

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 280



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**The first QFLEX LNG Tanker AL GATTARA seen departing from Ras Laffan December 3rd
Photo : Jan Hottentot ©**

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EVENTS, INCIDENTS & OPERATIONS



Merchant vessel **Al Marjan** was released from pirates off the Somali coast Dec. 2. Al Marjan had been under the control of Somalia-based pirates since Oct. 17. The U.S. Navy dock landing ship **USS Whidbey Island (LSD 41)** was on hand to assist the vessel and its crew following its release. The U.S. Navy has maintained a ship presence off the coast of Somalia since late October, where there have been six pirated vessels off the Somali coast in the last 30 days. The U.S.-led multinational maritime task force responsible for planning counter-piracy operations off the Horn of Africa includes Italy, the Netherlands, and the United Kingdom. Coalition forces conduct Maritime Security Operations under international maritime conventions to ensure security and safety in international waters so that all commercial shipping can operate freely while transiting the region – **Photo : US Navy ©**

Bisso Marine Salvages Buried Crane

Bisso Marine recently mobilized a salvage team, the salvage support barge **C/B BIG EAGLE** and the 700 ton capacity D/B Cappy Bisso to salvage a crawler crane which had fallen into the Atchafalaya River in Berwick, La. The crane, which weighed approximately 100 tons, was knocked into the river upon contact with the HWY 90 Bridge in 2005. At the salvage location the water was 30 ft. deep, but in the two years since the collision, the crane had settled to approximately 25 feet below the river bottom. BISSO MARINE salvage divers used multiple airlifts up to 14 inches in

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diameter to excavate the crane which was found to be down by the counterweight. By accessing the hoist drums and the crane carbody, divers were able to connect lifting slings to the crane. The **D/B Cappy Bisso** applied 120 tons of force to ease the crane out of the mud as airlifting operations continued to move large amounts of muddy river bottom. Upon removing the crane from the mud hole, it was lifted through the water column and placed on to the deck of a barge for delivery. Once the crane was secured on to the deck of a barge, the Bisso Marine salvage divers returned to the river bottom to locate the 180 feet of damaged boom which was also buried in the mud. Again using the airlifts, the salvage divers were able to expose the buried boom and remove it using the Manitowoc 4000 on board the salvage support crane barge **C/B Big Eagle**. Due to the crane being in the middle of the navigable waterway, all marine traffic had to be stopped during the salvage operation to allow for safe diving operations. To mitigate to impact of the waterway closure, Bisso Marine conducted 24 hour continuous operations. The entire excavation and salvage operation was completed in 10 working days. **Source : MarineLink**



The **AURORA LIGHT** seen in Rio Grande
Photo : Marcelo Vieira ©

HK SHIP FINED FOR TINY CANADIAN SPILL

THE Canadian federal government has successfully prosecuted the Hong Kong-registered bulk carrier Andre, for spilling over 7,500 litres of oil into Vancouver Harbour in July 2006 while the vessel was bunkering at anchor.

The 1995-built, 27,836 dwt ship, owned by Hong Kong-based FFS HK, was charged with unlawfully discharging a pollutant into Canadian waters, a violation of the Canada Shipping Act.

The British Columbia Provincial Court assessed the vessel a C\$80,000 (US\$79,600) financial penalty. The vessel was fined \$5,000 and ordered to pay \$75,000 toward research, conservation and protection of migratory bird habitat in the Georgia Basin. Made up of Puget Sound, the Straits of Georgia and Juan de Fuca, the Georgia Basin provides vital habitat for the millions of birds that migrate each year along the Pacific Flyway. Under the polluter pays provisions of the Canada Shipping Act, the owner is also responsible for clean-up costs.

"These types of pollution prosecutions demonstrate to the international marine community that the costs of polluting Canadian waters are significant and we are serious about making our oceans and waterways cleaner," said Minister Cannon. "This court decision sends a message to polluters that they have to clean up their act." **Source : Maritime Global Net**

SWEDISH CLUB'S 15% P&I INCREASE

MARINE mutual insurer the Swedish Club is to increase P&I premiums by 15%, a somewhat lower rise than several other P&I clubs. In addition there will be a general increase of 10% in for FD&D cover.

The Club's managing director Frans Malmros says: "Even though the Club's solvency, in comparison with most other Club's, is very good we are nevertheless required to increase premiums in order to meet future increases in liabilities and increased claims cost in general. Given the fact that the Club has one of the lowest calls in USD/GT it was not a difficult sell to ask for 15% general increase."

Mr. Malmros adds: "We are of course affected by the increased cost of pool claims, but even more disturbing is the volatility in claims distribution. Some 55% of the Club's aggregated claims cost is derived from a fairly small number of claims. This fact coupled with a constant increase of liabilities, depreciation of the US dollar as well as the underlying inflation of claims cost, demands for a premium increase. Due to the volatile claims distribution it is an intellectual challenge to argue for increases, on the other hand never before has it been more obvious what mutual insurance is all about, and why owners need to support the only viable insurance solution available in the market."

The general increase on P&I will be applied on premiums prior to any corrections in respect of individual records and exposure. **Source : Maritime Global Net**



After sailing many years as the **STENA SEARIDER** from Hoek van Holland the ferry departed now under her new name **CLAUDIA M** to Trapani (Italy)

Photo : Rob de Visser ©

Japanese whaling fleet steps up defenses against high-seas protests

Its last hunt ended in chaos. One whaler died, fire disabled a ship, and protesters had a high-seas field day, shooting smoke canisters onto the fleet's flagship and playing cat-and-mouse with its vessels, all in the pristine and normally serene waters of the Antarctic.

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With Japan's whaling fleet once again on its way to the Southern Ocean for its annual hunt, officials are concerned of another showdown — and the anti-whaling group Sea Shepherd has vowed to do whatever it must to stop what it calls the "Cetacean Death Star."

"We have stepped up measures to defend ourselves from possible attacks, although we cannot disclose any details," Hideki Moronuki, the head of the whaling division at Japan's Fisheries Agency, said Monday. "We consider any use of force to stop our legally valid activity as terrorism, and we do not tolerate it."

The six-ship fleet left the port of Shimonoseki last month, and is to return in April.

This season's hunt is particularly controversial because the whalers plan to kill up to 50 humpback whales in what is believed to be the first large-scale hunt for the once nearly extinct species since a 1963 moratorium in the southern Pacific put them under international protection.

The mission also aims to kill as many as 935 minke whales and up to 50 fin whales in what Japan's Fisheries Agency says is its largest-ever scientific whale hunt. Japan claims that all of its whaling is done for scientific research, but critics dispute that claim.

Greenpeace spokesman Junichi Sato said his group is searching for the Japanese fleet, but that its location is not known because the fleet has apparently switched off its radio transmitters "so they cannot be spotted.

"Their activity is conducted secretly to protect themselves from possible attacks," he said. "They shouldn't have to hide to conduct research. Their activities should be more transparent."

Japanese officials have denied the fleet turned off its transponders.

Officials are primarily concerned with the radical conservation group Sea Shepherd, which has vowed to disrupt the hunt in what it has dubbed Operation Migaloo, after an endangered albino humpback.

Sea Shepherd has already launched a barrage of rhetoric against the whalers.

"This year, the sights of the ruthless Japanese harpooners are set square on the endangered humpbacks, meaning that Migaloo and all of his family are under imminent threat of death at the hands of Japanese pirate whalers," the group announced on its home page.

The group has said its ship, the Robert Hunter, will leave port this month to pursue the fleet. Moronuki said the Hunter was expected to leave Melbourne later this week.

"We are obsessed with stopping the Cetacean Death Star, that viciously cruel killing machine otherwise known as the Nisshin Maru, and her ruthless fleet of hunter/killer boats armed with their explosive deadly blunt harpoons," the site quoted founder Paul Watson as saying.

The Sea Shepherd has in the past made good on its threats.

In February, Sea Shepherd ships and a Japanese vessel clashed in the ice-strewn waters of the Southern Ocean. Both Japan and Sea Shepherd claimed their vessel was rammed by the other's, and the Robert Hunter ended up with a 1-meter (3-foot) gash in its stern above the water line.

Japanese officials said the activists threw ropes and nets into the water to entangle the Japanese ship's propeller and prevent it from maneuvering, and threw smoke canisters and garbage onto the deck.

During the clash, two Sea Shepherd crew members went missing for several hours in a small inflatable boat but were later found safe.

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Adding further drama to the story, the Japanese hunt ended early after a fire broke out aboard the Nisshin Maru, which is the mother ship, killing one crew member and forcing the fleet back to port.

It is not clear what caused the blaze, but Japanese officials believe it was not related to the Sea Shepherd activities.

The confrontation drew protests from Japan, and even sparked strong rebukes from the strongly anti-whaling governments of Australia and New Zealand.

"Sea Shepherd's protest has gone too far," New Zealand Conservation Minister Chris Carter said at the time. "Any further action on the part of Capt. Paul Watson risks the loss of human life, and severe damage to the cause of whale conservation." **Source : Herald Tribune**



The **THOMAS MAERSK** seen in the port of Odessa
Photo : Cees van 't Wout ©

Chinese Premier underscores effective maritime rescue efforts

Chinese Premier Wen Jiabao called for more effective maritime rescue efforts after 1,022 stranded local and foreign fishermen were rescued in the South China Sea.

Wen said recently that the nation's maritime authorities have received much praise for successfully rescuing both domestic and foreign fishermen.

The premier urged the maritime departments to carry forward good traditions and do more to effectively deal with maritime emergencies.

The eight-day-long massive rescue operation, which ended on Nov. 30, rescued 29 Philippine fishermen and seven Vietnamese fishermen out of waters in the Nansha and Xisha Islands.

Chinese maritime rescue authorities also helped nearly 1,000 local fishermen who were hampered by tropical storm Hagibis from sailing back to supplement provisions.

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China sent three rescue ships, two fishery administration ships, a helicopter and a warship to rescue the 1,022 fishermen on 52 boats.

The rescue operation also got help from passing ships from the China Shipping (Group) Company and China Ocean Shipping (Group) Company. **Source : chinaview**



The Police patrol vessel **P-4** seen in action in Rotterdam

Photo : Henk Wadman ©

CASUALTY REPORTING



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Blast in tanker's engine room, Caspian sea

December 2, 17.40 LT – blast in engine room, m/t **Aleksandr**, in 41.59.7N 51.52.6E, Caspian sea. Two crew died – chief and 3d engineers. Fire started, but extinguished by crew. No spill, no hull damage, no water ingress. Engine not damaged, tanker moved to 41.57.1N 52.19.3E (Kara Bogaz Gol Bay) and anchored. Marine research institute, S.Petersburg, checked seaworthiness of the vessel with satisfactory results. Later tanker moved, under owner's instructions, to 42.49.0N 52.10.0E, safe anchorage.

Tanker **Makhmud Afandi** left Aktau, ETA anchorage December 4, 13.00 LT, to take some 1500 tonnes of cargo off m/t **Aleksandr** (cargo 5146 tonnes of heavy oil). **Source : Mike Voitenko**

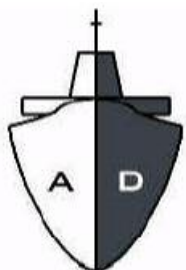
Vyborg Shipyard – berthed tug sunk

December 3, 14.00 LT – tug **MB-1218** (displacement 600 tonnes, manager GrazdanGidroStroy) sunk at master's berth, Vyborg Shipbuilding Yard. No injuries, no spill. Tug will be refloated by Yard's facilities. No data in ship databases, not registered in Russian Maritime Register, either. **Source : Mike Voitenko**

NAVY NEWS

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A CH-46E Sea Knight nears the amphibious assault ship **USS Kearsarge (LHD 3)** while returning from a relief mission in Pahoraghata, Bangladesh. **Kearsarge** and the embarked 22nd Marine Expeditionary Unit (MEU) Special Operations Capable (SOC) are conducting Humanitarian Assistance/Disaster Relief efforts in response to the Government of Bangladesh's request for assistance after Tropical Cyclone Sidr struck their southern coast Nov. 15. The Department of Defense effort is part of a larger United States response coordinated by the U.S. Department of State and U.S. Agency for International Development. **Photo : US Navy ©**

Italy Confident It Can Afford 4 More FREMM Frigates

Despite slipping deadlines for signatures and rumors of funding shortfalls, the Italian government has committed to buying four Fremm frigates in 2008, bringing to six the number of vessels ordered in a total planned buy of 10. The first two frigates were ordered in 2005 after a last-minute scramble for extraordinary funding as regular defense spending was cut. Publication of budget figures for 2008 called into question Italy's ability to proceed with a second lot of Fremm frigates, as industrial sources feared funding would not cover commitments.

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Defense Undersecretary Lorenzo Forcieri had maintained that the government would find funding in the defense budget for two of the four, with a reported 770 million euros (\$1.14 billion) then supplied by the Industry Ministry for the remaining two.

But doubts emerged after it became clear the government would seek to spend some of those 770 million euros to buy up to 40 new armored vehicles, as well.

With the frigates costing about 350 million euros each, and the Italian VBC wheeled vehicles in question running to about 6 million euros each, according to government documents, one senior industrial source said the sums did not add up.

"The total does get you two vessels, but not if the government wants it to cover vehicles too," the source said. But Forcieri said on Nov. 28 the math was sound.

"There is no problem, since the money may be closer to 800 million euros and payments for the vehicles may be spread over more than one year," he said.

Italy plans to build 10 Fremm frigates in a joint program with France, which has ordered 17. After the Italian effort nearly died due to defense cuts in 2005, the Ministry of Industry stepped in to guarantee repayment on a loan for the construction of the first two vessels. Work is due to start in early 2008.

The same payment system has been set up for two vessels in the second lot of four. The up-to-800 million euros freed up in 2008 will derive from a loan that will be paid back by 2035 by the Ministry of Industry. The repayment, with interest, will total 1.05 billion euros.

Shipbuilder Fincantieri and Finmeccanica, which have teamed on the Fremm program, were due to impose small penalty payments if they did not receive the order for the second lot by Nov. 16, but allowed that date slip to Feb. 16 to allow the government to wrap up its 2008 spending plan, the industrial source said.

The Ministry of Industry loan for half of the second lot may have been arranged, but the defense funding for the other half is still to arrive, something the constructors will take in their stride, the source said.

"In 2008 and 2009, Italy's new aircraft carrier and its two Horizon frigates will be completed, which should free up funds for Fremm in 2009 and 2010," he said. "The signing for four vessels next year could be based on the Industry Ministry funding and guarantees of future defense spending."

The Industry Ministry-backed loan is one of two destined to benefit defense procurement in the 2008 budget. An identical package, with the same repayment scheme, has also been arranged to cover the purchase of the first seven of up to 15 Aermacchi M-346 jet trainers that Italy intends to buy, as well as contributing to the purchase of EH101 helicopters and other programs.

The first lot of two Fremm frigates and the launch of the VBC vehicle program were covered by a loan worth 1.65 billion euros, authorized in 2005, to be paid back by the Ministry of Industry. With the ministry already contributing to Eurofighter payments, it has become an important source of defence funding.

Calculating the exact top-up given by the ministry is complicated because its repayments on new loans are spread over decades, while it is already paying off loans taken out years ago. And in addition to procurements, it also funds the research and development of aerospace products by local firms such as Finmeccanica.

In an October article in the online publication AffarInternazionale, analyst Michele Nones wrote that the loans backed by industry ministry repayments and issued for defense technology development and acquisition in Italy have equaled 8 percent of normal defense spending in the last three years, meaning around 1 billion euros a year.

While Italy's work on its Fremm frigates has been slowed by funding crunches, France has moved ahead and is in talks to build vessels for Morocco. The Italian industrial source suggested France might consider selling to Morocco vessels earmarked for the French Navy if France decided to opt instead for a version hosting the Aster 30 missile.

"This would involve changing the launcher from the A43 to the A50 launcher," the source said. "The Italian Navy has also considered this option." **Source : defensenews**

India nuclear submarine ready by 2009: navy chief

An Indian-built nuclear-powered submarine will be ready for sea trials in two years, and the navy has ordered 32 new warships, naval chief Sureesh Mehta said. India, which carried out a string of nuclear tests in 1998, has already built ballistic missiles for its army and configured warjets to carry such weapons.

"Our scientists have confirmed that they would have the advance technology vessel (nuclear submarine) project ready for trials by 2009," Mehta told reporters.

In India's nuclear deterrent plans, "placing of nuclear weapons under the sea is the third triad which at present we don't have and we hope at one point we will," he said. Mehta also said New Delhi was negotiating with Moscow to lease a Russian nuclear-powered submarine, which he said was "to enable our men to train on how to operate nuclear reactors and other platforms."

The announcements came after Mehta said he rejected a Russian request for an additional 1.2 billion dollars to finish a deal struck in 2004 to refurbish a Soviet-era aircraft carrier, **Admiral Gorshkov**.

He warned Russia, which accounts for 73 percent of India's military supplies, that delays on the carrier work could mean that preferential treatment in future arms deals could be scrapped.

"We cannot put all our eggs in one basket and so we must have a multi-vendor opportunity," he said. "This is how we are going to deal with Russia now."

Russia to showcase new-generation subs at maritime exhibition

Russia will present its new-generation **Amur-1650 class** submarine at an international maritime exhibition in Malaysia, Russia's state-controlled arms exporter said on Monday.

The Langkawi International Maritime and Aerospace (LIMA) 2007 exhibition will take place on December 4-8 at the Mahsuri International Exhibition Center (MIEC).

"The submarines will include **Project 636** [submarines] with an integrated missile complex, Club-S, and the next-generation Amur-1650 submarine," Rosoboronexport said in a press release.

The **Project 677 or Lada-class submarines** have been designed to engage surface ships and submarines as well as to perform surveillance, mine laying, and special operation forces deployment missions.

Long range anti-ship missiles, rockets, torpedoes and mines can be fired from the torpedo tubes at the bow.

The ninth edition of the biennial LIMA is expected to be the biggest ever with more than 250 companies from 26 countries taking part in the aerospace exhibition alone.

They include Australia, Brazil, the United Kingdom, France, Hong Kong, India, Germany, Italy, Japan, Brazil, Indonesia, Singapore and Spain. **Source : Novosti**

SHIPYARD NEWS

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Destini Marine To Build Cruise Ships

Destini Marine Sdn Bhd and Conoship International B.V (Conoship) of the Netherlands inked a cooperation agreement to build 20 luxury cruise ships for the European market, according to a report on www.bernama.com.my. The deal was signed by Destini Marine chairman Datuk Abdul Malek Abdul Hamid while Conoship was represented by its general manager, Philippe Swolfs.

The ceremony was witnessed by Prime Minister Datuk Seri Abdullah Ahmad Badawi and Terengganu Menteri Besar Datuk Seri Idris Jusoh. Abdul Malek told reporters that the ships would be built over a six-year period, according to published reports. **Source: [bernama](#)**

Keppel completes FPSO upgrade

Singapore's Keppel Shipyard Ltd (Keppel Shipyard) has completed the upgrade and modification of FPSO Armada Perkasa for repeat customer Bumi Armada.

Mr Olatunde Emmanuel Odusina, Nigeria's Minister of State for Energy (Gas) attended a ceremony held for the sailDaway of the vessel for its deployment in the Okoro Setu Fields, Nigeria. Keppel Shipyard's relationship with Bumi Armada goes back into the last decade when it first converted the FPSO Armada Perkasa in 1997 for operation in the PM3 field, Malaysia. The vessel subsequently returned for refurbishment, life extension and repair prior to its current upgrade.

This latest upgrade includes installation of additional field equipment and modification of FPSO and shipboard systems. **Source : [MarineLog](#)**

More newbuilds for Tidewater at Remontowa

Fearnley Offshore Supply reports that Tidewater in the US has reportedly placed an order for four additional AHTS at Remontowa shipyard in Poland.

The company has several vessels on order from same yard, and the next to be delivered will be named **Kehoe Tide**, which is similar to **Thompson Tide**, with 10,000bhp and 120t bollard pull. **Source : [Offshore shipping online](#)**

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The **MARIENBORG** seen in Rio Grande

Photo : Marcelo Vieira ©

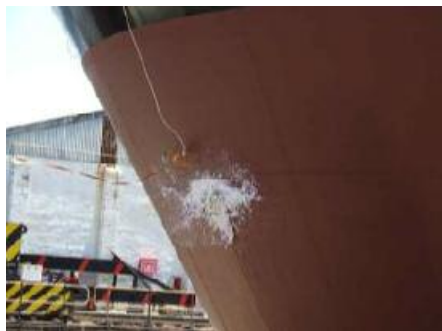
Star Clippers to Implement Fuel Surcharge

Star Clippers will implement a fuel surcharge on new bookings starting Dec. 17, 2007. The assessment will be \$8 per person per day to a maximum of \$100 per person on any sailing for guests from the United States, Canada and Latin America.

The surcharge will be assessed on all three of the line's tall ships on all sailings through April 2009. "After discussing the situation of increased fuel costs with our tour operators and travel agent partners, we have concluded the fairest and least disruptive method of assessing the surcharge would be only on new reservations made on or after Dec. 17," said Jack Chatham, Star Clippers' vice president of marketing and sales for North and Latin America. While Star Clippers' ships operate mostly under sail, they do require high-quality fuel to run generators to supply electricity and

provide climate control on board. Despite being some of the most fuel-efficient vessels in the cruise industry, the ships periodically have to supplement their sail power with the engines to fulfill itineraries. **Source : MarineLink**

Big day for Durban shipbuilding as SMIT LiPuma is named



Meaning 'emerging sun' or 'arrival of a son', South Africa's first fully double skinned bunker barge was formally named **SMIT Li Puma** in a ceremony held in Durban yesterday. **SMIT La Puma** is due to go in the water early in December before undergoing sea trials and entering service with **SMIT Amandla Marine** in Durban in January.

At the moment of being named. **Photo : Terry Hutson ©**

SMIT LiPuma was named by Dr Xolisa Poswa in the time honoured fashion of breaking a bottle of sparkling wine across the bows. Immediately prior to this the chaplain to Missions to Seafarers, the Revd Des Vaubell had invoked God's blessing on the vessel and all those who will work on her.

Built at a cost of some R60m the barge signals the return to shipbuilding by the firm of Dormac – formerly known as Dorbyl and before that Dorman Long. **SMIT LiPuma** became hull no.108 meaning that 107 other vessels have been built before her at the Durban shipyard – the last one prior to **SMIT LiPuma** being the 9,000-gt container ship **CAPE BONAVISTA**, which was the last in a series during the early 1990s.

Paul Maclons, managing director of SMIT Amandla Marine, owner of the new bunker barge **SMIT LiPuma**. **Photo : Terry Hutson**



Fortunately this appears to be a rebirth for local shipbuilding, after many ups and downs and false promises. SMIT Amandla has awarded a second contract to Dormac to equip another barge, the **PENTOW ENERGY** with a double skin in accordance with incoming regulations and requirements from the oil majors. Steel cutting for Pentow Energy began this week, ensuring continued work for what is now a skilled workforce reinstated at the shipyard. But equally importantly, Dormac also has orders for another one or two barges in the pipeline as well.

Construction of the latest barge has been no mean achievement. Work commenced in November last year and the contract is currently running just one week late – and that after having lost a total of 47 days because of rain and other adverse weather conditions.

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The new barge has a carrying capacity of 5,000 tonnes of bunker fuel and a delivery rate of 1,000t per hour – a



considerable improvement on any other barge operation in southern Africa. The larger size of **SMIT LiPuma** means that up to three container ships, for example, can be refueled one after the other whereas at present the largest barge in use has enough capacity to handle one ship at a time before returning to base to load more fuel.

The new bunker barge **SMIT LiPuma** on her blocks at the Dormac Shipyards in Durban. The barge is due to go into the water early in December
Photo : Terry Hutson ©

The delivery of a new barge comes at a time when Durban's port pipelines are nearing the end of their

lifespan. Transnet National Ports Authority has indicated it does not intend replacing the pipelines to ship quays.

Further along the waterside construction of the first of five new tugs for Transnet is already well underway at Southern African Shipyards. And a glance around all the adjacent shipyards yesterday indicated that all available berth space at the repair jetties was fully occupied, as was the dry dock, showing that things are looking up at the Durban shipyards. With similar good news from Cape Town's ship repair industry, where the industry is bolstered by ships, work boats and oil rigs from the West African oil industry in addition to an active ship and boatbuilding programme, ship repair and building in South Africa is certainly on the up. **Source : ports.co.za**

NIEUWE MAAT VOOR NIEUWE MAZE

De **Nieuwe Maze**, het directievaartuig van het Havenbedrijf, is voorlopig uit de vaart genomen voor een uitgebreide opknapbeurt. Na twaalf jaar trouwe dienst en meer dan 3.000 vaartochten en 70.000 bezoekers is de catamaran toe aan de dokbeurt. En passant wordt het vaartuig met 2,5 meter verlengd.



De **Nieuwe Maze** krijgt een compleet nieuw verfsysteem, modern meubilair en nieuwe 'groene' dieselmotoren aangemeten. De huidige machine-installatie dateert uit 1995 en voldoet niet meer aan de hoge emissie-eisen die het Havenbedrijf stelt aan de eigen vloot. Vanwege

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de duurzaamheid wordt het kloppend hart van het vaartuig nu onder andere van katalysatoren en roetfilters voorzien.

De verlenging van de 27,5 meter lange catamaran is noodzakelijk ter compensatie van het extra gewicht en installatie van twee hydraulische loopbruggen.

De dokbeurt vindt plaats bij Maaskant Shipyards te Stellendam. Naar verwachting is de vernieuwde **Nieuwe Maze** gereed in april. **Source : Port of Rotterdam**



New Tanker for Sovkomflot

On November, Admiralty Shipyards launched a new tanker for Sovkomflot. The tanker named **Transsib Bridge** is the last vessel in the series of eight.



Governor of Saint-Petersburg Valentina Matvienko, general director of Sovkomflot Sergey Frank, general director of the yard Vladimir Alexandrov, president of Russian Railways Vladimir Yakunin and his wife Nataiya Yakunina took part in the ceremony. It should be pointed out that Natalia Yakunina is a godmother of the new vessel.

Technical data of **Transsib Bridge**: the length – 182.5 m, the breadth – 32.5 m, the hull height – 17.5 m, the deadweight - 47 400 tons, the speed - 15 knots, the crew - 28 members.

The tanker can simultaneously transport 5 different kinds of liquid cargo, including crude oil, oil products, vegetable oil and adipose. The vessel was built under control of Lloyd's Register of Shipping. **Source : Sea News**

THE PORT OF DUNKIRK AT THE SITL-SHANGHAI (10-12 DECEMBER 2007)

The Port of Dunkirk Authority will be taking part in the SITL (International Transport and Logistics Show), to be held in Shanghai on 10-12 December 2007, to present its logistical assets and its latest developments.

First French port for imports of ores and many other products (fruits, copper, coal...), first French rail port and second port in France for traffic with Great Britain, Dunkirk has been in constant growth for many years. With its ideal geographical location (close to the Lille metropolitan area and at the centre of the London-Paris-Brussels triangle), the Port of Dunkirk exploits its excellent road and rail links to develop logistical and distribution activities right inside the port area. Already in excess of 100,000 m² (1,080,000 sq. ft.) of warehousing are in operation at the Western Port, right next to the Container Terminal and to the UK Ro-Ro Terminal.

With the support of the Dunkirk Urban Community and the Dunkirk Chamber of Commerce and Industry, the Port of Dunkirk Authority's presentation at the SITL-Shanghai will emphasize its logistical potentials.



The **ROYAL STAR** seen in Singapore
Photo : Capt. Jelle de Vries ©

Maersk bags 2 Lloyd's List Awards

Maersk Line, the global market leader in shipping and related activities, has bagged top awards for two categories of the prestigious Lloyd's List. These are the Clean Seas Award and the Shipping Company of the Year Award in the Middle East and Indian subcontinent. The award function was held on 30 Nov 07 at the Taj Hotel in Mumbai.

The Shipping Company of the Year award comes in the wake of Maersk addressing successfully the needs of India, one of the largest and the fastest growing markets in the region.

"In order to address the needs of growing trade volumes of India, Maersk Line offers a network of services consisting of six weekly direct services to and from India (including the only direct mainline service from the port of Chennai) covering all major trade lanes," said Mr. Hans-Ole Madsen - Chief Executive Officer – South Asia Area. "Maersk has thus established itself as the largest and the most well represented container line in India." Maersk Line's regional transshipment operations, mainly concentrated in Salalah, Oman and Colombo, Sri Lanka cater to a much wider market, both from origin as well as destination perspective.

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The Clean Seas Award is in recognition of the environment protection measures Maersk Line has taken on several fronts. "The comprehensive environmental management system that Maersk Line has put in place has ensured that NOx emissions have come down by over 26 per cent while the Emma class of vessels have succeeded in cutting fuel consumption by 10 percent," said Mr. Madsen.

Measures taken by Maersk include the development of a new type of slide fuel injection valve which cuts NOx emissions by up to 26 per cent. The company has also recently adopted a common rail technology and electronically controlled engines which further reduce NOx emissions through optimal combustion.

The 11,000 TEU 'Emma' class vessels, recently added to the Maersk Line fleet anticipate and remain one step ahead of the existing International Maritime Organisation (IMO) regulations, by recovering, recycling and utilizing waste heat from the engines, thus reducing fuel consumption by approximately 10% and a corresponding cut in carbon and nitrogen emissions.

Maersk Line is currently developing a sludge handling unit to remove all water from sludge, and so reduce the amount of sludge oil that is discharged for treatment ashore. Maersk Line vessels are designed and built with materials that allow for a high recycling ratio. These procedures require a ship to be checked rigorously before it is delivered to a recycling yard. **Source : moneycontrol**

Engineers onboard HAL's M.S. Oosterdam playing "Mens erger je niet"



While the coolers are taking a bath, the engineers have some time to relax and play the famous old Dutch game, from grandmothers time, "**Mens erger je niet**".

Onboard HAL's M.S. **Oosterdam** the Engine Maintenance Team is currently busy with cleaning the air coolers on all 5 engines (that means 20 air coolers totally, as we have 5 nice V-engines, quite some work). Every time one side of an engine is done, by pulling both (LT- and HT) tube bundles out and soaking them in our new hot tub.



On the pictures from left to right, Engine Mechanic **Jesus E. Sabido**, 4th Engineer **Bart van Gils**, 3rd Engineer **Edwin Jonker** and our "Reethaar" (Appr.) **Jeroen Schouten**.

On the picture right above the air coolers are taking a bath in our hot tub. - **Engine Department M.S. Oosterdam**

CMA CGM BUYS US LINES

FRENCH-based container shipping company CMA CGM says it is buying US Lines for an undisclosed sum. US Lines name specialises in the US West Coast, China and Australia and New Zealand trades and runs a joint service with CMA CGM subsidiary ANL which is believed to be one of the reasons for the purchase.

The US Lines brand was bought by Ed Aldridge in 2003 who set up the company as a niche player running chartered vessels. The original US Lines had become bankrupt in 1986. **Source : Maritime Global Net**

Maersk posts increased profits but container trades still a concern

AP Moller-Maersk Group, which is the parent company of Maersk Line and Safmarine, last week announced an unaudited net profit of US\$2.85 Billion. The results indicate a 27 percent increase over the previous year and the Group's new Chief Executive, Nils Andersen says the container business (Maersk Line is the world's largest container carrier) is showing increased profitability but remains far from satisfactory.

In the first half of 2007 Maersk Line carried 3m FEU (forty foot equivalents) which was an increase of 3 percent on the same period for 2006 and was well below that of the rest of the industry.

Safmarine carried 295,000 FEU for the six months of 2007, an increase of 14 percent on 2006.

The Group made \$25 million net profit from container shipping activities, including APM Terminals, compared to a loss of \$698m for the first nine months of 2006.

Results for tankers and other shipping and offshore activities were considerably above that of the same period for 2006, mainly due to sale of ships and rigs.

The company expects to improve its results for the full year by 20 percent over 2006 which was US\$2.7 Billion. Previous forecasts were for a result of \$3 Billion.

The company says that in the first half of 2007 global growth in container trade has been 9 percent above the same period for 2006 but with considerable regional differences. Growth was particularly strong between Asia and Europe.

Source : ports.co.za

The **SVITZER CELESTE** seen in South China Sea
Photo : Capt. Jelle de Vries ©



Vroon orders four from Dalian

Vroon BV has ordered four 92,500 DWT bulk carriers at Cosco's Dalian Shipyard in China. The four new vessels are expected to join the fleet in 2009 and 2010.

Vessel Particulars :

Length overall 230 m, Length between perpendiculars 222 m , Beam 38 m, Draft 14.90 m
DWT 92,500, Cargo Hold Capacity 110,300 cu.m, Speed 14.2 knots

Vroon's newbuilding program also includes two Panamax bulk carriers on order at Tsuneishi Shipyard in Japan and three Supramax bulk carriers at Vinashin Nam Trieu in Vietnam. **Source : MarineLog**

Smit Internationale NV obtains EUR 200 million senior credit facility

SMIT has reached agreement with a consortium of banks regarding an unsecured committed senior credit facility of EUR 200,000,000. The consortium consists of Fortis (Coordinator), ABN AMRO, ING Rabobank, DBS and Banque Artesia.

The new facility is valid for 5 years, subject to two one-year extension options. Upon approval of the consortium, the amount of the facility may be increased once by a maximum of EUR 100,000,000.

Commenting on the new credit facility, C.F.O. René Verbruggen stated that "The new facility is intended to finance the planned modernisation of the fleet and the investment in expansion. We are pleased that our banks have continued to support our programme for growth." **Source : SMIT**

MOVEMENTS



The **YACHT EXPRESS** seen anchored off Gibraltar

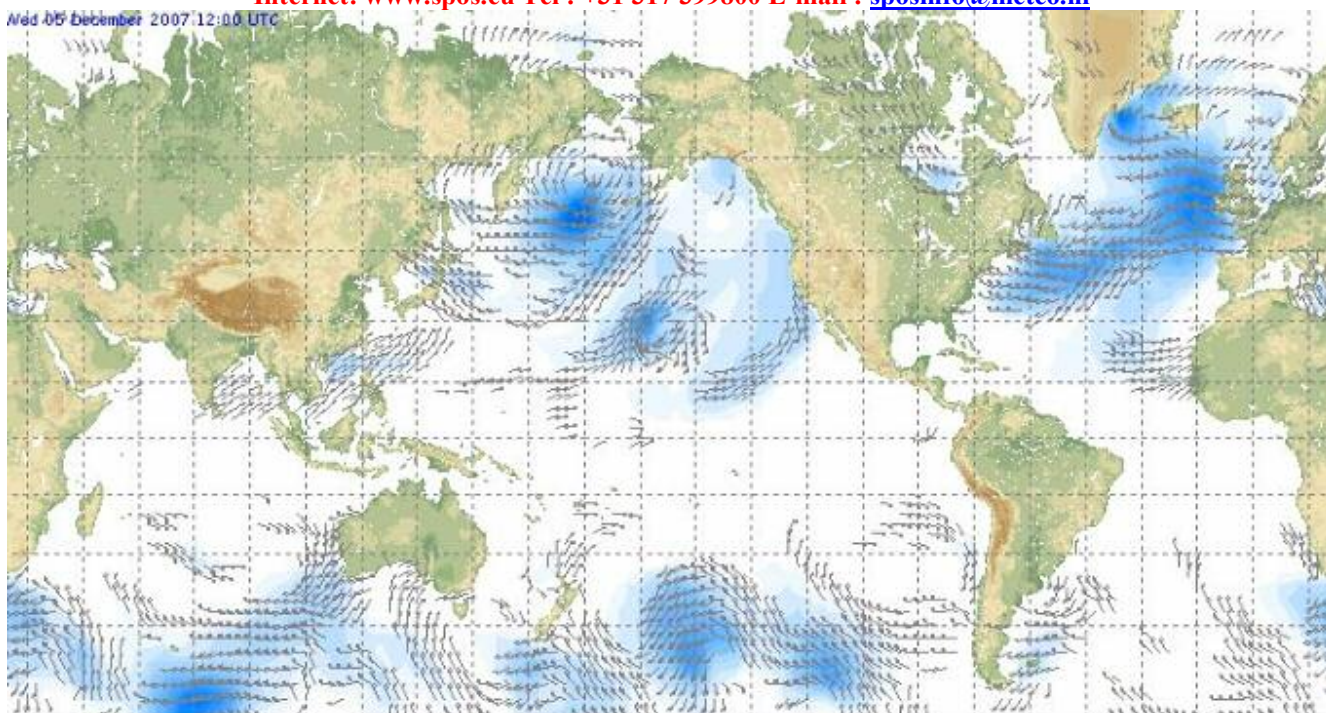
Photo : Flor van Otterdyk ©

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

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The **MISTRAL** seen in IJmuiden under the ITC flag

Photo : Willem Koper ©

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