

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 260



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

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**The SMIT GRENADA seen fitting out at the Damen Galati shipyard  
Photo : Huib Lievense ©**

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## EVENTS, INCIDENTS & OPERATIONS



The dredger **BARENT ZANEN** seen off St.Petersburg

**Photo : Rick Prummel ©**

## SMIT obtains terminal contract in Kuwait

SMIT has been awarded a 4 year contract, with option to extend, by the Kuwait Oil Company (KSC) to provide assistance to tankers calling at their oil terminals in Kuwait. Whilst this is the first terminal assistance contract in Kuwait for SMIT, SMIT has a long track record of service provision in this area, especially in its Salvage Division.

SMIT will support the various tankers calling at KSC's shore terminals and a number of Single Point Moorings (SPM's) offshore. A total of 10 vessels will be deployed of which 3 smaller tugs of 35-45 tpb, 2 larger tugs of 70 tpb, 3 pilot boats, 1 mooring vessel and 1 crane-equipped self propelled work barge.

The majority of these vessels will be new buildings. The contract will commence as per July 2008.

## Ingebruikname aanbouw KNRM boothuis Callantsoog

Op 17 november 2007 wordt de aanbouw van het boothuis van het reddingstation Callantsoog van de Koninklijke Nederlandse Redding Maatschappij (KNRM) officieel in gebruik genomen. Het bestaande boothuis kon worden uitgebreid en gerenoveerd dankzij de vele grote en kleine giften en donaties van bedrijven en instellingen uit Callantsoog en omstreken.

In september 2005 werd de reddingboot Koen Oberman gedoopt. De reddingboot kon worden gebouwd dankzij de nalatenschap van de heer Oberman. Na afloop van de doop werd door de familie Oberman spontaan een gift gedoneerd ten behoeve van de uitbreiding van het boothuis. Door de komst van de nieuwe en grotere reddingboot werd het bestaande boothuis uit 1986 te klein. De vrijwillige bemanning en plaatselijke commissie van het reddingstation heeft de handen uit de mouwen gestoken om de aanbouw voor een groot gedeelte in eigen beheer te realiseren. Dat begon bij het ontwerp door Jan Timmerman, tevens secretaris en penningmeester van het station. Timmerman heeft in de afgelopen jaren vele boothuizen en bemanningsverblijven voor de KNRM ontworpen. In een groot aantal plaatsen aan de kust staan er karakteristieke en herkenbare verblijven voor de reddingboten en hun bemanningen die uit de pen van Jan Timmerman komen. Daarna werd het graafwerk, fundering, metselwerk, vloer- en wandtegels, de technische installaties, het aftimmerwerk: alles werd gedaan door de eigen mensen. Naast de uitbreiding van het boothuis werd het bemanningsverblijf volledig gerenoveerd.



Foto : KNRM ©

Het reddingstation Callantsoog beschikt over reddingboot **Koen Oberman** en ligt ingeklemd tussen de stations Petten en Den Helder. De 22 vrijwilligers bemannen een kusthulpverleningsvoertuig (KHV truck) en een rupsvoertuig Challenger met daarop de reddingboot Koen Oberman van het type Atlantic. In 2006 voer het station 17 keer uit, waaronder voor de in zee gestorte J-SAR helikopter en de twee catamaranzeilers die meer dan 26 uur in het water hadden gelegen.



De **Koninklijke Nederlandse Redding Maatschappij** draagt zorg voor de organisatie van het reddingwerk op de Noordzee, de Zeeuwse en Zuid-Hollandse stromen, de Waddenzee, het IJsselmeer en de Randmeren. Vanuit de hoofdvestiging in IJmuiden worden de 40 reddingstations aangestuurd. De KNRM bestaat volledig van vrijwillige bijdragen, jaarlijkse donaties, erfenissen en legaten. Per jaar is 12 miljoen euro nodig om de gehele organisatie, de bijna 1000 vrijwilligers, de 10 beroepsredders en de 60 reddingboten direct inzetbaar te houden. De reddingstations van de KNRM zijn dag en nacht, het gehele jaar door en onder alle (weers)omstandigheden inzetbaar. In 2006 voeren de reddingboten ruim 1.600 keer uit en zetten meer dan 3.100 mensen weer veilig aan wal.

## Hazardous shipyards

**Appalling working conditions and widespread pollution are common in India's ship-breaking yards.**  
**By HILARY CHIEW**

ON A stretch of beach in the state of Gujarat, western India, impoverished Bhojpuri- and Oriya-speaking workers are salvaging whatever valuables they can find from an 11-deck cruise ship.

Anchored in Alang waters since June 2006, the 46,000-tonne **Blue Lady** (formerly the luxurious trans-Atlantic liner SS **Norway**) has been embroiled in a protracted legal battle in the Indian Supreme Court. A breakthrough for the ship-breaking industry came on Sept 11 when the apex court gave the green light for it to be dismantled.

The Supreme Court has ruled on grounds of fait accompli: the situation has become "irreversible" since the vessel has beached but it has asked that precautionary measures be taken in dismantling the ship.



The **NORWAY** laid up in Bremerhaven  
**Photo : Piet Sinke ©**

The 44-year-old Norwegian Cruise Line (NCL) vessel is at the centre of an international outcry against the dumping of toxic wastes on the shores of South Asian sub-standard yards that have no decontamination facilities. The 315m-long ship was retired from the fleet of NCL in May 2003 after an engine room fire and explosion in Miami. It was later towed to Bremerhaven, Germany, for repairs but was relocated to Port Klang in August 2005. NCL was acquired by Malaysian Genting Group's Star Cruise Ltd, the world's third largest cruise company, in 2000.

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Bangladesh, the original destination, rejected the ship in February 2006 as its contents are harmful to the environment and human health. The ship was eventually towed out of Port Klang in May 2006 for repairs in Dubai. However, the vessel instead entered the Gujarat port a month later, triggering a series of court actions.

The Indian Supreme Court allowed the vessel to enter Indian waters on humanitarian grounds when the purchaser Haryana Ship Demolition cited "difficulties due to monsoon storm". But campaigners claimed the owner and purchaser had timed the ship's departure to coincide with monsoons after an eight-month wait in Malaysia. (The ship has since been sold to Priya Blue Shipping Ltd.)

NGOs Platform on Ship-breaking, a grouping of Greenpeace International, Basel Action Network, Ban Asbestos Network of India and nine other groups, has since appealed the decision which it claimed has violated the same court's ruling five days earlier. On Sept 6, the court had banned the entry of contaminated vessels and asked the government to produce a comprehensive ship-breaking policy.

Gopal Krishna of Ban Asbestos Network India alleged that the about-turn was due to collusion between government officials and the steel lobby that is desperate to keep the business alive at the notorious beach.

The ship is believed to contain 1,200 tonnes of asbestos-contaminated materials, polychlorinated biphenyls (PCBs), radioactive materials and other hazardous substances that could endanger the lives of nearly 700 workers and some 30,000 villagers.

The dismantling is expected to take one year and will be done by uneducated migrant workers with little safety training and equipment. Permission to beach the vessel was granted on Aug 1, 2006, by the court following inspection by the Technical Committee. NGOs Platform said the inspection did not comply with international and national laws.

It said the inspection team failed to quantify and identify the location of asbestos and PCBs on the ship, and failed to address the absence of technical capacity of the Alang shipyard to manage the dangerous materials and protect the workers. It pointed out that the government ignored an offer from a salvage company to refloat the vessel.

Under the Basel Convention on the Control of Transboundary Movement of Hazardous Wastes and Their Disposal, ships that have outlived their service are considered hazardous waste and unless decontaminated, are forbidden from being exported. The convention was designed to curb the dumping of toxic wastes from developed countries to developing nations, which often have less stringent environmental laws.

The **Blue Lady** saga mirrors the case of the Danish ship **Riky** in 2005, which was dismantled amid accusations of violations of both the convention and a court order that demanded decontamination and an inventory of hazardous materials onboard. In early 2006, French aircraft carrier **Le Clemenceau** was allowed to enter Indian waters laden with toxic substances until the French government, under intense public pressure and legal actions, recalled the ship.

Appeals by NGOs Platform urging the ship owner, Norwegian Cruise Line and its parent company Star Cruises Ltd (SCL) to assume responsibilities for **Blue Lady** went unanswered.

NGOs Platform also claimed that SCL withheld vital information from the German authorities when it sought permission to leave Bremerhaven. It said as early as December 2004, NCL had devalued **SS Norway** to a scrap value of US\$12mil and was aware of the hefty cost to remove the wastes, rendering the sale for reuse unlikely. Hence, the intent to dispose was formed but not disclosed to the German and Malaysian authorities.

Meanwhile, Malaysian authorities appear unconcerned over the matter since the vessel had departed in May 2006. Department of Environment and Ministry of Natural Resources and Environment have not responded to calls from campaigners who urged Malaysia to exercise its rights to compel Germany to recall the ship and to abide by its obligation to prevent the illicit trade.

It is learnt that the authorities are seeking legal advice. A spokesman from SCL said "the company is unable to comment at this point in time". **Source : Malaysia Star, Malaysia**



## **Lifeboat crews save 50 lives**

More than 50 people were rescued by Northern Ireland lifeboat crews during the summer months, it was revealed today.

Despite a somewhat poor summer the volunteer RNLI lifeboat crews had to launch 102 times between the start of June and end of August and saved 51 people.

The busiest of the nine lifeboat stations was Bangor which launched 20 times and rescued 15 people. Portrush and Kilkeel both launched 14 times, according to preliminary figures from the RNLI.

The only inland RNLI station in Northern Ireland, at Enniskillen on Lough Erne, was launched 13 times and rescued seven people. The details were released as the RNLI started the countdown to the SOS day on January 25 next year - the charity's annual national day of fundraising. Anna Classon, fundraising manager of the RNLI in Ireland said: "RNLI SOS Day is the lifeboats national fundraising day and a day to show our support for the brave men and women who crew our lifeboats.

"We are encouraging people to raise money in any way they can. The charity provides free SOS day packs of fundraising ideas to help participants organise their own events." **Source : UTV**

## **African immigrants feared dead after boat capsizes**

At least 20 illegal African immigrants are feared dead after attempting to make their way to Europe by boat. Rescuers have recovered at least seven bodies from a boat which was carrying 50 passengers when it caught fire and capsized off the Gambian coast.

It is believed the boat was initially heading to the Spanish Canary Islands. This is the latest tragedy involving illegal African immigrants seeking a better life in Europe. In the past three weeks, more than 120 Africans have died or are missing, feared dead, after attempting to make the perilous sea journey north. Last year, 30,000 illegal migrants from Africa made it to the Canary Islands, but hundreds are believed to have drowned. **Source : abc.net.au**

## **Greenpeace alarmed by oil spill, Russia MP highlights other risks**

Greenpeace warned that Sunday's fuel oil spill between the Black and Azov Seas could destroy rare fauna, but a Russian lawmaker said the damage was no worse than everyday industrial pollution. A storm in the Kerch Strait in between Russia and Ukraine's Crimean peninsula sank four ships and an oil tanker. At least three sailors died, and

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eight are still missing. The incident resulted in 1,300 metric tons of fuel oil and 6,800 tons of sulfur spilling into the sea.

"As a result of the oil spill into the sea, heavy elements of fuel oil will settle on the seabed and cause hydrocarbons to permeate the Sea of Azov," said Vladimir Chuprov, head of the energy department at Greenpeace, Russia. "This will lead to a shortage of oxygen in the water, and the unique fauna will suffer greatly."

Pyotr Romanov, a first deputy chairman of the environmental committee in the lower house of Russia's parliament, acknowledged that severe damage would be caused, but said that everyday industrial and car pollution was more detrimental to the environment than the oil spill. "Unforeseen environmental pollution such as this is of course highly undesirable, but it is not as catastrophic as everyday pollution of the environment through non-compliance with production rules... and the uncontrolled pollution of the atmosphere by the release of gases by cars," he said.

Greenpeace's Chuprov said the incident demonstrated that fuel transportation by sea was unreliable. "It would be better to give up [sea] transit of all forms of fuel because we have no safe technical means for this," he said.

Greenpeace said the sulfur spill posed a lesser threat than the fuel oil. Alexei Kiselyov, coordinator of the environmental group's toxic substances division, said the sulfur had been transported in containers and could be easily lifted from the seabed.

"Even if one of the containers bursts, it will not be particularly dangerous because there is nothing sulfur can react with in water," he said. However, Sergei Baranovsky, an academician and president of Green Cross Russia, said sulfur was far more harmful to the environment than even the fuel oil spill.

Earlier on Monday, Oleg Mitvol, deputy head of the Russian environmental regulator, described the incident in the Kerch Strait as a grave environmental catastrophe and said it would take more than a month to clean up the water.

Source : [en.rian.ru](http://en.rian.ru)

## Somali pirates discuss ransom for Japanese tanker

Somali pirates who hijacked a Japanese-owned chemical tanker last month are negotiating a ransom for its release, a maritime official said on Monday. Discussions about the demand and how it might be paid were being held through go-betweens in Singapore and Malaysia, said Andrew Mwangura, head of the East African Seafarers' Assistance Programme.

Ransoms are usually determined by the value of the ship, the nationalities of the crew and what cargo it was transporting. "Transferring money to Mogadishu is very risky," Mwangura told Reuters. "The parties have to work out how the money will be collected by the hijackers."

The Panama-registered Golden Nori was carrying benzene from Singapore to Israel when it was seized on October 28 some eight nautical miles off Somalia in one of the world's most dangerous shipping lanes.

It had 23 sailors from Myanmar, the Philippines and South Korea onboard. Their condition was not known, but Mwangura said his group was investigating reports that one South Korean crew member had managed to escape from the vessel and return home.

Piracy has been rife off Somalia since warlords toppled military dictator Mohamed Siad Barre in 1991.

Mwangura said he expected attacks at sea to worsen due to fighting in and around Mogadishu, which has forced shipping into more pirate-infested waters away from the capital.

Last week, Somali pirates freed two South Korean ships and a Taiwanese vessel they captured in May. Mwangura said the freed Taiwanese ship was expected to dock in Mombasa on November 14th.



In addition to the Golden Nori, pirates are still believed to be holding a Comoros-registered cargo ship.

Source : [africa.reuters](#)

## **India - Members of missing vessel found**

All six crew members of the missing Lakshadweep-bound cargo vessel M S V Lakshadweep were traced after five days yesterday.

The six crew members, who were found exhausted, are undergoing treatment at the Calicut Medical College now.

Coast Guard officials at Cochin said that Kavaratti port officer A. Hamza had received information that the crew was traced to Beypore port in Calicut district early yesterday. The vessel capsized 90 nautical miles south west of New Mangalore port on November 8 at about 11 am.

Local fishermen, who had put out to sea in the area spotted the crew members at about 3am and rescued them. They were taken to Beypore and from there to the Calicut Medical College hospital.

The crew members are S Jerald, Ritten, Vijay, Johnson (all from Lakshadweep), Rigah (Tuticorin) and Hamza (Mangalore). The vessel with 140 tonnes of groceries and other cargo was reported missing on November 5.

Source : [khaleejtimes.com](#)

## **Namibia - Seized Trawler Absconds**

WHILE the Police at Walvis Bay are still investigating charges against most horse mackerel vessel operators, one of the midwater trawlers absconded over the weekend. Erongo Police's spokesperson, Detective Sergeant Julia Nujoma, confirmed the incident and said the trawler belonged to Namsov Fishing Enterprises.

She could not provide further details. Sources in the industry informed The Namibian yesterday that the trawler's [Kiefskya Rus](#) left the port on Friday, contravening the notice of seizure issued by the Ministry of Fisheries and Marine Resources during the recall of all the vessels about two weeks ago.

It is believed that all those on board the vessel are foreign seamen. Namsov's CEO, Jan Arnold, confirmed the information, but said the vessel was chartered and did not belong to his company.

It was one of the vessels that were detained over the last two weeks though, according to records. Arnold said Namsov was co-operating with the Police 100 per cent to trace and re-arrest the vessel.



Fishing vessels in the port of Walvis Bay (Namibia)

Photo : [Piet Sinke](#) ©



He did not say how this would be done. Meanwhile, Swakopmund State Prosecutor Tania Tait, who is handling the case, told The Namibian yesterday that the Police are still investigating the matter, and that it was uncertain how long it could still take, and whether the skippers of the seven midwater trawlers that were detained would be prosecuted for contravening the Marine Resources Act of 2000.

Although the exact charges are still unknown, a statement last week by the Permanent Secretary of Fisheries and Marine Resources, Frans Sheehama, indicated that an inspection done between October 24 and 29 revealed that many of the vessels had on board devices used to dump fish at sea - an activity that is illegal under the mentioned Act.

Eight of the ten horse mackerel midwater trawlers operating in Namibian waters were recalled to port for further inspection. One - the **Desert Rose** - was allowed to return to business. Two vessels are still in the Cape Town harbour for repairs. Industry sources said these two might be included in the investigation upon their return to Namibia.

The seizure of the vessels two weeks ago brought the whole horse mackerel industry to a halt.

According to Callie Jacobs, Chairman of the Horse Mackerel Association, the industry is losing about N\$1 million a day, bringing the estimated loss to date to N\$14 million. **Source : [allafrica.com](http://allafrica.com)**

## **Malaysian Navy detains two Singapore trawlers for illegal fishing: report**

The Malaysian Navy has detained two Singapore-registered trawlers and eight crew for fishing illegally off the east coast of Johor state.

A Bernama report said the seven Indonesian crew and a Malaysian were detained for questioning after it was discovered the trawlers did not have valid permits to fish in Malaysian waters.

The seized ships reportedly had a total of more than 300 kilogrammes of fish.

The report quoted a Navy spokesman as saying the eight had been handed over to the Malaysian Maritime Enforcement Agency for prosecution. **Source : [channelnewsasia](http://channelnewsasia)**

## **Deteriorating weather hampers Black Sea rescue**

The weather in the Northern Black Sea has taken a turn for the worse, hampering rescue operations after the worst storms for 30 years. Emergency workers have found the bodies of three sailors missing since five metre waves sank their freighter. Helicopters and rescue ships are searching for 20 crewmen who are unaccounted for, but with a new storm on its way, officials say hopes of finding them alive are fading.

The environmental impact of the disaster is also beginning to make itself felt. Thousands of tonnes of spilled fuel oil has coated birds in a thick black sludge along a vast stretch of coastline in the northern mouth of the Black Sea near Russia's border with Ukraine.

Officials estimate 30 000 have died along with a countless number of fish. Sunday's storm sank a tanker and at least four freighters. Several other vessels were seriously damaged.

Environmentalists, backed by Ukrainian Prime Minister Viktor Yanukovich, say the incident raises questions about safety standards for shipping in the region. **Source : [euronews.net](http://euronews.net)**

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## Tanker hit in storm spills fuel into sea

Massive waves split a Russian oil tanker in two during a fierce storm last weekend, spilling at least 560,000 gallons of fuel into a strait leading to the Black Sea. It was the worst environmental disaster in the region in years, and some officials said it could take years to clean up.



The 18-foot waves also sank two Russian freighters nearby, in the Strait of Kerch, a narrow strait linking the Black Sea and the smaller Sea of Azov to the northeast. Eight sailors from one freighter were missing, but rescuers saved all the crew members the other vessel.

The two ships together were carrying about 7,150 tons of sulfur, said Sergei Petrov, a spokesman for the regional branch of Russia's Emergency Situations Ministry.

In total, as many as 10 ships sank or ran aground in the Strait of Kerch and

in the nearby area of the Black Sea, and reports said three other sailors were dead or missing.

The Russian tanker's 13 crew members were rescued, emergency authorities said. The tanker, the **Volganeft-139** - loaded with nearly 1.3 million gallons of fuel oil - was stranded several miles from shore. Stormy weather was preventing emergency workers from collecting the spilled oil, which was sinking to the sea bed, authorities said.

"There is serious concern that the spill will continue," Oleg Mitvol, the head of the state environmental safety watchdog Rosprorodnadzor, said on Vesti 24 television. He said it would take "several years" to clean the spill.



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Two barges loaded with fuel oil also ran aground in the area but did not leak, Petrov said. A Turkish freighter, **Ziya Kos**, also ran aground, he said.

Vesti 24 also reported the sinking of a Russian freighter carrying metal near the port of Sevastopol on Ukraine's Crimean Peninsula. Two members of its 16-man crew drowned and one was missing, it said.

Maxim Stepanenko, a regional prosecutor, told Vesti 24 that captains had been warned Saturday about the stormy conditions. He said the oil tanker - designed during Soviet times to transport oil on rivers - was not built to withstand a fierce storm.

Mitvol said that, while the sulfur did not present an environmental danger, the two freighters might also leak fuel oil from their tanks, adding to the pollution.

# 20 Indonesians rescued after ship sank off east China

Twenty Indonesian sailors were rescued by a Chinese fishing vessel after their ship fully loaded with wood sank off east China, Chinese rescuers said Sunday.

The Panama-registered ship with 20 crewmen sank around 7 a.m. Sunday off the coast of east China's Zhejiang province, according to Zhejiang provincial maritime rescue center.

The center immediately organized rescue ships and helicopters to the sinking site as instructed by the China Maritime Search and Rescue Center who received an emergency report from the vessel.

All the 20 sailors were rescued by a Zhejiang fishing vessel Sunday morning and were sent to Xiangshan in Ningbo Sunday evening.

The ship was en route from Papua New Guinea to Taizhou, east China's Jiangsu province.

Also on Sunday, eleven Chinese fishermen were missing after their boat sank in the East China Sea, said authorities in Zhejiang Province. It is unclear whether or not the two accidents are related. The fishing boat, carrying 12 people, sank at 10:23 a.m. after hitting a cargo ship at 30 degrees north and 122 degrees east, an area near the Panama-registered ship's sinking site.

Only the captain of the Chinese boat was saved, said sources with the Zhejiang maritime and fishery bureau. Search for the missing is going on. **Source : Xinhua**

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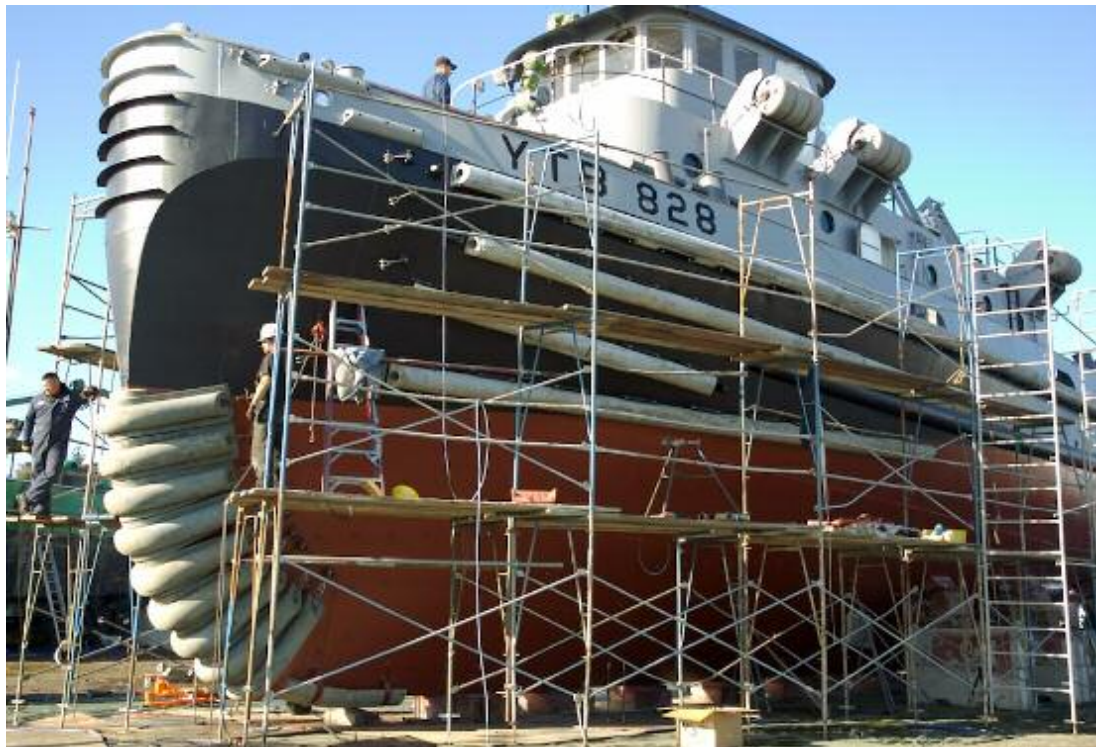
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The 1995 built Chinese Tracking vessel **YUAN WANG 3** seen moored in Suva, Fiji

**Photo : Bridge team HAL's AMSTERDAM ©**



The US Navy tug **YTB 828 CATAHECASSA** seen getting rebuilt to assist submarines

**Photo : Bob Beegle – MARCON ©**



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The **SOUTHERN BAY** from Seatrade in dry dock at Shipdock in Amsterdam.

Photo : Peter Lankester ©



The **KARIN SCHEPERS** arrived with **4 x STU 1606** workboats on her deck in the Wilton harbour in Schiedam  
Photo : Johan Barendrecht ©

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## **Noordhoek orders new Diving Offshore Construction Support Vessel**

Noordhoek Offshore B.V., based in Zierikzee - The Netherlands, is proud to announce the order for a new build diving offshore construction support vessel for their North Western European operations. The delivery of this new vessel is scheduled for the second half of 2009, following its delivery it will join the Noordhoek fleet.



This new, state-of-the-art vessel is, specifically designed for efficient diving operations in the harsh North Sea environment. The new vessel will have an 76 metres overall length, 18 metre beam, 100 tonne main crane and accommodation for 70 people. The vessel will have Class 2 Dynamic Positioning and be in compliance with the most demanding maritime and environmental regulations worldwide. The 12-man, single bell, saturation diving system will utilise the latest technology. The vessel will be designed primarily for Saturation, Air and TUP (Transfer Under Pressure) diving operations at depths of up to 200m. However with a clear deck space of 685m<sup>2</sup>, the 100 tonne main crane and a dual Light Work and Observation class ROV spread, the new build will clearly be a multi role vessel suitable for worldwide deployment.





The vessel's design will reflect Noordhoek's 47 years experience of successful diving operations in the North Sea and it will greatly enhance Noordhoek's diving capabilities. Leen Noordhoek, Noordhoek's Managing Director, stated: "We are delighted with the new addition of this diving support vessel. It continues our fleet rejuvenation programme and adds an industry leading asset to our operations in the North Sea. The availability of this new vessel will enable us to fulfill one of our strategic objectives of having the ability in winning challenging projects and enable us to undertake subsea construction and inspection, repair and maintenance work from a vessel

which will differentiate Noordhoek from its competitors in terms of safety, efficiency and productivity. With the current market situation we are in a unique position of now being able to offer the exceptional capabilities of this vessel to our clients. The investment in a new vessel also demonstrates our vast commitment to the subsea industry".

Noordhoek Offshore B.V. is a leading provider of subsea construction, diving, ROV and survey services to the offshore oil and gas industry, serving operators and contractors internationally and domestically in the North Sea. Construction services include installation, upgrading and decommissioning of pipelines and production infrastructure. Diving, ROV and survey services include inspection, repair and maintenance services and support services for subsea infrastructure and underwater structures.

## **LEADING OMANI COMPANY BACKS SOHAR INDUSTRIAL PORT**

AL HAFRI SUGAR REFINERY Co. LLC, part of H.H. Al Sayyid Asaad Bin Tariq Al Said's multi-faceted Group of companies, signed agreements to construct and manage a new integrated sugar refinery complex, in the Industrial Port of Sohar in Oman.

Under the terms of these long term agreements with the various Government Ministries as well as with Sohar Industrial Port Company ("SIPC"), Al Hafri Sugar Refinery Co. LLC will produce approximately 660,000 tons of white sugar per year by utilising the module of Cordonnier S.A. The refinery will be one of the largest in the region and designed to meet growing regional demand. Europe and Africa are the targeted market for the surplus product from Oman.

H.E. Maqbool bin Ali bin Sultan, Minister of Commerce & Industry, Chairman of the Board of SIPC, expressed his satisfaction that Al Hafri has chosen to invest in Sohar. This investment and its related cargo flows will further strengthen the position of Sohar as an Industrial and Container Port. It will create economies of scale which will make the use of the port more economic for all present and future users and investors. Cordonnier S.A. is a leading European engineering technology company which provides global process technology solutions to sugar industries. It is the principal company which will supply the technology, design and equipment of the refinery. According to a spokesperson of Al Hafri, Cordonnier S.A. was hand-picked for the project based on the wealth of experience it has accumulated in the field of sugar refining equipment, which positions them as world leaders in their fields.



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Standard & Polar are DNV 2.7-1 Type approved!				

## Stena names drillship and consider fourth unit

Stena Drilling's USD 600 million project **Stena Drillmax** was named last week at the Samsung Shipyard on the island Geoje southwest of Busan in South Korea. The naming ceremony was the largest ever on the shipyard with some 250 guests attending. The vessel was named by Gloria Penafiel, wife of Nemesio Fernandez-Cuesta, CEO of Spain's Repsol that has chartered **Stena Drillmax** for four years plus options.

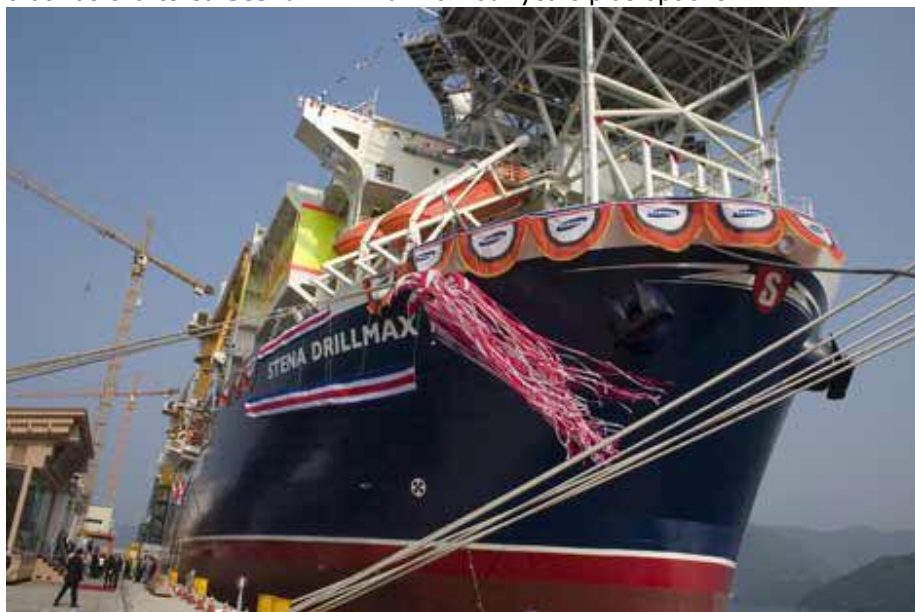


Photo: Rolf Nilsson

**Stena Drillmax** is expected to be delivered before year's end. The sister vessel **Stena Carron** will be delivered in June next year and enters a charter for Chevron. Number still unnamed third vessel will be delivered in June 2009 with a first charter for Hess. Stena Drilling is in talks with Samsung for a possible order of a fourth unit. Samsung has totally 16 drillships in its orderbook, corresponding to an 80 per cent market share. The shipyard's total orderbook consists of 231 vessels. In addition to the three drillships, Stena has two ro-pax vessels on

order at Samsung.

## No Bunkering Services at Istanbul Port

Severe weather conditions have halted all bunkering services at the Turkish port of Istanbul since November, 9 and the situation is not expected to ease today. Almost all Turkish maritime services and port services at Istanbul have been disrupted as stormy seas have stopped the movement of ships and barges completely, reports PortWorld.

It is said that up to 200 ships were stuck at Istanbul's anchorage this Monday due to the weather conditions which are not expected to ease today.

The Turkish port of Istanbul is located south-east of the Black Sea, which has seen severe weather over the past few days.

# Another steel ship contract for Strategic Marine

**Strategic Marine is to build another dive support vessel similar to [Azteca](#).**



Henderson, Australia-based shipbuilder Strategic Marine has taken another major step in its goal of becoming a global shipbuilder with the signing of a second contract to build a 143m steel hulled dive support vessel for a Singaporean offshore service company.

Strategic Marine's order book now stands at a healthy US\$210 million and follows close on the heels of its confirmed AUS\$62 million bid to build the State Government's floating dock at the Australian Marine Complex at Henderson. The latest contract, for Marfield Ltd Inc, will see design, project and logistical management for the two steel hulled ships undertaken at the company's Western Australia headquarters.

Construction will be handled at Strategic's new yard in Dong Xuyen Industrial Zone, Ba-Ria Vung Tao in Vietnam, with specialised fit out to be completed by Marfield. Strategic Marine chairman, Mark Newbold, said the two-ship contract would accelerate the company's overall goal of becoming a global shipbuilder and to diversify into the manufacture of steel boats. To date, Strategic Marine has built plate and sheet aluminium craft for a range of Australian and South East Asian customers.

"We are delighted with the latest win which not only adds to an already healthy order book, but provides us with a sound underpinning for future development of the company," he said. Mr Newbold said the company's current order book comprised 136 craft including nine offshore support vessels up to 40m in length, a passenger ferry and more than 100 patrol vessels ranging in size from 10-20m.

"Importantly, all of these projects are destined for offshore customers and have been won on the basis of our project management record in the offshore boat design and building industry," he said. Construction of the first dive support vessel is now underway and the company expects both hulls to be delivered by the end 2008. Strategic Marine currently employs more than 1000 staff at its Henderson, Singapore and Vietnam operations.

Strategic Marine has built more than 320 vessels for domestic and export markets. The company's boats have been purchased by private companies and governments in South East Asia, North America, Africa, Europe and the Middle East.



The **DOCK EXPRESS 12** was spotted off Cape Town – **Photo : Aad Noorland ©**

## Egypt Suez Canal revenues hit record for October

Egypt's revenues from the Suez Canal climbed to \$422.6 million in October 2007 from \$345.2 million in the same month last year, the government said on Monday.

Canal revenues were \$403.7 million in September. The Suez Canal is an important source of foreign currency for Egypt, along with tourism, oil and gas exports and remittances from Egyptians living abroad.

The number of vessels passing through the waterway rose to 1,787 in October from 1,761 in September, and from 1,689 in October 2006, the report said. **Source ; Mohamed Samir**

### MOVEMENTS



The **GRACEFUL LEADER** owned by NYK seen entering Jebel Ali Port on its maiden voyage on 12 November 2007.

**Photo : Reinier Meuleman ©**

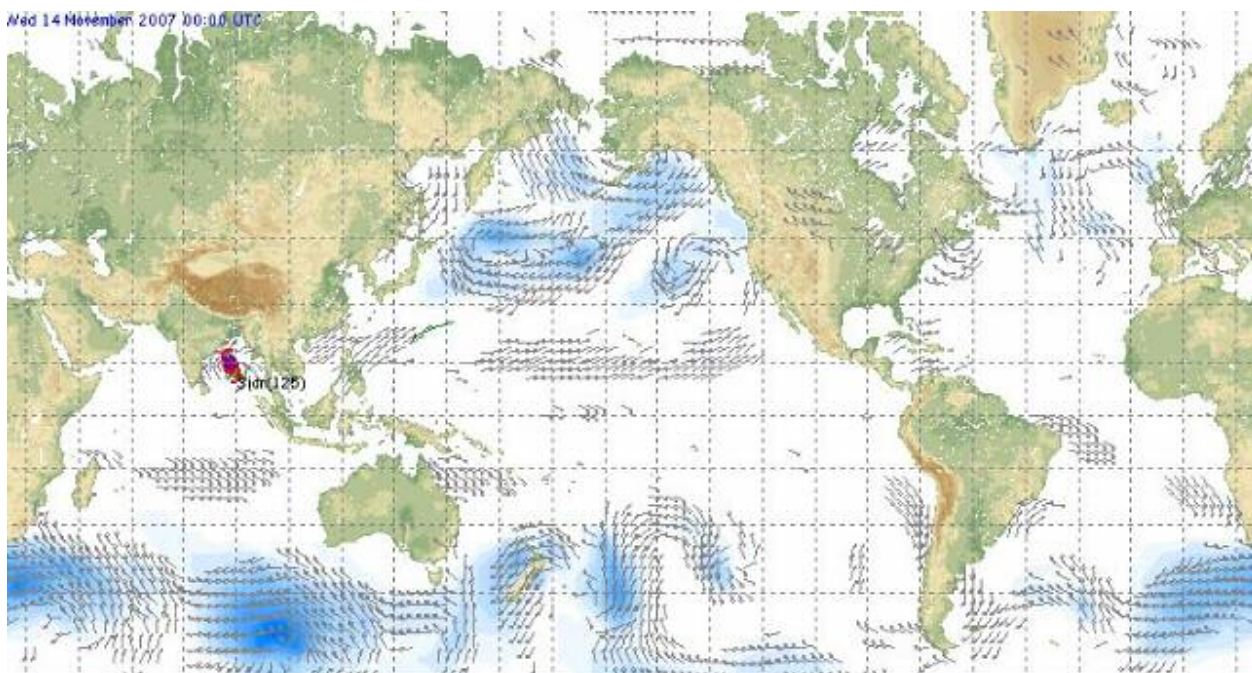
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

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



The **JANUS** seen departing from Rotterdam

**Photo : Nico Ouwehand ©**

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