

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 227



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

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**The tug CHEUNG CHAU seen in Hong Kong  
Photo : Ton Grootenboer ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **ADVENTURE OF THE SEAS** moored at the Megapier in Curacao

Photo : Kees Bustraan ©

## US SUPREME COURT WIN FOR CARNIVAL



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 227

THE US Supreme Court has refused to hear an appeal against a decision by the Florida Supreme Court which overturned a ruling that made Carnival Cruises liable for the malpractice of one of its ships' surgeons.



The **CARNIVAL FANTASY** seen sailing at the Mississippi River – Photo : Christiaan van den Berg ©

Federal maritime precedent holds that shipping companies are not liable for their doctors' actions but a lower court in Florida held that Carnival was liable for the actions of its doctor on the **Carnival Ecstasy** who misdiagnosed a case of ruptured appendix as flu. The case involved a teenage girl who became sterile as a result of the ruptured appendix and abdominal infection. Source : Maritime Global Net

## NEW FLAME TO BE CUT IN TWO PARTS

The operation to remove the fuel from the vessel has been successfully completed. 780 cubic meters of fuel have been removed in just 30 days despite the exposed location of the vessel and the loss of 10 days due to inclement weather. No fuel has been spilled from the **New Flame** into the sea. The Gibraltar Government congratulated our Company, TSAVLIRIS Salvage Group for the successful completion of this important part of the salvage operation.

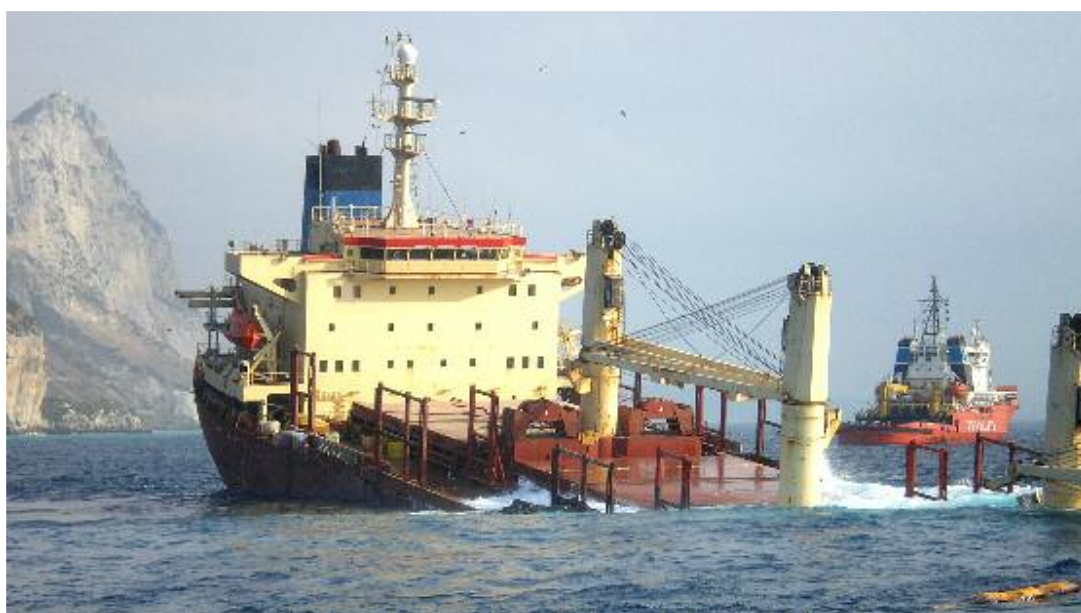
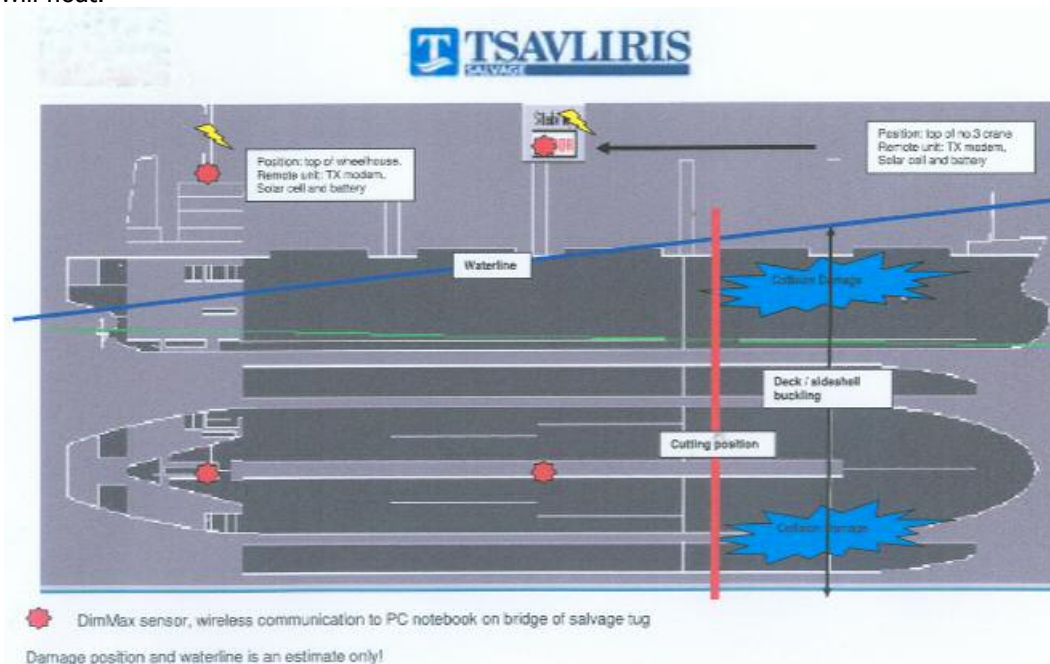


Photo : Tsavlis Salvage ©

The salvage operation will move into its next stage that is the removal of the ship. Due to structural degradation suffered by the vessel during the collision and subsequently, it will not be possible to extract the ship in one piece. The ship will therefore have to be cut into two sections, at a point about one-third of its length, from the bow, just forward of frame. When the cargo hold no.2 will be cut away from cargo hold no.3 the aft section, as from cargo hold no.3 up to the stern will float.



The cutting operation will be performed by cutting wire which requires two stable platforms in order to fit the winches (master and slave which are separately installed) control rooms and power packs. The stable platforms will be provided by Anchor Handling Tug Supply Vessels (AHTS). The only difference between the master and the slave winches is that only the master has a control desk and display panel for the purpose of determining the settings such as winch speed, back tension, pre-set points and the length of the cutting stroke. The cutting operation is estimated to commence at the end of 1st week of October.

The cargo holds no. 1, no.2 and the bow section will have to be removed at the next stage in order to protect the marine environment & the danger to navigation. The vessel's present situation as well as the cutting procedure are described in the graphic diagram. **Source : Tsavliris Salvage**

## Crew of sunken ship feared eaten by sharks

Fourteen crew members of a cargo ship which sank in waters off western Philippines' Palawan Island last weekend were believed to have been eaten by sharks, reported the Philippine News Agency Wednesday.

The news agency quoted Roulette Sapallida, one of four people who survived the wreckage on September 29, as saying that the ill- fated **MV Mia** was in a shark-infested area. **MV Mia** sank on September 29, some 28 nautical miles southeast off Cagayancillo in Palawan due to strong waves brought about by tropical depression "Hanna".

The town island of Cagayancillo, Cabili Island, is also haunted by sharks which live near a World Heritage Site-declared Tubbataha Reef National Marine Park.

Sapallida and three other crew members of the ship were rescued by a passing fishing boat. The Philippine Navy and the Philippine Coast Guard divers and rescuers have been in the area for a joint rescue operation for days without finding any survivor. **Source : China daily**

## Exercise accident mystery deepens

Ferry operator Marine Atlantic denies that any problems with its lifeboat were responsible for 21 people being taken ill in last week's mock-disaster exercise off Newfoundland. Marine Atlantic spokeswoman Tara Laing told Fairplay that tests show there was no fire in the fibreglass cover of the lifeboat from the ferry **Leif Ericson** and that the boat's motor was operating properly. She could offer no reason why the people reported being sick after the exercise and were rushed to hospital. Canadian Coast Guard officials had corroborated reports of fumes being released by the lifeboat's cover. But Laing said that two Marine Atlantic crew on the lifeboat reported no incidents and were not taken ill. Transport Canada spokesman Steve Bone said the incident remains under investigation by his department and that he could not comment on possible causes until a report is completed. Three of the people who fell ill were rushed to an intensive care unit in St. John's over the weekend and one remains in critical but stable condition. The rest were treated in Cornerbrook and released. Navy, Canadian Coast Guard and Search and Rescue personnel were also involved in the exercise, which was simulating an at-sea explosion aboard the ferry and how marine officials would retrieve passengers who abandoned the vessel in lifeboats. **Source : Fairplay Daily News**



The Lightvessel **NOORD HINDER** arrived in Maassluis for the **FURIEADE 2007**

**Photo : Jan Steehouwer ©**

## Sleaze sinks Jadeport tender



Government and opposition parties in the German province of Lower Saxony have agreed to order a special audit into the construction tender for the planned 2.7M TEU JadeWeserPort at Wilhelmshaven. Project Managers JadeWeserPort Realisierungs and the state ministry of economics are facing allegations of sleaze and mismanagement after a regional court ordered the contract awarded to construction group Hochtief to be revoked. The company was found to have touched up its proposal retroactively. In the meantime the €480M (\$680M) contract has been transferred to a consortium led by German construction group Bunte. **Source : Fairplay Daily News**

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## **Passengers, Crew of Vessel Rescued**

The Coast Guard has rescued the passengers and crewmen of a vessel that ran aground off the coast of an Iloilo town. Commander Harold Jarde, Coast Guard chief in Iloilo, said fast craft **Weesam Express I** got stuck in muddy shores shortly after it left the Bacolod Port due to strong winds and big waves. The Coast Guard would have transferred the 67 passengers and 17 crewmen to the **BRP Edsa 2** but could not do so due to big waves. Two tugboats towed the vessel to the Dumangas Port. **Source : Marine Link**

## **Deck Cargo Craft sunk, Sakhalin Bay**

October 2, 00.56 LT – distress signal from Deck Cargo Craft **Quartz** (owner Inskoye, flag Russia, port of registry Okhotsk, dwt 150tn, LxBxH 33x7x3 meters, crew 5). Vessel was enroute from Okhotsk to Vanino port, cargo 80 tonnes fish. Vessel is in Sakhalin Bay, Pos 53.27N 141.41E.

03.25 – salvage tug **Agat** departed from Moskalvo port, Sakhalin, helicopter left Nikolayevsk-on-Amur at 04.45. Dry cargo **Omskiy-122** in distress area, steaming to help. Weather stormy, wind SW 17-24 meters/sec, waves 3-4 meters. RCC Vladivostok controlling S&R.

No details so far, accident reason unknown. By evening October 2, due to local news, helicopter spotted one or two empty life-rafts.

October 3 – S&R operation in Sakhalin Bay. Salvage tug **Agat** coordinating S&R, dry cargo **Omskiy-122**, f/v **Nainu**, helicopters from Nikolaevsk-on-Amur airport, plus one helicopter from Sakhalin Energy Co., Nogliki. During S&R by helicopters and locals from nearby fishing villagers found two empty life-rafts, four dead (two in wetsuits, two in lifejackets), two EPIRB. On drying bank Zotova, 1 mile off shoreline, 1 container found (on **Quartz** there were two 40' containers loaded with fish).

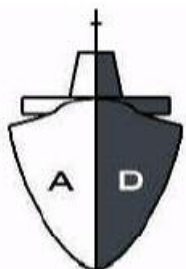
06.30 in 53.26N 141.34E helicopter spotted sunk vessel **Quartz**, depth 15-17 meters. Salvage **Agat** can't approach sunken vessel due to shallows and numerous drying banks. From 5 crew 4 found dead, one is missing.

Weather wind 8-10 meters/sec, swell 0.5 meters, water temp C plus 5 deg. **Source : Mike Voitenko**

## **NAVY NEWS**

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### US Destroyer ends landmark Africa mission

The destroyer **USS Forrest Sherman** completed a monthlong deployment in Southeast Africa on Tuesday, ending the initial ship visit of a newly formed task group that focuses on the Indian Ocean coastline of Africa.



Photo : Alex van Heerden ©

The Navy formed the Southeast Africa Task Group, dubbed Task Group 60.5, to promote maritime partnerships in the region. The Sherman's initial visit to the area featured the first port call in Tanzania since 1963. The ship also made stops in Comoros, Mozambique and South Africa.

"Each country was enthusiastic about the visits," said Capt. Nicholas Holman, commodore of the nascent task group, in a phone interview from aboard the Sherman. "It was a home run all the way around."

The purpose of the initial ship visit to Southeast Africa was to expose the nations to the Navy and to help their navies and coast guards understand what goes on in their waters.

Piracy, illegal fishing, human trafficking and drug smuggling are prevalent in the waters off the coast of East Africa.

Each stop included community relations projects, Navy band concerts, receptions onboard the ship and training exercises, Holman said. While transiting from Durban, South Africa, to Cape Town, the **Sherman** participated in a small exercise with the South African navy. A Navy P-3 aircraft, a South African C-47 and the South African frigate **Amatola** conducted maritime security and safety drills.

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Also, the combined naval assets searched for — and were able to locate — the South African diesel-electric submarine Manthatisi.

Holman said that the stealthy German-built diesel sub was especially challenging to locate due to inclement weather that included 50 mile-per-hour winds at sea.

There was also a crew exchange between the Sherman and the South African frigate, Holman said.

The South African navy was especially interested in boarding procedures, Holman said, and during a training exercise the **Amatola** served as the “merchant ship” during a complicit boarding.

Holman said plans are being made for another U.S. warship visit in the future. **Source : navy times**

# USS Doyle Joins Ghanaian, South African Navies for Exercise

**USS Doyle (FFG 39)**, four Ghanaian patrol crafts and the newly commissioned South African frigate SAS Mendi (F 148) are participating in a visit, board, search and seizure (VBSS) and maritime interdiction operation exercise off the coast of Takoradi, Ghana during the week of Oct. 1.

Doyle is deployed to the region to help strengthen regional partnerships and improve maritime security and safety in West and Central Africa.

Prior to getting underway, each ship exchanged officers and crew members with the other ships involved. Doyle embarked 20 Ghanaian and South African personnel and provided 10 riders among the ships in the flotilla.

The overall exercise included scenarios of divisional tactics, small boat operations, rescue and assistance (R&A), and was highlighted by a VBSS team exercise.

“The VBSS exercise in particular provided the Ghanaian participants a real-time opportunity to display their level of proficiency they had previously practiced in port and underway with Doyle crew members,” said Capt. John Nowell, commodore, Destroyer Squadron 60. “They performed extremely well.”

During the R&A exercise portion, Doyle acted as the vessel in distress while both Doyle and Mendi’s rigid hull inflatable boats were used to transport personnel to Doyle for R&A familiarization.

“The R&A provided useful knowledge to the South African navy as they are in the process of establishing procedures for their repair locker teams while the Ghanaian sailors were able to apply skills they had learned while working with Doyle during an in port engagement,” said Nowell.

The exercise demonstrated the increased capacity of the Ghanaian sailors involved and integrated the South African navy as a capable partner nation in the maritime region of West and Central Africa. **Source : defencetalk**

# Machimura calls stopping refueling foreign supply ships 'one idea'

Chief Cabinet Secretary Nobutaka Machimura said Wednesday that Japan refraining from refueling foreign supply ships supporting U.S.-led antiterrorism operations in and around Afghanistan is “one idea” to ensure oil Japan is supplying is used appropriately.



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"I think we will discuss such things later on," the government's top spokesman told a press conference. He had been asked about Defense Minister Shigeru Ishiba's remarks made a day before in which he hinted about refraining from fueling foreign supply ships, which are suspected of also refueling ships taking part in military operations in Iraq .

"If that is possible under the whole operation, I think it is one idea," Machimura said.

The government decided Tuesday to introduce a bill in parliament to continue the Maritime Self-Defense Force's refueling mission in the Indian Ocean to replace the current law authorizing the mission that is set to expire Nov. 1.

The main opposition Democratic Party of Japan, which holds a majority of seats in the House of Councillors, opposes the mission. The party has been increasingly urging the government to disclose more information, including accounting for how the oil has been used, amid allegations that the fuel Japan has provided for the Afghan-related mission may have been used for other purposes.

In an interview with media organizations Tuesday, Ishiba said, "If we decided not to provide logistical support to supply vessels, how would it affect the whole operation? That would be included in our considerations" in the process of compiling the new law. **Source : news-aol**

### FURIADE 2007 5 en 6 oktober "Veilig op koers!"

De **Stichting Maassluis Maritiem** maakt zich op voor de **28ste Furieade**. Deze **Furieade** zal geheel staan in het teken van veiligheid in en rond het water. De organisatie legt op dit moment contacten met alle mogelijke disciplines rond het thema veiligheid.

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### SHIPYARD NEWS

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## \$270 INVESTED IN US YARDS LAST YEAR

THE US Maritime Administration has issued a report saying that, last year, capital investments in the country's shipbuilding and repair industry amounted to US\$270m. Over the six-year period from 2000 to 2005, a total of \$2.336bn was invested in the industry. The commercial shipbuilding and ship repair industry employs nearly 40,000 skilled workers. The report singles out Aker Philadelphia as a "recent success story for the American shipbuilding industry". It says: "Not too long ago, the land where Aker now stands was a closed US Navy shipyard. Today Aker is scheduled to deliver six vessels with a combined value of \$700m, and has a backlog of up to another 11 vessels worth in excess of \$1bn billion. The shipyard went from zero jobs in 1997 to a workforce of over 1,300 employees today." Marad notes: "Since the mid 1990's, the industry has been experiencing a period of expansion and renewal. The current expansion is largely market-driven, backed by long-term customer commitments. The new assets are much different and more productive than those they replace. For example, articulated double-hull tank barge units (ATB's) have replaced single-hull product tankers in U.S. coastal trades, new dual propulsion double-hull crude carriers have replaced 30+ year-old, steam propulsion single-hull crude carriers in our Alaska/West oil trades. The new crude carriers are larger, faster, more fuel efficient and have a four-fold increase in pumping capacity over the vessels they replaced. Almost \$5bn worth of double hull construction and conversion work will take place by 2015 to meet the double hull requirement under Oil Pollution Act of 1990."

## Onega Shipyard Laid Keel

On September, 28 2007 the Onega shipyard laid a keel of the head dry cargo vessel of DCV33 **"EMI PROUD"** project and 4570 tons' deadweight.



The first 2 ships will be built for Eestinova OU. The next 2 vessels will be built for Orimi ship. It is scheduled to launch the head vessel in August 2008 and it is expected to deliver it to the customer in November 2008.

The project of the vessel is worked by Maritime Engineering Bureau (Odessa).

Technical data: the draught in the sea – 5.812 m, the length – 89.99 m, breadth – 14 m, hull height – 7.15 m, the capacity of the cargo hold - 5610 cub. m, speed – 11.5 knots, the

engine capacity - 1950 kw, the crew - 11 members – **Source : Sea News**

## Foreign ship cos race for stake in ABG Heavy

Two foreign shipping lines, Zim of Israel and Geneva-based Mediterranean Shipping Company (MSC), the world's second-largest container line, are believed to have approached ABG Heavy Industries (ABGHIL) to pick up an equity stake. The Mumbai-based port service provider, which recently offloaded 12% to the Port of Singapore Authority (PSA), has also been approached by a couple of private equity players.

Sources said ABGHIL is looking to raise capital to fund its expansion projects. The promoters of the company — the Agarwals — are also looking to sell stakes in two subsidiary companies operating container terminals at Kolkata and Kandla. Investment bank SSKI is believed to be undertaking a valuation exercise for ABGHIL, as the first step towards inviting strategic investors. Though PSA doesn't enjoy any first right of refusal, the international port operator is also interested in picking up additional stake in the port operator.

When contacted by ET, ABGHIL promoter and managing director Saket Agarwal said a valuation exercise is currently on. "We are in a capital-intensive sector, and need capital to grow. We are looking at bringing in investors. But our talks are at a very preliminary stage," said Mr Agarwal. He and his younger brother Rishi Agarwal hold around 60% of ABGHIL.

While its equity sale is gaining ground, the company is also looking to restructure its business activities. The company may look at demerging its crane business, which is currently under ABGHIL, said sources. The board has decided to rename the company as ABG Infralogistics subject to shareholders' approval.

Apart from PSA, the two other prime investors are ICICI Prudential (6%) and Kotak (5%). The remaining stake is held by the public. Sources said PSA picked up the stake at Rs 325 per share, when the price was at around Rs 180. On BSE, the scrip moved up to Rs 286 on Monday.

The company's capital expansion plans include Rs 300 crore investment in its crane manufacturing capacity, and up to Rs 2,000 crore investment in the port sector. It is bidding for Paradip coal terminal as well as the Karwar deep sea port. Plans are also afoot to invest in a new crane manufacturing facility at Ransai in Navi Mumbai. It also plans to bid for the proposed minor terminal of the 330-metre quay line at the Jawaharlal Nehru Port Trust (JNPT).

ABGHIL currently operates the Kolkata container terminal under a unique own-operate-maintain contract since April 2005, and has handled 170,000 containers (20ft equivalent container units or TEUs) during the last financial year (2006-07). It hopes to handle over 200,000 TEUs during the current fiscal. **Source : Economic Times of India**

## **Bulyard Gets \$82 mln. Order**

Bulgarian shipyard Bulyard Shipbuilding Industry will build two ships for Turkish firm Diler Shipping and Trading Inc, after inking two deals worth a total USD 82,2 M. The two identical cargo ships will have a capacity of 55,500 dead weight tonnes each, according to a statement by Industrial Holding Bulgaria (IHB) to the Bulgarian Stock Exchange, where it is listed. The first ship has to be delivered by December 2009 and the second one by September 2010.

**Source : SeaNews**

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## Palmali Moves, Invests in Tankers Construction

Palmali announced that the company plans to move its office from Malta to Istanbul in 2008. The Company also announced plans to invest \$1.3b in the construction of oil tankers, which will be used to carry oil from Baku – Ceyhan pipeline from Turkey. **Source : seaneews**

## BONOVA OP WEG NAAR FOS SUR MER

Maandag morgen 1 October 2007 is een sleep uit Hansweert vertrokken met bestemming Fos sur Mer in Zuid Franrijk.



De opdrachtgever is een binnenvaartschipper de heer André Schmutz, die samen met CFT in Lyon de binnenvaarttanker "**Bonova**" heeft gekocht voor de vaart op de Rhone. De **Bonova** is een dubbelwandig schip, anderhalf jaar oud, en wordt gesleept door de Zweedse sleepboot "**Frigga**" met 24 ton BP. Deze boot is in management bij **Klaus Heun Shipping** in Nakskov, Denemarken. De sleep is geregeld door **WorldWide Marine** in IJmuiden. Voor goedkeuring van de sleepverbinding was J.R.Richer van **Allianz** de surveyor.



Photo : **Wim Kosten** – [www.maritimephoto.com](http://www.maritimephoto.com) ©

De agent die het vertrek heeft begeleid uit Hansweert was **BH Shipping** uit Hoogvliet. De sleep naar Fos sur Mer zal naar verwachting 13 dagen in beslag nemen, mits het weer niet tegenzit. Op de foto zijn de bemanningen van de **Frigga** en de **Bonova** bezig de sleepverbinding klaar te maken. **Source : Worldwide Marine**

## INCHCAPE EXPANDS IN FRENCH MED

UK-based international agency company Inchcape Shipping Services (ISS) says it will provide full agency services in southern French Mediterranean ports from 15 October and, "shortly" in all French-speaking Mediterranean ports. ISS says the opening of its new office in Martigues, located between Marseilles and Fos, completes the company's coverage in the Mediterranean where it already has a wide network of owned offices. Business Development Manager, Bruno Scardigli, based in Martigues, said: "We shall be handling all kinds of port calls from tanker, dry-bulk and general cargo to naval, container and cruise ships. ISS systems and procedures are in place and our customers can expect the same level of service they receive from us elsewhere across the ISS network. Regional Managing Director for Europe and Africa, Henri Versluys, said: "This is an important move for ISS. From the new office, Bruno and his team will be active in developing new business as well as handling existing ISS clients whose vessels call at these ports. The region's ports handle heavy volumes of traffic and there are a number of significant port development projects underway. Of course, we shall be keeping our customers closely advised of developments and opportunities throughout the region."

## Rescue tug starts winter duty for disabled ships near Neah Bay

An emergency response and rescue tugboat began its winter duties Monday at Neah Bay. The state Ecology Department says state lawmakers have provided about \$1.45 million to keep the Crowley Maritime tug at that remote Olympic Peninsula outpost through mid-March.

Since 1999, such tugs have assisted more than 30 ships that were disabled or had reduced maneuvering capability while transporting oil and other cargo along the Washington coast and through the Strait of Juan de Fuca. The tugs have help ensure that the ships didn't drift onto the rocks and spill oil. **Source : The News Tribune**



## Port gears up for 50% more vessels by 2010

The Port of Saldanha is gearing up to increase ore exports from the present 30 million tons to 45 million tons a year by 2010 and expects the number of calling vessels to increase by 50%, to around 20 a month, over that period.

Source : cargoinfo

## MSC ADDS CAPACITY

Mediterranean Shipping Company (MSC) is reported to be adding capacity to its China – Spain Jade Service which was launched in July using ships of between 2,500 and 4,900-TEU.

The line is now deploying vessels in the range from 6,700 – 8,500-TEU, according to the reports and is extending the port coverage to include calls at Shanghai, Ningbo and Xiamen. This is in addition to existing calls at Hong Kong, Yantian and Chiwan at the China end of the service. The ships now deployed are made up of two 8,500-TEU vessels sublet from CSCL and two 8,000-TEU and three 6,700-TEU ships transferred from MSC's Far East – US New Orient Express service. The latter service is using the smaller vessels transferred from the Jade service.

On the Europe side of the service the only port called at is Valencia, which MSC uses as a hub for cargo to West and North Africa.



The **MSC ATHINA** – Photo : Hans Schaefer ©

MSC recently acquired the 3,430-TEU container ship **FRANKFURT EXPRESS** and has renamed her **MSC ATHINA**, reports AXS-Alphaliner. In her day the ship was the pride and joy of Hapag Lloyd, having been the world's largest container ship when first deployed in 1981. In late August she was reported sold to breakers and renamed **JASON**, before sailing to India on what was thought to be her last voyage but in a manner reminiscent of the purchase by MSC of Safmarine's **SA LANGEBOER** from Indian breakers back in 1992, the German ship appears to have been snaffled up by the Swiss/Italian company and pressed back into service. Sources : Schednet, AXS Alphaliner and P&S

## Noble Denton opens Newcastle office

Offshore and marine consulting firm Noble Denton Group has expanded its UK presence with the opening of a new office in Newcastle-upon-Tyne. The move is part of an on-going period of global expansion for the company. Noble Denton Consultants Ltd, one of the UK operating companies of the Noble Denton Group, will operate from the Newcastle office in Seaton Burn where the new team has brought specialist skills in design and consultancy for ports, ships and marine operations, using state of the art structural and hydrodynamic tools to underpin their technical work.



The office will also provide a base for the existing broad range of Noble Denton Consultants' technical consultancy services. The marine industry in the north east of England is currently enjoying a major resurgence and the decision by Noble Denton to open an office in Newcastle will add significantly to this growing sector.

The new operation will be headed by David Byrne, general manager of Noble Denton Consultants Ltd in Newcastle. Prior to joining Noble Denton, Byrne was director of Burness Corlett - Three Quays (Newcastle) Ltd. He has a wealth of experience acquired over 40 years in the maritime industries as a mariner and a naval architect, working in research and development, consultancy and specialised design services. Eight specialists from his former company have also joined the new team at Noble Denton. **Source : Offshore Shipping**

## **PACIFIC HICKORY ENROUTE MIDDLE EAST**



Above seen the **Pacific Hickory** in Shanghai last week hooking up **2 JDN** barges, **129 & 130**, for a tandem tow to the Middle East.

**Photo : Scott Lindsay © Seabridge Marine**

## **100 "superships" ordered in five-months**

There have been 100 orders for very large container ships (VLCS) of 12 500-13 500 TEU capacity placed in the past five months, according to AXS-Alphaliner records.

This since the first batch of eight such ships was ordered last May by German company Peter Döhle on a speculative basis - all eight of which have since been taken by CSAV. The 100 ships were all ordered in Korea.

**Source : cargoinfo**

## **Zeebrugse LNG-terminal ontvangt duizendste schip**

De Zeebrugse LNG-terminal van Fluxys heeft woensdag haar duizendste schip ontvangen. Het schip, **Al Thakhira**, bracht 145.000 kubieke meter vloeibaar aardgas (LNG) uit Qatar aan. Voor de gelegenheid ging CEO Sophie Dutordoir van Fluxys aan boord. De LNG-installatie in Zeebrugge viert in 2007 ook haar 20-jarig bestaan. De jongste uitbreidingswerken zijn intussen bijna rond. Maar daarmee stoppen Fluxys' ambities in Zeebrugge niet.



**Photo : Jaap van de Meeberg ©**

CEO Sophie Dutoroir wees tijdens haar bezoek in Zeebrugge op de belangrijke beslissing om in de jaren '70 België minder afhankelijk te maken van de olie als energiebron. "De publiek-private samenwerking die toen ontstond, lag aan de basis van Zeebrugge als Europees verdeelpunt voor aardgas", sprak Dutoroir. "Zeebrugge is bijzonder belangrijk voor de aanvoer van aardgas en vloeibaar aardgas. Vandaag ontvangen we schepen uit ondermeer Qatar, Nigeria, Oman en Egypte. In Zeebrugge komen de Zeepipe (Noorwegen) en Interconnector (GB) aan land".

Vanuit de LNG-terminal alleen werd de voorbije 20 jaar meer dan 70 miljard kubieke meter aardgas in het Europese leidingnet gepompt. Het gebruik van aardgas is de jongste twee decennia verdubbeld. De uitbreiding van de LNG-terminal drong zich volgen Fluxys dan ook op.



De **EJNAN** afgemeerd aan de Fluxys terminal in Zeebrugge

**Foto : Henk Claeys ©**

De jongste jaren werd een vierde LNG-tank gebouwd op het schiereiland van 32 hectare. De tank is 140.000 kubieke meter groot en zal leiden tot een verdubbeling van de uitvoercapaciteit van de installatie tijdens het voorjaar. De terminal zal dan een capaciteit hebben van 9 miljard kubieke meter gas per jaar. De uitbreiding staat voor een investering van 165 miljoen euro.

"Ik concludeer dat Zeebrugge het verhaal is van een geslaagde publiek-private-samenwerking", zei ceo Dutordoir woensdag. "Het is het bewijs dat in het verleden competente mensen met een lange termijnvisie dachten. Zeebrugge is nu de belangrijkste korte termijnmarkt voor aardgas in West-Europa. Indien we morgen nog steeds die

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voortrekkersrol willen spelen, zullen vier partners in het land hun verantwoordelijkheid moeten nemen. De concurrentie in Frankrijk en Nederland neemt immers toe".

De vier partners die de toekomst in handen hebben, zijn volgens Dutordoir de aandeelhouders van Fluxys, het bedrijf zelf, de politieke overheden in België en de energieregulator CREG. Eind dit jaar valt in Noorwegen de beslissing waar de tweede Zeepipe zal aanlanden. Zeebrugge en het Nederlandse Den Helder zijn de twee overblijvende opties. De beslissing zal volgens Dutordoir afhangen van de timing waarop de leidingen zullen kunnen worden aangelegd en de doorzichtigheid van de tarifiering voor de transit van gas.

Fluxys zelf heeft in Zeebrugge plannen voor een bijkomende uitbreiding. Waar zich nu het natuurreservaat Sterneneiland bevindt in de voorhaven, kan het gasbedrijf zes nieuwe LNG-tanks bouwen. Er zal dan wel compensatie moeten worden gezocht voor de natuurwaarden. Voor de verdere uitbreiding van haar site in Zeebrugge doet Fluxys een marktonderzoek. **Bron: WTV & FOCUS TV**



The **REGAL PRINCESS** seen in Sydney  
Photo : Martin Grant ©

## MOVEMENTS



The **MSC Eleonora** seen at Lyttelton, New Zealand. The ship trades between Singapore, New Zealand and Australian ports. - Photo : Alan Calvert ©





The **MALAVIYA TWENTY ONE** seen in Cape Town

Photo : Aad Noorland ©

## MARINE WEATHER

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



The **UNION MANTA** seen operating in the Gulf of Mexico near Heerema's **BALDER**  
Photo : Willem Poot ©

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

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

**ROGER VAN DE KRAAN**





Foto : John van den Bergh ©

Gezien op de Nieuwe Waterweg, **Roger van der Kraan** samen met zijn zoon **Sven** (4 jaar!), onderweg naar de Wereldhavendagen en zoals te zien hebben de mannen er lol in in de Zodiac. Uiteraard alles veilig, marifoon, aangelijnd en **Sven** net als **Roger** met een (junior) lifejacket!

**Roger** werkt al 10 jaar als zelfstandig fotograaf voor diverse regionale kranten, waarvan 5 jaar met de eigen Zodiac op het water. Al menig spectaculair transport vanuit een uniek standpunt kunnen fotograferen. Volvo Ocean Race, Sail Amsterdam, Queen Mary, Vlootshow Sleepvaartmuseum, ITS Tugparade, promotie politievaartuigen, Furiade, teveel om op te noemen. Naast **Roger** zijn werk als fotograaf zet hij zich met veel plezier in voor de promotie van de Elbe, de Stichting Sleepboothaven Maassluis en de Furiade. Op [www.rogervanderkraan.nl](http://www.rogervanderkraan.nl) is nog meer te zien.

**Roger** levert graag plaatjes voor de newscippings maar werk-werk-werk stopt nooit dus vaak schiet het er bij in, namens alle lezers wereldwijd **Roger bedankt voor het sturen van de fotos , het word gewaardeerd !!**

## FURIADE 2007

**5 en 6 oktober 2007**

**"Veilig op koers!"**

De **Stichting Maassluis Maritiem** maakt zich op voor de **28ste Furiade**. Deze **Furiade** zal geheel staan in het teken van veiligheid in en rond het water. De organisatie legt op dit moment contacten met alle mogelijke disciplines rond het thema veiligheid.

Kijk voor het programma op :

<http://www.furiade.nl/>



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