

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 226



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

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**The VOYAGER I seen in Rotterdam – Europoort**

**Photo : Frits Janse ©**

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## EVENTS, INCIDENTS & OPERATIONS



**Hoe de 2e Maasvlakte eruit moet gaan zien**



## ROME EXPRESS TO COLLECT 2 STARCLASS YACHTS



The "**Rome Express**" seen entering Livorno (Leghorn) port (Italy) during bad weather for picking up 2 Yachts booked by Yacht transport company **Starclass Yachts**, a Pershing 62 (50 knots) and a Warren 87 (30 knots) with destination Ft. Lauderdale boat show.

**Photos: Jan te Siepe ©**

## Dead cruise ship passenger named

A cruise ship passenger who is thought to have died falling overboard in to the Solent has been named as Karleen Barbara Pang.

The 67-year-old, of St Leonards, Dorset, was reported missing by her husband from the P&O **Oceana** on Sunday. Rescuers found her in the water at Thorne Channel near Cowes, Isle of Wight, and she was flown hospital. Post-mortem tests showed she had died from injuries consistent with falling into water from an 80ft (25m) drop.

The **Oceana** was returning from a two-day cruise between Southampton and Zeebrugge, Belgium. Det Insp Kath Barnes, from Hampshire Constabulary, said: "We are keeping an open mind as to how this incident occurred and are currently treating the woman's death as unexplained.

"We will continue to investigate this matter and ask anyone with information to contact the police."

A spokesman for Solent Coastguard said: "The lady's husband had reported to crew that he had last seen her in their cabin earlier that morning around 5.45am, when the vessel would have been off Calshot." Earlier, a spokesman for P&O Cruises said: "Our missing persons procedures were immediately put into action and this included notification of the Coastguard."

## FREDRIKSEN EXITS DOCKWISE

JOHN Fredriksen controlled Frontline has sold its entire stake 34,976,500 shares in Dockwise which was floated yesterday. Frontline had a 16.55 per cent of the shares its Sealift business was merged into Dockwise in April. Dockwise was listed on the Oslo Stock exchange yesterday and is seeking to raise Nkr460m (US\$84m) to pay off debt.

According to reports UK venture capitalist 3i, former owner of Dockwise is the only major shareholder in the heavy-lift shipping company.



'With a big smile **André Goedée**, CEO of Dockwise rings the bell at the Oslo Stock Exchange. Since yesterday Dockwise is listed at the Oslo Stock Exchange. The Dutch based company has transferred from a privately owned company to a listed public company within ten months.'

photo: **Bo Mathisen** ©



## Casco Bay Lines reviews suicide incident

Casco Bay Lines says it is reviewing an incident that occurred at approximately 8:20 PM on the evening of Friday, September 28th on board its ferry **Machigonne II** in which a male passenger apparently committed suicide.

"The victim boarded the vessel alone, with the aid of a walker, and sat briefly with a couple of crewmembers and mentioned nothing whatsoever of his intentions," says Casco Bay Lines. Shortly after getting underway, he proceeded out onto the stern of the vessel. Sounds described as resembling firecrackers were heard by crew and some passengers.



"It is believed the shots were fired by a single pistol. It is reported the gentleman was wearing a shoulder holster and the weapon was concealed when he boarded the vessel," says Casco Bay Lines. Casco Bay Lines says it will be reviewing the incident to determine whether its emergency procedures should be updated.

## **HAPPY RIVER ENROUTE CONAKRY**



The **HAPPY RIVER** loaded with a shiploader, seen passing the Bosphorus enroute from Varna (Bulgaria) to Conakry (Guinea)

**Photo : BIGLIFT**

## **All's well in world of megayachts**

You must be relieved, as we were, to learn in these unsettled economic times that the market for luxury yachts and especially megayachts is sailing right along, with sales worldwide increasing 15 percent a year.



The **LADY MOURA** – **Photo : Piet Sinke ©**

We are indebted to John Tagliabue of The New York Times for immersing himself in the Monaco boat fair, where the largest yacht on display, the 345-foot **Lady Moura**, was anchored offshore because it was too big to fit in the harbor. Now that's a megayacht. But it's not a luxury, no sir.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 226

Olivier Milliex told Tagliabue, who considering the state of the newspaper industry must have exerted steely self-control, "Today a megayacht is indispensable. It's not like 15 years ago, when a yacht was a luxury item."

And it takes more than just a 200-foot seagoing palace to be competitive these days. The hot new accessories, Tagliabue reports, are helicopters and minisubmarines. For \$2 million, you can slap a helicopter on the cabin roof. The minisub is a comparative bargain at \$246,000, but, cautions the salesman, "It's only for recreation," as if tycoons might take to torpedoing each other's megayachts in friendly rivalry.

Rather than buy just any off-the-wharf boat, so to speak, the truly stylish salt will commission one. Said an executive of a German yacht builder, "Anyone who is in the oil business, naturally, is going to be motivated to build a yacht." Be sure to tell that to Curly down at the Exxon station.

If you commission a yacht and have \$34 million like the head of the Benetton chain, according to Tagliabue, you get five spacious bedrooms, each with bath; two exercise rooms; a sauna; a wine cellar; and a baby grand piano. No mention of a live-bait well.

Just thinking about the ultrarich going down to the sea in megayachts makes you recall the John Masefield poem, "All I ask is a tall ship and a star to steer her by ... and a helicopter and a submarine and a grand piano ..."



The **OCEAN SATIN** seen anchored off St.Maarten – Photo : Cornelis Kloppenburg ©

## Puerto Rico Coast Guard investigates ship in oil spill

The U.S. Coast Guard is investigating whether a boat owned by a New York company may have been the source of a large oil spill that slicked Puerto Rico's southwest coastline in August.

Agents boarded the **Genmar Progress**, a vessel belonging to General Maritime Corp., last week in Port Arthur, Texas, and believe it could be involved in the 10,000-gallon spill, said Ricardo Castrodad, a Coast Guard spokesman in San Juan, Puerto Rico, on Monday.

General Maritime spokesman Darrell Wilson told The Associated Press the company is cooperating with authorities and has sent a team to help with the cleanup, although it has yet to be determined that the ship is definitely to blame.

He said that while anchored in Puerto Rico, the Genmar's crew reported a sheen near the vessel but it was allowed to depart. The company later launched an internal investigation, and last week contacted the Coast Guard to share preliminary results indicating the ship probably contributed to the spill.

Castrodad said that if the company is found to be responsible, it would have to pay three times the cost of the cleanup. The U.S. Attorney's Office would then decide whether to launch a criminal case for violation of environmental laws.



## **14 missing after Philippine ship sinks in stormy waters**

A cargo ship sank in stormy waters in the southwestern Philippines, leaving 14 crew members missing, the coast guard said Tuesday. Four crewmen of the cargo ship **Mia** were rescued Saturday by a passing fishing vessel north of the Tubbataha Reef, near the southwestern province of Palawan, said duty officer Julius Ave of the coast guard station in the provincial capital of Puerto Princesa.

The 426-ton **Mia** was carrying cement from central Cebu province to Brooke's Point township in Palawan when it ran into strong winds and big waves churned up by a tropical depression that lashed the northern Philippines over the weekend, he said. Ave said weather has remained stormy, hampering search efforts.

## **12 feared dead after fishing ship disappears in Indonesia**

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.

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



## US destroyer rescues Tanzanian ferry



The US destroyer **USS STOUT (DDG55)** went to the rescue of a Tanzanian passenger ferry in international waters off the Somali coast last week after the ferry called for assistance.

The Tanzanian vessel named **SPICE ISLAND** was en route from Oman to Tanzania when it ran out of fuel resulting in engine problems. Coalition naval forces in the area responded with the **USS Stout** providing assistance by way of fuel, water and food and also took the Tanzanian vessel, which had no passengers on board, under tow



until power could be restored.

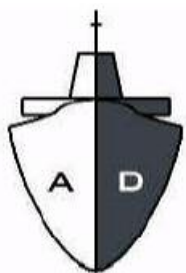
**USS Stout** is operating under Command Task Force (CTF) 150 and is conducting maritime security operations in international waters off the Horn of Africa. The destroyer is deployed to the region as part of the Enterprise Carrier Strike Group and is temporarily a part of CTF 150.

CTF 150 is commanded by a Pakistan Navy Commodore, Khan Hasham Bin Saddique and is responsible for military security operations in the Gulf of Oman, Gulf of Aden, Red Sea, North Arabian Sea and parts of the Indian Ocean.

## NAVY NEWS

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## Korea Unveils Asia's Biggest Amphibious Landing Vessel

A separate area for female soldiers, a community kitchen which can accommodate 154 soldiers at once, medical facilities equivalent to a hospital complex including a dental hospital and an operating room, a barbershop, elevators and a canteen: all these facilities can be found in the 14,000-ton **Dokdo LPH**, Asia's largest amphibious landing and transport vessel, on an area the size of two soccer fields. The **Dokdo LPH**, which was unveiled recently, has facilities not far behind those of a large U.S. aircraft carrier. Intended to accommodate 340 crew, 700 Navy personnel, seven helicopters, six tanks and 10 trucks, it can serve as both a leading ship guiding Aegis Ships and other fleets and in



rescue operations in large-scale disasters such as a tsunami since it is capable of carrying 1,100 refugees. With about 700 rooms, the ship is 199 m long and as tall as a 17-story building. It has seven elevators including a freight elevator capable of loading up to a 19-ton aircraft or freight and a small elevator for crew. It is equipped with a tractor to move helicopters or aircrafts, facilities for landing and a forklift to carry ammunition and freight. As for medical facilities, there are 13 areas including an emergency operating room, a radiation therapy room, a dental hospital, a pharmacy and isolation ward. About 10 military surgeons and medical officers will work on the **Dokdo LPH**. There are also detoxification facilities in case of chemical, biological and radiation attacks, a military jail and a chapel of rest.

## **British MoD Denies Report of Royal Navy Ship Reductions**

The British Ministry of Defense (MoD) refuted a report that the Royal Navy would reduce the number of ships due to budget pressure. The Sunday Telegraph reported earlier in the day that the MoD has drawn up secret proposals to slash the number of ships in the Royal Navy. The MoD has produced a plan to decommission five warships starting next April, which would reduce the Navy's capability to the level where it could carry out only one small-scale operation, said the report, citing an email from a whistle blowing official inside the department. The official gave details of a disagreement over the allocation of money to the MoD over the next three years, said the report. The deal, sealed under the Comprehensive Spending Review (CSR) and announced in July, gave the MoD an annual increase of 1.5 percent above inflation for the years 2008-2011, added the report. According to the separate documentation from inside the MoD, the total number of ships in the Navy and Royal Fleet Auxiliary could fall from the present level of 103 to 76 in 2017 and only 50 in 2027 -- a reduction of more than half.

## **Two Chinese naval ships will arrive this weekend for an exchange with New Zealand's navy.**

Almost 450 personnel from the People's Liberation Army ships **Haerbin** and **Hongzhehu** will berth in Auckland on Sunday. The two countries' fleets are conducting search-and-rescue exercises off the coast of Australia this week. In Auckland, sports exchanges and brass band concerts have been organised between the New Zealand and Chinese fleets, alongside official naval calls.

Later this month the Chinese diplomacy tour will move to Wellington, where the ships' company will host a cocktail party and spend time ashore.

### **SHIPYARD NEWS**

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The Polish tug **ZEUS** arrived with hull number **1575** in Rotterdam enroute the Damen shipyard in Gorinchem for outfitting

Photo : Jan Oosterboer ©

## ASRY Breaks a Record

The first six months of the year have been busy for ASRY with very high occupancy rates across all the docks, the outcome of the second quarter ASRY had its best set of results, which broke previous records for sales and repairs. There has been a high demand during the first half of the year for all the yards services, not only from the shipping industries, but also from the oil and gas sector.

During the second quarter of the year there were 56 vessels booked along with 39 repairs completed. Sales revenues were up by 140% over the same period as last year. Contract values per vessel for repairs have also risen in line with these increases. The first six months of this year have seen a total of 103 contracts placed with ASRY. These have ranged from the traditional VLCCs and ULCCs to the more sophisticated and complex repairs to Offshore Drill rigs and work over barges along with bulk carriers, chemical carriers, LPG carriers, and offshore support vessels. Some owners have already confirmed bookings for their vessels into 2008, emphasizing that it is becoming essential for owners to plan for their dockings and get the yard they want. The large number of contracts won over the first six months occurred because 218 specifications were received, resulting in 43.4% success rate compared to the 32.4% rate last year. The dock occupancy rates have been high with the Graving Dock achieving 100%, likewise the two floating docks have seen increases in occupancy, with 98.3% for Floating Dock Number 2 and 98.9% for Floating Dock Number 3. The number of UL/VLCCs repaired during this period has remained consistent with last year. The International markets had a busy period with 40 vessels booked for repairs, whereas the Arab markets also saw their market share increase to 34 vessels. There was also a spate of multiple dockings from a number of owners.

During the first half of the year, over 2.2 million dwt of vessels were repaired by ASRY with 45.95% coming from the Arab Market and 54.05% from the International Markets.

### ASRY's New Twin Slipway

The construction of ASRY's new twin Slipway is in progress. The two Slipways, each have a total length of 1,673 ft. (510 m.), a dry berth length of 837 ft. (255m.), equipped with 360 tons of pulling capacity. With a total budget of \$20



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 226

million, work commenced in February, 2007 with the main construction contract of \$13.5 million being awarded to Ahmed Mansour Al-A' ali Co BSC. The dredging operation for the Slipways' deep end was completed earlier in the year. Since then, a huge cofferdam, isolating the site from the sea, has now been constructed, allowing earth excavation work to proceed to its upper end where the cradles will be hauled out. ASRY is currently building the specialist steel cradles using more than 2,000 tons of steel, and after completion should be capable of berthing a total weight of 9,000 tons each.

## ROUTE, PORTS & SERVICES

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The newbuilding **HURRICANE** for rederij **NOORDGAT** in Terschelling

Photo : Pim Korver **FILM+VIDEO** ©

## Mombasa wins port surcharge delay

Following high-level negotiations, the port of Mombasa has earned a two month extension before shipping lines begin imposing a vessel delay surcharge.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 226

A vessel delay surcharge (VDS) of \$ 200 per TEU for southbound and \$ 100 per TEU for northbound containers handled at the port was announced by member lines of the East African Conference (EACL) and was due to be implemented yesterday (1 October). Kenya Ports Authority has in the meantime been seeking ways to relieve the pressure of container overstays at the port and thus avoid the VDS.

The two-month extension follows a series of meetings between officials of the Kenya Ports Authority, Kenya's Ministry of Transport and various port stakeholders and conference line members. This included a visit to Geneva to the headquarters of Mediterranean Shipping Company as well as a meeting with Maersk Shipping Line.

The port and government delegation, led by Transport Permanent Secretary Dr Gerishon Ikiara, KPA Managing Director Abdalla Mwaruwa and Harbour Master Capt Twalib Khamis sought and gained an extension until December this year.

During this period they hope that measures taken to relieve the pressure on the port terminal will take effect. These include creating several bonded container depots outside the port to which containers are being transferred as well as incentives to cargo owners to clear their boxes.

Dr Ikiara said that most of the security problems raised by the Kenya Revenue Authority regarding the bonded depots and road transport have been resolved, which should see cargo beginning to be cleared from the depots and also moving out by road in addition to rail.

## Container ships diverted as Cape Town upgrade commences

With the arrival of the container ship **MOL SPRINGBOK** at Cape Town harbour, all South Africa Europe Container Service (SAECS) Intermediate (or second string) vessels will berth at the port's Multi Purpose Terminal in future instead of at the container terminal.



The **MSC MEDITERRANEAN** seen in Cape Town – Photo : Ian Shiffman ©

According to an announcement from SAECS this change in berth planning is due to the upgrading of Cape Town Container Terminal, which will result in fewer berths being available for the period of reconstruction.

In an announcement made by MOL South Africa, "All documentation (CTO's / ICL's) for vessels calling at the Multi Purpose Terminal (MPT) will be stamped by MOL with an MPT stamp to indicate that the units can delivered into stack



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 226

and collected from stack without hindrance. It is critical that all documentation is processed correctly to avoid confusion and/or delays.”

### **Abu Dhabi Ports Company awards \$1.5bn dredging contract to Archirodon, Boskalis, and Hyundai Consortium**

Abu Dhabi Ports Company (ADPC) announced that it has awarded a \$1.5bn turnkey contract to the Archirodon Construction (Overseas) Co. S.A. / Boskalis Westminster Middle East Ltd. / Hyundai Engineering and Construction Company Ltd.

The Khalifa Port is a multi-purpose maritime facility located 5 km offshore of Taweelah.

Consortium (ABH) for the dredging, reclamation, rock works, and quay wall construction associated with the Phase 1A development of the greenfield offshore Khalifa Port.

The project is set for substantial completion by late 2010. The Khalifa Port is a multi-purpose maritime facility located 5 km offshore of Taweelah and covers an area of 2.2 km<sup>2</sup>.

It will be able to accommodate the current and future marine traffic served by Mina Zayed and will create a gateway for the import of all cargo into Abu Dhabi and export of goods manufactured in the adjacent industrial zone.

Phase 1A of the Port is anticipated to have an annual throughput of 2 million TEU's (twenty-foot equivalent container units) and over 6 million tonnes of general cargo.

The Khalifa Port will ultimately be developed in 5 stages.

The project will start with the creation of a 260 hectare marine platform.

The island platform will be made from reclaimed seabed material that will be dredged to create the harbor basin and the 16.5 meter deep and 12 km long approach channel.

The outer perimeter of the port island will be protected by rock revetments and breakwaters. Quay walls will line the inner harbour perimeter to berth vessels.

The contract agreement signed with the ABH Consortium will involve over 47 million cubic meters of dredging and reclamation, the construction of 3.2 km of quay walls, 7.3 km of breakwaters and revetments and a 4.6 km causeway/bridge connecting the offshore port to the onshore port facilities.

In addition, the contract will also include the construction of a 3.5 km causeway/trestle and an 800 m long berth for the use of Emirates Aluminum (EMAL), which is currently constructing the largest single site smelter in the world with a capacity of 1.3 million tonnes per year.

The decision to award the contract to the ABH Consortium is the result of a careful and thorough pre-qualification and tendering process, which was initiated in November 2006 following two years of detailed engineering and environmental studies led by HPA/Halcrow of New York.

Elaborating on the award of this substantial contract, Mr. Ahmed Al Calily, CEO and Managing Director of Abu Dhabi Ports Company, said:

'The awarding of the contract to the ABH Consortium is a significant milestone and a major step forward in the development of Khalifa Port and the adjacent industrial zone. Considering the scale and tremendous scope of the Khalifa Port project, we were very careful and keen on consulting only the best-in-class companies. The ABH consortium was selected from among four consortia with great records of experience.'

'We continue to rely on reputable companies to help us in the rapid implementation of our vision to create a state-of-the-art port, industrial zone, and logistics hub in the region and to contribute to significant industrial growth and diversification in the UAE', Ahmed Al Calily added.

Khalifa Port is part of the multi-billion dollar development project, Khalifa Port and Industrial Zone (KPIZ). KPIZ will be a multi-purpose facility located in Taweelah between the cities of Abu Dhabi and Dubai.

In addition to the container and industrial port, the project includes the development of over 100 square kilometers of industrial, logistics, commercial, high-technology, educational and residential special economic and free zones.

KPIZ is ideally suited to become a world-class industrial and logistics hub with its strategic location easy access to two major ports, two major airports, and the new Emirates rail.



## **SEC says Tidewater failed to disclose vessel withdrawals**

Tidewater Inc. and its Chief Financial Officer, James Keith Lousteau, failed to disclose to shareholders for more than 2 years that as many as 83 of its vessels had been withdrawn from service, the US Securities and Exchange Commission said on Sept. 28.

The New Orleans offshore workboat operator also allegedly did not perform proper impairment analyses of its vessels, failed to review its depreciation estimates, filed inaccurate reports with the SEC, and had inadequate financial controls from September 2001 to March 2004, SEC said.

Tidewater and Lousteau settled the allegations without admitting or denying them. The SEC issued cease-and-desist orders covering possible violations of federal securities laws part of the settlement but did not levy fines or other penalties.

SEC said Tidewater allegedly did not report to shareholders or to SEC that vessels had been withdrawn from service from April 2002 until March 2004. At that time, the company took a \$26.5 million before-tax writeoff (\$17.3 million after taxes) in its Fiscal 2004 Form 10-K filing related to 83 vessels unlikely to return to service because of age, equipment which was no longer competitive, and unacceptably high potential repair costs.

SEC said it considered remedial efforts that Tidewater instituted before and during the commission staff's investigation in deciding to accept the company and Lousteau's settlement offers.

## **First order for new MAN Diesel 50ME-B engines**

Copenhagen-based shipping company TORM and China's Guangzhou Shipyard Intl. Co. Ltd. have signed a deal for seven 50,500 dwt chemical/product tankers to be built at GSI's facilities in China. The 6S50ME-B engines for these vessels will be delivered by DMD Dalian Marine Diesel. MAN Diesel will supervise construction, shoptests, on-site installation and commissioning of the engines, as well as participate in subsequent sea-trials.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 226

The MAN B&W S50ME-B8 engines are the first two-stroke engines to be delivered with TCA 66 turbochargers with variable nozzle rings technology (VTA), which facilitate the control of the scavenging-air pressure and thereby compression and cylinder maximum pressure. This gives a large degree of freedom to secure the optimal balance between NOx-emission and fuel-oil consumption.

MAN Diesel enhanced its 50 cm-bore, low-speed engine program earlier this year with the launch of its MAN B&W S50ME-B type engine series. This added to the existing, small-bore MAN B&W S35ME-B and S40ME-B engines that were introduced in mid-2006.

The new S50ME-B engine strengthens a 50 cm-bore range that also includes the S50 ME C/MC-C/MC engine series, and that has a combined total of over 3,000 engines in service.

MAN Diesel is using the ME-B series to broaden the application of the ME concept in its small-bore and medium sized, two-stroke engines using the electronic, fuel-injection control already introduced in its large-bore engines.

All S50ME-B engines are available in five- to nine-cylinder variants.

The ME-B design is based on that of the existing, mechanical MC-C range and represents an upgrade with electronic controls that provide improved, operational economy and flexibility, and maneuverability.

The S50ME-B7/8 will have the same output and installation data as the corresponding S50MC-C/ME-C versions.

Additionally, a lower-rpm version with a higher power concentration aimed at new ship designs has been added to the series under the S50ME-B9 designation.

### PRINCIPAL ENGINE DATA

MAN B&W S50ME-B	
Data at L1 point	Mark 7 Mark 8 Mark 9
Bore mm	500 500 500
Stroke mm	2000 2000 2214
MEP Bar	19 20 21
Speed r/min	127 127 117
Mean Piston Speed m/s	8.47 8.47 8.63
Power kW/cyl.	1580 1660 1780
SFOC g/kWh	163 - 170 170 169

The exhaust valve of the S50ME-B types is operated by a smaller camshaft than normal when compared with its MC-C counterpart.

The advanced, fuel-injection control is an efficient way of managing current and future environmental-emission requirements, with a fuel economy that is second to none in its class.

As with the larger MAN B&W ME-engines, the Alpha Lubricator comes as standard, ensuring a very low, cylinder lubricating-oil consumption as the advanced, electronic, user-friendly interface allows precise adjustment.

## STAR CRUISES TO SELL SUPERSTAR GEMINI

MALAYSIAN-owned Star Cruises says the sale of the **SuperStar Gemini** is to be concluded in the following weeks. The ship will be chartered back from the, so far unidentified, new owner until December 2008 to continue cruising for Star.



The **SUPER STAR GEMINI** – Photo : Capt. Jelle de Vries ©

The 19,093 gt **SuperStar Gemini** has been part of Star Cruises' Asian fleet of mid-sized ships which also now includes the **SuperStar Virgo**, **SuperStar Aquarius**, **SuperStar Libra**, **Star Pisces**, **Megastar Taurus**, **Megastar Aries** and **Wasa Queen**, since 1995.

Star Cruises' president David Chua says: "**SuperStar Gemini** has an extremely loyal following especially from the Australians as it is a truly unique ship that offers an ambience that is filled with a very personalized level of service and genuine warmth and hospitality. The crew onboard are very dedicated and many repeat guests have fondly commented that it really does feel like they are part of an extended family onboard, and this is what keeps them coming back time and time again."

But he adds: "The sale is part of the company's fleet optimization plan in line with the realization of new growth opportunities in the region. Such a need to sell or replace selected ships in the fleet will occur as and when opportunities from potential buyers arise to enable us to acquire bigger, better vessels as well as to renew and further enhance our products and services to better cater to our guests' needs. An example is the arrival of the SuperStar Aquarius recently in June this year to Hong Kong, with greater capacity and features to cater to the needs and tastes of our guests."

## New Jobs & Record Intake Due to Marine Industry Growth

16 new jobs are being created at the Marine College at South Tyneside College to cope with the highest enrolment levels for decades thanks to growth in the marine industry.

Gary Hindmarch, head of the Marine College at South Tyneside College, said, "The College already has an unrivalled reputation across the globe for the quality of its marine training, but this year we have seen an unprecedented rise in enrolment figures. "Over the last four years the number of new ship deliveries has increased by 40% to meet global demand - and the number of people entering the marine industry has also rapidly grown.

"Our enrolment reflects this trend. This year over 350 school leavers will start maritime training schemes with us, pushing enrolment levels to 60% higher than those last seen in the 1970's 'boom time'. As well as these new starters, over 200 students will study for Officer of the Watch qualifications.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 226

"As a result of this increased demand, we are creating 16 new lecturing and support jobs and expanding our training and accommodation facilities. This year alone we have invested £600k in our marine facilities to include a new bridge simulation unit and increased workshop facilities.

"This is helping the College to meet local and international demand for management courses and enables us to ensure the UK workforce retains and improves its onboard effectiveness.

"We are committed to increasing and strengthening our international business. And are forming closer links with regional organisations to ensure the skills base of this area can support and attract the increasing trade across the maritime and offshore sectors. "An increase which is likely to continue over the next three years, as the benefits of a career at sea receive more and more national publicity."

**For further information contact Judy Stirling at South Tyneside College, on (0191) 427 3566 or email [judy.stirling@stc.ac.uk](mailto:judy.stirling@stc.ac.uk)**

## Geen discussie over tarieven

De westbound tariefverhoging die de leden van de Far Eastern Freight Conference (FEFC) deze week doorvoeren, is een algemeen succes. Een rondvraag onder een aantal grote expediteurs wijst uit dat er over de verhoging niet eens gediscussieerd wordt.

'De markt is zeer transparant', zegt Anja Roennfelt, vice president zeevracht bij het regionale Aziatische hoofdkantoor van de Duitse expediteur in Singapore. 'Iedereen kent de tarieven en weet dat alle reders de verhoging volledig toepassen. Reders die dat niet zouden doen, zijn dom. De schepen zitten immers bomvol.'

Deze week werd ook een nieuw eastbound tarief van kracht. De leden van de FEFC zijn het beu om lading met verlies te varen en rekenen voortaan 100 dollar per teu aan voor een transport van Europa naar het Verre Oosten. Daar komen de Terminal Handling Charges en andere toeslagen bij.

Alleen voor laagwaardige lading als oud papier of schroot wordt een uitzondering gemaakt. Die transporten kosten 250 dollar per container inclusief terminal handling charges maar exclusief toeslagen. Ondanks dat lage tarief, houdt de conference er rekening mee dat sommige exporteurs het tarief niet zullen aanvaarden. De eastbound volumes zouden daardoor met een kwart kunnen verminderen.

## MOVEMENTS



The **NORWEGIAN GEM** seen arriving Wednesday early morning in Rotterdam during her maiden voyage  
**Photo : Josso Boxtel ©**



## OLDIE – FROM THE SHOEBOX

# Waar is de ALUDRA gebleven?

De **Aludra** was gebouwd in 1960 door Scheepswerf Van der Giessen De Noord in Alblasserdam onder bouwnummer 649. Op vlootlijst van rederij Van Nievelt, Goudriaan & Co's Stoomvaart Maatschappij had ze nummer 101.

De **Aludra** was het 4e schip van een serie van vijf identieke fraai gelijkende vrachtschepen. Dit type zie je thans jammer genoeg niet meer.



De **ALUDRA** – Foto : A. Duncan / coll. Frank Haalmeijer (c)

In mijn verzameling over alle facetten van deze rederij, waartoe ook de **Aludra** behoorde, is heel veel informatie te vinden. Soms gebeurt het wel eens, dat een bepaald gegeven niet te vinden is en dat is zeker het geval met schepen, die in landen in het Verre Oosten terecht komen. Ze raken uit het "zicht" en navraag levert vaak weinig of niets op.

De beknopte scheepsgeschiedenis is als volgt:

Op donderdag 15 september 1960 werd het schip aan de rederij overgedragen en werd aan de goede zorgen van kapitein Maarten Frans Goudriaan toevertrouwd. Op maandag 19 september 1960 vertrekt ze voor de 1e reis van Rotterdam naar Bremen om te gaan laden voor Zuid Amerika. Om 15.18 uur passeert ze Hoek van Holland naar zee. Na Bremen naar Hamburg en Antwerpen om weer bij te laden in de Lekhaven te Rotterdam. De gehele rondreis naar Zuid Amerika ging via Rio de Janeiro, Santos, Montevideo en Buenos Aires. Op de eerste thuisreis werd o.a. weer Santos aangedaan en vervolgens Vitoria, Ilheus, Bahia, Recife en Las Palmas.

Op 9 december 1960 lag ze weer in de Rotterdamse Lekhaven bij Thomsen's Havenbedrijven om te lossen. Zo werden in de Rotterdam – Zuid Amerika Lijn 24 rondreizen gemaakt. Eind oktober 1966 was de laatste aankomst in Rotterdam. Ze vertrok naar New York om daar aan een andere lijndienst van deze rederij weer te starten. Dat was de Constellation Line van New York via de Middellandse Zee en het Suez Kanaal naar de Perzische Golf. Dat duurde niet zo lang, want als gevolg van de Zes-daagse oorlog in het Midden Oosten (1967) werd langdurig het Suez Kanaal gesloten en moest er omgevaren worden via Kaap de Goede Hoop. Tien rondreizen werden zo gemaakt. Ten slotte maakte ze nog één keer een rondreis naar Zuid Amerika voordat ze in 1969 verkocht werd aan Wilhelm Wilhelmsen uit Noorwegen.

Ze voer verder als **TEXAS** onder Noorse vlag en kwam o.a. op reizen tussen Montreal via het Panama Kanaal naar de Filippijnen te varen. Lang duurde dit niet, want op 10 september 1973 werd ze verkocht naar de Volksrepubliek China en herdoopt in **LI SHUI**. Als zodanig kwam toch ook nog wel eens in Europa. De laatste keer dat ze in mijn verzameling vermeld is in Europa was op 18 juli 1980. Ze vertrok toen van Hamburg naar Tsingtao in China. Enkele keren vond ik haar in de Lloyd's Registers ergens in het Verre Oosten in de buurt van Singapore en Hong Kong.



De **ALUDRA** als **TEXAS** – Foto : A.Duncan / Coll. Frank Haalmeijer

Volgens informatie van Lloyd's zou de **LI SHUI** de laatste buitenlandse reis gemaakt hebben op 26 september 1991 van Hong Kong naar Shantou. Het verhaal doet al jaren de ronde, dat ze nog steeds actief is in de Chinese binnenvaart. Niemand kon het meer bevestigen en informatie was niet te vinden. Plotseling dook in maart 2004 informatie op, dat ze een nieuwe naam zou hebben gekregen. Ze bleek nog steeds in de binnenlandse vaart actief te zijn, maar nu onder de naam **LI TONG**.

**VRAAG: Wie kan mij iets meer vertellen over de lotgevallen van de voormalige ALUDRA en misschien is er wel een foto beschikbaar van de LI TONG ?**

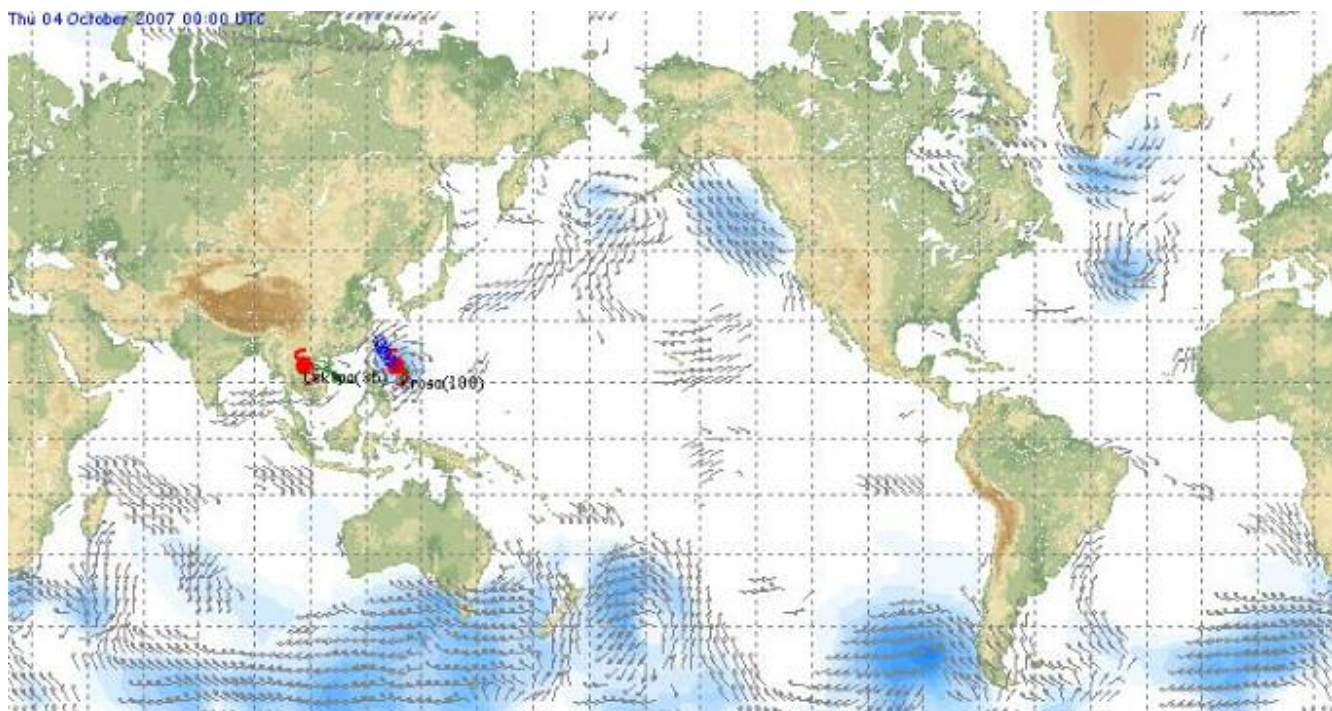
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## **.... PHOTO OF THE DAY ....**



The **Shearwater platform 20/30b** seen in the North Sea - **Photo : Wouter Kaandorp ©**



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