

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 228



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Svitzer Ocean Towage ROTTERDAM seen riding high whilst towing the P-53 during heavy weather

Photo : Stefan Verhoeven ©

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EVENTS, INCIDENTS & OPERATIONS



The **NORWEGIAN GEM** seen moored at the Rotterdam Cruise terminal

Photo : Piet Sinke ©

28^{STE} FURIEADE IN MAASSLUIS GEOPEND



Burgemeester **Koos Karssen** van Maasluis aanboord van de **FURIE** gedurende de opening van de **FURIEADE**, welke dit jaar voor de 28^{ste} keer word georganiseerd vrijdag 5 en vandaag, zaterdag 6 oktober in **Maassluis**, de bakermat van de Nederlandse Sleepvaart

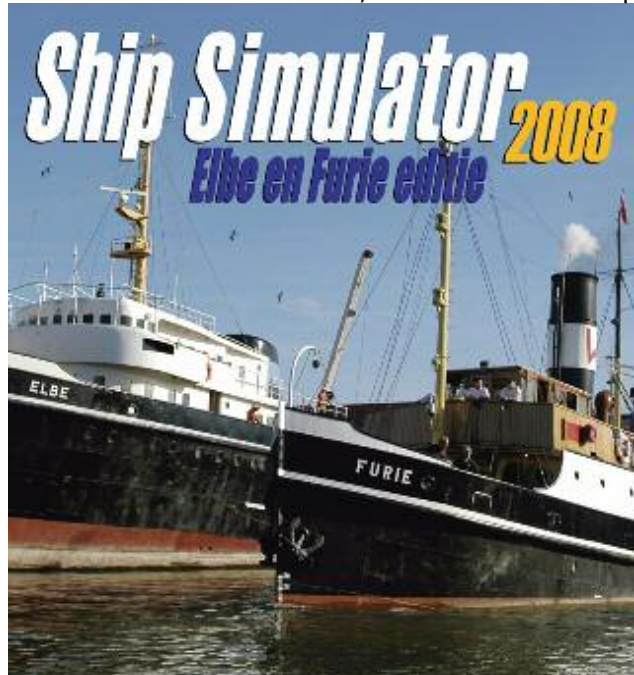
Foto's : **Piet Sinke** ©



NIEUW Shipsimulator Elbe en Furie editie!

De **Ship Simulator 2008 Elbe en Furie - editie** is een unieke add - on versie van de wereldwijd bekende scheepssimulator software.

Vanuit de haven van Maassluis, bakermat van de sleepvaart, kan naar de Rotterdamse havens en naar zee gevaren



worden om zo alle eigenschappen van deze prachtige historische zeeslepers te ervaren. Naast het navigeren en manoeuvreren kunnen er twee missies gespeeld worden, waarbij het zelfs mogelijk is om met zowel de **Elbe** als de **Furie** te slepen!

Het aantal vaargebieden kan aanzienlijk uitgebreid worden als de add – on gecombineerd wordt met de volledige game **Ship Simulator 2008**.

De ontwikkeling van het spel is gesponsord door VSTEP, de maker van de prachtige simulator-software.

De opbrengst van het spel komt volledig ten goede aan de museumschepen.

Het spel te verkrijgen aan boord van de schepen, of hieronder te bestellen

Het spel is exclusief te koop op de Furieade!

Vanaf maandag is het spel te bestellen via www.furie.nl of www.zeesleperelbe.nl, of mail naar info@sleepboothaven.nl

Kosten 15,00 euro Ship Simulator 2008 volledige versie 40,00 euro
Verzendkosten 2,50 euro

Stremming scheepvaart grote en kleine sluis Vlissingen

Van maandag 8 oktober tot en met vrijdag 16 november 2007 worden er betonreparaties uitgevoerd aan het buitenhoofd van het sluisencomplex Vlissingen. Tijdens deze periode zal er hinder zijn voor de scheepvaart bij het in/uitvaren van de grote sluis.

De kleine sluis zal een gedeelte van deze periode gestremd zijn voor de scheepvaart. Het onderhoudswerk start op 8 oktober tot en met vrijdag 26 oktober 2007. Hierdoor is er een dagelijkse stremming voor de scheepvaart van 07.30 uur tot 16.30 uur.

De scheepvaart kan door de grote sluis normaal passeren met gepaste snelheid. Wel dient men rekening te houden met een werkschip voor en rond de invaart van de sluis aan de kant van de Westerschelde.



Alone, Untrained and On Watch



As the **Queen of the North** slipped below the ocean's surface, the lone person on the bridge as the ferry crashed was overheard to say to her life-raft mates: "It was not my fault, I was left alone."

B.C. Ferries issued an explosive report Wednesday (03 Oct) that says two employees belatedly came forward to say the ship's quartermaster - a deckhand who was in training to work the bridge - was alone at the helm when the ship sank March 22, 2006.

The information directly contradicts what the quartermaster told Ferries investigators in a report released earlier this year.

This latest Ferries report and new information uncovered by the Transportation Safety Board means the release of the independent board report will be further delayed.

"I was sitting not far from (the quartermaster,) I recall (the quartermaster) again saying: 'It was not my fault, I was alone,'" one of the employees told Ferries investigators in a sworn statement.

"When we watched the **Queen of the North** disappear under the water, I heard (the quartermaster) say again: 'It was not my fault' and repeat it." A second employee told B.C. Ferries the quartermaster was desperately talking to herself while in the life-raft with others who had abandoned ship.

"Once our raft was away, it started to drift towards the stern of the vessel and at that point I could hear (the quartermaster) talking to herself saying 'It's not my fault, it's not my fault. Oh my God.'" Four of the five members of the panel that looked into the new information concluded it was credible. One dissented.

The report said the employee didn't come forward because at the time, the employee didn't know the quartermaster was part of the bridge crew. Ferries CEO David Hahn said the workers thought the original report had missed crucial information. "I think it takes a bit of courage to do this, you know, to step forward and make these kind of statements, but they felt it was appropriate, important and pointed it out to the company," Hahn said in an interview.

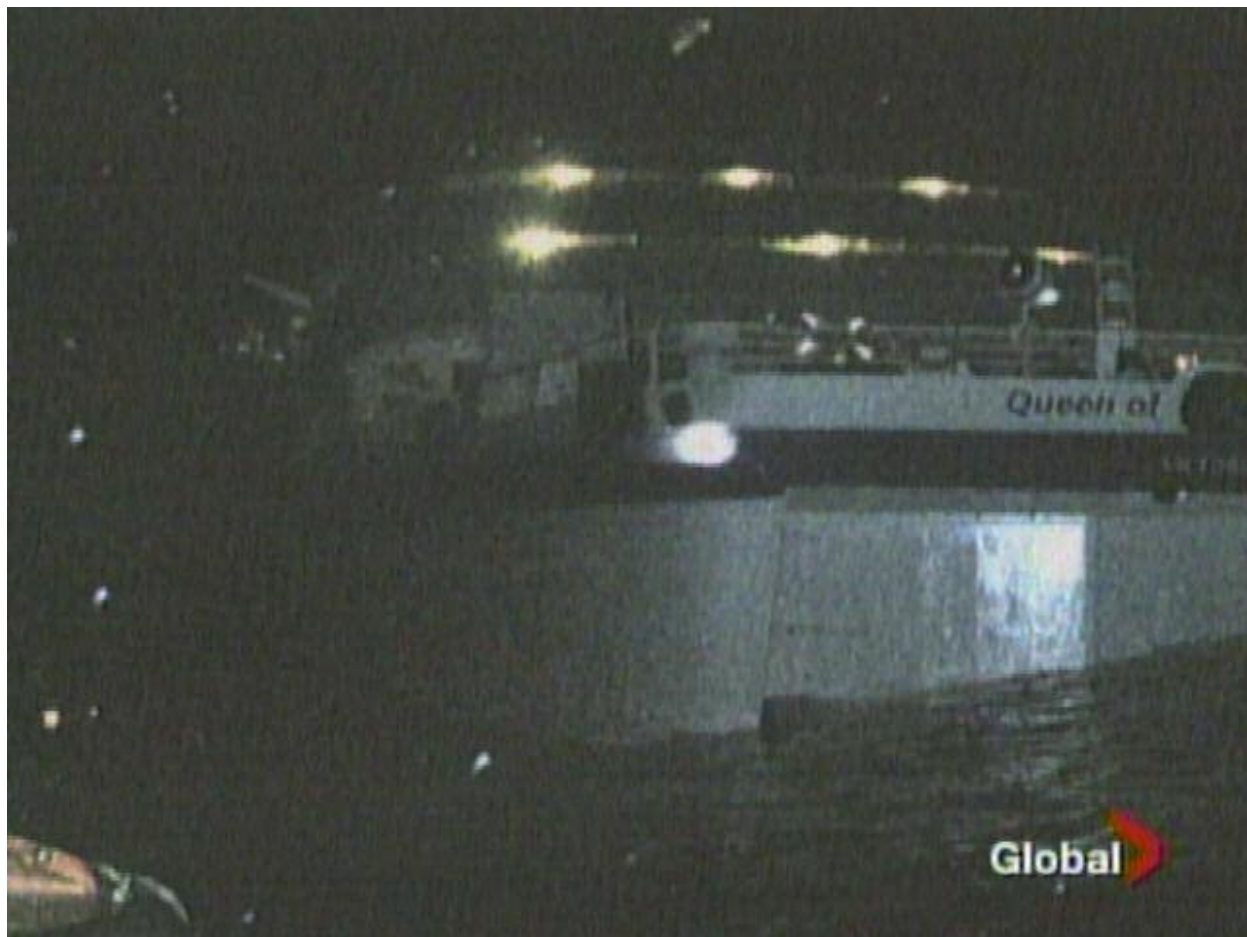
Hahn noted the quartermaster has denied she was left alone and the new information doesn't change Ferries' conclusions that there wasn't a proper watch that night.

Richard Goode, spokesman for the B.C. Ferry and Marine Workers' Union, said the union wouldn't comment on the latest report until the Transportation Safety Board issues its independent report.

"We'd like it over and done with because it's very traumatic for everybody concerned, whether it's the public, whether it's the people that travel, whether it's the union members that were directly affected that were on that ship, the one's that were on that bridge, and the union."

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Goode said the union is only interested in hearing the board's report. "We want it dealt with in a proper, professional way and that's why we aren't commenting until the TSB (report) comes out," he said.



Top : The last minutes of the **Queen of the North**

The **Queen of the North** was on an overnight voyage between Prince Rupert and Port Hardy on Vancouver Island when it crashed into a rocky island in the early morning hours and sank.

The original Ferries report, released this past March, concluded the three members of the bridge crew had failed to make an important course correction and had lost "situational awareness."

The three refused to talk to Ferries investigators. The quartermaster answered some questions, but none about the crucial 14-minute period just before the crash. The quartermaster is not identified in either Ferries reports, but Wednesday's report said she had worked as a deckhand since 2005 and was considered a "person under training" for the bridge.

The quartermaster has been identified as Karen Bricker in court documents filed by passengers suing B.C. Ferries.

Karl Lilgert was the fourth officer that night, while Keven Hilton was the second officer. Bricker originally told investigators that just before the crash, Lilgert barked an order for her to switch off the autopilot and make a radical course correction.

She said for a split second she questioned the order - until she saw the trees. She said she searched for the switch to turn off the autopilot and couldn't find it.

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She said as she fled the bridge deck to alert the ship's master of the emergency, she told investigators she heard Lilgert tell Hilton: "I'm sorry. I was trying to go around a fishing boat."

Ninety-nine passengers and crew made it off the ferry safely, but two people are presumed drowned. Shirley Rosette and Gerald Foisy, a B.C. couple taking their first trip on a ferry, were never found. The report said Bricker had worked 1,600 hours and was considered a competent trainee for the bridge watch certificate.

Hilton had over 10,000 hours of bridge experience and Lilgert had over 6,300 hours.

The three were fired, though their union is grieving the dismissals. Ferries said the latest information doesn't change its original conclusion that the deck watch failed to maintain a proper lookout. But the report also says: "If the statements attributed to the quartermaster are true, the absence from the bridge of the other members of the bridge watch would be a significant contributing factor in the failure to recognize the deviation from the intended route."

Wednesday's addendum to the original March 2007 report came after Ferries said this summer it had obtained new information, as well as information from the ship's electronic chart system.

The hard drive of the system was pulled from the sunken ship by a submersible sent down by the Transportation Safety Board. The board returned the hard drive to Ferries, but under an agreement between the two, Ferries was prohibited from releasing the information on it until after the board issues its report.

Spokesman John Cottreau said as a result of Wednesday's report and new, "compelling" information obtained this summer, the board will send an amended confidential draft of its report out for a second review by those involved in the accident.

"Essentially, what this does is it's going to reset the clock," said Cottreau. He said the final report of the federal investigation will not be released now until early in 2008. The board's mandate is to find out what went wrong in an accident but not to find fault.

Bricker, Lilgert and Hilton, as well as B.C. Ferries, are named in a class-action suit filed by the passengers who survived the sinking. In July, a judge ruled the suit had deficiencies and said it would have to be redrafted if it is to go ahead. **Source : Shiptalk**

Abandoned Hundreds

More than 300 sailors from a Greek cruise ship have been stranded for more than two weeks in Rhodes after their vessel was detained, the local municipality said on Wednesday (03 Oct). The 340 sailors, mostly from Pakistan, Romania and the Philippines, have been on the vessel since September 18, when it developed a 10-degree list shortly after docking at the harbor.

An inspection by the Rhodes port authority showed that the waste tanks had overflowed internally and tipped the ship to its side. Divers also found hatchways in the hull, apparently designed for waste discharge and crudely plugged with blocks of wood, said municipal press officer Thanassis Marasiotis. "The ship is over 30 years old, it does not have pumps for waste removal and apparently just dumps it overboard," he said. "The tanks held 3,000 tons of waste that took a week to remove. Imagine what would have happened if this ship had sunk in the harbor," he added.

Meanwhile, he said a crew delegation had asked for food and water at the town hall. "We intend to provide them with supplies for as long as it takes, but they are unpaid and nobody from the company has turned up to assume responsibility." The ship's Greek captain is still on board, guarded by Greek authorities.

A Bahamas-flagged ship, the 23,000-ton "**Dream**" had been on a cruise from Turkey to Cyprus. Its more than 930 Israeli passengers continued their voyage on charter flights after the ship docked. An island prosecutor charged the ship's operators with willfully polluting the environment. The Rhodes press officer was unable to identify the operators, but ship classification society DNV lists them as Piraeus-based Danielle Ship Management Ltd.

The ship is due to remain on the island of Rhodes for around a week for necessary repairs. **Source : shiptalk**



The **TOR MINERVA** seen in the Waalhaven in Rotterdam
Photo : Cees de Bijl ©

Dozens of migrants found near Sicily

The Italian navy picked up 190 people off four vessels in a few hours off the southern coast of Sicily, the coast guard said on Wednesday. The would-be migrants were intercepted off the small island of Lampedusa as they headed towards the Italian mainland, the coast guard said.

There were 76 people on one rickety boat spotted Tuesday, 17 on a vessel entering a port at Lampedusa and 97 people, including four women on two other boats spotted early on Wednesday. Official figures released in August showed that more than 12 400 people have been picked up at sea so far this year, most of them men from North Africa seeking work in Europe. **Source : iol.co.za**

ROLE REVERSAL



Fishermen rescue members of the coast guard who fell overboard in rough seas off Kaohsiung County.

Source : Taipei Times

Weer scheepvaart mogelijk bij Tiel

De stremming op de Waal bij Tiel is opgeheven. Schepen mogen weer van beide kanten de plek passeren waar gisteren twee schepen een aanvaring hadden.

Door de botsing viel een container in het water. Waar de gezonken container terecht was gekomen, was niet duidelijk. Om te voorkomen dat schepen er tegenaan zouden varen, werd de scheepvaart bij Tiel helemaal stilgelegd.

Rijkswaterstaat heeft met sonar een deel van de rivierbodem afgezocht. De container is nog niet gevonden, maar het midden van de vaargeul is vrijgegeven. Door de stremming liepen tientallen schippers vertraging op.

120-day disability 'is permanent'

The Philippine Supreme Court has ruled that a seafarer who is unable to work for more than 120 days is deemed permanently disabled. Deciding on the appealed case of Mars Palisoc vs Easways Marine, the court recently held that the Labour Code provision that "temporary total disability lasting continuously for more than 120 days" is considered "permanent total disability" is applicable to seafarers. The ruling contradicts a previous decision (Crystal Shipping vs Deo Natividad) in February that it should be the grade given by a physician and not the number of days a seafarer is ill or injured as a measure of disability claims. Palisoc, a fourth engineer of the **Dragon Sentosa**, was repatriated after becoming ill with gallstones. He sought the opinion of his own doctor, who categorised him with an impediment of Grade 6, for which the National Labour Relation Commission awarded \$25,000. The Court of Appeals sustained the NLRC decision, but the Supreme Court reversed the decision. The High Court did not grant a Grade 1 disability grading to the seafarer but instead remanded the case back to the labour arbiter. The 120-day disability claim provides for a minimum of \$60,000 compensation to the affected seafarer. Source : Fairplay Daily News



The **BALTIC MARINER** seen in Rotterdam-Merwehaven

Photo : Henk Wadman ©

CASUALTY REPORTING



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Black and Blue Danube

A passenger ship slammed into the side of a lock on the Danube River early this week (02 Oct), injuring three elderly passengers, authorities said. The ship, which was carrying 170 people on a pleasure excursion, hit the concrete lock shortly after midnight (2200 GMT Monday), said police in the province of Upper Austria.

A 70-year-old man suffered a gash to the head, and two women aged 66 and 76 were treated for shock, authorities said. The cause of the incident remained under investigation.

Aanvaring op de Waal bij Ophemert

Op de Waal bij Ophemert zijn woensdagavond de containerschepen **Estate 2** en **Dilsberg** frontaal op elkaar gebotst. Eén overboord geslagen container is nog zoek, meldt een woordvoerder van de politie. Niemand raakte bij de aanvaring gewond. Het scheepvaartverkeer is als gevolg van de aanvaring gestremd. Rijkswaterstaat heeft twee sonarschepen ingezet om de container, die gevuld is met zoetstof, te zoeken. Een van de schepen vervoerde lege containers; de containers van het andere schip waren geladen, maar de inhoud is vooralsnog onbekend. Volgens de woordvoerder zit er in beide schepen een grote scheur maar is er geen dreiging dat de schepen zinken.

Mogelijk speelde de dichte mist een rol bij de aanvaring. Zekerheidshalve was de brandweer Tiel gisteravond massaal uitgerukt naar de dijk bij Zennewijnen. Die dus helemaal vol stond met hulpverleningsvoertuigen en enkele tientallen nieuwsgierigen. Het ongeluk trok ook veel media-aandacht. Volgens de Schuttevaer-verslaggever ter plaatse stonden er verschillende televisieploegen op de rivierdijk. Maar veel was er niet te zien in de nachtelijke mist. Bij de berging werd het bedrijf van Mattie Fikke uit Druten ingeschakeld, meldt De Gelderlander. Fikke stond rond kwart voor tien op een van de twee schepen: 'Er staan veel containers op deze boot. We zijn bezig een noodreparatie uit te voeren, de schade valt mee. Er zit een gaatje in de romp, maar dat zit ruim boven de waterlijn dus er stroomt absoluut geen water naar binnen. Dit klusje gaan we hier gewoon fiksen.'

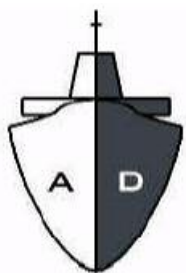
Two missing as Heng Tai sinks

Two people on board the Belize-registered cargo ship **Heng Tai** are missing after the ship sank in the Andaman Sea off western Thailand yesterday. The remaining 26 on board were rescued by three ships – **Ocean Glory**, **Great Tribune** and **Ataraxia**. The survivors are safe and have not suffered "major" injuries, sources closet to the ship operator, Ningbo Beilun Yong Heng Ship Management, told Fairplay. Apart from the crew, two Pakistani nationals reportedly representing interests seeking to purchase the ship, were also on board. One of them along with a crew member is missing. The 1977-built vessel was proceeding to Singapore from Haldia in India when it sent out a distress message in the early hours. "There was a crack in the hull and it was taking water," the Belize Registry said. The crew then abandoned the ship (position latitude 10 13N, longitude 95 44E. The ship, classed by Lloyd's Register, was apparently strengthened for heavy cargoes. The Belize Registry has launched an investigation. **Source : Fairplay Daily News**

NAVY NEWS

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The German support tanker **A 1426 Tegernsee** visited Brest

Photo : Jacques Carney ©

Japan donates ships to combat piracy in Straits of Malacca

Japan has donated three patrol ships to help in securing the Malacca Strait, the Indonesian military chief and spokesman said here yesterday. The spokesman of the military, Rear Air Marshal Sagom Tambun, said that the ships would arrive in December, the first donation by the Japanese government.

'Three patrol ships will arrive in December and will be placed in Malacca Strait,' said Marshal Tambun here.

Indonesian Military Commander Air Marshal Djoko Suyanto said the ships would be operated by officers from littoral countries.

'Japan would only donate the patrol ships to us,' said Marshal Suyanto at a press conference. Over 50,000 vessels per year pass through the 900km-long Malacca Strait, carrying one quarter of the world's sea trade. The geography in the strait makes the region very susceptible to piracy. The coordinated patrol by three littoral countries, Indonesia, Malaysia and Singapore, have sparked a dramatic downturn in piracy.

The three countries have agreed that any assistance in the form of facilities is allowed in an effort to boost security in the strait. **Source : Shippingtimes**

Royal Navy nuclear sub visits Simon's Town

South African Navy headquarters in Pretoria has announced that a Royal Navy nuclear powered submarine, **HMS SCEPTRE**, arrived Simon's Town last Thursday.



The **Sceptre** seen moored in Simonstown - **Photo : Bob Johnston ©**

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HMS Sceptre (S104), the first of the Swiftsure-class hunter-killer boats will remain at Simon's Town until Saturday (6 October) and will not be open to the public although media will be permitted to take photographs at the naval dockyard.

"The visit forms part of the British High Commission's aim of promoting diplomatic relations with South Africa and will further strengthen the existing relations between the South African Navy and the Royal Navy," said SA Navy spokesman Lt-Comdr Prince Tshabalala.

The visit by the British ship follows closely on the visit to Durban and Cape Town of the US destroyer **USS FORREST SHERMAN** which in turn was preceded by the visit of six warships of a NATO task force. Both the NATO group and the US ship exercised with the South African Navy while in South African waters. It hasn't been disclosed whether joint exercises involving HMS Sceptre will be conducted.

The Swiftsure-class of submarine consists of five boats, built between 1978 (**HMS Sceptre**) and 1981 (**HMS Splendid**). They displace 4,500 tonnes when submerged and have dimensions of 83m length by 9.8m by 8.25m. Propulsion is in the form of a single nuclear reactor feeding a steam turbine and driving a single shaft, producing 15,000 sea horse power and providing for a maximum speed of 28 knots.

The submarine carries an arsenal of five 21 inch torpedo tubes firing a range of torpedoes, anti-ship sub-Harpoon and Tomahawk missiles. She was the Royal Navy's tenth nuclear powered submarine to enter service and is the sixth navy vessel to carry the name Sceptre. In the late 1990's the boat began six years of a costly refit that has equipped her to carry on well into the next decade. She carries a complement of 114 (18 officers and 96 crew). **Source : Ports.co.za**

SHIPYARD NEWS

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Russian Plant Commissions Deep Probe Seismic Ship

A Russian shipbuilding plant in Komsomolsk-on-Amur has commissioned a deep probe seismic ship built on the order of the Indian Oil Corporation (IOC). The ship intended for oil and gas prospecting at the depth of around 4,000 meters was built within two years as stipulated in the Indian contract, officials of the Amur Shipbuilding Plant indicated. The giant ship -- 94 meters long and 19 meters wide -- has been built in accordance with the international standards, they said. The ship will be sent to the Maritime territory where it will be given a few finishing touches at a terminal constructing base. After tests, the Russian ship builders are planning to turn over the ship to the Indian customers by the year's end. **Source: www.hindu.com**

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The dredger **LELYSTAD** seen operating in the Rotterdam Port area

Photo : Tjep van Roon ©

OSG orders two more from Philly

Aker American Shipping ASA and Overseas Shipholding Group, Inc. (OSG) report that they have signed an agreement under which Aker Philadelphia Shipyard, a subsidiary of Aker American Shipping, will construct two additional Veteran Class MT-46 Jones Act Product Tankers and transfer them to another subsidiary, American Shipping Corporation, which will bareboat charter the vessels to subsidiaries of OSG for initial terms of 10 years.

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For Aker American Shipping the full transaction is valued in excess of \$240 million (before profit sharing).

In fact, the agreement looks to be a scaling back of the parties' earlier ambitions.

Back in February, Aker American Shipping ASA and OSG announced an agreement in principle under which Aker Philadelphia Shipyard would construct up to six additional Jones Act Product Tankers (three fixed, plus three options) that would be bareboat chartered to subsidiaries of OSG for initial terms of 10-15 years. For Aker American Shipping the deal was valued in excess of \$700 million.

Now, as part of the new two ship agreement, "the February 7th 2007 Agreement in Principle for three fixed plus three option vessels has expired." The two ship order brings the number of Jones Act tankers OSG has committed to charter from Aker to twelve, with delivery dates through 2011.

OSG has already taken delivery of two of the initial 10 tankers, the **Overseas Houston** and the **Overseas Long Beach**. The third tanker in the series, Hull 007 (to be named the **Overseas Los Angeles**), is expected to deliver before the end of 2007.

Aker American Shipping President and CEO Dave Meehan stated, "We are proud to be expanding our fleet from 10 to 12 tankers, and excited for the opportunity to continue exhibiting our expertise in constructing quality merchant vessels. These modern ships are vital to the U.S. Jones Act and we are eager to deliver them to an expanding market in need of quality, double-hulled vessels." **Source : Marine Log**



"Grand Aniva" and "Grand Elena" for Sovkomflot

On October, 4 the christening of the vessels - "**Grand Elena**" and "**Grand Aniva**" - was held at the shipyard Mitsubishi Heavy Industries Co., Ltd. (Japan).

The LNG-tankers were built for the Russian- Japanese consortium of the shipping companies – Sovkomflot and NYK. It is expected that the tankers will transport gas in the framework of Sakhalin-2 project.

Technical characters of the tankers: the length - 288 m, the breadth - 49 m, the draught – 11.25 m, the capacity – 145 thousand cub.m., the deadweight – 71,200 tons, the speed – 19.5 knots, the engine capacity – 23.6 thousand kw. **Source : Seaways**

Evergreen shares hit a high on profit outlook

Evergreen Marine Corp, Taiwan's biggest shipping line, rose as much as 7 per cent to the highest in more than 10 years amid expectations of increased profit.

The stock gained as much as NT\$2.2 to NT\$33.75 in Taipei, the highest intraday price since Dec 5, 1996. The shares changed hands at NT\$32 as of 11.50am in Taipei.

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Evergreen Marine, Neptune Orient Lines Ltd and other shipping lines have improved earnings as US and European demand for low-cost goods from Asia ahead of the holiday season allowed them to raise fees. Higher fuel costs and excess capacity crimped profits a year earlier.



The **EVER DEVINE** – Photo : Frits Janse ©

'The third quarter is traditionally a peak season for container ships,' said Marc Wang, an analyst at KGI Securities Co in Taipei. 'We forecast improved earnings per share for the company.' Evergreen's earnings per share may be about NT\$1 in the third quarter, compared with 1 NT cent a year ago, Mr Wang said.

Evergreen followed other Asian sea carriers in raising freight rates to Europe on July 1, by as much as US\$300 per container and added a US\$135 peak-season charge for each 20-foot container from Aug 1.

The company returned to profit in the second quarter on Asia's booming exports of toys, clothes and other goods. Net income was NT\$1.28 billion (S\$57 million) in the three months ended June 30, compared with a loss of NT\$1.16 billion a year earlier. Container rates between East Asia and Europe rose 15 per cent in the first half from a year earlier because of higher demand, according to Drewry Shipping Consultants Ltd in London. **Source : Shipping Times**

2 NEW VESSELS FOR ATTICA

"The Board of Directors of Attica Group announce the purchase of two RoRo ships, built in 1998 and 1999 for a total amount of Euro 30.4mln. The delivery of the ships will take place in October 2007.



Nieuwe Baltische bestemmingen voor MSC

De in Genève gevestigde rederij MSC heeft twee nieuwe havens opgenomen in haar Baltische netwerk. Het gaat om Kronstadt in Rusland en Gävle aan de Zweedse oostkust.

Beide havens worden vanuit de hubs in Antwerpen en Bremerhaven bediend met de **MSC Grace** (965 teu) en de **MSC Poland** (604 teu). Het is de negende wekelijkse feederdienst van MSC van en naar Scandinavië en het Baltische Zeegebied.

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MSC breidt haar Baltische netwerk snel uit. De achtste loop werd nog maar in augustus gestart. Dat is een extra wekelijkse verbinding tussen Antwerpen, Bremerhaven en Riga. De twee schepen uit die dienst bedienen intussen ook het Deense Aarhus.

Alle Baltische feeders pikken de transshipmentlading in Antwerpen of Bremerhaven op. In de vierde Baltische loop naar Klaipeda en Gdynia wordt de Antwerpse aanloop later deze maand echter ingeruild voor die van Le Havre, waar MSC eveneens een eigen terminal heeft. **Source : Nieuwsblad Transport**



The **MSC POLAND** is the former **MISSISSIPPIBORG** – Photo : Pieter Dekker ©

Maersk to Return in Arabian Gulf

Maersk Contractors has been awarded a contract by Dubai Petroleum Establishment for Jack-up drilling operations offshore Dubai in the Arabian Gulf, reports the press-service of Maersk. The drilling contract has a duration of 3 years and will commence when the rig arrives in Dubai at the end of the first quarter in 2008. The mobilization from the construction yard in Singapore to Dubai is estimated to take 15 days.

The rig is the first in a series of 4 identical jack-up drilling rigs presently under construction for Maersk Contractors at KeppelFELS Shipyard in Singapore. **Source : Seanews**

Kongsberg Maritime training centre

Kongsberg Maritime, one of the world's largest maritime electronics manufacturers, opened the doors to its new training facility at its Bekkajordet, Horten, Norway site.

According to IBI News, the facility features two new classrooms and one specialised training room, which have been established to meet demand for customer and employee training as sales continue to increase in all of the company's product divisions.

Executive vice president, Ole Gunnar Hvamb performed the ribbon cutting ceremony of the new facility, which joins Kongsberg Maritime's extensive world wide training network with centres at Aberdeen,UK; Busan, South Korea; Houston,USA; Kongsberg, Norway; Manilla, Philippines; Macae, Brazil, Singapore and the UAE. The company provides in-depth training courses on a wide range of disciplines from Automation, DP and Navigation systems to process simulation, survey equipment and marine data management.

Like all Kongsberg Maritime training centres, the new Bekkajordet facility consists of modern comfortable classrooms equipped with the same computers and consoles found onboard. Extensive computer simulation provides a realistic training environment ensuring that the students become familiar with system operation and the handling of emergencies. **Source : Marine Norway**

Reefer Shipping Continues to Thrive

Despite reports stating that the specialist reefer industry continues to lose market share to the reefer container operators, cargo volumes are increasing overall and as a result the specialist reefer carriers are not suffering a reduction in cargo volume. Drewry Shipping Consultants Ltd., leading maritime consultants, has released its latest Reefer report "Annual Reefer Shipping Market Review and Forecast 2007/08".

The report outlines how world reefer trade has grown from 84.6 million tonnes in 1995 to 132.7 million tonnes in 2005, a compound annual growth (CAGR) of 4.6 per cent. Based on current economic forecasts, reefer trade should show strong growth with world trade in perishables set to increase to 199.5 million tonnes in 2015. Seaborne reefer trade is also forecast to grow significantly – from 73.0 million tonnes in 2006 to 104.6 million tonnes in 2015 – a CAGR of 4.1%.

The specialized reefer fleet above 100,000 cubic feet has declined in number from 878 vessels in 1999 to just 786 vessels in 2007. Conversely, the container fleet has increased significantly to a total of over 4,000 vessels as at quarter 1, 2007 with a further 1,265 on order at that time. Container capacity is predicted to increase by almost 50 per cent between 2007 and 2010. While the existing container fleet provides 1.25 million TEUs of reefer capacity, offering approximately 1,250 million cubic feet of reefer capacity, the specialized reefer fleet above 100,000 cubic feet provides 321 million cubic feet of capacity – little more than 20 per cent of overall reefer capacity.

Drewry reports that this dramatic change is driven partially by the demand from receivers of cargo, but also questions the extent to which this is being forced by the lack of investment in specialized reefer tonnage. Cargo volumes are forecast to continue to increase and while individual trades may be lost from specialized reefer tonnage to reefer

container tonnage, the global volume of reefer cargo carried by the specialized reefer vessels may be far less affected. The overall message is that the specialized reefer industry is likely to continue to lose market share but, for those who remain, a healthy future – and least for now – is likely. **Source : Marinelink**

Siem Hanne chartered to Subsea 7

Offshore Shipbrokers Ltd (OSL) says the newbuild VS470 MkII **Siem Hanne** has fixed its maiden charter to Subsea 7 on delivery from yard.

The PSV is expected to deliver on the 15th/16th of October. **Source : Offshore Shipping Online**

The New World Alliance's services

Five container lines have grouped together to launch a new Asia-East Mediterranean and Black Sea service from next month. The New World Alliance trio of Mitsui OSK Lines (MOL), APL and Hyundai Merchant Marine has teamed up with Hanjin Shipping and United Arab Shipping Co (USAC) to launch the new service.

From early November the EBX service will deploy eight vessels ranging from 2,500-2,700-teu on a weekly service operating on a 56-day rotation. MOL will contribute three of the eight ships and APL two, while the remaining partners will each chip in one ship.

The new service will enable the five lines to offer direct service from major Asian export hubs to key destinations in the East Mediterranean and Black Sea area, where the market is said to be growing at a "remarkable speed."

Port Rotation will be Shanghai, Hong Kong, Yantian, Singapore, Damietta, Istanbul, Constanza, Illychevsk, Izmir, Damietta, Jeddah and Singapore before returning to Shanghai. **Source : Seaneews**

MOVEMENTS



The **NORWEGIAN GEM** seen departing from Rotterdam

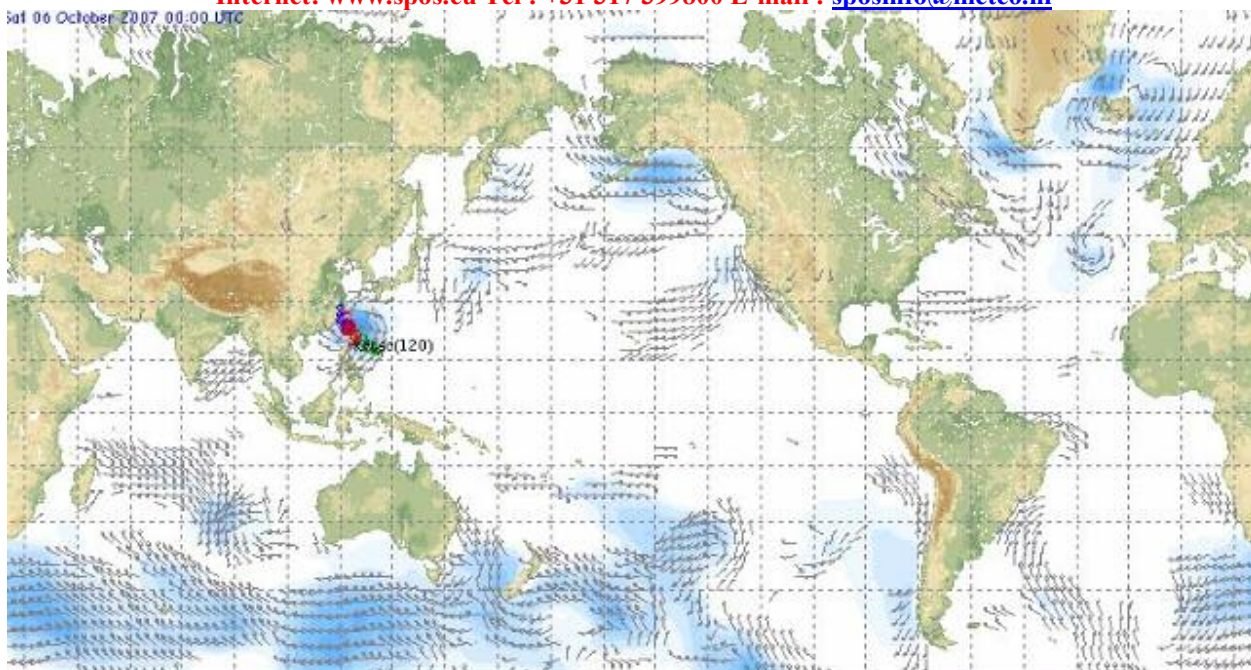
Photo : Robert Smith ©

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 238 meter long 1977 built Russian icebreaker **KAPITAN SOROKIN** on his way to take position on the island of Ostrov Kotlin. Waiting for the expectation on ice, on the route to the Russian port of St Petersburg, the Icebreaker is powered by 6 Sulzer Diesels (diesel-electric propulsion) with a total output of 22.300 SHP and is equipped with an helicopter deck and hangar for 1 helicopter, the shallow draught escort ice-breaker is designed to operate in the Arctic

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Ocean entering northern Siberian deltas in ambient temperatures down to -50, The hull is having a thickness of 45 mm where ice is met (the ice skirt) and 22-35 mm elsewhere, 1 m thick ice may be broken at 1 knot, 3 m has been broken by repeated ramming, the operating range of the **SOROKIN** is 10 500 nautical miles (19 500 km) at 16 knots

Photo : Capt. Henk Mostert - Master Barent Zanen ©

The **Kapitan Khlebnikov** (Russian: **Капитан Хлебников**) is a Russian icebreaker/cruise ship that offers excursions to the Arctic and Antarctic. Built in 1981 in Finland, she is one of four **Kapitan Sorokin class** icebreakers, a sister vessel to the **Kapitan Dranitsyn**, **Kapitan Sorokin** and **Kapitan Nikolayev**.

In February 2006 the **Kapitan Khlebnikov** reached the **Bay of Whales** in the **Antarctic**. The ship had reached 78° 40.871' south and equalled the record set by Roald Amundsen in the **Fram** in 1911.

Displacement 12,288 tons
Power 22,000 hp or 24,000 hp total
Length 132.40 m - Width 26.75 m - Draft 8.50 m
Hangars 2 helicopters
Cruising Speed 14 knots or 15 knots
Max speed 19 knots
Crew 60 or 70
Passengers 108

BOEKBESPREKING

Auteur : Frank NEYTS

"Geschiedenis van Nederland"

Bij Uitgeverij Walburg Pers verscheen het buitengewoon interessante boek "**Geschiedenis van Nederland. De canon van ons vaderlands verleden**". Het werd geschreven door Gerben Graddesz Hellinga.

De eerste canon van de Nederlandse vaderlandse geschiedenis is een feit. Deze canon vormt het fundament van de culturele bagage die elke Nederlander als vanzelfsprekend zou moeten hebben. Aan de hand van vijftig hoogtepunten passeren in dit boek twintig eeuwen Lage Landen de revue. Samen vormen zij de basis van het nieuwe geschiedenisonderwijs, lange tijd een onderbelicht onderdeel van het lespakket in Nederland. Elk van deze thema's biedt aanknopingspunten voor boeiende verhalen die de belangstelling bij scholieren voor geschiedenis kunnen aanwakkeren. Deze 'vensters' vormen de rode draad van de geschiedenis van Nederland. Wie meer wil weten over de afzonderlijke onderwerpen, maar tegelijkertijd een indruk wil krijgen van de plaats die ze in het grote geheel innemen, vindt in dit boek wat hij zoekt.

"**De geschiedenis van Nederland**" (ISBN 978.90.5730.488.0) telt 191 pagina's en werd als hardback uitgegeven. Het boek kost 19,95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289.

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