

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 259



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

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**The MSC HARMONY seen in Luanda Port ( Angola)**

**Photo : Jan Plug ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **NORWEGIAN SPIRIT** seen arriving in Willemstad (Curacao)

**Photo : Kees Bustraan ©**

## Crew rescued as fishing vessel takes on water off coast of Bridlington

At ten past one Sunday afternoon Humber Coastguard overheard a conversation on Channel 16 between a standby vessel and a fishing vessel that was taking water and listing 25 miles southeast of Flamborough Head.

Humber Maritime Rescue Coordination Centre (MRCC) contacted the **Centrica Pride**, the standby vessel for the Rough Gas Field where both vessels were located. The **Centrica Pride** launched their fast rescue craft to the fishing vessel, the **My Charon**, and brought the four crew members safely aboard where they were checked over and found to need no medical assistance.

Humber MRCC requested the launch of RAF Rescue Helicopter 128, and the crew was airlifted back to shore where they are all now safe and well.

Lynda Hillerby of Humber MRCC said: "This afternoon we coordinated the rescue of four members of crew from a fishing vessel taking water southeast of Flamborough Head. We would like to thank everyone involved in this operation, without whom this could have been a much more serious incident. The **My Charon** is now adrift. Local shipping has been informed and the vessel's position is being monitored with a view to recovery, weather permitting, later this evening."

## ANJA REFLOATED



Photo's : KV Harstad MIL ©

In Rangsundøya (Nordland) Norway, the grounded container vessel **ANJA** was re-floated by several tugs



## Iran-Turkmen Ships to Launch in March

Four Russian-made ships under the name of "Iran-Turkmen" will be launched in the Caspian Sea by March 2008, said the Caspian Sea Shipping Co. managing director Saturday. The company's fleet will reportedly reach 10 when the four are delivered. Reportedly, \$48m from the Oil Stabilization Fund (OSF) has been allocated for the building of the four vessels. **Source:tehrantimes**

## 'Banana wave' hits Dutch islands





Amsterdam. Source : BBC NEWS

Thousands of bananas have been washed up on two Dutch islands in the North Sea after several containers fell off a cargo ship in a storm, officials say.

They say beaches on Terschelling and Ameland islands were littered with bunches of unripe fruit - to the delight of some local residents.

"I think everybody... has a bunch now," a Terschelling official was quoted as saying by the Associated Press.

It was not clear if the bananas were edible after floating in salty water.

The bananas were washed up on Wednesday after at least six containers fell off the ship transporting the fruit from Cuba, said Gossen Buren, a shipping official on Terschelling island. At least one of the containers burst open.

Hours later about 1km (0.6 mile) stretch of a beach on the island was littered with the bananas, Mr Buren said.

Local authorities are now in talks with the ship's insurance company on what to do with the bananas. Some local residents had already suggested sending them to Dutch zoos, Mr Buren said.

The islanders are no strangers to different materials turning up on their beaches, including shoes, briefcases and toys.

The two islands are about 115km (70 miles) north of

## Hoekse redders varen voor vermiste surfers in stormachtige zee

Door : Ron Zegers – KNRM Hoek van Holland



Zondag 11 november om 13.50 uur werd de bemanning van de Hoekse KNRM reddingboot **Jeanine Parqui** gealarmeerd voor twee surfers in problemen voor de Maasvlakte. De melding kwam van het kustwachtcentrum Den Helder en was doorgegeven door een passant op het strand. De **Prinses Margriet** uit Stellendam was eveneens gealarmeerd en aan het zoeken vanuit het zuiden. Op deze middag stond er een 6 Beaufort uit het Noordwesten en een golfhoogte van tweeënhalve tot drieënhalve meter.

Ter hoogte van de havenhoofden telefonisch contact gezocht met de melder en deze wist te vertellen dat het twee Duitse surfers waren, waarvan er een al weer aan de kant was aangespoeld in redelijke conditie. Aangekomen bij de positie van vermissing werd de reddingboot gebeld door de melder dat de tweede surfer ook aan de kant was, hierop keerden de KNRM reddingboten retour station nadat het kustwachtcentrum was ingelicht.

## JO CEDAR TO THE RESCUE



Last Thursday morning the duty officer on board Jo Tankers **JO CEDAR** received an May-Day via the radio, but heard nothing anymore afterwards, about 45 minutes the US Coast Guard came in the air with an Pan Pan, with the message that a fishing vessel was capsized, this appeared to be 27 nm from the **JO CEDAR** which just departed from the port of Savannah, the vessel chanced heading and increased the power, towards the location.



Whilst enroute to the given location, a Coast Guard plane made some passages over the **JO CEDAR** to direct the tanker in the good direction, in the meantime some items were spotted in the water, which was showing that something must happened there recently, the whole crew of the **JO CEDAR** was mobilized on deck and all on the look-out, later a small raft was spotted, after maneuvering alongside it appeared that 3 persons were in the raft , it appeared that the 3 persons were in the liferaft for about 3 hours, and the SART beacon was activated, which transmitted the position to the satellite, from which the Coast Guard was able to find the liferaft very fast, the 3 persons had to clime onboard the tanker, which was a tough job for them, and when onboard it appeared that their boat which sank was named **GRAND CRU**, and they were enroute to catch some Swordfishes, so the fishes were lucky, not to be caught that day, the survivors took a shower and their clothes were washed and dried, in the meantime the **JO CEDAR** headed for Palm Beach where the survivors were handed over to the US Coast Guard several hours later. – **Photo's : Crew JO CEDAR – JO TANKERS S.A. ©**

**De bemanning van de JO CEDAR heeft een CHAPEAU verdiend voor deze actie namens de lezers van de shippingnewsclippings !!**







The **SUN PRINCESS** departing on a cruise seen from the walkway on the Sydney Harbour Bridge  
Photo : Martin Grant ©

## Greenpeace gets okay for ship at UN climate change meet

The Spanish port of Valencia will allow Greenpeace to dock a ship at the site of this month's conference of the UN's Intergovernmental Panel on Climate Change, reversing an earlier decision, authorities said Wednesday.



The IPCC, which shared the 2007 Nobel Peace Prize with former US vice president Al Gore, is to meet in Valencia from November 12-17 to adopt the final version of its fourth report.

Photo : Jacques Carney ©

Port authorities initially refused to allow the Greenpeace ship **Arctic Sunrise** in the Mediterranean city, citing a lack of space. But they relented following intervention by the Spanish government's chief representative in the region, Antoni Bernarbe, his press office said.

"This ship is part of the campaign to raise public awareness on climate change and its presence is normal at the meeting of the IPCC," a Greenpeace representative, Isabel Ribeiro, told AFP.

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Greenpeace and the WWF are among a number of environmental groups that have called on Spaniards to switch off lights throughout the country for five minutes at 8:00 pm (1900 GMT) on November 15 to raise awareness on climate change.

The IPCC is the world's top scientific authority on global warming and its impact. Its task is to give policymakers a summary of the latest knowledge about climate change.

It has notably predicted a rise of 1.1 to 6.4 degrees C in the average world temperatures by 2100. **Source :** [afp.google](#)



The Portland pilot tender seen approaching the tug **VZMORYE** to transfer the pilot

**Photo : Joost van den Driest ©**

## Merchant ship still untraced

There is no trace yet of the merchant ship m.s.v. **Lakshwadeep** that was reported missing from the high seas between Mangalore and Lakshwadeep since Monday.

An aircraft and ICGS **Kasturba Gandhi**, a ship of the Coast Guard, are repeatedly scanning the sea and coastal waters between the two places to locate the missing vessel and its six crew members.

Commandant A.T. Badola, Regional Operations Officer of the Coast Guard, said that the aircraft and ship were conducting searches on the north-western part of the sea, apart from the coast, as there was a possibility of the vessel having drifted away from the normal route. One of the crew members is from New Mangalore and the others are from

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Tuticorin. Hamsa (36) is from New Mangalore, while the ship's master Maria Antony (48) and the other crew members – J Vijaya (38); D Johnson (23); B Ragan (20) and Suraju Degpan (48) are from Tuticorin.

The vessel was carrying 140 tonnes of cargo, most of which was stored in 2,000 bags, which included groceries and construction materials.

The Coast Guard's Maritime Rescue Coordination Centre in Mumbai has already activated the international safety net. The aim is to inform other vessels passing by to keep a lookout for the missing vessel. The approximate location where the 35-metre vessel went missing is yet to be identified. **Source : hindu.com**



Above seen the **SARKU SANTUBONG** 2999 grt built 1980- at anchor in Singapore. She was named **Cable Installer** and **Star Hercules** before.

**Photo : Ian Edwards - Sydney ©**

## North Korean ship docks in Aden after pirate attack

The North Korean ship "**Dan Hong Dai**," which Somali pirates attempted to capture two days ago arrived safely at the port of Aden on Monday. The ship, which was sailing in international waters, was saved by international coalition forces.

The ship was received at Aden port by a number of officials of the port and of the Yemeni Coast Guard, Gulf of Aden sector and the North Korean ambassador to Yemen, and the ship's navigation agent.

A source in the Yemeni Coast Guard authority said that there were three injured crewmembers, who have been taken for treatment in an Aden hospital. The authority has offered all the necessary services, supplies and fuel for the vessel to continue its journey to its country, according to the source.

The navigational crew of the North Korean ship chose the port of Aden to drop anchor as it enjoys a high quality of services and medical facilities. **Source : yobserver**





The **AMSTELDIJK** seen departing from Rotterdam

Photo : John van der Linden ©

## CASUALTY REPORTING

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## Storm smashes Russian oil tanker, causing 1,300-tonne spill



Five-metre high waves smashed a Russian tanker in half on Sunday, spilling 1,300 tonnes of fuel oil into the Kerch Strait between the Black Sea and the Sea of Azov, officials said.

Another cargo ship the **Volnogorsk** carrying 2,000 tonnes of sulphur sank nearby and its nine crew members were stranded on a raft amid 108-kilometre (67-mile) per hour winds in waters divided between Russia and Ukraine.

A third ship the **Nakhichevan** was damaged in the storm and a total of 50 vessels were being evacuated from Kavkaz, a busy commercial port in the Kerch Strait, some 1,200 kilometres (746 miles) south of Moscow, Russian news agencies reported.

There were no reports of any deaths or injuries.

"Restoring the environmental situation in the Kerch Strait will probably take more than a month," Oleg Mitvol, head of Russia's environmental monitoring agency Rosprirodnadzor, said on the Vesti-24 news channel.



Russian TV showed pictures of other boats damaged in the storm "Five-metre high waves just broke the tanker in two," Mitvol said.

The prow and the stern of the oil tanker belonging to Russian oil firm Volganeft tore apart in the storm and "around 1,300 tonnes of fuel oil were spilled," a transport ministry spokeswoman told AFP.

Rescue efforts were being hampered by the harsh weather conditions but the lives of the 13 crew members stranded in the stern of the tanker were not in danger and they were helping rescuers, the spokeswoman said.

The **Volganeft-139** oil tanker was at anchor when it broke up, officials said. Three tugboats, two Russian and one Ukrainian, were trying to attach cables to the stern of the ship to stop it from drifting.

Russia and Ukraine set up a joint crisis centre to deal with the situation and a Ukrainian plane and a Russian helicopter were on standby to fly to the area as soon as the weather allows, Russian news agencies reported.

Ukraine's transport ministry said in a statement that all the country's ports had been put on a heightened state of alert to help in rescue operations for the **Volganeft-139** tanker.

Russian television reported that the spill from the tanker, which was carrying 4,000 tonnes of fuel oil, was continuing and that the accident happened in Ukrainian waters.

Local prosecutors were looking into possible criminal charges for the spill. The tanker was carrying fuel oil from the southern Russian city of Samara on the Volga River to an oil terminal in Ukraine, agency reports quoted a Russian official as saying.

## **Ship sinks off Sevastopol, fate of the crew unknown**

An unidentified ship sank in a storm off Sevastopol near the Khersones Beacon on Sunday. The ship was reportedly carrying metal from Mariupol to Istanbul. It gave a lurch in a storm and sank, the Ukrainian Emergency Situations Ministry's spokesman in Sevastopol told an Interfax correspondent.

Two sailors who managed to reach the shore said there were 16 crewmembers aboard the ship.

Neither of them speaks Ukrainian, Russian or English, so no details of the disaster are available. Both of them have been rushed to a hospital. Police are searching for other survivors. **Source : Interfax**

## **Black Sea Storm Sinks Five Ships, Kills Three Sailors**

Russian authorities say rescuers have recovered the bodies of three sailors killed in a powerful storm that sank at least five ships in waters between Russia and Ukraine Sunday.

The storm smashed apart a Russian oil tanker anchored between the Black Sea and the Sea of Azov, spilling two-thousand metric tons of fuel oil into the Kerch Strait off Ukraine. Thirteen crew members trapped aboard a section of the Volganeft-139 were rescued late Sunday.

Russian officials are calling the oil spill an environmental disaster that could take several years to clean up. The storm also sank four other cargo ships, killing two sailors. Officials say three of the ships were carrying sulfur. Several sailors from those ships are still missing. Prosecutors have opened an investigation into possible criminal charges. The Kerch Strait is a major migration route for birds and is also home to porpoises. **Source : VOA News**



## NAVY NEWS

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## Chinese sub has U.S. military concerned

U.S. Navy officials are concerned over the unexpected appearance of a Chinese submarine during a major military exercise in the Pacific Ocean. Senior NATO officials said that since the Chinese vessel surfaced in the middle of the recent military exercise, U.S. Navy officials have been shocked by the advanced technology used by their Chinese counterparts, The Daily Mail said Saturday.

One official said that based on the ease at which the submarine avoided 12 U.S. warships to surface near a 1,000-foot carrier, Navy officials are reconsidering the potential dangers posed by Chinese subs.

While Chinese officials have said the entire incident was a simple coincidence, some U.S. diplomats have accused the vessel of "shadowing" the U.S. fleet during the exercise. One former member of the British Royal Navy told the newspaper that such allegations could potentially be close to the truth.

"It would tie in with what we see the Chinese trying to do," Commodore Stephen Saunders said, "which appears to be to deter the Americans from interfering or operating in their backyard, particularly in relation to Taiwan." **Source :** [upi.com](http://upi.com)

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## **Shipbuilder Hyundai Heavy Industries' profit doubles to record on affiliates, ship prices**

Hyundai Heavy Industries Co., the world's biggest shipbuilder, said Thursday its third-quarter net profit more than doubled amid strong performance by affiliates and higher vessel prices.

Hyundai Heavy Industries earned 434.7 billion won (US\$479 million; €327 million) in the three months ended Sept. 30, the company said in a regulatory filing. It posted net profit of 210.7 billion won in the same quarter a year earlier.

It was the 10th straight quarter of profit for the Ulsan, South Korea, company, where earnings have soared amid demand for ships to handle global trade boosted by China's surging economy.

Sales during the quarter rose 19 percent to 3.73 trillion won (US\$4.12 billion; €2.81 billion) from 3.14 trillion won a year ago. Hyundai Heavy's result was bolstered by gains from its stakes in affiliates shipbuilder Hyundai Samho Heavy Industries Co. and service station operator Hyundai Oilbank Co., as well as by investment returns, said Hyundai Heavy spokeswoman Kim Mi-ri.

The company's earnings also reflected ship orders received in late 2004, Kim said, primarily for large container ships and LNG, or liquefied natural gas, carriers that fetched higher prices than before.

Orders usually affect earnings two to three years after they are received. As of the end of September, Hyundai Heavy had orders for 327 ships valued at US\$34.6 billion (€23.6 billion), the equivalent of 3 1/2 years of work, Kim said.

Container ships, oil tankers, LNG carriers and liquid petroleum gas, or LPG, carriers accounted for 80 percent of the company's ship order backlog, she said. Shares in Hyundai Heavy have more than tripled this year. The stock fell Thursday, however, declining 3.6 percent to 509,000 won (US\$561; €383) amid a 3.1 percent sell-off in the broader South Korean stock market.

Hyundai Heavy, established in 1972, rose to become the world's largest shipbuilder in just three decades. The company also designs and builds offshore facilities such as oil rigs and pipelines. It manufactures marine terminals, power facilities, desalination plants, construction equipment and industrial robots. **Source : iht.com**

## **L&T Negotiating \$1B Shipbuilding Orders**

India's largest engineering and construction firm Larsen & Toubro Ltd. (L&T) is negotiating with global shipping fleet owners to build ships worth over \$1b, but the company cannot finalize these orders because it still hasn't received the requisite clearances for its shipyard from a local government. L&T plans to set up the country's biggest shipbuilding facility at Kattupalli in Tamil Nadu in an effort to tap growing domestic and global demand for ships. The company will invest around Rs3,000 crore in the shipyard and port project and will build cargo ships, warships and offshore oil rigs. The shipyard at Kattupalli will be capable of building 25 big ships in a year and repair another 50-60 ships. L&T would reportedly build very large crude carriers, ships to carry liquefied natural gas and compressed natural gas, car carriers, container ships, warships and frigates. L&T has hired the Rostock, Germany-based consultant Ingenieurtechnik und Maschinenbau GmbH (IMG) to develop a master plan and design for the shipyard. The company also reportedly plans to bring in a Japanese or South Korean shipyard as a technology partner at a later date. The port facility at Kattupalli will cater to clean cargo and also handle cargo of the nearby special economic zone being developed by the state-owned Tamil Nadu Industrial Development Corporation Ltd. (Tidco). Clean cargo refers to things such as foodgrains, cars and other vehicles, and finished products as opposed to coal, iron ore and the like. When fully operational, the shipyard and port will employ close to 10,000 people. L&T plans to begin construction of ships at Kattupalli by the end of 2009 and deliver its first ship a year later. L&T ventured into the shipbuilding business last year by converting part of its heavy engineering complex at Hazira, near Surat in Gujarat, into a yard that could build three mid-size ships a year with a cargo-carrying capacity of 15,000 to 20,000 tonnes. Although the company is now expanding the capacity of the Hazira yard to make eight ships a year, it cannot make bigger ships there. The yard opens into a river that has limited draft (depth in shipping terminology). That explains the company's decision to build a new yard at Kattupalli, a



port owned by the Tamil Nadu government, which has been earmarked for development through private investments. India has around 20 shipyards, the majority state-owned, but none has the kind of capacity L&T is talking about at its new yard. Cochin Shipyard Ltd., which can build the largest ships currently, can build ships with a cargo-carrying capacity of 110,000 tonnes. With capacities in traditional shipbuilding countries such as Japan, South Korea and Norway booked for the next few years, fleet owners have started looking at new destinations such as China, Vietnam and India. Local builders such as ABG Shipyard Ltd., Bharati Shipyard Ltd. and L&T are expanding capacities to meet this demand. India's share in the global shipbuilding business is expected to grow to around 15%, or \$22b, by 2020 from the current level of 0.4%, aided mainly by cost competitiveness and abundant supply of skilled manpower, according to a report by Mumbai-based consulting firm i-maritime Consultancy Pvt. Ltd. **Source:livemint**

## **Keppel AmFELS delivers second Scorpion**

Keppel AmFELS Inc., the U.S. wholly-owned subsidiary of Keppel Offshore & Marine Limited (Keppel O&M), has delivered its second jackup drilling rig for Scorpion Offshore (Scorpion) on time and within budget.

Delivery of Offshore Defender comes just five months after Keppel AmFELS completed its first jackup rig for Scorpion earlier this year. Scorpion has contracted Keppel AmFELS to build a fleet of five drilling rigs. Construction of the remaining three is progressing well on track, and the rigs are scheduled for delivery through 2008 to 2009.

Offshore Defender was christened by Mrs. Brenda B. Harvey, wife of Scorpion's Director, Michael L. Harvey, at the Keppel AmFELS yard in Brownsville, Texas on November 10, 2007.

Mr Tong Chong Heong, Managing Director and COO of Keppel O&M said, "Keppel AmFELS has the experience and expertise to fulfil its commitment to its customer to construct and deliver a high quality premium jackup drilling rig within a tight schedule. This is no mean feat, especially during this period when labour and materials are very tight."

This year, Keppel AmFELS has invested close to US\$3 million for the training and development of its workforce. Recognizing Keppel AmFELS's commitment to the training of new and existing employees, the Texas Workforce Commission has recently awarded Keppel AmFELS and four other companies a total of US\$733,538 for the creation and upgrading of skill-related jobs.

In addition to the construction of the Scorpion rigs, Keppel AmFELS is currently building a jackup rig each for Diamond Offshore, Atwood Oceanics and Perforadora Central. It has just secured an order of four jackup rigs from Rowan Companies. **Source : MarineLog**

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The **TOR PETUNIA** seen passing Flushing outward bound

Photo : Ernst van de Thoon ©

## Suez Canal Container Terminal partners with COSCO Pacific

COSCO Pacific has acquired a 20 percent partnership in the expanding Suez Canal Container Terminal (SCCT) in Port Said, Egypt, AP Moller Terminals announced yesterday. The 20 percent share in SCCT was acquired from the IFU Danish Development Bank which is now no longer a shareholder. AP Moller Terminals remains the major shareholder and operator with a 55 percent stake in the terminal. Other shareholders are Suez Canal Authority 10 percent, National Bank of Egypt 5 percent and Egyptian Private Sector 10 percent.

"Our port has successfully attracted an important new partner in the Chinese terminal operator, COSCO Pacific, and added new liner services through COSCO shipping lines. COSCO will become the third liner customer of SCCT in 2008, joining our clients CMA CGM and Maersk Line," said SCCT Managing Director, Jens Floe.

"The addition of COSCO's liner services into the Egyptian Mediterranean port market is an important step in generating new business for Egypt. The new agreement will increase SCCT's container handling volumes and open the door to new Chinese business in the region, strengthening SCCT as the largest terminal operator in Egypt and market leader in the East," he added.

Floe said that SCCT was investing in the future of Egypt and was in the process of starting Phase II, which will increase terminal capacity from 2.55 million TEUs to 5.1 million TEUs and raising the total investment to US\$730 million. "Equally important, our terminal will inject new jobs into the Egyptian economy by doubling the number of jobs and training and developing the skills of local Port Said employees."

The terminal anticipates handling 1.75m TEU this financial year, which will rise to 5.1 million by 2011.

SCCT serves as an important link between the Far East and Europe trade. The terminal currently has 1200m of quay wall equipped with 12 post panamax ship-to-shore cranes. After the completion of Phase II (1200m quay wall extension) the total quay wall length will be 2,400 metres equipped with 24 post panamax STS cranes, increased terminal productivity through modern technology and 1,500 additional refrigerated plugs for a total of 3,000 plugs to serve the specialised needs of the refrigerated trade. **Source : ports.co.za**

## Seaways Plans to Add Six Container Ships

Seaways Shipping Ltd, a Hyderabad-based maritime company, proposes to double its turnover to about Rs. 1,200 crore by the end of next fiscal (2008-09) by infusing funds through a Rs. 200-crore private equity (PE) and Rs. 500



crore of initial public offering (IPO). While the company has almost zeroed in on a single private equity investor to pump in the funds before the end of the current financial year, it plans to raise the IPO during 2008-09. P. V. K. Mohan, Chairman and Managing Director, reportedly said he planned to add six more container ships on the West Coast of India. Apart from adding container ships, the company planned to establish container freight stations at seaports and also in hinterland, increase freight forwarding services through air and sea, and add more containers. The company entered into a joint venture with a \$5.2b German company, Rhenus, which had 200 warehouses in Europe, to share them, as multinational companies would need third party logistic support. **Source: hinduonnet**

## Tokyo Gas orders 177,000 cu.m Moss type LNG tanker

Tokyo LNG Tanker Co., Ltd., a wholly-owned subsidiary of Tokyo Gas, has signed a shipbuilding contract with Kawasaki Shipbuilding Corporation for a newly designed 177,000 cu.m tank capacity Liquefied Natural Gas (LNG) carrier. Tokyo LNG Tanker also signed heads of agreement with Nippon Yusen Kaisha (NYK Line; for joint ownership (Tokyo LNG Tanker: 10%, NYK Line: 90%), and a time charter for 20-year term of the carrier.



This will be the eighth LNG carrier in Tokyo LNG Tanker's fleet. Like the existing LNG carriers of Tokyo LNG Tanker, the new carrier is expected to call LNG terminals worldwide. It offers the maximum tank capacity compatible with major terminals in the Asia-Pacific region ("Pacific Max"), offering 14 percent more capacity than the 155,000 cu.m design.

With four spherical LNG tanks, the Moss-type carrier is equipped with Kawasaki Advanced Reheat Turbine Plant for propulsion, the world's first

LNG carrier application of the system which gives a 15 percent higher fuel efficiency.

After its completion in 2011, together with existing LNG carriers, the ship will transport LNG cargos from Northwest Shelf Expansion Project, Malaysia I and III Project, Darwin Project, Sakhalin II Project, Pluto Project, Gorgon Project and other projects.

NYK Line is appointed to be the ship manager under the 20 year-term time charter. By managing eight LNG carriers, Tokyo Gas Group intends to procure LNG not only through long term contracts, but also through short term, spot contracts and other innovative methods. This will contribute to lower LNG fleet costs for Tokyo Gas while increasing its LNG procurement flexibility.

Tokyo LNG Tanker is also considering expanding its LNG transportation business, and chartering-in/ chartering-out of LNG ships. **Source : MarineLog**

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## PALMA DE MALLORCA

Door : Frank Haalmeijer

Het volgende schip dat in Palma te bewonderen is, is het voormalige Nederlandse weerschip "**Cumulus**", dat nu als privéjacht bij dezelfde jachtclub als de **ASTERIA** ligt afgemeerd. Als je maar voldoende geld hebt, dan kan alles. Een



bestaand schip ombouwen tot privéjacht is dan een kwestie van bedenken en dan gewoon laten uitvoeren. De grootte maakt dan niet meer uit.

Dit keer gaat het om het megajacht "**SALEM**", dat circa 10 maanden per jaar daar aan de kant ligt en de rest door een vaste bemanning wordt bewaakt en onderhouden. De eigenaar is de bekende miljonaire Al-Sayed, die ook de grote warenhuizen in London bezit. Bovendien is zijn zoon Dodi met Princess Diane 10 jaar geleden in Parijs omgekomen bij een auto ongeluk.

Maar de "**SALEM**" is een jacht van ruim 70 meter lang. Om van de

oude "**Cumulus**" dit jacht te maken, dan ga je erg ver. Het hele dekhuis is eraf gehaald en vervangen door een nieuw groter en een dek hoger dekhuis. Het stuurhuis is opnieuw gebouwd en ook de voorsteven is van vorm veranderd door een scherpere steven. De romp is nog duidelijk herkenbaar aan de rijen patrijspoorten over 2 dekken. Het achterschip is qua vorm gelijk gebleven, alleen achterin zijn enkele hutten verwijderd en vervangen door een diep naar binnen gebouwde nis voor een snelle speedboat. Het schip werd in Engeland verbouwd.

Van binnen is het een paleis met aparte dekken voor mannen en vrouwen.

Onderdeks zijn de hutten voor de bemanning nagenoeg onveranderd gebleven. De machinekamer is bij de verbouwing geheel leeg gehaald en de

motoren zijn vervangen door nieuwe dieselmotoren. De verdwenen oude hoofdmotor was nog een Stork-Werkspoor van 1400 pk en die kon nauwelijks versleten zijn. Het gebruik in de tijd van de "**Cumulus**" was zeker niet zwaar te noemen. Enkele jaren geleden is er contact geweest met de Zweedse kapitein en die nodigde uit om eens aan boord te komen kijken bij gelegenheid. Die gelegenheid zou nu dus geweest kunnen zijn, maar door de strenge ISPS-maatregelen is ook de dure jachtclub in Palma een onneembare vesting geworden. Aan boord komen is lastig geworden. Maar ondanks dat, zijn er toch enkele interieur opnamen van de **SALEM** ontvangen.

Zelf heb ik ruim 6 jaar op de "**Cumulus**" gevaren als stuurman en ken dat schip tamelijk goed. Het was toch een aparte beleving om na 29 jaar het schip terug te zien in een goede conditie, doch in een andere vorm. Goede conditie is het zeker voor een ships'life van 44 jaren!

**Tot de volgende keer in Palma.**





The **PACIFIC DAWN** seen moored at the overseas passenger terminal at Sydneys Circular Quay where she had a christening ceremony and Sydneysiders were treated to a laser light show and some fireworks, fortunately the rain held off for that event.

Photo : Martin Grant ©

## MSC Cruises' newest ship MSC Orchestra to join MSC Lirica for 2008-09 Caribbean season

MSC Cruises will be bringing two state-of-the-art ships - including one of its newest - to Fort Lauderdale for an exciting 2008-09 Caribbean season that features seven itineraries, 16 enchanting ports and the line's first call in Bermuda.

Guests can select itineraries that feature the tropical Deep Caribbean, the wonders of the Western Caribbean, the jewels of the Eastern Caribbean, the exotic Caribbean featuring Panama, the pink sand beaches of Bermuda as well as transatlantic voyages between Fort Lauderdale and some of Europe's most intriguing ports of call.

Cruise-only prices begin at \$449 per person, double occupancy for the 7-night sailings and \$699 per person, double occupancy for the 10-night sailings; government fees and taxes are additional.

Most of the itineraries include visits to Cayo Levantado, the line's private paradise experience in the Dominican Republic.

**MSC Lirica**, which has sailed Caribbean waters for several seasons, will be joined by MSC Cruises' newest ship **MSC Orchestra**, which debuted in 2007 and will be sailing her inaugural Caribbean season. At 92,400 gross tons, 196 feet high and 961 feet long, with 16 decks (13 of which are passenger decks), **MSC Orchestra** is the largest member of the line's fleet to sail the Caribbean. It can carry 2,550 passengers (double occupancy) in 1,275 staterooms (80% outside staterooms, most with a private balcony).

"**MSC Orchestra** is ideally suited for the preferences of our American and Canadian guests," says Richard E. Sasso, president and CEO of MSC Cruises (USA). "It is an elegant ship that epitomizes the line's 'Beautiful. Passionate. Italian.' approach to cruising."

With more than 236,800 square feet of public areas and 5 restaurants (L'Ibiscus, Villa Borghese, La Piazzetta, Four Seasons, the Shanghai Chinese Restaurant - the only dedicated Chinese restaurant at sea), 10 bars (two of which are



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open air), 3 meeting and conference rooms, a 21-foot by 12-foot outdoor LED screen, and the 16,146 square feet for the Body and Mind Spa, **MSC Orchestra** represents the perfect combination of grace and style.

**MSC Orchestra** will arrive in Fort Lauderdale Jan. 2, 2009. The following day she will begin sailing alternating 7-night roundtrip itineraries through April 18, 2009: Eastern Caribbean, calling at Cayo Levantado, Dominican Republic; Philipsburg, St. Maarten; St. John's, Antigua; and Nassau, Bahamas, as well as two days at sea.

Western Caribbean, calling at Key West, Florida; Cozumel, Mexico; Georgetown, Grand Cayman; Cayo Levantado, Dominican Republic, and two days at sea.

A special 7-night roundtrip Bermuda sailing departs Fort Lauderdale April 25, 2009 and includes three days in King's Wharf, Bermuda and a day in Nassau, Bahamas, as well as two sea days.

**MSC Orchestra** is scheduled to depart Fort Lauderdale May 2, 2009 on an 18-night voyage that will include a two-day visit to New York before heading eastbound to Copenhagen. The itinerary includes calls at Ponta Delgado, Azores; Lisbon, Portugal; Vigo, Spain; La Coruna, Spain; and Dover, England before arriving in Copenhagen on May 20, 2009.

### **MSC LIRICA'S ITINERARIES**

**MSC Lirica** will arrive in Fort Lauderdale Dec. 3, 2008 to begin a Caribbean season that includes the following itineraries:

10-night Deep Caribbean, calling at San Juan, Puerto Rico; Philipsburg, St. Maarten; Port Castries, St. Lucia; St. John's, Antigua; Tortola, British Virgin Islands; and Cayo Levantado, as well as three days at sea.

10-night Caribbean featuring Panama, calling at Costa Maya, Mexico; Puerto Limon, Costa Rica; Cristobal, Panama; Cartagena, Colombia; and Cayo Levantado, and four days at sea;

7-night Western Caribbean, calling at Key West, Cozumel, Mexico; Georgetown, Grand Cayman; Cayo Levantado and two sea days. One of the Western Caribbean sailings is the New Year's cruise.

7-night Eastern Caribbean, calling at Cayo Levantado, Tortola, British Virgin Islands; Philipsburg, St. Maarten; Nassau, Bahamas, and two days at sea. This is the line's Christmas cruise.

**MSC Lirica** begins its eastbound transatlantic crossing on April 23, 2009. The 16-night cruise calls at San Juan, Puerto Rico; Fort de France, Martinique; Funchal, Portugal; Lisbon, Portugal; Vigo, Spain and Le Havre, France, before arriving in Dover, England on May 9, 2009.

In addition to early booking rates that offer savings of more than 50 percent off the regular rate (cruise only, USD, per person, double occupancy, government fees and taxes additional) and special group rates, children ages 17 and younger cruise free (government fees and taxes are additional) on all sailings when they accompany two full-fare-paying adults in a stateroom. **Source : Cruiseneews**

## MacGREGOR Plimsoll Wins \$7.27M Order

MacGREGOR's Offshore division has won another order for packages of MacGREGOR Plimsoll deck machinery for a series of 120-tonne bollard-pull offshore anchor-handlers ordered by a Japanese owner. At the end of October, Niigata Shipbuilding & Repair Inc. in Japan ordered five shipsets of deck machinery to be installed on 70m-long offshore anchor-handling tug/supply (AHTS) vessels being built for a Japanese owner. Three shipsets of equipment will be delivered in 2008, and the other two in 2009, and the total contract value is approximately \$7.27m. Each deck machinery package features MacGREGOR Plimsoll-designed electro-hydraulic drive main winches, with a 200-tonne line pull and 300-tonne brake holding power. Also included are a service crane, a 300 tonnes SWL sharkjaw towpin, and a newly designed stern roller which uses a taper roller bearing instead of the conventional bush bearing type.

**Source : MarineLink**



The **URSINE** seen in the Beneluxhaven in Rotterdam, the ferry is built during 1978 as the **BRITTA ODEN** at the Swedish Gotaverken, the vessel sailed between 1988 and 1998 as the **TOR SCANDIA**, and from 1998 to 2006 again as the **BRITTA ODEN**, since 2006 the vessel is operating for Cobelfret, homeported Antwerpen and named **URSINE**

Photo : Jan Verhoog ©

## THE YACHTS OF SEABOURN ORDERS THIRD NEW ULTRA LUXURY SHIP

A year after The Yachts of Seabourn announced that it would build two new, ultra luxury ships, advance booking activity for the first, Seabourn Odyssey, has led to the line's decision to exercise the option for another. The third sister ship will be built by T. Mariotti S.p.A. of Genoa, Italy for delivery in summer, 2011. Seabourn, a division of Miami-based Carnival Corporation & plc, has agreed to the project at an all in cost of approximately Euros 200 million.

Seabourn Odyssey will debut in June of 2009. Bookings for its maiden season are being accepted from the general public starting today, after a successful advance booking period reserved for past guests of the line. The second ship in the series is scheduled to enter service in the summer of 2010.

"Our decision to order a third new ship is based partly on the enthusiasm we have already seen for our new ship design," explained Seabourn's president & CEO, Pamela Conover. "That enthusiasm, combined with research indicating a continuing robust expansion in demand for ultra luxury cruising in general, convinces us that we have the right formula at the right time," she continued.

That formula is embodied in the new, 32,000-GRT ships, which will accommodate just 450 guests in 225 luxury suites, ninety percent of which will offer private verandas. The ships are specifically designed to achieve a balance between Seabourn's small-ship signatures, such as its highly personalized service, truly fine dining and exceptional delivery of destinations, with the added spaciousness, features and amenities that a larger ship will allow. Seabourn's guests will continue to enjoy an unmatched level of personalized service from a skilled and dedicated staff, and one of the highest space-per-guest ratios in the industry.

The new ships will maintain the yacht-like onboard ambience that has won the loyalty of affluent travelers, who appreciate all-inclusive policies such as complimentary open bars, open-seating dining and a myriad of thoughtful touches the company calls its Signature Delights.

According to Micky Arison, chairman and CEO of Carnival Corporation & plc, "This new trio of beautiful, yacht-like ships will maintain Seabourn's role as the leader in the ultra luxury segment, and position the company to satisfy the growing demand among affluent travelers for more ultra luxury cruising options."

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Marco Bisagno, president of T.Mariotti S.p.A. noted, "Seabourn's decision to exercise the option well in advance of its expiration indicates that they are pleased with our relationship and the progress of the work thus far. It has become increasingly clear that this design is the perfect balance of intimacy and amenities that foretells the future for ultra luxury cruising vessels."

The design specifications call for hulls 650 feet long, with a beam of 84 feet and a draft of 21 feet. The ships will be powered by diesel-generated electricity and operate with twin screw propellers, with a service speed of 19 knots. They will be equipped with two bow thrusters to enhance maneuverability and two stabilizers. The ships will also be "green ships" employing advanced wastewater treatment technology.

## MOVEMENTS



After a week of pretty awful weather in Scotland Sunday was a day full of sunshine. This is the very smart tanker **ILANDAG** outbound on the River Clyde in the autumn sun.

Photo : Tommy Bryceland ©

## AIRCRAFT / AIRPORT NEWS

# 172 Franse vliegtuigpassagiers mogen Libië niet in

172 passagiers van een vlucht uit Parijs naar Libië mochten zondag van de Libische autoriteiten het vliegtuig niet uit. Reden is dat de passagiers geen Arabische vertaling van hun paspoort hebben.

'De autoriteiten willen dat de paspoorten vertaald worden in het Arabisch, het gaat om een nieuwe wet die zondag van kracht is geworden', zegt een vertegenwoordiger van Air Méditerranée. De luchtvaartmaatschappij 'was niet op de hoogte' van die verandering in de reglementering, voegde hij er aan toe. Hij betreurt dat de Libische autoriteiten de luchtvaartmaatschappij niet op voorhand hebben verwittigd.

Het vliegtuig met 172 Franse passagiers kwam om 17 uur Belgische tijd aan in Sebha, in het centrum van het land. Om 20.50 uur Belgische tijd keerde het toestel terug naar Parijs, waar het om 1 uur is geland. 'Zoiets is ons nog nooit overkomen', aldus de vertegenwoordiger van Air Méditerranée.

De Libische autoriteit lieten ook niet toe dat de Franse passagiers die op de luchthaven klaar stonden voor hun vlucht naar Parijs, aan boord gingen van het toestel. Toch was er nog ruimte voor vijftig personen, meldt de woordvoerder. Air Méditerranée zal vandaag waarschijnlijk een vliegtuig sturen om de 83 achterblijvers op te halen.



Maar een passagier die zondagnacht onverrichter zake terugkeerde naar Parijs, meldde dat de Fransen die vastzitten in Libië, 'het land pas mogen verlaten als hun paspoort in het Arabisch is vertaald, ze mogen geen ander vliegtuig nemen. Ze zitten daar vast'. De nieuwe wet is van toepassing op **alle Europeanen**, met inbegrip van degenen die een geldig visum voor Libië bezitten', aldus deze reiziger.

## Emirates Makes Large Order of Airbus Aircraft

Emirates said it signed contracts for a **120 Airbus A350s**, **11 A380s**, and **12 Boeing 777-300ERs**, worth an estimated \$34.9 billion in list prices. HH Sheikh Ahmed bin Saeed Al-Maktoum, Emirates' chairman and chief executive, announced the massive order at the 10th Dubai Airshow. He signed the contracts with Tom Enders, Airbus president and CEO, and Lee Monson, vice president-Middle East and Africa sales, Boeing Commercial Airplanes. The agreement with Airbus comprises firm orders for 50 A350-900s and 20 A350-1000s, plus 50 options for the A350-900s. The first A350 will be delivered to Emirates in 2014. Emirates also firmed up orders on the eight A380s for which it had signed letters of intent earlier this year, and placed firm orders for an additional three of the double-decker aircraft, bringing its total firm order for the A380s to 58. The contract with Boeing is for 12 firm orders of the 777-300ERs, valued at \$3.2 billion. With this new order, Emirates now has 57 Boeing 777s pending delivery and is set to become the world's largest 777 operator in the next few years. In total, Emirates' firm aircraft and engine orders announced today are worth \$23.4 billion – a value that increases to \$34.9 billion if the 50 options are included. This is the largest-ever aircraft commitment in civil aviation made by any airline in a single order. For more information, visit

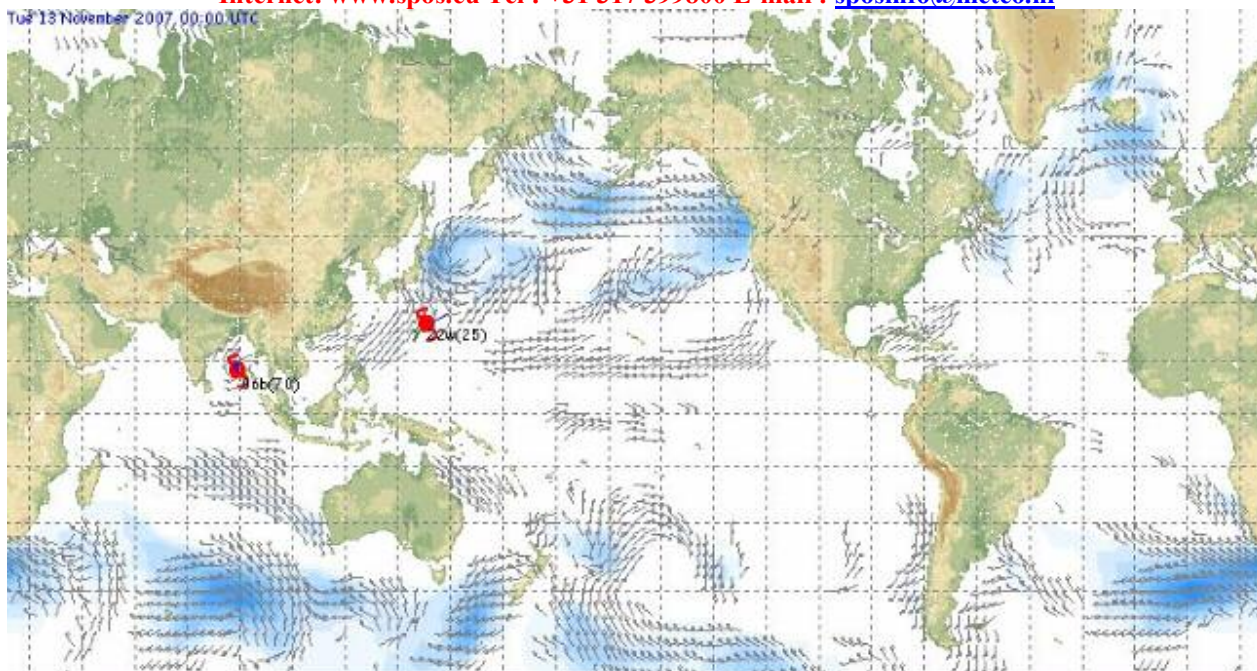
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## .... PHOTO OF THE DAY ....



Rederij Doeksen's **VLIELAND** seen in the port of Harlingen, assisted by some tugs due to the strong winds last Friday  
**Photo : Herman de Kuijer ©**

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