

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 243



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

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SAMSKIP's **JORK RANGER** outward bound from Rotterdam

Photo : Harry van den Berg ©

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IN MEMORIAM

Met grote verslagenheid geven wij kennis van het, toch nog onverwacht, heengaan van



Eduard Franklin Kooren

Eduard heeft tijdens zijn 36-jarige loopbaan bij de Sleepdienst Adriaan Kooren B.V./Kotug vele functies vervuld.

Zijn hart lag vooral bij de dienstverlening aan de "natte aannemerij".

Daarnaast heeft hij, met zijn enorme ervaring, ons project Le Havre operationeel opgezet.

Tot op het laatste moment bleef Eduard, ondanks zijn slopende ziekte, geïnteresseerd en betrokken bij het reilen en zeilen van Kotug.

Wij verliezen in hem een zeer gewaardeerde collega en vriend.

Onze gedachten gaan uit naar zijn vrouw Tine, de kinderen en kleinkinderen en wij wensen hen veel sterkte met het dragen van dit verlies.

Directie en medewerkers
Sleepdienst Adriaan Kooren B.V./Kotug
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EVENTS, INCIDENTS & OPERATIONS



The **ISLAND EXPRESS** seen fitting out at the Aker Brevik yard (Norway)

Photo : Piet Sinke ©

Golden Sky's owner sentenced to pay for damaged cable

Grossline Shipping Ltd, the owner of the Cyprus flagged vessel **Golden Sky**, have been sentenced to pay LVL 183,600 (EUR 216,000) to the Latvian company Lattelecom for the damages the vessel caused to an underwater optic cable when it grounded near Ventspils in January this year, the news agency BNS reports. The amount is lower than the original demand, LVL 522,000 (EUR 743,000) partly since the shipowner before the case went to court paid LVL 200,000 (EUR 285,000) to the insurance company Balta, where the cable was insured.

The bulk vessel **Golden Sky** (built in 1985 26,350 DWT) grounded near Ventspils on January 15, and was taken off the ground on March 16. The vessel still remains in Port of Ventspils.

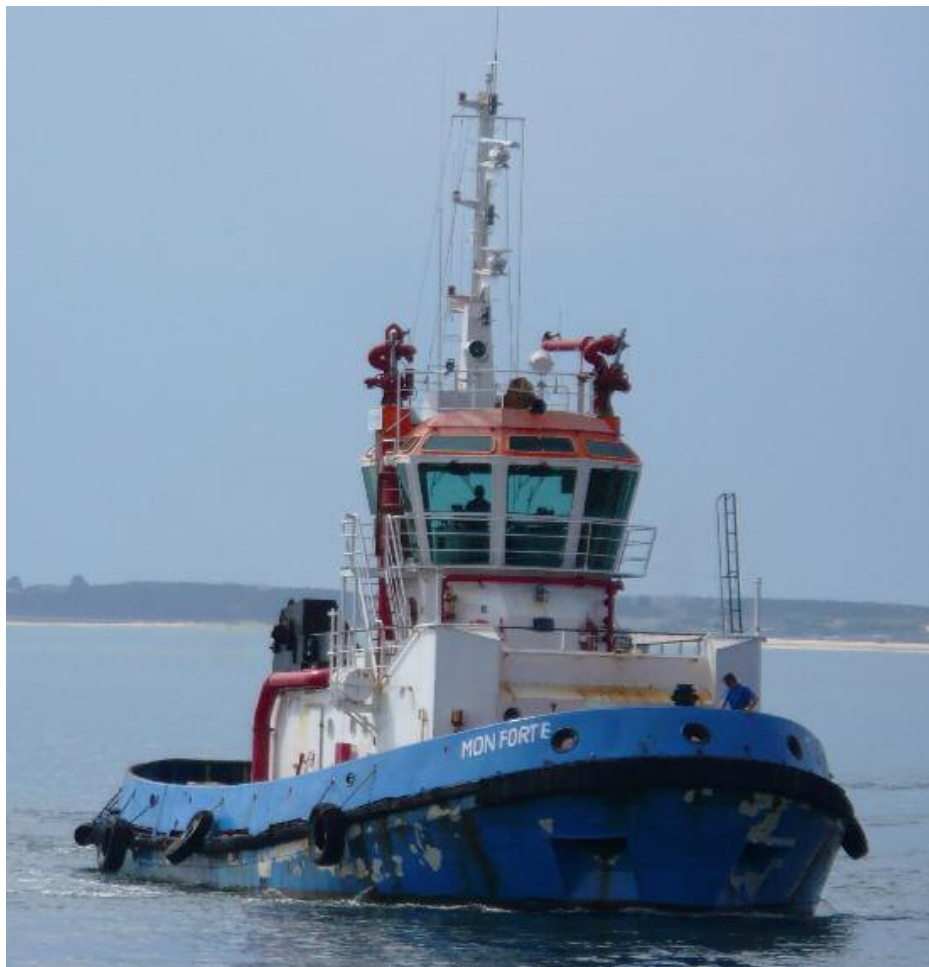
GEORGIA DETAINS CAMBODIAN-FLAG SHIP

GEORGIA'S coast guard has reportedly detained a vessel suspected of smuggling a cargo of coal to Turkey. A Georgian report names the ship as the "**Jesabel 2**". This would appear to be the 1966-built 1,948 gt cargo ship listed in the Equasis database as the Jezabel 2, owned by Istanbul-based company Seahorse Shipping and Export Co.

The crew, comprising a Russian master and seven Azerbaijani and six Ukrainian citizens, are said to face jail sentences if found guilty.

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It appears from a local report that the vessel was expected to carry the coal on a domestic voyage but then allegedly diverted towards Turkey. **Source : Maritime Global Net**



The tug **MON FORTE** – Photo : Jop Roggeveen ©

DP World Invests \$300M in Port Security

Dubai Ports World (DP World), the world's third-largest port operator, is investing around \$300m in port security, local newspaper Gulf News reported recently. The money will be used to secure 42 terminals worldwide, according to DP World's director of security David Fairnie. DP World has commissioned a three-tier foolproof container security initiative that involves X-ray, radiation and Optical Container Recognition (OCR), according to Fairnie. These can detect any radiation being emitted from the container, while the OCR captures container data and manages the supply chain. The company has also employed closed-circuit television (CCTV), alarm systems as well as anti-invasion systems across all its ports and terminal facilities. DP World, which manages 42 terminals in 22 countries, currently owns a capacity of 48

million TEUs (twenty-foot equivalent container units). The company also plans to invest billions of dollars over the next few years in several countries including India, Turkey, Britain, Holland, Peru, Senegal and China. Its capacity is expected to increase to around 90 million TEUs by 2017 when new terminals are ready. **Source : MarineLink**

Nigeria: Protesting Dockworkers Paralise Port Operations

Port workers Thursday disrupted normal activities at the Lagos seaports in what President General of the Maritime Workers Union of Nigeria, (MWUN), Mr. Onikolease Irabor, described as a necessary protest against poor work conditions by the new terminal owners.

The Dock workers who took other operators by surprise barricaded all major entrances into the seaports at the early hours of the day shanting anti-concession slogans even as they called on the Federal Government to urgently address their grievances.

Some of their grievances inscribed on placards accused the ports concessionaires of operating their concessioned terminals under inhuman conditions allegedly being metted out to workers.

Comrade Irabor who spoke with our correspondent on phone said it was unfortunate that the private terminal operators had no regard for the nation laws and orders governing post labour operations.

He said the operators were reluctant to staff the workers even as some of them were being sacked arbitrarily without recourse to any known condition of service.

According to the labour leader, the workers had earlier sent a 21-day ultimatum to the operators to address their grievances or face the workers wrought, and copied to all the relevant government agencies.

It was gathered that following the ultimatum, government moved to set up a 16-man committee to solutions in order to stem the looming crisis, which has now snowballed into a full-blown nationwide protest.

Irabor said the ultimatum was later suspended to allow for the committee to address the issues at stake, but according to him, regrettably, government was sitting on the report thereby giving the concessionaires the leeway to perfect their inhuman treatment on workers.

"Can you believe that right now, before a dockworker is enters their premises, they first of all collect his mobile phone and make him incommunicado, just like you will have in a slave camp", Irabor added.

Contacted, Assistant General Manager, Public Affairs of the Nigerian Ports Authority (NPA) Mr. Musa Iliya, said the management was meeting over the issue and will make official statement later. **Source : allafrika**

Boot met 17 vluchtelingen kiepert om hij storm voor Samos

Voor het Griekse eiland Samos zijn in de nacht van zondag op maandag zeventien vluchtelingen vermoedelijk verdronken. Hun bootje kieperde om bij een poging de 1,2 kilometer brede zee-engte tussen Turkije en Griekenland over te steken, zo meldde de Griekse staatsradio maandag.

Een omvangrijke zoekactie leverde niets op. In het gebied rond de Egeïsche Zee woedt momenteel een zware herfststorm. **Source : Knack.be**



The **KIELDER** seen enroute Rotterdam
Photo : Cees de Bijl ©

MSC Napoli will be cut into bits

Plans to cut up the remains of the **MSC Napoli** have been approved in a move that means the ship will still be off the Devon coast next Spring. Salvors believe the cargo vessel is too heavy to be lifted in tact, so cutting equipment is to be brought in to break her up further.



A barge will then be used to take her away for recycling and scrap. But local businesses have voiced their anger and fear that more oil pollution could put off visitors.

Simon Bartlett, who runs a boat hire firm, said: "Oil on the beaches can't be good for the tourist industry."

The **MSC Napoli** was grounded off the coast of Branscombe after being damaged in storms in January. The ship was split in two in a series of explosions and the bow towed to the Harland and Wolff shipyard, in Belfast, to be demolished and recycled.

Salvors have said the beached stern was due to be taken away in one piece in November. Robin Middleton, the Secretary of State's representative for Maritime Salvage, said: "Cutting vessels up isn't new, cutting vessels up with a device this sheer size is novel and new and it's hoped in the industry if this is successful this will become the norm."

All of the crew were rescued from the ship in January after it was damaged in storms while sailing from Antwerp to South Africa.

Drie gewonden na bedrijfs-ongevallen

Maandagmiddag en -avond zijn in de regio Rotterdam/Rijmond drie mensen gewond geraakt na arbeidsongevallen. Eén van hen is er ernstig aan toe dit laat een woordvoerder van de politie dinsdag weten.

Op de Europaweg in Rotterdam was een 38-jarige matroos rond half zes op een schip bezig met het spannen van een veiligheidsnet. Het slachtoffer viel en belandde een aantal meter lager op een fender(een houten bescherming welke zorgt voor bescherming als een schip ligt afgemeerd). Hierna raakte het slachtoffer te water. De man is met bekkenletsel overgebracht naar het Erasmus MC.

Een 26-jarige Schiedammer liep maandagmiddag een gebroken been en een hoofdwond op na een arbeidsongeval op een werkeiland aan de Professor Gerbrandyweg. Het ongeval gebeurde rond half drie tijdens het overbrengen van een lading pijpen. Door nog onbekende oorzaak viel een van de binten op het slachtoffer. De Schiedammer liep onder meer een gebroken been en een hoofdwond op en is overgebracht naar het Medisch Centrum Rotterdam-Zuid. De Arbeidsinspectie stelt een nader onderzoek in.

Maandagmiddag rond twee uur raakte een 32-jarige man uit Hellevoetsluis zeer ernstig gewond na een ongeval op de Europaweg. De Hellevoeter was aan boord van een schip bezig met het laden van containers en kwam met zijn onderlichaam klem te zitten onder een container die zojuist aan boord werd geladen. Het slachtoffer is overgebracht naar het Erasmus MC. De politie heeft ter plaatse een onderzoek ingesteld naar de toedracht van het ongeval en de Arbeidsinspectie gealarmeerd. **Source : Blik op nieuws**

Somali pirates seize cargo ship off African coast; high-seas attacks soaring

Increasingly bold Somali pirates have seized one cargo ship and attacked several other vessels in the last week off the east African coast, officials said Monday.

Gunmen hijacked the ship last Wednesday, said Andrew Mwangura, program co-ordinator of the East Africa Seafarers Assistance Program. He did not know the nationalities of the crew on board or their number.

Two other ships were attacked off the Somali coast Saturday, with pirates firing on one of the boats, he said.

On Sunday, pirates in two speedboats attempted to seize a ship carrying cargo for the World Food Program - the third attack on a WFP ship this year, said Peter Smerdon, a spokesman for the UN program.

Not counting the attacks of the last week, Somalia has reported 26 hijackings this year - compared with eight in the same period last year, the International Maritime Bureau said. Some hijackings have turned deadly: Pirates killed a crew member after seizing a Taiwan-flagged fishing vessel in May off the northeastern coast of Somalia.

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The **Almarjan**, seized last Wednesday, was flying under a Comoros Island flag and was operated by Dubai-based Biyat International, Mwangura said. The incident took several days to confirm, he said Monday.

Mwangura said the rise in hijackings could be linked to the overthrow of an Islamic group that had cracked down on piracy after seizing control of the Somali capital and much of southern Somalia last year.

The Islamic group was driven out in an Ethiopian-led, U.S.-backed invasion last year that put another faction in power. The Islamists have since engaged in an increasingly violent Iraqi-style insurgency.

The country's coasts now are virtually unpoliced, and the shaky, UN-backed transitional government comes under daily attack by insurgents. Somalia has not had a functioning national government since dictator Mohamed Siad Barre was overthrown in 1991.

Source : The Canadian Press

CASUALTY REPORTING



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MFA 283 SAN NIKOLA left Marsaxlokk (Malta) October 23rd 1930hrs bound to 71 miles offshore Malta to tow the located engine breakdown missing fishing trawler **MFA 134 LORENZO PADRE**. A crew member was airlifted Tuesday evening after suffering from injuries via an Italian Military Mission AB212 helo & landed @ St. Lukes Hospital @ 1730hrs local time.

Photo : Lawrence Dalli - Malta Ship Photos ©

OSV sinks offshore Mexico

PEMEX Exploration and Production confirmed that the offshore support vessel (OSV) **Oficina Porvenir**, owned by Transportación y Servicios Marítimos S.A. de C.V., sank yesterday following an incident in the machine room that caused a hole in the vessel.

The incident occurred around 9:20 p.m. with 14 people on board. Assistance was requested from nearby vessels. So far, 13 people have been rescued unharmed. The search continues for the sole missing person, aided by six vessels, two helicopters and four patrol boats, along with assistance from the Ministry of the Navy.

Oficina Porvenir was collecting waste from the offshore facilities in the Bay of Campeche when the incident occurred. The authorities are investigating the cause of the incident.

Ship sinks off Indonesia; about 30 dead

An Indonesian ship that might have been overloaded with passengers capsized off the island of Sulawesi, killing around 30 people and leaving many missing, officials say.

The small wooden ship sank just before reaching the town of Baubau, in southeastern Sulawesi.

The mayor of Baubau said by telephone that 31 bodies had been recovered, including three babies, and 35 people had been reported missing. He said that 125 people had survived.

"We found the babies trapped between dead bodies too. People rushed to get out all together but then they were trapped instead," said Mayor Amirul Tamil. "We had already urged people not to insist on getting onboard a few days ago. The boat was overloaded, but we could not do anything since the boat started sailing far away from Baubau."

Earlier, transport ministry spokesman Bambang Ervan said that 15 people had died, but Tamil and a Indonesian Red Cross official later said the figure was roughly double that.

"Preliminary investigations have indicated that the ship may have sunk because passengers piled onto one side ... tipping its balance and causing it to roll over," Ervan said. Authorities were still investigating the cause but Ervan said the seas were calm at the time of the accident. Mayor Tamil said the ship was towed back to shore and that some survivors were found clinging to the bottom of the vessel. "Relatives of the dead have come to get the bodies and they get 500,000 rupiah (\$A61.50) of compensation," he said. The mayor said that the manifest showed 188 passengers, excluding children and toddlers travelling with their parents.

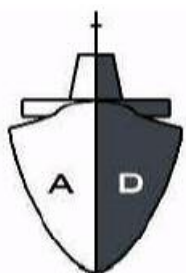
It is often difficult to pin down the number of people on passenger ships in Indonesia, since official manifests are notoriously unreliable. It is common for people to sneak on to ferries or bribe crew to let them aboard for less than the price of a ticket, meaning their names are not recorded. Laode Hamdanyah, head of the Indonesian Red Cross in Baubau, said 29 bodies had been retrieved and that 200 might have been on board. Hamdanyah said 40 Red Cross rescuers on three fishing boats, along with two marine police vessels, were scouring the seas for more survivors.

The safety record of Indonesian passenger ships and ferries, widely used to connect the thousands of islands in the archipelago, is poor with vessels frequently overloaded and in poor condition. **Source : Theage.com**

NAVY NEWS

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The Brazilian frigate **F 49 RADEMAKER** (Former **HMS BRAZEN**) seen arriving in Santos – Photo : Bruno Pricoli ©

Officials discover US nuclear submarine crew failed to carry out reactor safety checks

The crew of a US nuclear submarine failed to carry out daily reactor safety checks for a month, then forged records to cover up the blunder, it emerged today. The revelation is sure to raise new questions about the military's handling of nuclear materials following the incident in which a B-52 bomber was accidentally loaded with nuclear-tipped missiles and flown across the country without any one realising it.

In the case of the **USS Hampton**, officials discovered that sailors had not done the required analysis of the chemical and radiological properties of the submarine's reactor for more than a month, even though a daily check is required, a navy spokesman said.

Others discovered the lapse during a routine cross-check as the submarine neared the end of a Pacific voyage last month.

Officials also found that logs had been filled out to make it appear that the daily checks of the reactor water had actually been done. ``Some of the **Hampton's** operations and records fell short of high Navy standards," the spokesman said. ``There never was any danger to the crew or the public," he said. Source : Belfast Telegraph

French Dockyard Completes First Malaysian Submarine

The first Malaysian submarine jointly built by French and Spanish firms was completed on Tuesday at a dockyard in northwestern France. Malaysia's Deputy Prime Minister Datuk Seri Najib Tun Razak, Malaysian naval commanders, French defense officials and representatives of DCNS dockyard in Cherbourg, Normandy inaugurated the **KD Tunku Abdul Rahman**.

Najib's wife, Datin Seri Rosmah Mansor, broke the ceremonial bottle of water against the submarine's sail to formally launch the vessel named after Malaysia's founder and first prime minister.

Mansor also unveiled a plaque of the submarine as part of the inaugural ceremony and called upon Allah to bless the vessel and its crews.



The officials toured the **KD Tunku Abdul Rahman**, one of two submarines ordered by the Royal Malaysian Navy from DCNS and Spain's Navantia in 2002. The submarine is armed with torpedoes, anti-surface-ship missiles and sea mines.

In a speech, Najib said the submarine aims to protect Malaysia's sovereignty and maritime interests. He said it will also contribute to maritime security and safety in Southeast Asia.

The **KD Tunku Abdul Rahman** will sail to Malaysia in January 2009. It will be manned by the country's first submarine crew, whose training is part of the vessel contract with DCNS and Navantia.

Malaysia's second submarine, named **KD Tun Razak**, is expected to be completed in October 2009. **Source : AHN Media**

SHIPYARD NEWS

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STX takes 39.2 percent stake in Aker Yards

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South Korea's STX group of companies has acquired a 39.2 percent "strategic shareholding" in Aker Yards ASA, through a wholly owned Norwegian subsidiary.

"STX emphasizes that it intends to remain as a significant minority shareholder in Aker Yards," said a statement issued today.

The 39.2 percent stake makes STX the largest single shareholder in Aker Yards by a very wide margin. As of yesterday, the largest shareholder in the company was listed as a unit of UBS AG, with 7.97 percent.

"As a major shareholder with a strong commitment to the shipbuilding industry, STX will endeavor to be a stable and supportive partner for Aker Yards," said the statement. "We believe Aker Yards could benefit from the support of a long-term industrial shareholder, which is committed to its success and will seek to ensure that the business continues to be run to the benefit of all stakeholders."

STX emphasizes that it intends to remain as a significant minority shareholder in Aker Yards.



The **FAR SEEKER** seen fitting out at the Aker Brevik Yard (Norway)

Photo : Piet Sinke ©

STX says it will evaluate Aker Yards from a long-term industrial perspective, and reserves the right to assess available options regarding its strategic shareholding in Aker Yards in due course. During this evaluation and assessment period, STX says it will seek an ongoing and open dialogue with Aker Yards and its key stakeholders.

STX says it recognizes the high importance of Aker Yards for the maritime industry clusters in several countries, especially in Norway, Finland, Germany and France, and appreciates Aker Yards' strong track record in innovation and technological development.

"Aker Yards is an accomplished and recognised leader in the shipbuilding business, and our strategic stake in the company represents a solid opportunity to gain valuable exposure to attractive industry segments," said Duk-Soo Kang, Chairman of STX. Aker Yards ASA issued a statement saying that the Board of Directors is currently taking the new ownership information into consideration. Chairman of the Board, Svein Sivertsen commented:

"We will now gather all relevant information in order to review the strategic alternatives available in order to maximize the value of Aker Yards. The Board's main task is to consider the interest of all shareholders."

STX is one of South Korea's leading industrial groups with investments including STX Shipbuilding, STX Engine, STX Pan Ocean, STX Heavy Industries, STX Energy and STX Construction. STX had \$8.3 billion in revenues in 2006 and expects \$11 billion in total turn-over this year. The market capitalization of the holding company, STX Corporation, is \$4.2 billion. STX Shipbuilding is a leading shipbuilding company with more than 40 years of experience in the industry and employees 6,800 persons. STX Shipbuilding designs and builds product LNG carriers, containerships, product

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tankers, bulk carriers, LPG and car carriers. In 2006 sales were USD 1.8 billion. The current order backlog is \$13.5 billion. STX Shipbuilding is listed on the Korean Stock Exchange with a market capitalization of \$5.1 billion as of Oct 19, 2007.

STX Engine is a leading diesel engine manufacturer with strong market positions in the marine, power plant and military end- markets. The company had revenues of \$953 million in 2006. STX Engine is listed on the Korean Stock Exchange with a market capitalization of USD 2.3 billion as of 19 Oct 2007.

STX Pan Ocean is a global tramp shipping service provider which is listed on the stock exchange markets of Singapore and Korea. Currently STX Pan Ocean operates 350 vessels and expanding its business activities in container and LNG carrier markets. The STX Pan Ocean had revenues of \$3.6 billion in 2006. The market capitalization of STX Pan Ocean is around \$ 8.4 billion. ABN AMRO, ABG Sundal Collier and Socius Advisors are acting as financial advisors to the STX Group. **Source : MarineLog**



The **GEESTROOM** seen enroute Rotterdam during a misty morning
Photo : George Vermeulen ©

STRIKE AFFECTS SHIPBUILDING IN FINLAND

AKER yards says that strike in Finland, by the Union of Salaried Employees (TU) is affecting seven large enterprises in the mechanical engineering and metal products industry in Finland, including Aker Yards' facilities in the country..

"Our 4,000 employees at Aker Yards in Finland may be affected within a week", says Juha Heikinheimo, President of Aker Yards, Cruise & Ferries. There are some 500 Aker Yards employees directly involved in the strike, of which 400 supervisors. The three Aker Yards shipyards in Finland situated in Turku, Helsinki and Rauma, belong to the Cruise & Ferries Business Area which also comprises two cabin factories in Finland.

Meanwhile it has been confirmed that Korean shipbuilder STX Group has bought US\$800m, 39.2% shareholding in the Norwegian-headquartered shipbuilding group. Aker Yards' shares rose strongly in early dealing on the the news.

Source : Marine Global Net

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The tug **NORTH** seen in the Scheurhaven (Rotterdam-Europoort)

Photo : Wout Boender ©

Coastal sells two utility vessels to Maridive

Coastal Offshore (Labuan) Pte Ltd., a wholly-owned subsidiary of Sabah-based Coastal Contracts Bhd, secured the sale of two utility support vessels to Egyptian oilfield services company Maridive Offshore Projects S.A.E. at a combined value of US\$11.5 million. The 3,200 bhp and 3,500 bhp utility vessels are now undergoing construction in China and are expected to be complete for delivery in 2008.

The deal came less than two weeks after Coastal closed the sale of four offshore support vessels to Kreuz Engineering Ltd. at a combined value of US\$108 million. Coastal said its total order book now stands at US\$233.1 million for deliveries through 2010.

Iran to Buy 52 ships by 2010

The Managing Director of the Islamic Republic of Iran Shipping Lines says IRISL has signed a contract for purchase of fifty-two ships. Mohammad-Hossein Dajmar noted that the total capacity of the ships is 2.6 million tons and a total of \$2.25m has been allotted for purchasing the ships from domestic and foreign firms. He pointed out that all of the ships will be delivered to Iran by 2010, IRNA reported. Dajmar asserted that Iran ranks first in the Middle East in terms of the number of its commercial liners and oil tanker ships. **Source:** <http://www.presstv.ir>



Late Delivery Expected for CNOOC's First Deep-water Rig

According to a Reuters report, the delivery of China National Offshore Oil Corporation's (CNOOC) first deep-water semi-submersible drilling platform will be delayed, at least for months, state media reported recently. Construction of the platform is expected to be completed in 2011, the official Xinhua news agency cited the company as saying. CNOOC had anticipated the delivery on Oct.1, 2010. This would mean the top offshore oil producer in China has to postpone its first independent voyage, armed with a Chinese rig, to tap deep water oil and gas resources home and abroad. CNOOC has awarded the construction, a \$599m deal, to China Shipbuilding Industry Corporation's Shanghai Waigaoqiao plant, the report said, though it did not state when construction will kick off. The rig can operate in waters of up to 3,000 meters deep and drill a maximum of 12,000 meters, the report said. CNOOC also expects it will invest \$20b on deep water facilities in the future, the report quoted an unnamed company official as saying, without giving a timeframe. The rig would be used in deep water areas in the South China Sea, Southeast Asia region, the Mexico Gulf and West Africa, Xinhua said. **Source :** MarineLink



Color Line's **BOHUS** seen departing from Sandefjord

Photo : Piet Sinke ©

Danaos orders five 12,600 TEU box ships at Hyundai Samho

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Athens-headquartered Danaos Corporation has ordered five 12,600 TEU containerships.

All five Post Panamax containerships will be built by Hyundai Samho Heavy Industries and are expected to be delivered to Danaos gradually starting from January until August of 2011.

Danaos has also arranged for an undisclosed "large international liner company" to charter all the vessels for 12 years each, at accretive rates. The deal increases Danaos' contracted fleet to 32 vessels with a total carrying capacity of 217,421 TEU or 150% of its current fleet.

The total contract deal size is approximately \$830 million and will be financed by own funds and debt. For the first full year of operation, this five vessel block addition to Danaos' fleet of containerships is expected to contribute approximately \$92 million of EBITDA, annually upon delivery of all five vessels. For this purpose, EBITDA, a non-GAAP measure, shall mean net earnings before interest, un-drawn credit facility fees, taxes, depreciation and amortization of deferred dry-docking charges and financing fees.

"We have ordered the largest size containerships available," said Dr. John Coustas, Chief Executive Officer of Danaos. "In addition we have arranged 12 year charters at accretive rates with one of the largest liner companies in the world for all five of these vessels scheduled to be delivered to us in 2011. With this order Danaos is reaffirming its position as one of the major players in the containership market worldwide. With this deal we have not only managed to increase our contracted fleet to 32 containerships, but also secure long term charters for all of our vessels currently comprising our contracted fleet. Our contracted revenue has now reached \$ 6.5 billion."

Danaos Corporation's current fleet of 36 containerships aggregating 147,472 TEUs ranks Danaos among the largest containership charter owners in the world based on total TEU capacity. Danaos is the largest US listed containership company based on fleet size. The company has a contracted fleet of 32 additional containerships aggregating 217,421 TEU with scheduled deliveries up to 2011. **Source : MarineLog**



Full with "empty" boxes, the **MARIE SCHULTE** seen in Rio Grande
Photo : Marcelo Vieira ©

MSCO's New Vessel

On October, 23 the bulk carrier "**Pomorie**" arrived at Kandalaksha Commercial Sea Port for coal loading. This is the first call at the russian port of the vessel, which belongs to Murmansk Shipping Co. since August 2007.

The vessel was built at Chengxi Shipyard in China. The State flag of Russia was raised on the vessel on July, 31. The first commercial voyage of the vessel was made in August – September: the bulker delivered bauxites from China to Italy. **Source : SeaNews**

NEW ANTWERP PORT JV

DP World Antwerp, Conti Lines and Rickmers-Linie are setting up a joint venture to operate a common user general cargo terminal at the Churchilldock at Antwerp. The JV will operate as DP World Breakbulk NV.

A statement says: "The agreement safeguards future capacity requirements and expert handling by DP World who provides first class breakbulk stevedoring services. Conti Lines, the Antwerp based breakbulk owner/operator, has historically been a key general cargo customer to DP World in Antwerp, responsible for a significant part of DP World's general cargo volumes. Rickmers-Linie has frequent calls at the Port of Antwerp with its worldwide liner services for breakbulk, heavylift and project cargoes, and will move to the facility of DP World Breakbulk NV effective 1 January 2008." **Source : Maritime Global Net**

Argos Oil and Kotug move ahead with the introduction of sulphur-free bunker fuels in the Port of Rotterdam

Effective October 22nd, Argos Oil will supply sulphur-free (EN 590) bunker fuels to Kotug's tugboats in the Port of Rotterdam. The Rijnmond Area is one of the most polluted regions in the Netherlands and therefore the Rotterdam Climate Initiative (RCI) has been launched. **Peter Goedvolk**, CEO of Argos Oil and harbourman of the year: 'Argos Oil is satisfied with this first step and stresses the importance of sulphur-free bunker fuels for the maritime industry. Moreover, this initiative will contribute to the emission goals of RCI'. **Ard-Jan Kooren**, CEO of Kotug, reconfirms the importance of sulphur-free bunker fuels for his tugboat fleet. 'We take our responsibility for a better environment and well being of our employees and the community. Emissions could decrease even more through the

creation of extra layberths and shore-power connections in the Port of Rotterdam. Therefore Kotug hopes that the Rotterdam Port Authority will take onboard these further initiatives'.





The "break-bulk" carrier **MOZU ARROW** seen discharging in the port of La Pallice
Photo : Reinier van de Bichelaar ©

MOVEMENTS



The **KRISTINA REGINA** with in the background the **COSTA MEDITERRANEAN** seen moored in Rhodes
Photo : Ko Rusman ©

The Russian tug VZMORYE is today (Thursday) 08:00 at Maas pilot station bound for Pier 2 (Smit) in the Waalhaven.



The **STOLT COURAGE** seen at Westerscheldt river – Photo : Henk de Winde ©

AIRCRAFT /AIRPORT NEWS

F16's onderscheppen passagiersvliegtuig

Twee F16 jachtvliegtuigen uit België hebben maandag een passagierstoestel onderschept dat vanuit het oosten op weg naar Londen vloog. Het ging om een Boeing 777 waarmee geen radiocontact kon worden gemaakt.

Dat heeft een woordvoerder van de Nederlandse luchtmacht maandag bekendgemaakt. De F16's werden op de Boeing afgestuurd om het toestel te identificeren en contact te leggen met de bemanning. Hierbij zijn de F16's even na vier uur boven de Biesbosch door de geluidsbarrière gegaan. Nadat het radiocontact met het toestel was hersteld, zijn de F16's teruggekeerd naar de thuisbasis.

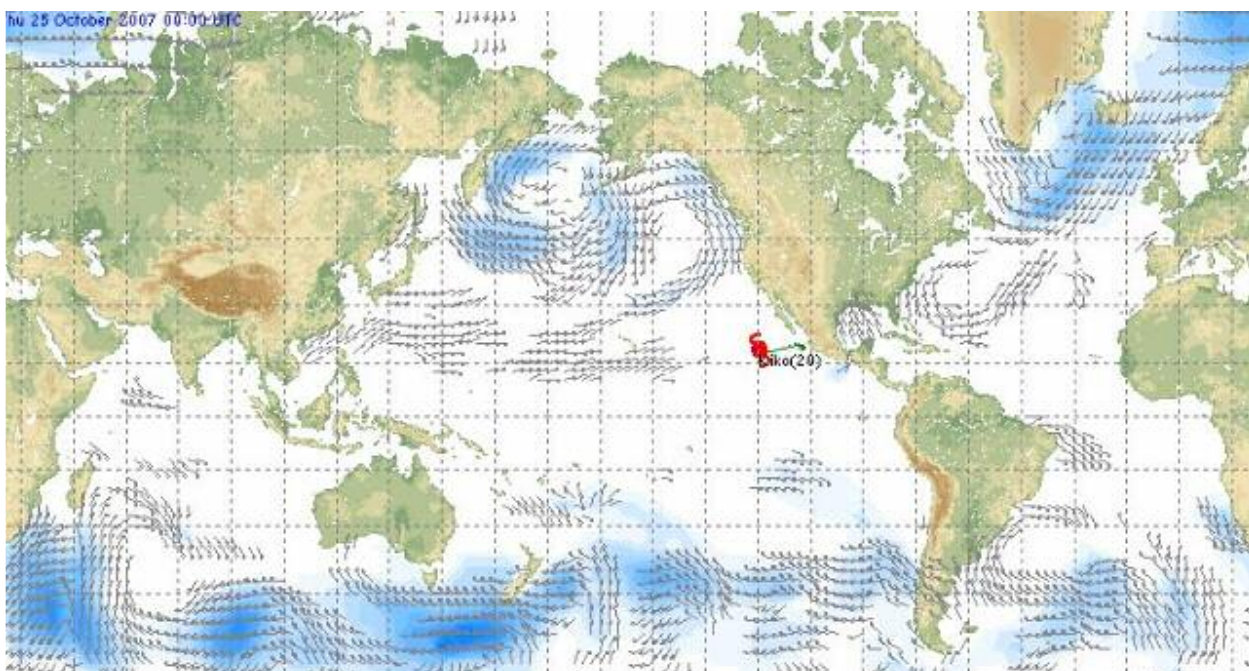
Afgelopen vrijdag kwamen Nederlandse F16's ook al in actie bij een passagiersvliegtuig dat geen radiocontact had met de luchtverkeersleiding. Toen gingen ze echter niet door de geluidsbarrière. Dat gebeurt alleen als ze harder dan 1000 kilometer per uur vliegen. De jachtvliegtuigen veroorzaken dan een harde knal. Source : Brabants Dagblad

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 **FPSO Sevan Hummingbird** was named 24.10.2007 at the Keppel-Verolme shipyard by the godmother Susan Grayson from Venture Production Plc. 100 guests from the shipyard, Venture, Wood Group, clients, shareholders, investors, financiers and other parties were present.

The **FPSO Sevan Hummingbird** will be installed on the Chestnut field in the Central North Sea, under a 2.5 + 2 year contract.

Photo : Hans de Jong ©

CORRECTION

In the **special report** about the HARMS BERGUNG's newbuilding **JANUS** send out Tuesday evening, as information received from several sources it appeared that the wrong type of main engines was mentioned.

As message seen below received from **Volker Landwehr** from Essen :
You write about the MaK engines but the engine names you give are from MAN engines, which were to be used in the beginning. The MaK names are 6M32 and 8M32 and they run at 600 rpm.(Source MaK), The propeller has a diameter of 4,40 m. (Source Schottel).

Sorry for this mistakes made, I copied the technical details from the website of HARMS BERGUNG

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