

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 233



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

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**The ferry HORDALAND serves de route Sunde-Ranavik-Skjersholmane
Photo : Piet Sinke ©**

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EVENTS, INCIDENTS & OPERATIONS



The 232 mtr long **EIDE CARRIER** seen in Norwegian waters near Hoylandsbygd, the LASH carrier is built as the **ERNESTO CHE GUEVARA** (USSR flag) during 1989 under yard number 4004 at the Kherson shipyard in 1996 she was renamed in **GAYSIN** followed in 1998 by **HICKORY** under which name the carrier sailed to early 2007 when she got the name **EIDE CARRIER** and is at present owned by Eide Marine Services and since several months anchored off Hoylandsbygd. - **Photos : Piet Sinke ©**



Viking Islay – a warning to others ...

Three seamen who were painting within a confined space on board a standby offshore tug in the North Sea last week, died from asphyxiation in what has been described as a totally avoidable incident.

The incident has been described as a tragedy which needs to be shared to help enforce the lessons it brings.

The marine accident occurred on board the offshore tug **Viking Islay** which was operating in the BP Amethyst gas field about 25 miles off the Yorkshire coast. Two of the men were tasked to paint inside an enclosed space while a third man was positioned outside the space with BA equipment.

The two men inside the space were seen to collapse and the third man on the outside of the space tried to make entry but his BA equipment was fouled against the space opening. As a result he removed his equipment, made entry and also collapsed. He was eventually found with his colleagues in the space.

All three affected crew members, two from Scotland and one from Poland were removed from the space, resuscitation was commenced and they were transferred to the nearest hospital by Coast Guard helicopter. All three were however pronounced dead on arrival at the hospital or not long thereafter.

According to a specialist involved with the case a number of immediate lessons should be learned:

Physical incident root cause

- * inadequate ventilation of the space.
- * failure to raise alarm.
- * failure to follow confined space rescue procedures including raising alarm and personnel recovery procedures.

Systematic root causes are considered to include, but are not limited to:

- * Permit to work system appeared to not enforce regular atmosphere testing.
- * Alternative methods of atmospheric controls were not considered including confined space air hoods / equipment.
- * Rescue equipment not suitable to task and crew members appeared to be inadequately trained and were not aware of limitations of use.
- * Poor JHA / RA conducted.
- * Risk assessment of rescue/ retrieval process could have illuminated deficiencies in equipment selection and use. This should have driven mitigation measures or changes to task allocation.

The specialist said the tragic accident was totally avoidable but he still found it amazing that offshore workers continue to die in tragic circumstances such as this, particularly when so much is known about the inherent dangers of confined space entry.

The vessel involved is operated by **Vroon Offshore Services**, a UK company based in Aberdeen, Scotland, which owns and operates 32 vessels.

An investigation has been ordered into the accident. **Source : ports.co.za**

Indonesia to set up radars in Malacca Strait

The Indonesian Navy has said the construction of nine radars in Malacca Strait, one of the world's busiest waterways, would be completed this year.

"Four of the planned nine radars are now ready for operation and we hope to finish the remaining by the year-end," Navy Chief of Staff Adm. Slamet Soebijanto was quoted Wednesday by English daily The Jakarta Post as saying.

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He said the construction of two of the four radars had been funded by the state budget, while the other two had been financed with assistance from the United States.

Three littoral states along the 500 miles of the Malacca Straits -- Indonesia, Singapore and Malaysia -- have stepped up efforts to ensure security through joint patrol along the Malacca Strait.

The states have also installed long-range cameras and radars for locating objects in the waterway.

The Navy chief said the Indonesian government had also planned to set up radars at coastlines in the Makassar Strait due to the increasing number of foreign ships passing through the waterway, which is situated between Kalimantan and Sulawesi. **Source : xinhuanet**



The **EVER STEADY** seen departing from Rotterdam – Europoort

Photo : Harry van den Berg ©



SA Air Force pilots find no sign of iceberg

Air Force pilots on the lookout of a massive iceberg in St Francis Bay on Tuesday did not see anything of the sort from the air, sea rescue officials said. National Sea Rescue Institute spokesperson Craig Lambinon said the Air Force did not specifically go looking for the iceberg.

"The Air Force was due to fly in that area anyway and not specifically to look for the iceberg. They were requested to keep a lookout for it, but they did not find or see any iceberg," said Lambinon. "But, we must take into consideration, that they flew in unfavourable weather conditions where there were high waves," he said.

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On Monday the crew of a fishing vessel, the **Ntini**, reported seeing an iceberg - estimated at 25m in length and 25m in height. It was last seen at 6pm on Monday, 35 nautical miles south-east of St Francis Bay.

Lambinon said there had only been one sighting thus far and he could not confirm the find as the NSRI had not seen it themselves. Meanwhile, South African Weather Service marine researcher Ian Hunter said an iceberg of this magnitude was unlikely. "It's very unlikely because of the warm Agulhas current off the east coast," he said.

"The history of iceberg climatology in this area also shows that there has never been anything like this in the past," he said. Hunter said the South African Sailing Direction, a book published by the Hydrographic Office under the South African Navy, mentions that there were a few iceberg sightings in the 1850s near Cape Town.

He said there was also a report from a ship in 2002 off the Cape west coast of a piece of ice, about a metre-high above the water. "We refer to this as a 'growler' because it is very small. Bearing in mind the cold Cape Town water, this was, to an extent, acceptable," he said.

But he said the chances of an iceberg of magnitude arriving off St Francis Bay were slim.

"An iceberg this big would have to drift through a considerable amount of warm water because of the warm Agulhas current. Anyway, a big iceberg such as this would be seen by ships on their radar," said Hunter.

"This was one sighting and it could be a navigation hazard. A navigation warning has already been sent out based on this report." Hunter said it was imperative that this sighting be verified as soon as possible because if a ship hit an iceberg, the ship would sink.

He said air force pilots may not see an iceberg because high waves may block it from sight. **Source : iol.co.za**



The **HOEGH BRASILIA** seen arriving at the river Tyne

Photo : Kevin Blair ©

Cargo ship stranded by Typhoon Krosa rescued

A cargo ship stranded at sea for days after being caught in Typhoon Krosa off the east China coast has been tugged safely back to port, Xinhua news agency reported on Wednesday.

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The Hong Kong-registered **Aladdin Dream**, carrying 12,000 tonnes of steel, reached Wenzhou port in Zhejiang late on Tuesday.

"The wind was so strong that we could barely get close to the ship and the dragline thrown from tug boats kept falling into the water," Xinhua quoted Liu Qiaoming, captain of one of the rescue boats, as saying.

None of the 27 crew members -- from Russia, India and the Philippines -- were harmed, the report said.

Typhoon Krosa killed five in Taiwan as it lashed the island with heavy rain and high winds before making landfall on the Chinese coast on Sunday, where it weakened into a tropical storm.

The cargo ship was caught in the storm some 30 km off the coast when its engines failed. **Source : Xinhua**



The Liberian flagged Chinese tug **DE ZHOU** seen moored in Rotterdam (Parkkade)

Photo : Anton de Krieger ©

Scrap prices for ships seen falling

Scrap prices for ships may fall after India tightened environmental laws and Bangladeshi breakers' yards agreed to a temporary halt of purchases, Global Marketing Systems Inc, the world's biggest trader of the vessels, said.

India's Supreme Court ruled ships should be inspected at sea to check for environmental impact before being scrapped. India, Pakistan and Bangladesh are the main destinations for obsolete vessels and face pressure to reduce industry pollution.

'This is a very serious order' for India, Global Marketing CEO Anil Sharma said. 'It's gone from the third world to the first world in one shot.'

The European Union published a consultation paper in May outlining proposals on curbing pollution and improving the health of workers in the industry. **Source : businesstimes**

Nog meer vertraging SS Rotterdam

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De **SS Rotterdam** komt weer later naar Rotterdam. De verwachting is dat het cruiseschip nu volgend jaar voor de zomer aankomt bij Katendrecht. Dat zegt Hans Elemans, directeur van de rederij De Rotterdam.

Na de aankomst duurt het vervolgens nog maanden voordat het schip volledig is ingericht, klaar voor bezoekers.

De aankomst van het historische schip is meerdere keren uitgesteld. Volgens de laatste berichten zou het in maart volgend jaar komen, maar dat wordt nu dus weer later. De reden daarvoor is dat het weghalen van het asbest aan boord langer duurde dan verwacht.

De **SS Rotterdam** wordt gerenoveerd in de Duitse Wilhelmshaven. Het voormalige vlaggeschip van de Holland Amerika Lijn wordt omgebouwd tot een hotel en een congrescentrum. **Source : TV Rijnmond**



The **RAMBIZ** seen with the bow section of the **ROKIA DELMAS** approaching the port of La Rochelle
Photo : Sebastien Four ©

TWO-HOUR CHASE OFF IRAN

NINE suspected pirates armed with guns, wearing masks and using three high-speed craft approached a bulk carrier underway in Gulf of Oman, off the Iranian coast, in daylight on Thursday last week. The master raised alarm and the crew mustered on forward and aft stations and implemented anti piracy measures. After about two hours of chasing the ship, the men gave up the chase.

The incident was one of several reported in the latest weekly piracy report from the ICC International Maritime Bureau.

An apparent attempt to board a ship close to the Singapore Strait was also reported. Suspected pirates in a small speedboat approached a bulk carrier underway off Bintan Island, Indonesia. The master altered course but the boat continued to approach the ship. The alarm was raised, ship's whistle sounded and crew mustered. The boat then aborted the chase. **Source : Maritime Global Net**

Maersk Invests Thousands In Training

One of the world's largest shipping companies, Maersk, is investing £1/2 million in training with South Tyneside College over the next 12 months.

The Maersk Company has been working closely with South Tyneside College since it opened its Newcastle training centre in February 2007. A true partnership, Maersk instructors work alongside South Tyneside College personnel to deliver courses in crew resource management training and ship handling skills to a selection of Maersk's 2,500 staff.



The **MAERSK DHAKA** seen in Rotterdam-Europoort
Photo : Jan Oosterboer ©

Now Maersk has booked 40 weeks of training throughout 2008 with South Tyneside College to upskill around 400 of its staff. The contract is worth an estimated £1/2 million and means that the College's new bridge simulator is already fully booked for the whole of next year.

Richard Booth, General Manager of Maersk Training Centre in Newcastle, is pleased that the partnership is working so well and is already looking at new speculative projects with South Tyneside College. He said: "The facilities at South Tyneside College are second to none and provide an ideal training environment for our staff.

"The College is one of only a handful in the UK that can offer a live link up between the engine room simulator and the bridge simulator, enabling us to carry out real-life ship handling scenarios as training exercises.

"It is these facilities and the quality of teaching and support on offer which have helped to secure our deal with the College to deliver next year's training needs.

"In fact our working relationship is going so well, we are now looking at a new potential project with the College to build a liquid cargo handling simulator. The College is currently assessing demand to see if the project is viable."

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Gary Hiindmarch, Head of the Marine College at South Tyneside College, said: "We are delighted that Maersk has chosen the College for this extensive contract and we are looking forward to working with them on many more collaborative projects in the future." **Source : Shiptalk**



The **MSC CHARLESTON** seen sailing at speed in the Med.

Photo : Brian Harvey o/b Highland Fortress ©

CASUALTY REPORTING



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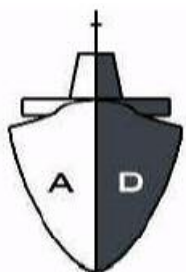
Dry cargo aground, port Kavkaz roads

October 10, 00.05 LT – dry cargo **Leninskiy Komsomol** ran aground, when leaving anchorage, in area No.455, port Kavkaz, Azov sea. Bottom in grounding area sand, no damages, no spill. Cargo 3458 tonns grain, voyage Taganrog – Israel. Port tug dispatched to refloat the ship. Weather E wind 6-8 meters/sec, waves 0.5 meter. **Source : Mike Voitenko**

NAVY NEWS

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Sleepboot raakt van helling en ramt trimaran



De drooglegging van een sleepboot bij scheepswerf Visser is dinsdagmiddag jammerlijk mislukt. De **Taktow**, een 23 meter lang schip van een Britse rederij, gleed van de helling en kwam op zijn zij terecht.

Het schip gleed verder het water in en raakte volgens een ooggetuige een trimaran die aan de flaneerkade lag. Welke schade de twee schepen hebben opgelopen is nog niet bekend. Scheepswerf Visser wil geen informatie geven over het ongeval. **Source : Noordhollands Dagblad**

Note : Volgens voormalig kapitein Willem van de **Taktow** slingerde de sleper altijd in de haven, op zee en ook altijd op de helling, een echte slingerbak.

CNN to build pipe vessel for Jan de Nul

LR-Fairplay's Daily Newbuilding News reports that Construcciones Navales del Norte (CNN) shipyard in Spain has secured a contract from Belgian dredging and marine construction company Jan de Nul to build a 25,600dwt fall pipe vessel for offshore projects. The fall pipe vessel will be 191.5m in length with a breadth of 40m. Delivery is scheduled for early 2009, said LR-Fairplay. **Source : Dredging online**

Bharati Shipyard gets AHTS order

India's Bharati Shipyard Ltd reports that it is to build four Anchor Handling Tug Supply vessels for the Shipping Corporation of India Ltd.

The price of each vessel is \$22.32 million, totaling \$89.28 million for the four. The contract signing ceremony will be held on October 15, 2007. The vessels will be the first to be built in India to a Havyard Design that is said to allow higher DWT and higher cargo carrying capacity compared to other 80 tons AHTS of similar dimensions. **Source : MarineLog**

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The Russian 60 ton BP AHTS **SVETLYY** – Photo : Jan de Bokx ©

Island Trader becomes Great Ship Dipti

Island Offshore reports that **Island Trader** was delivered to her new owners Great Ship India Ltd in Aberdeen at the end of last month.

The vessel will be working for Apache in the North Sea for a period of one year and has been re-named **Great Ship Dipti**.

DP World takes over Dakar terminal

At a function held in Dakar yesterday, Senegalese Prime Minister Cheikh Hadjibou Soumaré handed responsibility for operating and developing Dakar container terminal to DP World.

Accepting the handover was the chairman of DP World, Sultan Ahmed Bin Sulayem. DP World's takeover of the terminal operation marks yet further inroads into Africa for the Dubai- based terminal operator, which has rapidly risen to become one of the world's dominant terminal operators.

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Other DP operations in Africa include the container terminal at Maputo in Mozambique and stevedore functions in South Africa. DP World was announced as the successful bidder for the Dakar terminal in June this year. The deal is expected to involve DP World contributing over €500 million through direct investment and participating shareholding by the Port Authority of Dakar.

In terms of the agreement DP World will take over management of the current Dakar container terminal, Terminal à Conteneur at the end of 2007 as well as being responsible for the development of a new container terminal at Port du Futur.

The Dubai company has invested more than €115 million to the Terminal à Conteneur and expects to double capacity to 550,000 TEU. DP World says it will operate both terminals with a fleet of nine ship to shore gantry cranes, of which two will be introduced next year and another two in 2009.

The second phase of the project involves financing, design work, construction and management of the new Port du Futur container terminal, which will be built to a capacity of 1.75 million TEU and will come into operation in early 2011. Port du Futur will receive an investment of €335m. **Source : ports.co.za**



Bukser & Berging's **OSKAR** seen moored in Stavanger
Photo : Piet Sinke ©

Haven Amsterdam blij met verkoop Cereskranen

De verkoop van de zes gemeentelijke containerkranen van de Ceresterminal aan Nippon Yusen Kaisha (NYK) wordt door het Havenbedrijf Amsterdam van harte toegejuicht. 'Eén van de grootste logistieke ondernemingen van de wereld

heeft daarmee te kennen gegeven vertrouwen te hebben in Amsterdam als haven voor containeroverslag voor de toekomst.'

Het havenbedrijf verwacht dat het containervolume bij Ceres Paragon dit jaar stijgt met 100.000 teu naar 360.000 teu. 'Vooruitlopend op verdere groei is Ceres inmiddels gestart met het uitbreiden van het personeelsbestand met 50 tot 300 werknemers', aldus het havenbedrijf.

China Merchants Shipping Approved to Buy Six Oil Tankers

China Merchants Energy Shipping Co. Ltd. (SHA 601872) said orders for six oil tankers have been approved by the National Development and Reform Commission (NDRC). In April, the company said it plans to buy two very large crude carriers (VLCC) displacing 300,000 deadweight tons and two tankers displacing 110,000 dwt from Dalian Shipbuilding Industry Co. Ltd. for \$343m. In June, the company signed a \$232m order with Dalian Shipbuilding to buy two VLCCs displacing 300,000 deadweight tons. The tankers will be delivered between December 2009 and March 2011. **Source: tradingmarkets**

First oil on FPSO Sevan Piranema

The **FPSO Sevan Piranema** has today commenced oil production on the Piranema field, off the coast of Aracaju, in the state of Sergipe, Brasil.



The **Sevan Piranema** will be working under an 11+11 year charter contract with Petrobras S.A., in ultra deep water, ranging from 1,000 to 1,600 m.

Photo: SevanMarine

The FPSO has an oil storage capacity of 300,000 barrels and is equipped with an oil process capacity of 30,000 barrels per day and a gas compression capacity of 3.6 million m3 per day.

The Sevan Piranema is the world's first cylinder shaped FPSO and is based on Sevan's unique and patented technology. The hull was constructed in China while the topside fabrication, assembly and commissioning took place in Europe. It is the first floating

production unit to be installed in this area of Brasil.

This is a major milestone for Sevan and marks the start of a new phase in the development of our Company. We are proud that Petrobras, a world leader in deep water technology and the world's largest user of floating production units, is the first oil company utilizing the Sevan FPSO, says Jan Erik Tveteraas, CEO of Sevan Marine ASA.

The cylindrical Sevan FPSO is designed to provide improved motions, higher stability reserves and higher deck load capacity than conventional units. The experience so far from the Piranema field confirms these capabilities, says Tveteraas.

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In addition to **Sevan Piranema**, Sevan has entered into contracts for the charter of four other Sevan units, of which three production units and one drilling unit. The three Sevan FPSOs will be installed in the North Sea while the Sevan Driller will go to US Gulf of Mexico under a six-year contract with Petrobras America Inc. **Source : MarineNorway**



RoRo Ferry Delivered

Toronto Port Authority recently took delivery of a new 100ft steel car/passenger Ro-Ro ferry. Hike Metal Products Ltd. won the contract in 2006 amid local competition. The new car ferry is part of a re-structuring program by the Toronto Port Authority to revitalize the City of Toronto Island Airport which included the repair of slips, two new two-level terminals and the new two-level 100 passenger / 15 vehicle car ferry. The new ferry, rendering an older vessel obsolete, is powered by twin caterpillar C12, developing 450HP at 1880 rpm which drive Ulstein 360degree drive legs at each end and on center line. Two 45KW generators provide electrical power while underway for ship's services and heat (being the main load). The vessel is designed for year round operation including ice conditions which will be encountered in Toronto Harbor. **Source : MarineLink**



The **CARINA** seen outward bound from Rotterdam

Photo : Cees de Bijl ©

Oceanteam to build new construction vessel

Oceanteam Power & Umbilical ASA announced that the company declared its option with Metalships & Docks to build an additional construction support vessel with delivery scheduled for early 2011. The vessel, which will be named **North Ocean 105**, will be 100 percent owned by Oceanteam through a special purpose company named North Ocean V AS.

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Oceanteam will target the vessel at its established subsea, power and umbilical installation services, with a particular emphasis on large-cable projects with its partner ABB. Oceanteam plans to install two heave compensated cranes and have accommodation for up to 120 people. The building cost for the vessel, including cranes and finance costs, is approximately US\$84 million.

Oceanteam is building four large construction support/power cable lay vessels in Vigo, Norway. The first vessel, **Bourbon Oceanteam 101**, will be 50 percent owned by Bourbon Offshore. The vessel is scheduled for delivery in November 2007, after which it will start its three-year commitment with BP Angola as a field support vessel.

The second vessel in the series, **North Ocean 102**, was recently contracted by CICSA of Mexico for a minimum period of five years starting directly after the vessel is delivered in May 2008.

North Ocean 103, with delivery scheduled for early 2009, has been committed to start operations with ABB High Voltage Cable on Statoil's Gjøa project in Norway. The vessel will then be used on the Britned power interconnector project connecting the Netherlands and the UK, which is due for installation between 2009 and 2010.

Bourbon Oceanteam 104, another vessel half owned by Bourbon, will be delivered in early 2010 and is currently uncommitted.



Referring to the photo's on top of the **EIDE CARRIER**, above seen a file photo of the vessel when she was named **HICKORY** and seen arriving in Rotterdam June 2003 - **Photo : Bram Plokker ©**

Tanjung charters two more vessels to Petronas

Tanjung Offshore Services Sdn Bhd, a wholly-owned subsidiary of Tanjung Offshore Bhd, bagged two contracts worth US\$23.8 million from state-owned Petronas Carigali Sdn Bhd for the charter of a platform supply vessel (PSV) and an anchor handling and tug supply vessel (AHTS) over a four-year period for operations in Malaysian waters.

Petronas took delivery of 1,650 dwt PSV M/V **Tanjung Pinang 4** at the end September and is expecting the second vessel, 5,444 bhp AHTS M/V **Tanjung Dawai**, to be delivered in mid-October.

Konecranes Wins More Than \$28M in Orders

Konecranes received orders totaling over \$28.35m from four South Korean shipyards in September 2007. Hyundai Samho Heavy Industries Co. Ltd, Samsung Heavy Industries Co. Ltd, Hanjin Heavy Industries & Construction Co. Ltd and Daehan Shipbuilding Co. Ltd. ordered the design, project supervision and components for eight Goliath gantry cranes. Deliveries are scheduled for spring 2008. The largest of the cranes ordered has a lifting capacity of 1500 tonnes. The orders include crane design, project supervision and key components such as gears and electrical motors. All four shipyards already use Konecranes' Goliath gantry cranes. The rail span of a Goliath gantry crane can be up to 216 meters and the lifting height up to 98 meters, the crane itself can be over 100 meters high. **Source : MarineLink**

New Tanker for Novoship

On October, 5 the shipyard Samsung Heavy Industries (Korea) put the tanker “**NS Laguna**” of 115000 tons’ deadweight into operation. It is the third ship in the series of 4 vessels (Aframax class), which is being built for Novoship at Samsung Heavy Industries, reports the press-service of the Russian company. **Source : SeaNews**

Baja gets new ferry

New ferry operator Express Ferries has emerged in Mexico to take a ropax ferry across western Mexico’s Sea of Cortes, a port has announced. The company will sail a 250-passenger, 1998-built ferry between the port of Pichilingue, near the Baja California city of La Paz, and the mainland port of Topolobampo.

The 96-metre-long ferry also will carry up to 50 cars and 18 trucks, the port of Topolobampo said. The service is scheduled to begin in January. The twice-daily service will put the new company in direct competition with Baja Ferries, a company that connects the two ports. **Source : Tradewinds**



The **NORWEGIAN GEM** seen outward from Amsterdam passing the IJmuiden locks – **Photo : Rene Sehr ©**

Port of Hamburg achieves new record

Container throughput at Hamburg continues to grow.

Port of Hamburg has further strengthened its position as one of Europe’s leading container ports. At its annual press conference for 2007, Port of Hamburg said that in 2006, the total volume of cargo handled by the port increased by nine million tonnes (7.3 per cent) to reach a new record of around 135 million tonnes.

Container handling was once again the main motor for growth in 2006. Some 8.9 million containers (TEU) or 89.5 million tonnes were loaded or discharged in Hamburg, which represents a growth rate of 9.6 per cent over the previous year. Hamburg handled 774,000 more TEU and thus showed the highest increase in terms of the number of

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containers handled in comparison to the other major ports along the northern range (such as Antwerp, Rotterdam, Bremen). The average growth rate for container throughput in the northern European ports was 8.6 per cent and the total cargo volumes increased by 4.7 per cent.

At the annual press conference, Hamburg's Senator for Economy and Labour, Gunnar Uldall, said: "I am pleased that we were able to surpass the average growth in the other northern European ports with our growth rate of 9.6 per cent in container handling in 2006. This continuing success shows that the Port of Hamburg must go on investing to remain competitive. We are working toward deepening the channel in the Elbe River and are getting the traffic connections in the port ready for increasing transports to and from the hinterland. When the channel in the Elbe River has again been deepened, ocean-going ships with a maximum draft of 13.80m will be able to sail into the Hamburg harbour regardless of the tides."

During the presentation of the cargo handling volumes for 2006, Port of Hamburg Marketing Chairman Dr Jürgen Sorgenfrei said: "The 9.6 per cent growth in container traffic via Hamburg is almost a percentage point above the volumes that well-known institutes had predicted for worldwide growth in container traffic, which was supposed to reach a yearly average of 9.0 per cent up to 2015. Despite the handicap caused by the expansion work in the HHLA container terminals and in the Eurogate Container Terminal Hamburg, all the terminals in Hamburg together were able to handle a total of 774,000 more containers (TEU) than last year."

Dr Sorgenfrei claimed that, in comparison, Antwerp had improved its container volume by 531,000 TEU, Rotterdam showed a growth of 313,000 TEU and Bremen/Bremerhaven achieved an increase of 738,000 TEU. **Source :** **Dredging online**



Seatrade's **HOPE BAY** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan ©

MOVEMENTS



The **CHIOS GEM** (IMO 8401377) with a length of 221m and 32m beam seen entering the Tilbury lock in London with Svitzers **ADSTEAM ANGLIA** on the bow and the **ADSTEAM TRIMLEY** and **REDBRIDGE** on the stern, a very tight fit in the lock which is a Panamax size lock.

Photo's : Malcolm Hooley - berthing master at Tilbury ©

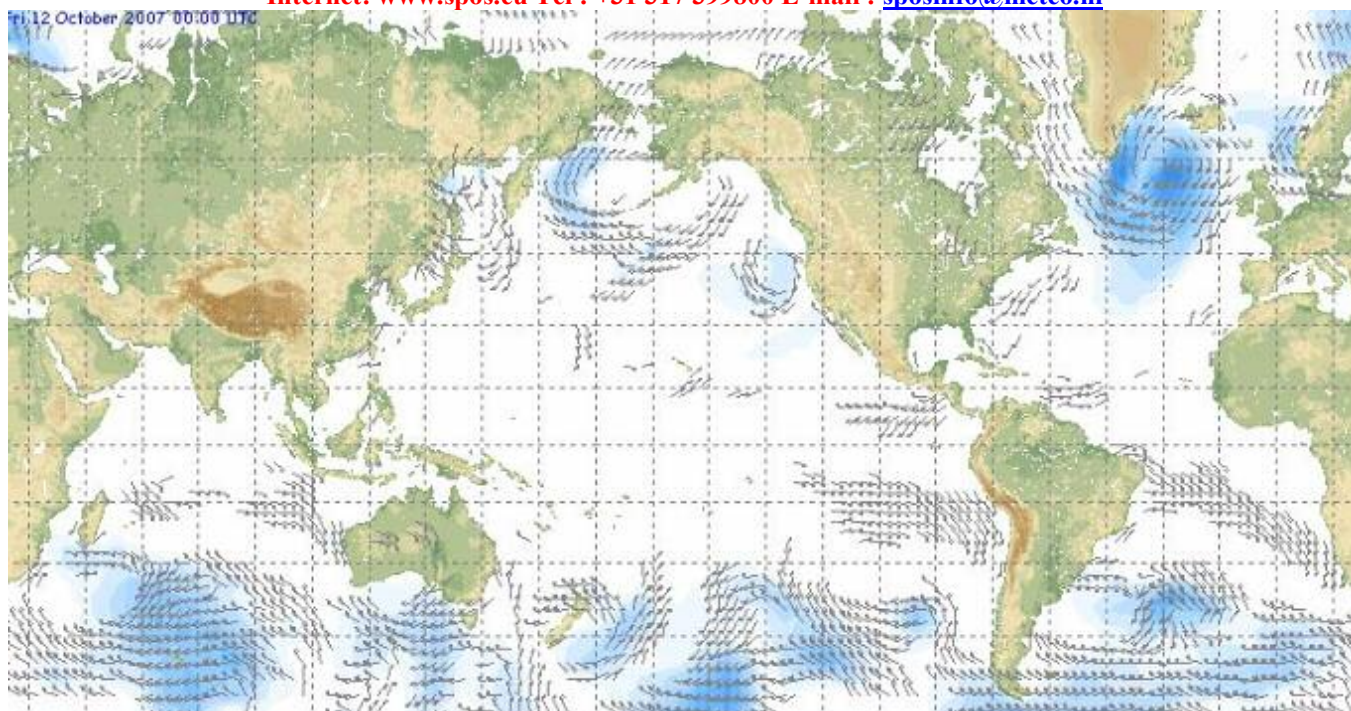


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.... PHOTO OF THE DAY



The **CAPTAIN W.D. HADEN** seen in Houston waters
Photo : Chris Rombouts ©

BOEKBESPREKING

Auteur : Frank NEYTS

"Ms Baloeran"

Bij Uitgeverij Walburg Pers verscheen het interessante boek "**Ms Baloeran**". Het werd geschreven door Nico Guns.

In maart 1930 kwam voor de Rotterdamsche Lloyd het prachtige passagiersschip '**Baloeran**' in de vaart op Nederlands-Indië. Zij was ontworpen door de bouwmeesters van de '**De Schelde**' in Vlissingen en gebouwd bij de Rotterdamse scheepswerf '**Fijenoord**'.

Een jaar lang van de '**Baloeran**' – met haar schitterende Art Déco-interieurs van architect H.P. Mutters – het vlaggenschip van de Rotterdamse rederij en het maritieme paradepaard van de Nederlandse koopvaardij. Ook internationaal oogstte zij alom bewondering.

Tien jaar lang pendelde de '**Baloeran**' met duizenden passagiers en talloze tonnen kostbare lading tussen Rotterdam en Indië over de vast route door het Suezkanaal.

Nico Guns brengt in deze beknopte scheepsbiografie op boeiende wijze de bijzonder interessante geschiedenis van het dubbelschroefmotormailschip '**Baloeran**' tot leven.

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De publicatie bevat tal van nog niet eerder gepubliceerde foto's van dit schitterende kroonjuweel van de Nederlandse koopvaardijhistorie.

"De geschiedenis van de WIC" (ISBN 978.90.5730.474.3) telt 167 pagina's en werd als paperback uitgegeven. Het boek kost 19,95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200 BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289.

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