

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 239



**Number 239 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 18-10-2007**

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

**THIS NEWSLETTER IS BROUGHT TO YOU BY :**



### VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,  
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000  
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

### Internet & E-mail

[www.vlierodam.nl](http://www.vlierodam.nl)  
[info@vlierodam.nl](mailto:info@vlierodam.nl)



**The PELAGOS seen moored in Rotterdam-Europoort  
Photo : Robert Smith ©**

**SVITZER**  
OCEAN TOWAGE



**PARTNERS IN POWER**

**SVITZER OCEAN TOWAGE**

Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands

Telephone : + 31 2555 627 11  
Telefax : + 31 2355 718 96  
E-mail: [smitwijs.sales@svitzerwijismuller.com](mailto:smitwijs.sales@svitzerwijismuller.com)

**DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE  
NEWS CLIPPINGS ?? PLEASE SEND THIS TO :**

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

**EVENTS, INCIDENTS & OPERATIONS**



The **TALBOT** seen approaching the Gatun locks in the Panama Canal

**Photo : Fraser Cunningham – o/b Zuiderdam ©**

## 32 Vietnamese ships arrested abroad

VietNamNet Bridge – So far this year, 32 Vietnamese ships have been detained abroad. Vietnam now ranks seventh in the world in the number of ships arrested overseas, an official from the Transportation Ministry said.

According to Vu Dang Hai, Head of the Ship Department under the Vietnam Registration Administration, Ministry of Transportation, Vietnam has been on the detention list of the Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, for the past ten consecutive years.

There are ten reasons for this situation, Hai said, including ship maintenance, repair, and equipment not performing adequately; ships only allowed to run domestically are used on international routes; unqualified sailors; ships built by unqualified shipbuilders, etc.

Vietnam has around 1,200 vessels and 432 of them operate in international waterways. In addition, there are 42 foreign boats hired by Vietnamese operators. Source: Tuoi Tre



Above seen the 2500 TEU **MSC CORINNA**, Build 1984 entering Jebel Ali Port, UAE

Photo : Reinier Meuleman ©



## '112 foreign seamen have jumped ship'



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 239

A total of 112 foreign crew members of tuna boats have been reported missing since 2003 after their ships made port calls in areas such as Shiogama, Miyagi Prefecture, The Yomiuri Shimbun has learned.

The revelation was based on a survey conducted by a fisheries organization in Tokyo, which found that the 112 foreign seamen jumped ship in the period beginning with the introduction in 2003 of the Maru-ship system to Monday.

Under the system, boats registered in Japan are loaned to foreign shipping firms, which hire them out, with non-Japanese crews, to work under Japanese captains and head fishermen.

Because the system allows foreign crew members to enter the country by notifying the government of their passport details in advance, many are believed to be working illegally in the country after coming ashore.

The Construction and Transport Ministry is investigating the unforeseen situation and has called on fisheries cooperatives to refrain from applying for approval to operate more Maru-ship tuna boats.

According to the management committee overseeing Maru-ship fishing boats, all of those who have gone missing are men, with most of them being Indonesian and some Filipino. Of the seamen who went missing, 92 jumped ship at 3 ports: 40 in Shiogama and 30 in Kesennuma, both in Miyagi Prefecture; and 22 from Choshi, Chiba Prefecture.

In 2003, only one crew member disappeared, but since then, the number has increased. In 2007, 45 have gone missing until Monday.

Most are said to have pretended to go shopping or fled during the night.

According to the ministry, with the exception of the captain and the chief fisherman, the Maru-ship system under the Ship Law allows foreign nationals to work as crew members to make up for the shortage of Japanese fishermen and enable Japanese fishing boats to hire cheap crews.

In 1983, commercial vessels were allowed to introduce the system.

Tuna boats fishing in coastal waters adopted the system in 2003. Currently, about 1,000 foreign crew members work on about 180 such boats, which account for nearly 40 percent of tuna fishing vessels.

According to the committee, when fishing in Pacific waters, such as near Guam, a Maru-ship boat with five to 10 foreign crew members would usually call at a Japanese port once a month.

Under the system, before a tuna boat makes a port call, a local fisheries organizations notify the immigration office of the foreign fishermen's passport numbers and seaman's certificate numbers.

If approved, the foreign seamen can go ashore for one to two weeks without a work visa while their ships are in harbor.

Most boats pay about 40,000 yen a month to a foreign seaman, but the committee believes that those who have disappeared opted to stay illegally because they could make more money. **Source : Yomiuri**

## Doris' first mate says Skarbak reckless

Even though the chemical tanker Doris should have given way to the fishing boat **Skarbak** to avoid the fatal collision last week, taking avoiding action would almost certainly have caused a collision, according to captain Trygve Bekken and first mate Knut Revne. During the public inquiry into the accident, they both accused the **Skarbak** of reckless driving when the fishing vessel speeded up in the hope to come across before the Doris passed. Although they admitted that the **Skarbak** had the right of way, they believe that the rule did not apply for the reason given, namely that avoiding action would have led to a collision.



The **AP MOELLER** seen in the Bay of Biscay  
Photo : Steven Ypma o/b Calamity Jane ©

## Inspecties van alle zeeschepen in 2011

De EU is begin 2011 klaar om zeeschepen in de EU-havens minstens eenmaal per jaar te inspecteren op zeewaardigheid. Dat verwacht directeur Willem de Ruiter van EMSA, het EU-agentschap voor veiligheid op zee. Het systeem moet de scheepvaart een stuk veiliger maken. Nu krijgen sommige schepen vaak inspecties, maar andere glijpen steeds tussen de controles door.

Het EMSA in Lissabon werkt nu aan een gegevensbank met alle controles, om dubbele inspecties te voorkomen. „Invoering begin 2011, dat moet kunnen”, zegt De Ruiter. Ministers van Verkeer van de EU-landen zijn in december al akkoord gegaan met het idee voor een nieuwe inspectiemethode, maar nog zonder zich vast te leggen op een datum. Juristen gaan nu met een stofkam door de tekst van een nieuwe richtlijn. „Dan hebben de landen nog drie jaar om alle maatregelen echt op te zetten”, zegt De Ruiter.

De inspecties zijn bedoeld om grote ongelukken met wrakkige scheepjes te voorkomen. „Als inspecteurs te veel tekortkomingen vinden dan kunnen ze een schip aan de ketting leggen en eisen dat de noodzakelijkste reparaties worden gedaan.”

Het EU-agentschap is tegelijk vergevorderd met nog een ander systeem om scheepvaart veiliger te maken. Met het Automatic Identification System (AIS) kan de EU dan alle circa 20.000 schepen op Europese zeeën volgen. De schepen zenden dan een gps-signaal uit, dat is gekoppeld aan informatie over de lading: bij ongelukken is snel te zien wat het gevaar is. In 2008 begint een testfase van het zogeheten SafeSeaNet.

De EU kan het volgsysteem ook gebruiken tegen bijvoorbeeld schepen met drugs of illegale immigranten. „Maar we gaan niet een soort geheime dienst worden. Ons agentschap is gecreëerd voor de veiligheid op zee.”

De Ruiter (56) - geen familie van zeeheld Michiel de Ruijter - heeft het agentschap EMSA in Lissabon grotendeels zelf opgebouwd. De EU benoemde hem vier jaar geleden als uitvoerend directeur. Destijds was hij de enige werknemer, nu leidt hij 150 medewerkers. De Ruiter werkte tien jaar bij Rijkswaterstaat en daarna twintig jaar bij de Europese Commissie in Brussel.

## African migrant dies in Spain

An African migrant died from dehydration, one day after arriving on Spain's Canary Islands along with 84 others aboard a wooden boat, a local official said.

"Five others are also in hospital suffering as well from very strong dehydration," a spokesman for the regional government's health ministry told AFP. The migrants were found 26 kilometres from the island of Tenerife and were escorted to the port of Los Cristianos where the six ill passengers were taken to hospital.

Located off the coast of Morocco, the Canary Islands have been a magnet in recent years for mainly sub-Saharan immigrants aspiring to reach Europe. A total of 8,095 illegal migrants arrived in the Canaries since the beginning of the year, compared with over 31,200 during all of 2006.

The decline in arrivals is due in large part to stepped-up maritime patrols of the west African coast by the European Union border agency Frontex.

An unknown number of migrants die every year trying to reach the islands. In July some 50 African would-be immigrants perished after their boat capsized near the island of Tenerife. **Source : [thetimes.co.za](http://thetimes.co.za)**



The **XIN HONG KONG** seen passing the desert – **Photo : Brian Harvey ©**

## OSG IN CADET TRAINING DEAL

US-based shipowner Overseas Shipholding Group will provide training for US maritime academy cadets on board OSG's international flag vessels following agreement with the country's Maritime Administration (Marad). The public-private partnership is the first formal agreement to make available on-board training berths in the international fleet for US maritime academy cadets.

Under the terms of the agreement, cadets from the US Merchant Marine Academy and all six state maritime academies will be able to obtain work experience and training on board OSG vessels.

The agreement was signed by Maritime Administrator Sean Connaughton and Robert Johnston, Senior Vice President and Head of Shipping Operations at OSG.

"It is impossible for aspiring mariners to obtain a merchant marine officer license without sufficient sea service," said Connaughton. "This agreement will expand the opportunities for American cadets to train on one of the world's largest and most modern commercial fleets. We applaud OSG for taking this initiative."

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 239

"This agreement is important for OSG and the rest of the maritime industry," said Capt Johnston. "The health of the entire marine transportation industry depends on the availability of trained and skilled merchant mariners."

Vice Admiral John Craine, President of State University of New York Maritime College and current chair of the state academy presidents' council, said that the US state maritime academies are increasing enrolment to meet the growing demand for skilled mariners, and said, "We all need more ships available to carry cadets for training. OSG's agreement is welcome news, and we look forward to more agreements like this." **Source Maritime global net**



The **CHACABUCO** seen departing from Rotterdam

**Photo : Arie Verheij ©**

## DECLINE IN PIRACY "BOTTOMED OUT"

THE newly released Q3 2007 Report on Piracy Against Ships from the ICC International Maritime Bureau (IMB) shows that acts of piracy and armed robbery against ships in the first three quarters of 2007 have jumped by nearly 14% when compared to the same period last year.

Piracy figures continue to rise, the IMB notes. As compared to 2006, this is the second quarter, in succession, seeing an increase in the piratical attacks. If this current trend continues, warns the IMB, it would appear that the decline in piracy attacks since 2004 has bottomed out.

The first nine months of 2006 saw 174 attacks as compared to 198 attacks reported in 2007. Pottengal Mukundan, Director of the IMB commented: "The level of violence in the high risk areas remains unacceptable. Pirates in Somalia are operating with impunity, seizing vessels hundreds of miles off the coast and holding the vessel and crew to ransom, making no attempt to hide their activity. We urge masters to continue to report attacks, wherever they occur, to the PRC. These reports play a key role in initiating action by law enforcement against the pirates "

IMB's report states that so far in 2007, 15 vessels were hijacked, 172 crew members were taken hostage, 63 were kidnapped, three were killed and 21 were assaulted. Somalia remains one of the key hotspots with a total of 26 incidents reported. This compared to 8 incidents during the same period last year highlights the blatant disregard for the rule of law. A total of nine vessels have been hijacked with 85 crew taken as hostage. These nine months represent one of the highest numbers of attacks reported off this troubled coast of East Africa. Late July saw five vessels hijacked by pirates moored close to each other a few miles off the coast at Hobio. Shore based authorities did nothing to assist. The Danica White was released after a substantial ransom was paid to the gang holding the vessel.

IMB continues to advise vessels not calling at Somalia to remain at least 200 NM off the coast of Somalia. But the IMB says: "The efforts to refer the issue of Somalia to the United Nations Security Council are seen as a vital step in the right direction towards addressing the issue. Nigeria has also seen a drastic increase in attacks in these nine months. A total of 26 incidents have been reported as compared to the nine reported during the corresponding period in 2006."

**Source : Maritime Global Net**

## **Toch concurrentie in vrachtvervoer Terschelling**

Rederij Wadden Transport mag toch concurreren met Rederij Doeksen op het gebied van vrachtvervoer van en naar Terschelling. Voor de duur van vier dagen. Dat heeft de rechtbank in Den Haag dinsdag in kort geding bepaald.

Rederij Wadden Transport claimt het recht om de in hoogte verstelbare aanlegsteigers in Harlingen en West-Terschelling te mogen gebruiken. Die steigers zijn van Rijkswaterstaat en in een gebied als de Waddenzee met getij essentieel om continu te kunnen aan- en afmeren.

Rederij Doeksen, die zowel met vracht als passagiers op de eilanden vaart, is niet blij met de concurrentie. Doeksen heeft het monopolie voor de komende vijftien jaar op passagiersvervoer, maar over vrachtvervoer wordt al jaren gesteggeld.

Rijkswaterstaat gaf eerder dit jaar een vergunning aan Rederij Wadden Transport voor het gebruik van de steiger op Terschelling om asfalt over te varen. Die vergunning is na een kort geding van Rederij Doeksen tegen Rijkswaterstaat door de rechtbank in Den Haag deze zomer ongeldig verklaard. Na een kort geding van Rederij Wadden Transport tegen Rijkswaterstaat heeft dezelfde rechtbank nu bepaald dat het bedrijf wel van 21 tot en met 24 oktober de steigers mag gebruiken voor het vervoeren van de attracties voor de najaarskermis op Terschelling. **Source : Nieuwsblad Transport**

## **Money Makers**

Remittances from overseas Filipinos (OFs) reached \$9.3 billion in the first eight months of 2007, hitting \$1.2 billion in August alone and marking the 16th straight month that monthly inflows went over \$1 billion.

Data from the Bangko Sentral ng Pilipinas (BSP) revealed that the January to August OF inflows rose by 15.3 percent compared to the same period last year.

BSP governor Amando M. Tetangco Jr. said this year's growth rate was steady from the 15.32 percent year-on-year growth posted in 2006, although remittances were growing at a much faster rate this year compared to last year. This was attributed to the demographic shifts in advanced economies.

Tetangco said that despite the decline in total deployment of workers, the geographical and skills diversification made up for the slack with higher-skilled and therefore better-paid workers earning higher salaries.

The BSP said that according to the Philippine Overseas Employment Administration (POEA), the number of deployed workers actually declined by 3.7 percent from January to August compared to year-ago levels.

The POEA noted a more drastic 10.2 percent decline in the number of deployed sea-based workers which was traced to the shortage of marine officers to fill up vacancies in foreign shipping vessels.

Tetangco said there was also stiff competition with other Asian and European seafarers, which was made worse by delays in the issuance of working visas to Filipino seafarers.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 239

During the period, Tetangco said the major sources of remittances were the US, United Kingdom, Italy, the United Arab Emirates, Saudi Arabia, Canada, Singapore, Japan and Hong Kong.

The economy, however, is bracing for a projected slowdown in OF remittances starting next year when the growth rate was expected to drop to 5 percent as a result of the steady decline in the deployment of workers abroad, with the global economy also slowing down in the wake of an anticipated economic recession in the US.

Tetangco reported the 2008 estimate before the Senate, scaling down the growth projection next year against this year's 10 percent projected growth in OF remittances.

President Arroyo called on the BSP and the Department of Finance to find ways to bring down the remittance fees being paid by OFWs just to send home their earnings to families.

For the OFWs, whose dollar remittances have consistently propped up the economy, the President has ordered the Department of Labor and Employment and the National Economic and Development Authority to conduct a study on the impact of the strong peso on the OFWs and their recipient families.

The President also directed the concerned agencies to develop supplemental income-generating activities for the OFWs and their families so that the remittances would go to even more productive use.

Mrs. Arroyo made the directive while speaking at a human rights workshop at the Traders Hotel in Manila. She also instructed various government agencies concerned with food prices and transportation fares to come up with measures to mitigate an impending hike in both areas.

The President also inaugurated yesterday the Pritil Public Market in Tondo, Manila, the newest addition to the growing list of Barangay Food Terminals (BFTs) and Bagsakan Centers being established around the country by the Department of Agriculture, to address the public's clamor for quality, safe and affordable food items. **Source : Shiptalk**



The **BW BOSS** seen departing from Rotterdam-Europoort

Photo : Tjep van Roon ©

## Dronken Duitse vrouw veroorzaakt in Hindeloopen aanvaringen met boot

Een 51-jarige dronken vrouw uit Duitsland heeft volgens de politie maandavond drie aanvaringen veroorzaakt in de haven van Hindeloopen.

De vrouw ramde in de haven van het Friese watersportstadje twee boten en knalde met hoge snelheid tegen de kade. De inwonster van Hagen stuurde haar boot daarop richting het IJsselmeer. Reddingsmaatschappij KNRM heeft de vrouw van boord geplukt en naar land gebracht. Op het politiebureau bleek de vrouw teveel alcohol te hebben genuttigd. **Source Hart van Friesland**

## **APM in Rotterdam zaterdag paar uur plat**

Het terminalsysteem van APM Terminals Rotterdam wordt komende zaterdag tussen half elf 's morgens en zeven uur 's avonds onderbroken, meldt de EVO. Het betekent dat alle operationele activiteiten op de terminal gedurende die tijd volledig worden stilgelegd. **Source : Nieuwsblad Transport**

## **Tasman Spirit victims to be paid Rs438m**

The sale of the wreckage of the ill-fated Greek tanker **Tasman Spirit** that caused Pakistan's worst environmental disaster in 2003 and of another vessel, the **Endeavour-II**, owned by the same company has generated Rs438 million. This amount will be distributed among the affectees of the disaster if they win their cases, The News has learnt.



Though this is very meager if compared to the \$7 billion claimed by the Pakistani authorities, nevertheless it will bring some solace to the affected people.

The money accrued has come as a result of three cases filed in the Sindh High Court including Suit No1167 of 2003 filed by the Karachi Port Trust (KPT), Suit No 1206 of 2003 filed by the Defence Housing Authority (DHA) and Suit No 16 of 2004 filed by the Pakistan Fisherfolk Forum (PFF). DHA alone claimed damages worth \$1 billion.

**M.T. Tasman Spirit** was attached and its wreckage was sold by the Nazir of the court for Rs102,812,511 and if the claimants succeed in their suits, the amount would be distributed among them. **M.T. Endeavour-II** (allegedly also owned by the owners of Tasman Spirit) that came for the salvage operation of the disaster was also seized and sold by the nazir of the court for Rs428 million and this

amount will also be distributed among the claimants if they succeed in their suits.

Pakistan witnessed its worst environmental disaster in its checkered history when a 24-year-old, obsolete oil tanker - the Tasman Spirit carrying 67,535tons of Iranian light crude, chartered by the Pakistan National Shipping Corporation

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 239

(PNSC) for the Pakistan Refinery Limited (PRL) ran aground on July 27, 2003 in the channel of the port of Karachi amidst rough weather.

Although environmental organisations had warned Pakistan authorities several years ago that an oil spill at the port could be disastrous, KPT, which oversees the movement of the ships, remained indifferent.

"The shipping lanes in the Arabian Sea are some of the busiest in the world, and it is fortunate that Pakistan has not experienced a spill greater than that of the Akbar, an oil barge that sank and discharged 700 tons of crude in 1984," cautioned The Pakistan National Conservation Strategy, a document prepared by the World Conservation Union based in Pakistan (IUCN-P) and the government of Pakistan several years ago.

"Pakistan has does not have the capacity to cope with an oil spill, minor or major, or with any other kind of shipping accident with environmental consequences," the report added.

The Tasman Spirit split into two on the night of August 13, releasing huge quantities of crude and spoiling not just a wide stretch of the Karachi beach but also the mood for Independence Day, which falls on August 14, for the residents of Karachi.

Approximately 30,000 tons of crude were released, harming mangroves, fisheries and humans residing in the Clifton, Seaview and Defence Housing Authority areas, besides the low-income groups that live in Shireen Jinnah Colony. The livelihood of small fisherfolk who fish in shallow waters without nets at Clifton Beach, Seaview, Gizri and a portion of Mauripur areas was badly affected.

"The impacted area was estimated to be spread over about 160 square kilometres which included about a 50-square kilometre area under mangrove forest cover," according to Dr Arshad Ali Beg, a scientist and former director general of Pakistan Council of Scientific and Industrial Research (PCSIR). "Much of the forest cover has been lost."

More importantly, the World Health Organisation (Who) warned that long-term effects may be more serious. "Extensive cleaning of the area is highly warranted as crude oil contains several substances that are highly toxic and even cancer-producing carcinogens such as benzenes and hydrocarbons, which can manifest their adverse effects after even a decade or more with ghastly results," said an August 2003 report by Who and Pakistan's Ministry of Health.

In retrospect, the amount coming the way of the affectees is very small compared to the damage that was caused. However, some argue that this is better than getting nothing.

Faisal Siddiqi advocate, Justice (retired) Shaiq Usmani and Barrister Naim-ur-Rehman are pursuing the cases on behalf of DHA, KPT and PFF respectively.

**CASUALTY REPORTING**



**MULTRASHIP**  
**TOWAGE & SALVAGE**

**Tel: +31 115 645000 - [www.multraship.com](http://www.multraship.com)**

## Hundred feared drowned as ferry capsizes

At least 100 people were feared drowned after a crowded ferry capsized on Tuesday in southern Bangladesh, officials said. Witnesses said more than 100 people, many them holidaymakers, were trapped in the sunken vessel.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 239

The ferry -- with about 250 people on board -- was caught in a tropical storm in the Shariatpur district, nearly 85km south of the capital, Dhaka, officials said.

Rainstorms set off tidal floods in eight coastal districts, uprooting more than a quarter of a million rural families.

Five trawlers with more than 50 fishermen have been missing since the weekend in Kuakata, southern Bangladesh.

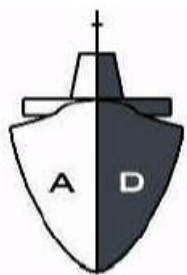
In Barguna fish harbour at least eight fishing boats were missing since Monday's gale alert, said a spokesperson for the association of trawler owners. "A low pressure over the Bay of Bengal has been dumping heavy rains on the lush coast," said Saiful Hossain of the national weather office.

This is the third round of flooding since the monsoon started in August. **Source : mg.co.za**

### NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

**ANGLO DUTCH SHIPBROKERS bvba**



Waterstraat 16  
2970 SCHILDE  
BELGIUM  
Tel : + 32 3 464 26 09  
Fax :+ 32 3 297 20 70  
e-mail : [anglodutch@pandora.be](mailto:anglodutch@pandora.be)

## USNS Comfort Comes Home

Sailors man the rails as Military Sealift Command hospital ship **USNS Comfort (T-AH 20)** pulls pierside into Norfolk Naval Station. Comfort is wrapping up a four-month humanitarian deployment to Latin America and the Caribbean providing medical treatment in 12 countries. **Source : MarineLink**

## Chinese submarine conveniently revealed in photograph

Is it coincidence that a revealing photograph of China's latest ballistic-missile submarines appeared online on the same day that China's 17th Party Congress opened in Beijing? Maybe not.

The photograph, apparently taken from the water at a reasonably close range, shows two of China's Jin-class ballistic-missile submarines, which are designed to carry nuclear weapons, alongside a pier at an unknown location in China. The picture appeared on several Chinese Web sites on Oct. 15, the same day that China's Party Congress, held once every five years to choose the country's top leaders and set policy, opened in Beijing.

"Nothing is known about who took this photograph or whether or not it has been digitally manipulated," said Hans Kristensen, a security researcher at the Federation of American Scientists, in a blog post. "But if it is authentic, it appears to lay to rest speculations that the Jin-class would carry 16 missiles. Instead the photograph confirms the assessment made by the U.S. intelligence community by clearly showing the wide-open hatches of 12 launch tubes," he wrote.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 239

The Jin-class ballistic-missile submarine is one of the latest additions to the Chinese Navy and was spotted on Google Earth in July. That satellite image of the submarine, taken in late 2006, was first noted in a blog post by Kristensen.

The Chinese military generally likes to keep a low profile, and some observers assumed the military would not be happy to have its latest hardware on view for the world to see. But then something funny happened: another image appeared on Google Earth, this time showing two Jin-class submarines alongside a pier at a naval base in northern China.

That picture, taken in May, was again noted by Kristensen in a blog post. At that time, he questioned whether the image indicated China has so far launched three Jin-class submarines. The latest photograph offers the best look yet at the Jin-class submarine for the public. And perhaps that's the point. "Overall, it is not as if the Chinese are trying to hide anything. Indeed, it is almost as if they want to show what they've got," Kristensen wrote. **Source IT World**

## SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



- Marine emergency response
- Wreck removal and salvage
- Diving services
- Underwater civil engineering
- Welding and cutting services



[info@disamaritime.com](mailto:info@disamaritime.com)  
[www.disamaritime.com](http://www.disamaritime.com)

Ketelaarstraat 5c  
B-2340 Beerse  
Belgium

Tel : + 32 (0) 14 62 04 11  
Fax : + 32 (0) 14 61 16 88



[info@disacivil.com](mailto:info@disacivil.com)  
[www.disacivil.com](http://www.disacivil.com)



Overview of the **BIJLSMA** shipyard in Lemmer with moored alongside the **VANTAGE** and **HELENIC**

Photo : Peter Maanders ©

## Chinese yard to build for Chinese owner

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 239

LR-Fairplay's Daily Newbuilding News reports that Nantong Gangzha shipyard in China has been awarded a contract for two 3,500m<sup>3</sup> dredgers from Shanghai Port Bureau. LR-Fairplay said they will be delivered in July and August 2008, but the price of the vessels was not revealed.

This is reportedly the third dredger for the Chinese owner. The first 4,200m<sup>3</sup> dredger ordered is under construction at Guangzhou Wenchong and is slated for delivery in 2007. **Source : Dredging online ©**



The sheerlegs **ASIAN HERCULES** seen installing the last leg at the newbuilding Platform **JB 109** in Batam (Indonesia)

**Photo : Koos van Dijk ©**

## India's Bharati and Apeejay in shipyard JV

India's Bharati Shipyard Ltd has signed a 50:50 Joint Venture Agreement with Apeejay Shipping Ltd, one India's largest private ship owners. They plan to set up a large modern ship building yard on India's eastern coast of the country. The two companies are in the process of jointly finalizing the site and will announce the location in the coming weeks.

The proposed Joint Venture is expected to commence operation by 2009. Bharati and Apeejay plan to jointly invest in state of the art technology and modern shipbuilding and ship repair facilities able to build and repair vessels of all sizes up to VLCC. Mr. V Kumar, Managing Directors of the Company said, "I am extremely proud to announce our association with Apeejay shipping as our complementary skill sets bring immense value to the JV." **Source :**

**MarineLog**

## Daewoo Profitable

Daewoo Shipbuilding & Marine Engineering Co. has reportedly returned to a profit last month from a year earlier, according to a report on [www.tradingmarkets.com](http://www.tradingmarkets.com). Net income was 66.7 billion won (US\$73 million) in September, a turnaround from a net loss of 51.1 billion won a year earlier. Revenue rose 14.4 per cent to 576.3 billion won last month, with the operating profit rising 26.7 per cent to 28.1 billion won, it said. **Source: tradingmarkets**

## Samsung Heavy wins US\$1.37b order

Samsung Heavy Industries Co, the world's second-largest shipyard, won an order to build eight vessels worth US\$1.37 billion, its biggest order this year, as demand increased from marine-cargo transporters.

The ships, which can each carry 12,600 of 20-foot standard containers, will be delivered to Zim Integrated Shipping Services Ltd of Israel by July 2012, Seoul-based Samsung Heavy said in an e-mailed statement yesterday.

The vessels will each be 360m long, more than the length of three football fields. South Korean shipyards, the world's largest, may win record orders for a fifth consecutive year this year as Samsung Heavy and Daewoo Shipbuilding & Marine Engineering Co get contracts for more container vessels.

Agreements pending with the shipbuilders are estimated to keep them busy for four years. 'Demand for new container vessels are expected to continue onto the first half of next year because the distinction between manufacturing and consuming countries is becoming more obvious,' said Hwang Kyoung Shik, who helps manage about US\$6 billion at KTB Asset Management Co here, including Samsung Heavy shares. 'That means more vessels will be needed.'

Shares of Samsung Heavy gained 0.7 per cent to 55,100 won here, the highest closing price in three months.

The stock has more than doubled this year, making it the fifth-best performer among 50 top companies traded on South Korea's KOSPI index. Consumers in the US and Europe are buying products such as toys and computers made in Asia, increasing the need for ships.

A lower-than-anticipated level of orders for liquefied natural gas carriers this year opened up limited dockyard slots in South Korea for building container ships. Worldwide shipping demand is expected to expand about 10 per cent a year until 2010, according to Philip Damas, a research director at Drewry Shipping Consultants Ltd in London. About 90 per cent of global trade is carried by sea.

Container shipping lines, including AP Moeller-Maersk A/S and China Shipping Container Lines Co, have spent US\$38.2 billion on new orders in the first eight months of this year, exceeding US\$31.4 billion invested for all of 2006, according to London-based Clarkson Plc, the world's biggest shipbroker. 'Container shipping lines are ordering bigger vessels to move more cargo at one time as they try to find ways to lower costs,' Samsung Heavy's chief executive officer Kim Jing Wan said in the statement.

Global trade reached 7.5 billion tons last year, 27 per cent more than the 5.9 billion tons carried in 2000, Samsung Heavy said in the statement. Of the total 260 container vessels ordered worldwide, 62 per cent were for those that can each carry more than 8,000 boxes, it said. To extend its share of the market for large vessels, Samsung Heavy has developed the capability of building the world's biggest container vessels that can carry 16,000 boxes, according to the company's statement yesterday. **.Source : Shippingtimes**

## **ROUTE, PORTS & SERVICES**

**THIS SECTION IS BROUGHT TO YOU BY :**



### **TOTAL VESSEL MANAGEMENT**

**K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands**

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : [mail@workships.nl](mailto:mail@workships.nl)

Website : [www.workships.nl](http://www.workships.nl)

## **BIJZONDER TRANSPORT IN BELGIE**

Gisterenavond is vanuit Oostende een bijzonder (sleep)transport vertrokken richting Zeebrugge. De lading bestaat uit een mobiele havenkraan, model Fantuzzi MHC 150, met een gewicht van 350 ton.

De kraan zal in Oostende door middel van Ro-Ro (roll-on/roll-off) het ponton worden opgereden en na het zeevasten vetrekken richting Zeebrugge. Transporteur Muller uit Dordrecht staat in voor de uitvoering van het transport en zet hiervoor de sleepboot 'En Avant 5' en een ponton van 60 x 20m in.

Het transport maakt deel uit van een lease-overeenkomst tussen CdMZ (Cobelfret) en de Sea-Ro Terminal Groep uit Zeebrugge welke de kraan zal gaan exploiteren.

International Marine Consultancy (IMC) BVBA uit Antwerpen trad op al makelaar voor het transport. IMC heeft een jarenlange ervaring met sleeptransporten, zowel nationaal als internationaal, en specialiseert zich in de verhuur en verkoop van sleepboten, pontons, multicats, baggerschepen en ander varende materieel.

**Vertrek : 17/10 - Terminalco, Esplanadestraat 10, Oostende**

**Aankomst : 18/10 - Zweedse Kaai, Zeebrugge**

Voor verdere informatie kunt u contact opnemen via [info@imcbrokers.com](mailto:info@imcbrokers.com)





The **GRAND VOYAGER** seen in Santos (Brazil)  
Photo : Bruno Pricoli ©

## Rotterdam set to climb the container port world league

The title of the world's sixth-busiest container port might see current sixth-best, Taiwan's Kaohsiung Harbour, losing its spot to Rotterdam in the Netherlands by 2008, according to Taipei's China Times.

This worry was expressed by harbour bureau director Hsieh Ming-hui, who compared Kaohsiung's 10.4-million TEUs (up 4.1% year-on-year) in the first nine months of the year, to Rotterdam's statistics for the first six-months of 5.3-m TEUs throughput (up 13%).



The **LUNA MAERSK** seen in Rotterdam-Europoort – Photo : Tjep van Roon ©

Rotterdam's container volume growth has been higher than Kaohsiung's and Hsieh warned that by year-end, his port's ranking may well slip to the eighth place if Dubai's volume grows 15% as expected.

Kaohsiung was the world's third largest container port in the 1990s, but has been dropping because of the expansion of neighbouring ports and Taiwan's five-decade ban on direct shipping with China.

Currently, Kaohsiung is the world's sixth largest container port after Singapore, Hong Kong, Shanghai, Shenzhen and Busan. **Source : [cargoinfo.co.za](http://cargoinfo.co.za)**

## **Rickmers Establishes Korea Subsidiary**

Rickmers-Linie, the Hamburg-based specialist for breakbulk, heavylift and project cargo, is expanding its network of own subsidiaries in Asia and will establish a new subsidiary, Rickmers (Korea) Inc, in Seoul effective November 1, 2007. "With its export oriented industry and as a significant location for shipping and related industries, Korea is one of our key markets in the Far East. Thus it was a logical decision to establish our own office in Seoul. The new subsidiary will primarily take over the role of Rickmers-Linie's agent in Korea and moreover will be the representative office for Rickmers Group in Korea," explained Gerhard Janssen, General Manager Marketing & Sales at Rickmers-Linie. Rickmers and Korea Maritime, the line's agent since 2006, have amicably agreed to terminate their agency relationship and as from November 1, 2007, all business activities of Rickmers in Korea will be handled by the new subsidiary Rickmers (Korea) Inc. "The cooperation with Korea Maritime was excellent," Mr. Janssen said. "We felt very well represented by them but they understand and support our decision to establish Rickmers (Korea) Inc." Rickmers-Linie offers regular sailings fortnightly from Korea to the United States and destinations in Central America, as well as a monthly westbound service from the US to Korea. In addition, Rickmers Group has a string of vessels on order from Korean shipyards, amongst them the largest container ships in the world with a capacity of 13,100 TEU. **Source : [MarineLink](http://MarineLink)**



The **CSCL ZEEBRUGGE** seen enroute Antwerp  
**Photo : Richard Wisse ©**



October 23rd through October 25th, 2007

The Louisiana Gulf Coast Oil Exposition has been fueling the global quest for energy for over 55 years. Join us for LAGCOE 2007 and experience the energy that oil and gas industry professionals have been experiencing since 1955:

- Network with decision makers from around the globe.
- Discover world-class technology and solutions.
- Cultivate dynamic business relationships.
- Gather the latest information on safety and security.

Mark your calendar for this world-class business opportunity and celebrate over 55 years of the latest advances in technology, equipment and services for the energy industry!



The tugs **SALVISCOUNT**, **SALVICEROY** and **SALVERITAS** seen departing with the **AGBAMI** from Korea to Nigeria  
Photo : Hans Bosch ©



The **Agbami FPSO** will be located offshore Nigeria, approximately 220 miles southeast of Lagos. Star Deep Water Petroleum is targeting the project to be complete with first oil production by 1Q2008. Other partners in the project include Texaco Nigeria Outer Shelf Inc. (a ChevronTexaco affiliate), Petroleo Brasileiro Nigeria Limited, Statoil Nigeria Limited, Famfa Oil Limited and the Nigerian National Petroleum Corporation (NNPC).



Photo : Hans Bosch ©

## Technip to Build New Pipelay Vessel

Technip awarded STX Heavy Industries (Korea) a contract for the construction of its new pipelay vessel. This 194m-long vessel will have twin 2,800 ton reels. She will have a top tension capacity of 450 tons for laying rigid steel pipes and flexible products up to 18-in. in diameter through a dedicated lay tower installed at the stern. She will also be equipped with a 150 ton crane, a PLET (pipeline end terminations) handling system and accommodation for 140 people. With a transit speed of 20 knots, she has been specifically designed to minimize intercontinental transits and allow her efficient deployment in all deep water regions of the world. The contract covers detailed design, construction, outfitting and commissioning of all marine aspects, including the installation of all underdeck pipelay equipment. The remainder of the pipelay system will be installed and commissioned at a later date at the pipelay supplier's facilities. The project will be managed by a dedicated team from Technip's operating center in Aberdeen (Scotland). The new vessel is scheduled for delivery in 2010. "This major investment in a state-of-the-art vessel is part of our fleet development strategy. It will strengthen the Group's presence on the high-growth Subsea market and respond to a demand which is evolving towards developments requiring high technological added-value at increasing water depths", stated Thierry Pilenko, Technip's Chairman and CEO.



## MOVEMENTS



The **ESPRIT LOTUS** seen in Rio Grande  
Photo : Marcelo Vieira ©

## AIRCRAFT / AIRPORT NEWS

### Pinnen voortaan mogelijk bij marechaussee op luchthaven Schiphol

Om te voorkomen dat passagiers hun vlucht missen biedt de Koninklijke Marechaussee op Schiphol vanaf donderdag (18 oktober) de mogelijkheid om met pin openstaande boetes te betalen. Op alle acht doorlaatposten is een automaat aanwezig. Naast bank- en postbankkaarten worden ook creditcards geaccepteerd.

Schiphol is één van de eerste luchthavens in Europa die passagiers de mogelijkheid biedt om betalingen al op de doorlaatpost zelf te voldoen. Vooral wanneer een passagier een hoge boete open heeft staan, bespaard dit volgens de marechaussee veel tijd.

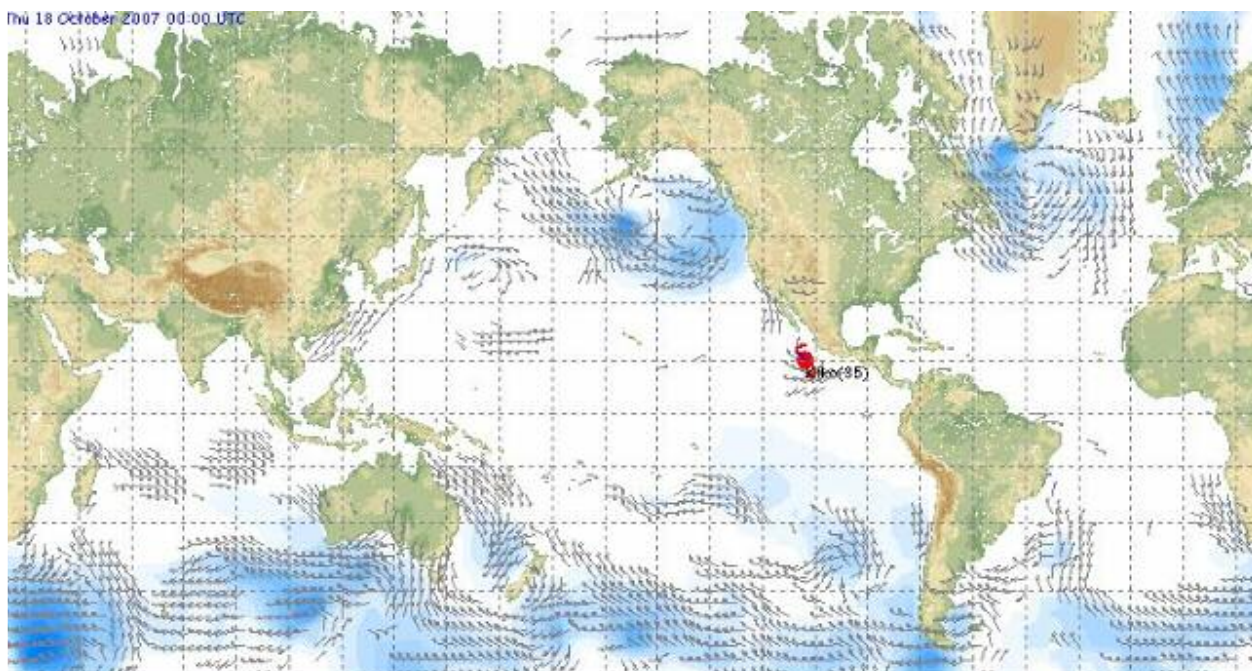
Tot oktober heeft de marechaussee ruim tweehonderdduizend euro meer aan geldboetes en visa geïnd ten opzichte van het gehele jaar 2006. In dat jaar is voor bijna tweeënhalf miljoen euro aan geld binnengekomen.

## MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: [www.spos.eu](http://www.spos.eu) Tel : +31 317 399800 E-mail : [sposinfo@meteo.nl](mailto:sposinfo@meteo.nl)



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 **COSTA EUROPA** seen off Rhodes  
Photo : Ko Rusman ©

## BOEKBESPREKING

door : Frank NEYTS

# "Safety Management and its Maritime Application"

Bij The Nautical Institute in Londen verscheen recent "**Safety Management and its Maritime Application**". Het boek werd geschreven door Professor Chengi Kuo.

De auteur steekt in zijn boek van wal met de schijnbaar evidente vraag 'Wat is veiligheid?'. Aan de hand van zijn ervaringen opgedaan tijdens de talrijke veiligheidsworkshops dat hij wereldwijd gaf, erkent hij dat er op die vraag geen eensluidend antwoord kan worden gegeven. Veiligheid heeft meer te maken met perceptie dan met management.

Toch concludeert Professor Kuo dat, hoe fundamenteel verschillend de perceptie van veiligheid in de verschillende maritieme sectoren ook moge zijn, een veiligheidsniveau toch altijd moet worden 'beheerd'. Het boek toont hoe belangrijk het streven naar het realiseren van een vooraf gesteld veiligheidsniveau wel is.

"**Safety Management and its Maritime Application**" richt zich niet alleen tot studenten die het onderwerp voor het eerst 'aanpakken', maar ook tot de ervaren operatoren die een beter inzicht willen verwerven in complementaire veiligheidsprocessen.

"**Safety Management and its Maritime Application**" (ISBN 1-870077-83-0) werd als softback uitgegeven en telt 290 pagina's. Het boek kost £27.50, exclusief P&P. Bestellen kan via de gespecialiseerde boekhandel, of rechtstreeks bij The Nautical Institute, The Publications Officer, 202 Lambeth Road, London SE1 7LQ, UK. Tel. +44.20.7928.1351, Fax +44.20.7401.2817.

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.