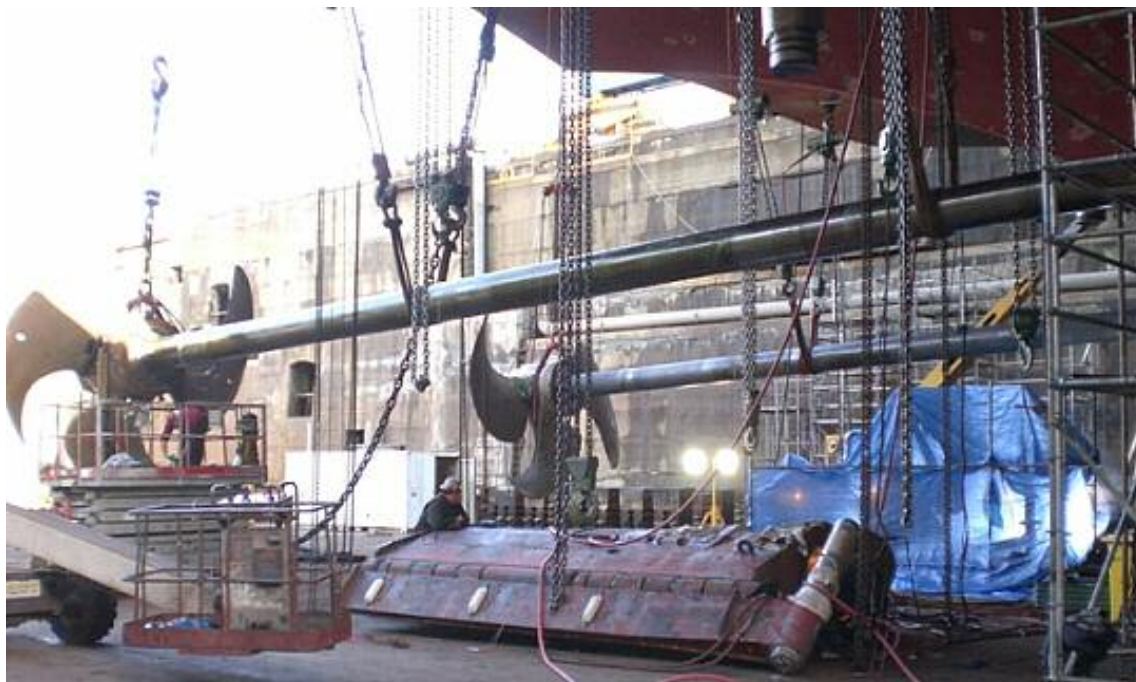
In one of the largest orders bagged by ABC and first of its kind from a German shipping company, ABG Shipyard has concluded an order for construction of 12 handysize bulk carriers of 35000 DWT each from Bereederungsgesellschaft H Vogemann GmbH & Co KG, Hamburg. The deal is worth approximately Rs 1439 crore.

Soon after winning a contract to build 6 Supramax vessels from Essar Shipping and Logistics, ABG Shipyard has received another big one.

This is one of the largest orders bagged by ABG so far, and first of its kind from a German shipping company. The new order for building 12 handysize bulk carriers comes from Hamburg-based Bereederungsgesellschaft H Vogemann GmbH & Co, for around \$360 million.

The 35,000-dwt vessels will be built at ABG's new shipyard at Dahej and delivered between 2010 and 2012, according to D Dattar, chief financial officer. ABG and Vogemann were in negotiations for some time through ship broking firm Olivier Felter, Germany. ABG will get the 30% subsidy from the government since the order was signed first week of July, much before the 5-year subsidy scheme expired on August 14. ABG Shipyard's aggregate order book now stands at Rs 7,100 crore.

With this order, the company's aggregate order book now stands at Rs 7121 crore.



Removed rudders and pulled propeller shafts of the **RIJNDAM** whilst in drydock in Victoria

Photo : Jan-Paul Lamers ©

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Richards Bay could overtake Durban as premier multipurpose harbour

The Durban port could soon be replaced by Richards Bay as the country's busiest multi purpose harbour, and potentially one of the largest ports in the world, if a planned expansion strategy is adopted, Public Enterprises Minister Alec Erwin told the French South African Chamber of Commerce and Industry last week.

COSCO Holdings to Build 46 Ships with \$2.7b

Hong Kong-listed shipping company COSCO Holdings Co. Ltd. plans to build 46 ships with a total of \$2.7b. The company is expected to have a fleet with 39 million deadweight tons in 2010. It is mainly engaged in bulk cargo transport under the wing of China Ocean Shipping (Group) Co. (COSCO), one of the five biggest shipping conglomerates in the country. Recently, COSCO Holdings announced that it would purchase the parent interests in its three subsidiaries COSCO Bulk Carrier Co., Ltd., Qingdao Ocean Shipping Co., Ltd., Shenzhen Ocean Shipping Co., Ltd.



The **COSCO CHINA** seen in Rotterdam – Photo : Hans de Jong ©

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The purchase is still subject to the temporary shareholder meeting to be held by the Hong Kong-listed company on October 23. It is deemed to sharply raise the company's capacity in bulk cargo transport, in which the three subsidiaries specialize. COSCO Holdings, after the purchase is over, will operate 412 bulk cargo vessels in total and actually control a shipping capacity of 32.02 million deadweight tons. In addition, the company has ranked first nationwide by container throughput. It owns 24 terminal projects with 115 berths, which is capable of handling 32.79 million TEUs a year. It is set to build about 20 berths annually in three years to drive up its annual shipping capacity to 800,000 TEUs by 2010. The parent is also busy enlarging its fleet when shipping companies have to pay more to lease ships now. In April, it inked ship ordering contracts and agreements with four Chinese shipyards, including China Shipbuilding Industry Corporation (CSIC), COSCO Shipbuilding Industry Company, COSCO Shipyard Group Co., Ltd. and COSCO International Shiptrading Co., Ltd. It ordered 66 ships with a combined capacity of 5.14 million tons, among which are container ships, bulk cargo carriers, tankers and ships specially for car transport. China's rapid growth in the shipbuilding has been attracting more and more orders from foreign shipping companies as well as domestic buyers. It exported ships valued at \$8.064b in 2006, surging 70.9 percent year on year, according to the China General Administration of Customs. In 2006, China outpaced Japan for the first time by the number of orders, becoming the world's second biggest shipbuilder only after South Korea, showed data by the Lloyd's Register, a management system certification provider in Britain. In terms of new orders in January 2007, China even surpassed the world's No. 1 shipbuilder South Korea.

Two more seismic ships for Eastern Echo - construction to take place in Dubai

Eastern Echo has negotiated a Letter of Intent to build two more X BOW seismic vessels for delivery in the first quarter and second quarter of 2009. The vessels will be built in the Middle East at Dubai Drydocks. The company has also decided to upgrade vessels 1-4 in the series from 10 to 12 streamer capacity in order to increase operational efficiency. In addition, the board of directors has resolved to file an application for listing on the Oslo Axess.

"Eastern Echo is pleased to announce that the company has negotiated a LOI for vessels five and six. The delivery date will be as early as 17 months from signing the LOI. This is more than 1.5 years earlier than the original shipbuilding options and will have a significant financial impact. The accelerated delivery time is expected to generate some US\$120 million in profit for the period," said the company's CEO, Rolf Rønningen.

"We are quite excited to be able to build the vessels at Dubai Drydocks. Firstly, being a company with a main office in Dubai the management is given easy access to follow the building process closely. Secondly, we get a good exposure to the Eastern hemisphere," Rønningen said.

The estimated project cost for the newbuilds is US\$130 million per vessel including 12 streamer capacity, compared with US\$117 million dollars per upgraded vessel 1-4.

Options for long lead time items had previously been secured by the company. The project cost for vessels five and six will be financed through a sale leaseback financing with a callable 10 year bareboat agreement and an equity injection of US\$10 million. The bareboat rate is set to a competitive rate.

The estimated payback time for the investment in additional streamer capacity will be less than two years. The upgrade will have a maximum impact of two weeks on delivery time for the first two vessels and no impact on vessels three and four.

In connection with the decision to upgrade, Eastern Echo has undertaken a thorough and comprehensive review of the project. This has led to a revised project cost of US\$117 million per vessel, compared with originally estimated project cost of US\$100.5 million.

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The upgraded streamer capacity represents an increased investment cost of US\$5 million. The balance represents US\$3 million in currency loss and US\$3 million in increased installation and transportation cost in addition to US\$6 million in increased contingency.

All of Eastern Echo's newbuilds are based on the SX 124 X-BOW design from Ulstein Design in Norway.

Auckland dock workers to strike

Last minute talks have failed to avert a dock workers strike at Ports of Auckland. Around 250 members of the Maritime Union will down tools from 7am tomorrow over a pay dispute. Ports of Auckland is believed to have initially offered staff a 3.25 per cent wage rise each year for three years.

The union has sought a two-year agreement that would include pay rises of 4.5 to 4.9 per cent each year and an extra week of holidays.

Auckland Maritime Union president Denis Carlisle says the latest offer of partial back pay fell short of expectations.

Grotere schepen voor APL

Rederij APL uit Singapore heeft de nieuwbouw **APL France** van 8.100 teu ingeschakeld in zijn **China Europe Express Service (CEX)** die Shanghai, Ningbo, Xiamen, Yantian, Hong Kong, Singapore en Colombo met Southampton, Antwerpen en Bremerhaven verbindt.



The **APL CORAL** – Photo : Alain Dooms ©

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De CEX-loop werd tot voor kort verzekerd door acht schepen van 5.016 tot 5.762 teu. APL had overigens nog geen schepen met een capaciteit van meer dan 6.000 teu in dienst.

De **APL France** werd ook niet door APL besteld, maar is eigenlijk de **MOL Celebration** van alliantiepartner MOL.

Die Japanse collega heeft acht schepen van 8.100 teu in aanbouw en zal die wellicht gebruiken om volgend jaar samen met APL tussen Europa en China een nieuwe loop te beginnen. In afwachting daarvan mag de **MOL Celebration** voor APL varen.

In het verleden stond APL weigerachtig tegenover de inzet van very large container ships (vlcs). In juli 2004 bestelde de rederij na lang aarzelen vier schepen van 6.400 teu, waarvan de eerste deze week als **APL Norway** in de vaart komt in de SCX-dienst tussen Zuid-China, Zeebrugge, Hamburg en Rotterdam.

Intussen heeft de rederij uit Singapore bij Hyundai Heavy Industries en Daewoo wel al acht schepen van 10.070 teu in aanbouw voor oplevering in 2011. De rederijtop gaf onlangs echter nog aan dat 10.000 teu voor haar het maximum is. APL volgt dus niet het voorbeeld van de meeste andere grote containerreders om tonnage van 13.000 teu te bestellen.



DEEP SEA'S REVENUE STILL RISING

JOHN Fredriksen-controlled Deep Sea Supply`s AHTS fleet of nine vessels of over 10,000 BHP had an average gross income of approximately USD 51,400 per ship per day compared to USD 46,100 in August thus continuing a long running month by month trend.

Meanwhile the company says it has taken delivery of the 10,800 BHP AHTS vessel **Sea Ocelot** from Jaya Shipbuilding & Engineering in Singapore. Deep Sea has a one year firm bareboat charter agreement with owners, Java Marine Lines, and has also secured a purchase option at the end of the one year bareboat charter. **Sea Ocelot** is the third of five AHTS newbuildings from Jaya Shipbuilding, and the seventh newbuilding delivered to Deep Sea this year.

Successful Delivery of M/T Anemos I Announced

Capital Product Partners L.P. announced that it took successful delivery of its thirteenth product tanker, M/T **Anemos I**, from Hyundai Mipo Dockyard Ltd., A Korean shipyard, on September 28, 2007. M/T **Anemos I**, an ice strengthened vessel (Ice Class 1A), has a carrying capacity of 47,823 dwt and is capable of carrying a range of refined oil products, chemicals (including ethanol and biodiesel feedstock), and crude oil worldwide. The vessel has been fixed under a time charter with Morgan Stanley Capital Group Inc. for three years at a base rate of \$20,000 per day, subject to a profit sharing arrangement which allows each party to share additional revenues equally when spot rates are higher than the base rate. The vessel's purchase price of \$56m was fully funded through a drawdown on the existing revolving credit facility. The M/T **Anemos I** is the fourth out of seven additional medium-range product tankers that Capital Product Partners L.P. has agreed to purchase from Capital Maritime & Trading Corp. The remaining three product tankers will be 51,000 dwt MR chemical/product tanker sister vessels that are scheduled for delivery in January, June and August 2008, all of which will be under bareboat charters commencing at the time of delivery.

GOLDEN OCEAN SELLS NEWBUILDING FOR US\$145M

JOHN Fredriksen-controlled Golden Ocean Group is selling one of its capesize newbuildings for “net sale proceeds” of US\$145m with delivery expected in May next year. A Golden Ocean statement says: “The transaction will give a positive result of approximately \$70m.” The statement adds: “This sale does not represent a change in strategy for the company but is an opportunistic market sale which should be seen up against the company’s expansive newbuilding program. The newbuilding program currently involves 11 capesize vessels and 12 ice strengthened panamax vessels which will be delivered between 2008 and early parts of 2010.”



The **ASTRO GUARICEMA** seen in Vitoria (Brazil)
Photo : Hans Bosch ©

ESSAR ORDERS SIX SUPRAMAXES

INDIA-based Essar Shipping & Logistics Limited (ESLL) ordered six geared supramax bulk carriers from the country's ABG Shipyard for about US\$35m each with deliveries between December 2009 and March 2011.

A statement says: “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. With its considerable experience and excellent track record of operating ships globally, Essar will deploy these vessels in global trade.

“The decision to build these six bulk carriers stems from Essar’s forward-looking strategy to be always equipped for future business needs. ESLL has built a reputation as a dependable global logistics service provider. These vessels will go a long way in consolidating that position,” said the company’s CEO.

The double-skinned 54,000 dwt ships will be fitted with 36-tonne cranes with grabs

Another ERRV for Esvagt delivered

Esvagt's newbuilding TBN 815 was delivered by ASL Shipyard, Singapore on September 13th.

The vessel will arrive in the North Sea on or about October 22nd, where the ship's name-giving ceremony will take place. The vessel will thereafter commence a five-year contract with Statoil.

Gulf Capital buys Gulf Marine Services

Gulf Capital along with other co-investors has acquired the remaining 50 per cent shares in Gulf Marine Services LLC (GMS), the largest jack-up barge and support vessel operating company in the UAE with presence throughout the Gulf.

Other co-investors in the transaction include Al Bateen Investments, Horizon Energy and Maritime Industrial Services. The recent transaction gives the Gulf Capital-led consortium 100 per cent control of GMS.

Commenting on the successful buy-out, Dr Karim El Solh, CEO of Gulf Capital said: "By buying the remaining shares, we now own 100 per cent of GMS and are able to shape the destiny of the company. In true buy-out form, Gulf Capital is in the process of rebuilding management, restructuring operations and injecting significant expansion capital in order to set GMS on an aggressive growth path. It is my deep belief that the nascent regional private equity industry will increasingly emulate such transactions, graduating from minority investments to majority control buy-outs."

The Gulf Capital post-acquisition team has secured a world-class management team under the leadership of newly-elected Chairman, Rashed Al Suweidi, the former Chairman of the National Drilling Company and Chairman of Dalma Energy LLC. Murshid Al Rumaithi, Deputy GM of Al Ain International Group and Al Bateen Investments and Jerry Smith, Managing Director of Maritime Industrial Services will join the Board of Directors alongside Rashed Al Suweidi. Wassim Assaad, Principal, Gulf Capital said: "The current and forecasted strong demand for oil & gas has put pressure on national and international oil companies to increase offshore exploration and production activities. It is estimated that \$ 55 billion will be invested in this sector in the Middle East over the next five years.

This will lead to a significant increase in offshore drilling activities which will require significant well maintenance and intervention programmes — the core business of GMS. "GMS's self propelled Jack-up service barges represent an ideal solution for performing the well intervention and maintenance programmes and we are confident that GMS will maintain and grow its lead in the Gulf region."

Whitesea places \$120m order for six vessels

Whitesea Shipping and Supply, a Sharjah-based marine offshore services firm, said it has placed a \$120 million (Dh440.4 million) order for six new anchor handling tug supply vessels and plans to sell some of its old boats.

Argentina's Astillero Rio Santiago company will build the boats, with deliveries to be completed in about three years.

"The order for three vessels is firm and there is an option for three more. The total value will be \$120 million," Whitesea managing director Seraj Alali told Gulf News yesterday.

He said the company hopes to acquire all six vessels and will take a decision after "evaluating the technical information".

The vessels will be built to specifications that will enable them to deliver a bollard pull of more than 100 tonnes, Alali said. Bollard pull is a measurement of a watercraft's pulling capacity.

They will also have a capacity for carrying 40 people and a large deck for carrying about 2,000 tonnes of cargo.

At present Whitesea has 30 vessels deployed in the Gulf and on the western coast of India.

Alali said the new vessels may be used in the Gulf, West Africa and East Asia regions.

APM Terminals Opened New Facility

On September, 29 APM Terminals, Guangzhou Port Group and COSCO Pacific officially opened the Guangzhou South China Oceangate Container Terminal in the port of Guangzhou (China), reports the press-service of Moller – Maersk.

The total area of the new facility is 223 hectares, the capacity – 4.2 mn TEU. It should be pointed out that the building was started in December 2004. The first 2 berths were put into operation in December 2006. Now the terminal has 6 berths.

MOVEMENTS



The **OCEAN PRIDE** seen enroute Rotterdam

Photo : Pierre Alfred Caille ©

www.ships.be

MALTA MOVEMENTS



Today October 2nd the German Navy Bremen Class frigate **FGS KOLN F 211** will be leaving Valletta at 1000 hrs.

Photo : Lawrence Dalli - Malta Ship Photos ©

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Also from Tuesday 2nd - Wednesday 3rd October the German Navy 343 Class Minesweepers **FGS KULMBACH M 1091 & FGS ENSDORF M 1094** to visit Valletta.-

THESE TWO SHIPS ARE NOT COMING THIS WEEK, THEY ARE DELAYED.

SUBJECT TO CONFIRMATION - From Friday 12th - Sunday 14th the Spanish Navy Galicia Class Landing Ship **SPS GALICIA L51** to visit Valletta.

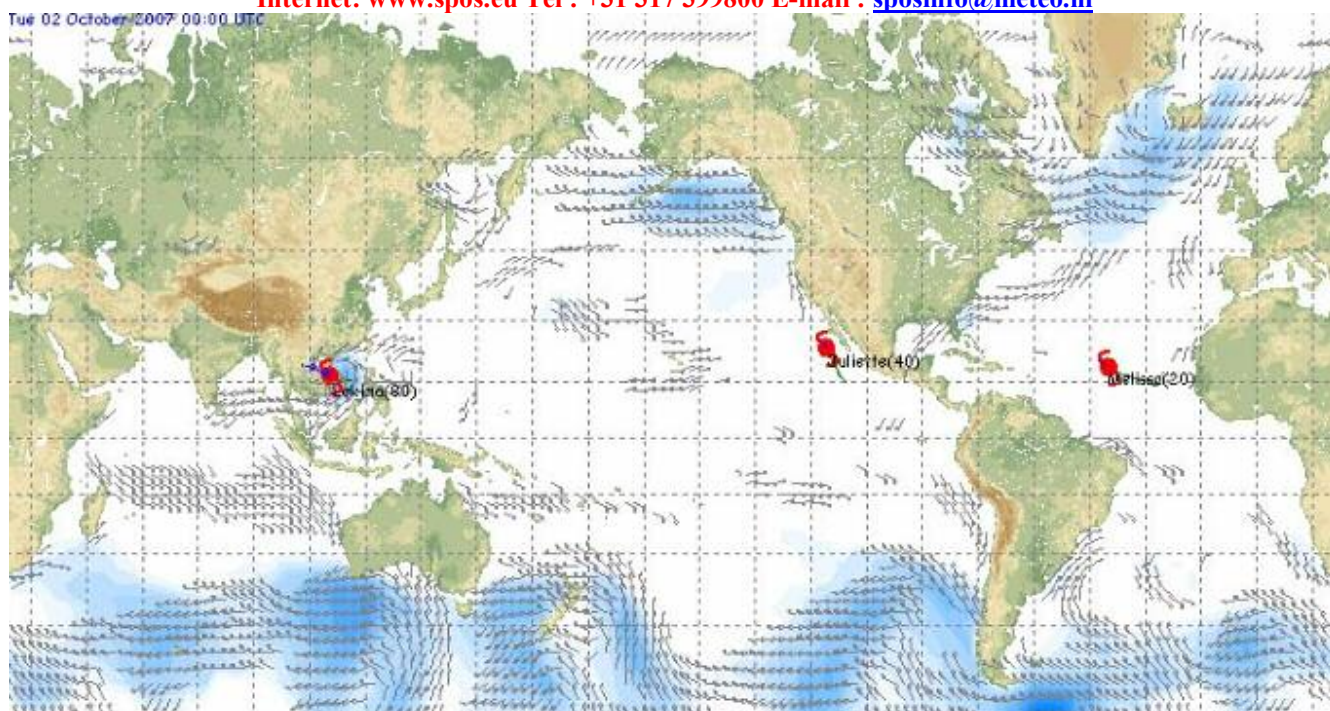
SUBJECT TO CONFIRMATION - The Royal Navy aircraft carrier **HMS ILLUSTRIOUS R 06** to visit Valletta - No dates yet.

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 Netherlands Antilles support vessel **A 804 PELIKAAN** seen off Curacao
Photo : Joop Kooijman ©

BOEKBESPREKING

Door: Frank NEYTS

“Kakkerlakken in de midscheeps en drenkelingen op het achteruit”

De winter is in aantocht, de dondere dagen staan voor de deur. Naast vitamines haalt men best ook een goed boek in huis om de koude winterdagen door te komen.

Bij Uitgeverij De Alk verscheen onlangs een boek dat garant staat voor menig uur leesplezier. “**Kakkerlakken in de midscheeps en drenkelingen op het achteruit. Een zeemansleven in de jaren zestig**”, geschreven door Hans Zijlmans, leest als een trein en loopt over van nostalgie naar het pre-container tijdperk.

In de winter van 1963 ruilde Zijlmans de suffe schoolbanken voor prachtig gelijnde schepen, bemanningen van ruim veertig koppen en tien maanden van huis. Weg uit het toen ijskoude en kneuterige Nederland. Hoe bracht de schrijver als een van de duizenden Nederlandse zeelui in de glorie-dagen van de koopvaardij zijn tijd door aan boord, in de exotische havens en tijdens het verlof. Met de komst van de onromantische containerschepen en een romance aan de wal kwam er 'n einde aan dat mooie zeemansleven.

“**Kakkerlakken in de midscheeps en drenkelingen op het achteruit**” (ISBN 978-90-6013-099-5) werd als softback uitgegeven en telt 231 pagina's. Het boek kost 19,95 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com.

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