

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 284



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The **VEGA STOCKHOLM** at Maaspilot station

Photo : Dirk Kleijn ©

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EVENTS, INCIDENTS & OPERATIONS



The **RAMFORM VALIANT** – Photo : Emile Stores ©

Migrant Wave

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Greek Coast guard officers transported 193 illegal immigrants to shore Thursday (06 Dec) after being spotted on a cargo ship off the island of Crete. The Merchant Marine Ministry also said one man was found dead on the Silver Wave cargo ship, while seven people were arrested on smuggling charges. The ship reportedly had no flag.

The immigrants, carrying no travel documents, said they were from Iraq and had sailed from Lebanon. One of the 193 migrants was hospitalized for observation. **Source : Shiptalk**



The **NORMAND MASTER** seen in the Gulf of Mexico

Photo ; Crew Union Manta ©

Baggerdrama door overbelasting schip

De sleephopperzuiger de **Nautilus** van baggeraar Boskalis, die november vorig jaar kapseisde voor de kust van Congo, was volgens de Inspectie Verkeer en Waterstaat (IVW) te zwaar beladen. Bij het baggerdrama kwamen drie opvarenden om het leven, onder wie een eerste stuurman uit Leiden. De andere twee slachtoffers waren een Filipijn en een vertegenwoordiger van de lokale opdrachtgever. Veertien mensen overleefden het ongeluk bij Pointe Noire.

Het noodlottige ongeval gebeurde volgens de IVW op een dag dat het mooi weer was en er weinig deining was. Aan het eind van de dag was de hopper geladen met 2500 kuub zand en daar bovenop nog een onbekende hoeveelheid water- en zandmengsel. Wanneer de stuurman besluit nog een paar minuten door te werken, alvorens naar de stort te varen, maakt het vaartuig plots slagzij.

De meest waarschijnlijke oorzaak daarvoor is volgens de Inspectie dat de Nautilus overbeladen was. Ook was er een compartiment lek, maar dat was vermoedelijk al eerder gebeurd. De Inspectie stuurt het onderzoek door naar de Raad voor de Scheepvaart, die een afsluitend onderzoek zal verrichten. De uitkomst daarvan wordt in mei volgend jaar verwacht. Volgens bestuursvoorzitter Peter Berdowski van Boskalis blijven in het onderzoek door de inspectie nog een paar belangrijke vragen onbeantwoord, bijvoorbeeld welke externe kracht het schip uit evenwicht bracht. Bovendien is de belangrijkste getuige, de eerste stuurman, omgekomen.

Volgens Berdowski is het onderzoek bijzonder ingewikkeld. „Het heeft niet voor niets een jaar geduurd. Het is als een puzzel van duizend stukjes, waarvan er nu nog steeds 300 ontbreken.” De IVW treft wel vaker onveilige situaties aan op baggerschepen. Bij een actie op de Westerschelde bleken vijf van de zeven geïnspecteerde schepen overbeladen te zijn. Op drie van deze schepen was ook het voorgeschreven minimum aantal bemanningsleden niet aanwezig.



Lady Rowers

Four women rowing the Atlantic as part of a fundraising race have vowed to complete the final stretch of their epic journey naked - if they hit their £100,000 charity target.



The intrepid quartet, nicknamed the **Atlantic Angels**, set off on their 2,600 mile cross-ocean adventure earlier this week.

They are rowing from the Canary Island of La Gomera to the Caribbean island of Antigua. Among the crew is 17-year-old Rachel Flanders, along with her shipmates, Rachel set sail at noon on Sunday as part of a four-woman crew in the 3,000-mile Woodvale Atlantic Rowing Race.

They are keeping a diary of their progress. The most recent entry, made at 9am on Tuesday, said: **"We've rowed 43 nautical miles from La Gomera. That means**

we have 2,509 to go.

"The great news is that we are currently 11th in the race (out of the 22 that started). Out of the other teams of 4 though, we are currently 2nd (and ahead of the other all-female crew who are about 3 miles behind us).

"We maintain our promise if we can raise £100k by the time we arrive in Antigua, we'll do the final leg into Antigua in the nude."

Yesterday, the ship's satellite tracker showed the crew - which also includes Consumer Researcher Sarah Duff, aged 24; nurse, Clair (CORR) Desborough, aged 32, and photographer, Fiona Waller, aged 32 - were 2,476 nautical miles (2,850 land miles) from their destination.

So far, one team has retired after a crew member was sent overboard by a wave, while a school of whales was spotted by another crew.

To donate to the Angel's cause, visit **<http://www.atlantic-angels.co.uk>**. Regular updates of their adventure can also be read on the site. For race updates, visit

<http://www.atlanticrowingrace2007.co.uk>.



The Chinese COESS tug **DE DA** – Photo : Via Leo Kramer

Opnieuw 12 illegalen aangehouden bij Aruba

De Kustwacht voor de Nederlandse Antillen en Aruba heeft in de nacht van 6 december bij Aruba 12 illegale immigranten aangehouden. Het gaat om 3 vrouwen, 9 mannen en 2 bemanningsleden die via Santana di Cacho aan land probeerden te komen. Eerder deze week was er ook een aanhouding van een aantal illegalen op Aruba.

In de nacht van 6 december omstreeks 02.30 uur ter hoogte van Santana di Cacho op Aruba nam een SuperRhib van de Kustwacht NA&A tijdens een patrouille een onverlicht bootje type Eduardo waar. Aan boord bevonden zich 12 illegalen, waarvan 3 vrouwen, 9 mannen en 2 bemanningsleden. De boot, de **Lucia IV** afkomstig uit Venezuela is opgebracht naar de Kustwachtsteiger. De illegalen zijn overgedragen aan de Warda Nos Costa en de bemanningsleden zijn aangehouden en overgedragen aan de Officier van Justitie.

Royal Arctic Liner to Antarctic

SSG-RINGKØBING. Royal Arctic Line's container carrier **Naja Arctica** is currently on its longest voyage in the vessel's 13-year history. The **Naja Arctica** is chartered to transport 3,500 tons of materials to the Antarctic continent for the account of the German Alfred Wegener Institute for Polar and Marine Research (AWI), which is going to build a new station on top of the Ekström ice shelf. The **Naja Arctica** loaded the materials in Bremerhaven and is now on its way to Durban for bunkering before sailing to the South Pole for offloading on the edge of the ice (18 metres high) some 20 km from the site of the Neymayer III-station.

It is the first time that the one of two ice-strengthened sisters from Royal Arctic Line will sail to the South Pole. It is rather common that they sail on charter for other operations during the off season in Greenland from December to May. Last year, the **Naja Arctica** transported containers from Hamburg/Bremerhaven to West Africa.

CASUALTY REPORTING



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Ships Collide, Oil Spills Off Korean Coast

Estimated 2.7 Million Gallons Of Crude Threatens Beach Used As Rest Stop For Birds



South Korea's Coast Guard dispatched dozens of ships Friday to prevent crude oil that leaked from a supertanker from reaching an ecologically sensitive shoreline on the country's west coast.

About 66,000 barrels (2.7 million gallons) of crude oil gushed from the 146,000-ton Hong Kong-registered tanker after a crane vessel slammed into it Friday morning, the Coast Guard said.

Strong winds and prevailing currents meant oil was expected to start washing up on shore by Saturday morning, the Coast Guard said in a statement. Maritime authorities set up a special fence 5 miles in length to try and contain the oil, the statement said.

The slick was 4.6 miles long and 1.2 miles wide, the Maritime and Fisheries Ministry said. The site

of the accident was about 7 miles off Mallipo beach, approximately 93 miles southwest of Seoul.

The region is popular for scenic beaches, including Mallipo. It is also home to a national maritime park and an important refueling stop for migratory birds.

The accident occurred at 7:10 a.m. (1710 Eastern Thursday), the Coast Guard said. Cho Sung-won, a regional Coast Guard spokesman, said the leak was stopped at around noon.

The spill was believed to be South Korea's largest, according to the Coast Guard and the Maritime Ministry. A spill in 1995, previously considered the largest, happened when about 5,035 tons - about 35,000 barrels - of crude and fuel oil leaked.

The Coast Guard said that 47 ships and four helicopters were involved in the operation.

The tanker, the **Hebei Spirit**, and the other vessel, owned by South Korea's Samsung Corp., were in no danger of sinking, the Coast Guard said. There were no human casualties in the accident, it said.



The tanker was at anchor, carrying about 260,000 tons of crude oil - or about 1.8 million barrels - when the accident happened. The 1995 leak, which occurred in July, caused an estimated 73.5 billion won, which at today's exchange rates is equal to \$80 million, in damage.

CORN DIVA ARRIVES AMSTERDAM WITH HEAVY DAMAGED CRANES



The 99.8 mtr long **CORN DIVA** arrived at the Shipdock shipyard in Amsterdam with 2 heavily damaged cranes, the general cargo vessel is build in 1984 as the **KIELGRACHT** for Spliethof, in 2004 the vessel was sold and renamed in **CORN DIVA** and flies at present the Maltese flag

Photo's : Peter Lankester ©

Suez Stalls

Traffic through the Suez Canal was halted on Thursday (06 Dec) after a Bahamas-registered ship stalled in the waterway in bad weather, a canal official said. The **CMA CGM Eiffel**, bound for the Red Sea, stopped in the northern Ballaah section of the canal for two hours, blocking a 33-ship convoy coming in the opposite direction.

The canal authority sent tugs to pull the **Eiffel** out of the channel.

The canal is an important source of foreign currency for Egypt. A Suez Canal official said in July the number of vessels passing through the waterway rose to 19,500 in the 2006/2007 fiscal year from 18,500 the year before.

Source : Shiptalk



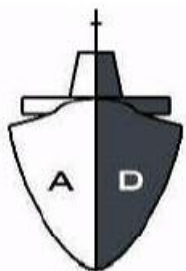
The Chinese bulkcarrier **Yanghai** seen at Karachi moorings, having repairs on the portside after a collision with a Korean vessel.

Photo: Michiel Roos – Ch.Off. Jo Calluna ©

NAVY NEWS

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Mesa Verde “Sails Away” on Maiden Voyage

The future **USS Mesa Verde (LPD 19)** successfully “sailed away” from Northrop Grumman Ship Systems (NGSS) Ingalls Operations Dec. 3 on its maiden voyage manned for the first time by the ship’s crew. Before transiting to its homeport of Norfolk, Va., the ship will sail to Panama City, Fla., for its commissioning ceremony. This milestone marks the government/industry team’s production completion of LPD 19, the first of this class of amphibious transport dock constructed completely at the Pascagoula, Miss. shipyard. The ceremonial commissioning of Mesa Verde is schedule to occur on Dec. 15 at 11:00 a.m. in Panama City, when the sponsor, Mrs. Linda Campbell, will give the first order to “man our ship and bring her to life!” Her husband, former Sen. Ben Nighthorse Campbell of Colorado, will give the principal address. To honor the legacy of **Mesa Verde**, an exhibition celebrating North American history and culture will take place before and after the actual ceremony at the Gulf Coast Community College. Mesa Verde is scheduled to arrive in its homeport prior to the holidays.

Early in 2008, the ship and crew will start a succession of seagoing trials to thoroughly test the ship’s systems and to complete crucial certifications. **Mesa Verde** will conduct missile and gun Combat Systems Ship Qualification Trials during which the crew will fire Rolling Airframe Missiles and Mk 46 Mod 1 30mm guns as well as exercise the ship’s comprehensive detect-to-engage capability. Well deck certification and underway replenishment qualification will also be part of the steady progression toward full mission readiness.

Mesa Verde will join two other commissioned ships of the class, **USS San Antonio (LPD 17)** and **USS New Orleans (LPD 18)**, which are currently operating on the East and West coasts, respectively. The next major milestones for the

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ship class will be the christening of **New York (LPD 21)** and the commissioning of **Green Bay (LPD 20)** in 2008. **San Diego (LPD 22)**, **Anchorage (LPD 23)** and **Arlington (LPD 24)** have started construction on the Gulf Coast.



The British LST **Sir Galahad (L 3005)** was sold to the Brazilian Navy, and now she will be operated by Brazilian Navy and was renamed in "**Garcia D'Ávila (G-29)**", and was commissioned on 4-12-2007

Photo : Chris Hunsicker ©

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The 800 TEU **KRISTIN SCHEPERS** seen getting ready to be launched at the Damen Galati Shipyard
Photo : Huib Lievense ©

Firm may get deal for more ships

Boustead Naval Shipyard Sdn Bhd, which has successfully delivered four out of six patrol vessels to the Royal Malaysian Navy (RMN), may secure a multibillion-ringgit deal to build six similar vessels for the Government. Deputy Prime Minister Datuk Seri Najib Tun Razak said this would depend on the company's performance and ability to deliver the remaining two vessels in time. "If the RMN is satisfied with Boustead's quality of work and its vessel capabilities, the Government will then continue to allow it to build more patrol vessels for us," he said at the naming ceremony of RMN's fourth patrol vessel, Terengganu, at the Boustead Yacht Sdn Bhd Shipyard in Tanjung Lembong, here, yesterday.

Raja Permaisuri Agong Tuanku Nur Zahirah officially named the vessel, witnessed by Yang Di-Pertuan Agong Tuanku Mizan Zainal Abidin, Selangor Sultan Sharafuddin Idris Shah as well as other dignitaries. Najib said the new-generation vessel, which was built at the Boustead Penang Shipyard in Pulau Jerejak, Penang, would soon undergo necessary outfitting and trial run by the RMN before being commissioned as KD Terengganu by early 2009.



He said the company had delivered its first two vessels – **KD Kedah** and **KD Pahang** – to the RMN last year while the third one, KD Perak, was delivered last month. He said the fifth and sixth vessels would be built at Boustead's shipyards in Lumut, Perak, and in Pulau Jerejak, Penang, in the next two years.

The ship Terengganu: Tuanku Nur Zahirah naming the new patrol vessel during a ceremony at the Boustead Yacht shipyard in Tanjung Lembong, Langkawi. With her are (from right) Sultan Sharafuddin, Tuanku Mizan, Najib and RMN chief Admiral Tan Sri Ramlan Mohamed Ali.

"Boustead's shipyards in Penang, Perak and Kedah are capable of catering to a maritime industry that is viable with big potentials," he said. "It has not only nurtured necessary local talent but has enabled the company to penetrate the global market for shipbuilding and other related services." Najib said Boustead was set to secure a RM1bil contract to build a floating hotel in Lumut for a Finnish company as well as several luxury yachts. **Source : The Star**

Scheepsbouwer voor Handhavend Nederland

Door ANGELIQUE MULDER

Regelmatig komt er een groepje dienders over de vloer bij scheepsbouwwerf **De Haas** in Maassluis. Niet omdat ze de zaak niet vertrouwen, maar omdat de politie Rotterdam-Rijnmond daar haar drie jongste patrouilleschepen heeft laten bouwen. Het onderhoud aan de vaartuigen heeft plaats bij het bedrijf van Govert de Haas (44).



De **P 6** gezien op de Waterweg nabij Maassluis

Foto : Piet Sinke ©

Het korps is niet de enige tak van Handhavend Nederland die de weg naar de Govert de Wijnkade heeft gevonden. Momenteel is De Haas druk met de bouw van een splinternieuw zeegaand patrouilleschip voor Rijkswaterstaat.

Directeur-eigenaar De Haas is uiteraard content met de opdracht om tien vaartuigen voor Rijkswaterstaat te maken. „Sinds vijf jaar bouwen we hier zelf ook weer. Een jaar of 25 geleden waren we daarmee gestopt omdat we niet konden concurreren met goedkoop producerende Oostblok-landen. Wij gingen ons concentreren op reparatie en onderhoud. Ik noem ons bedrijf daarom wel eens het ziekenhuis van de Rotterdamse haven. Loodsboten, de politieschepen natuurlijk, maar ook die geelblauwe PRA's van het Havenbedrijf maken hier pitstops als er iets is. Daarnaast kijken we het materiaal van de marechaussee en KLPD na en boten van de KNRM.”

Maar in Oost-Europa werken ze in de 21ste eeuw ook niet meer voor een spreekwoordelijke appel en ei. Bovendien leggen de opdrachtgevers, zo weet De Haas, de lat nu hoger. En dat is gunstig voor het 130 jaar oude familiebedrijf.

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„Ze willen er weer geld voor uittrekken. Overal het goedkoopste boutje voor gebruiken, bleek niet altijd goed te werken.”

Sinds het keren van het economische tij zijn er in Maassluis drie schepen - de **P4**, **P5** en **P6** - voor de Zeehavenpolitie Rotterdam en twee zogeheten sleepvletjes voor een buitenlandse reder afgebouwd. Tien patrouillevaartuigen voor Rijkswaterstaat, dat bezig is met een vlootvernieuwing, volgen de komende jaren. „De bouw van de eerste romp is een eind op streek. Begin volgend jaar komt hier het eerste casco binnen. Aan het eind van dat jaar moet nummer één gereed zijn. Daarna kunnen we elke vier maanden een nieuwe patrouilleboot in het water leggen.”

De truc is, zo vertelt De Haas, om aan alle eisen te voldoen die Rijkswaterstaat stelt aan nieuwe aanwinsten en tegelijkertijd te voorkomen dat het een 'vlees-noch-visschip' wordt. „Hij moet veel kunnen: verkeersbegeleiding, vaartuigbebakening, controle van vaarwegen.”

Toch was het trio voor de zeehavenpolitie een moeilijker klus. „Dat was echt maatwerk. De Rotterdamse politie stelt heel specifieke eisen. Zo moet de schepen langszij kunnen bij binnenvaartschepen maar ook bij de allergrootste joekels op de Maasvlakte. Hun werkgebied bestaat uit binnengebied én zee. Als we zo'n boot voor de Amsterdamse haven zouden bouwen, zou dat eenvoudiger zijn, want diens schip komt nooit op zee.”

En dat was nog niet alles. Want ontwerper Bas Sonneveld van Studio Yacht en de bouwer moesten van de politie ook nadenken over de juiste uitstraling van het vaartuig. „Autoriteitsondersteunend, dominant maar niet agressief,” herinnert De Haas zich met zichtbaar genoegen. „Ik denk dat we daar goed in geslaagd zijn.”

EMMA CHRISTENED IN HARLINGEN



December 7th., 2007 the Christening ceremony took place in Harlingen-The Netherlands of the m.v. **“EMMA”** by Mrs. Maaïke Prins Bruins. The ship of the type Icerunner 3650 has been build by Peters Shipyard B.V. in Kampen (Yard number 1014) and delivered to mr. Gerrit de Vries and mr. Henk Bruins.

IMO number 9374703; Call sign PHLZ; Home port ASSEN and Flag the Netherlands. Ship management by Wagerborg Shipping B.V., Delfzijl.

2.528 GT, 3.650 DWT, Length over all 89,990 m, Length between perpendiculars 84,950 m, Breadth moulded 12,500 m, Depth moulded 8,000 m, Propulsion 1 x Wärtsilä type 9L20 1.800 kW. **Photo's : Marius Esman ©**

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The **TALLINK AUTOEXPRESS 2** arrived again in Willemstad (Curacao)

Photo : Kees Bustraan ©

Stealthgas buys two product tanker newbuilds

Athens-headquartered LPG transportation specialist Stealthgas Inc. has entered into contracts to acquire, from an unaffiliated party, two new 47,000 deadweight M.R. type product tankers ex-yard for delivery in February and April 2008 respectively. On delivery, they will be deployed on seven year bare boat charters to an international oil trader.

The total purchase price of \$115 million will be funded by a combination of equity from the company's successful follow on offering completed in July 2007 and bank debt. The aggregate monthly income for the two vessels is \$932,672 per calendar month.

"Since our successful follow on offering in July of this year we have been very active in trying to acquire further tonnage in our core sector, Handy Size LPG carriers," commented CEO Harry Vafias. But, he noted, with continued improved market conditions in the LPG sector asset prices are rising and existing owners have become reluctant to sell. So Stealthgas looked for "a secure opportunistic investment" to be able to deploy some of the funds that it raised in the summer

"We believe that the investment in two brand new high tech product tankers fixed on long term bare boat charters to a first class name gives us that opportunity," said Vafias. The LPG sector will continue to be the core of our ongoing

strategy as we believe the outlook for the transportation of these gases is very positive over the coming years given, as I have discussed before, the likely increase of supply of product at a time of declining fleet growth in the Handy Size sector." **Source ; MarineLog**



SVITZER's **ROTTERDAM** was spotted near Curacao enroute Willemstad.

Photo : Jan Bles ©

Fantaasia is cleared from detention

SSG-TØNSBERG. Tallink-owned ferry **Fantaasia**, which is chartered by Norwegian operator Kystlink, has been cleared from detention and will make a trail run between Langesund, Strømstad and Hirtshals over the weekend. The detention, placed on the vessel on November 21, is lifted, the Swedish maritime safety inspector Håkan Ågård confirms to SSG today. On Monday Kystlink will decide when to begin regular sailing>, according to Kystlink managing director Jarle Dragsten, talking to SSG. In late November **Fantaasia** was detained with 18 deficiencies while docked at Cityvarvet in Göteborg. They have now been rectified and the vessel is free to sail. Kystlink has chartered **Fantaasia** for three months as replacement for **Pride of Telemark**, which hit the breakwater at Hirtshals in September. Repairs were effected to hull damage at Cityvarvet before the ferry was towed to Hirtshals via Fredrikshavn to continue repairs to the onboard cabling system.

German orderbook beats expectations

appetite for newbuilding tonnage appears to have been much underestimated as a bulk of hidden orders comes to the fore now, according to a survey released in Germany this week. A paper drafted by ship finance experts Dobert + Partner suggests that German interests have placed newbuilding orders for 1,695 vessels of 68M dwt including options, compared with an official estimate of 1,200 by the German shipowners' association. The leading orderers in terms of number of ships according to Dobert are: Hartmann Reederei (112 vessels), C-P Offen (84), Bertram Rickmers (78), Beluga Group (62) and Peter Döhle (58). The German orderbook includes 745 container vessels with an aggregate slot capacity of 2,8M TEU, the survey shows – 44% of the worldwide container ship orderbook. The discrepancy between Dobert's figures and the official statistics bears out the heightened level of secrecy in today's shipbuilding, which analysts perceive as a growing problem. Future tonnage supply may be underestimated due to a lack of information, which will then spur more ordering and ultimately overtonnaging, Paris-based analysts AXSLiner have warned. **Source : Fairplay / Lloyds Daily News**



GL Opens New Office in Vladivostok

Pushed by strong shipping investments and a world-wide shortage in yard capacity, Russia's shipping industry is back in business. Accordingly, the demand for classificatory services increases. With its new site-office in Vladivostok classification society Germanischer Lloyd systematically expands its surveyor network.

The service network in Russia managed by Guido Frsterling encompasses offices in St Petersburg, Volgograd and Komsomolsk-on-Amur. Another site-office will be opened in Novorossiysk soon. The classification society offers the full range of services for shipowners from newbuilding surveillance to International Safety Management (ISM) and International Ship and Port Facility Security (ISPS) audits. GL is also closely cooperating with the State Marine Technical University of St Petersburg (SMTU), jointly propagating high scientific standards and practical relevance for a first class maritime education. **Source : MarineLink**



A new nameboard for the tug "**Haden II**", seen in Barbers Cut Houston
Photo : Gert Berghuis ©

Clipper strengthens brand name

SSG-RINGKØBING. Danish Clipper group will strengthen its brand name at the end of this year. The company name Clipper Elite Carriers will change to Clipper Projects. The name Clipper Elite Carriers was introduced in 1999, when Clipper took over bankrupt Elite Rederi A/S and its fleet of multipurpose heavylift carriers. The remains of Wonsild Tankers will also be erased from the name. The company called Clipper Wonsild Tankers will change name to Clipper Tankers. All corporate names will be changed to a single Clipper brand name. Clipper Tankers covers the operation of former Wonsild Tankers, Crescent Shipping and Copenhagen Tankers. Clipper Projects operates 57 vessels ranging from 4,100 DWT to 17,500 DWT, while Clipper Tankers operates 66 tankers ranging from 2,774 DWT to 17,700 DWT.

Helix awarded three-year vessel contract

Helix Energy Solutions has announced that its wholly-owned subsidiary Canyon Offshore has been awarded a US\$160 million, three-year contract by an E & P operator in South East Asia, to provide the **Olympic Canyon** DP II multipurpose vessel for offshore inspection, repair and maintenance operations.

Olympic Canyon is scheduled to commence work in April 2008 and will support client's numerous offshore projects.

The vessel will be outfitted with two deepwater 150 HP Triton XLS work class ROV systems, a variety of intervention tooling and support equipment, and a 140 tonne active heave compensated crane.

Canyon has recently increased the size of its fleet of chartered vessels with the addition of two new Norwegian built vessels, **Olympic Canyon** and sister ship **Olympic Triton**. **Canyon** has also added **Island Pioneer** to its fleet.

All three vessels are state of the art deepwater multipurpose vessels, exceeding 300ft in length.

In addition Canyon has **Northern Canyon** and **Seacor Canyon** to its fleet of long term chartered deepwater ROV intervention vessels. Canyon operates the vessels in the European, Asian, and Americas regions and is actively bidding projects in all active offshore energy markets worldwide.

Canyon is also looking for two additional multipurpose vessels to meet current demand.

Bart Heijermans, Helix's Executive Vice President and Chief Operating Officer, said: "This is the third significant international deepwater contract we have been awarded in as many months. These contracts have added over US\$300 million to our rapidly growing deepwater contracting backlog, which now extends into 2011. Canyon has become very successful at bundling third party vessels with their robotic assets to provide key customers with a full suite of subsea intervention." **Source : Offshore shipping Online**



The tugs **FAIRPLAY 21**, **SMIT JAPAN** and **ZP CHANDON** seen assisting the arriving **MG COURAGE** in Rotterdam-Europoort

Photo : Jacco van Nieuwenhuyzen ©

Construction of Jeddah's new container terminal to get under way in January

AME Info reports that the Saudi Trade and Export Development Company (Tusdeer) has announced that construction of its US\$443m Red Sea Gateway Terminal at Jeddah Islamic Port (JIP) will commence in January 2008.

The new facility will be the first private grass-roots build-operate-transfer container terminal project in Saudi Arabia and capable of handling next generation vessels.

Tusdeer has signed the civil works contract with China Harbour Engineering Company Ltd which is scheduled to be completed within 22 months.

The works will include the construction of the quay wall, land reclamation and the dredging of a new 16.5m approach channel as well as other related infrastructure work.

Tusdeer has also signed a contract with Shanghai Zhenhua Port Machinery Limited (ZPMC) to provide the handling equipment for the terminal, which will include eight twin-lift 40 ship-to-shore cranes and 26 rubber-tyred gantries with double lift capability. **Source : Dredging Online**

Onega Ship Yard Launched Captain Konkin

On December, 7 the vessel "**Captain Konkin**" (the 10th ship of Karelia type) was launched at the Onega ship yard.

According to the press-service of the yard the vessel was named after Vladimir Konkin, the captain of Belomorsk-Onezhskoe shipping Co.

Technical data: the deadweight – 5467 tons, the length – 108.3 m, the breadth – 16.5 m, the hull height – 5.5 m, the capacity – 7833 cub. m, the main engine power – 2040 kWt.

The vessel is to transport general cargo, timber and logs, grain, break bulk cargoes and containers. **Source : SeaNews**

Funds approved for new container terminal on Egypt's Mediterranean coast

The African Development Bank has approved a US\$150 million loan for the construction of a container terminal at Damiette on Egypt's Mediterranean coast.

In a statement, the bank said the loan would support the growth of Egypt's economy through the development of maritime transport. The project provides for the construction of quay walls, dredging of the access channel and a turning basin, installation of cargo handling equipment and the development of the terminal zone and a container terminal.

Damiette harbour is in the Nile Delta, some 200km northeast of Cairo. **Source : Dredging Online**

Van Oord wins major contract for dredging work in Thailand

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Van Oord has been awarded a contract to carry out dredging work in Map Ta Phut on the east coast of Thailand. The value of the contract amounts to some Euros 53 million. The client is PTT LNG Company Ltd.

Execution of the project has already commenced and the work is scheduled to be completed in April 2009. The project involves broadening and extending the port entrance (approximately 5 million m3 of dredging work), removing layers of silt, and reclaiming land for the development of a liquid natural gas (LNG) terminal.

It also involves constructing an access route and dykes. Van Oord will be deploying a cutter suction dredger on the project.

The growth of the world's population and global economic development are leading to an increase in the world's energy requirement. The demand for liquid natural gas and, in turn, for new LNG ports is rising sharply. The present steep price of energy makes such projects as Map Ta Phut economically feasible and commercially attractive.

Source : Dredging Online

BUNKER PRICES

Last updated: 05-Dec-07

PORT NAME - COUNTRY	IFO 380	IFO 180	MDO
Rotterdam - <i>Netherlands</i>	442 - 444	462 - 464	730 - 805
Seattle - <i>United States</i>	492 - 503	507 - 520	715 - 825
Singapore - <i>Singapore</i>	466 - 468	476 - 478	780 - 785
Suez El Suweis - <i>Egypt</i>	480 - 482	493 - 495	870 - 880
Tokyo, Tokyo - <i>Japan</i>	510 - 515	520 - 525	720 - 730
New York - <i>United States</i>	470 - 478	500 - 513	810 - 850
Panama Canal - <i>Panama</i>	500 - 515	519 - 537	820 - 845
Philadelphia - <i>United States</i>	472 - 476	496 - 510	810 - 850
Piraeus - <i>Greece</i>	453 - 455	485 - 488	810 - 815
Pusan - <i>Korea (South)</i>	490 - 495	515 - 525	795 - 810
Rio De Janeiro - <i>Brazil</i>	457 - 459	497 - 499	835 - 890
Los Angeles - <i>United States</i>	550 - 577	555 - 565	908 - 925
Montreal - <i>Canada</i>	472 - 475	502 - 509	930 - 970
New Orleans - <i>United States</i>	446 - 450	466 - 470	765 - 780
Damman - <i>Saudi Arabia</i>	N/A	485 - 487	795 - 797
Durban - <i>South Africa</i>	N/A	472 - 475	815 - 825
Freeport - <i>Bahamas</i>	474 - 504	513 - 553	838 - 890
Fujairah - <i>United Arab Emirates</i>	466 - 468	485 - 489	795 - 805
Gibraltar - <i>Gibraltar</i>	470 - 472	488 □□4□□	835 - 855
Houston - <i>United States</i>	447 - 450	467 - 470	750 - 755
Jeddah - <i>Saudi Arabia</i>	466 - 468	482 - 484	860 - 862
Lagos - <i>Nigeria</i>	S.I.	S.I.	S.I.
Antwerpen - <i>Belgium</i>	443 - 445	462 - 464	740 - 815
Buenos Aires - <i>Argentina</i>	500 - 505	523 - 528	829 - 838
Cape Town - <i>South Africa</i>	N/A	467 - 469	838 - 845

MOVEMENTS



The Belgian TSHD **KRANKELOON** seen in the South African port of Durban

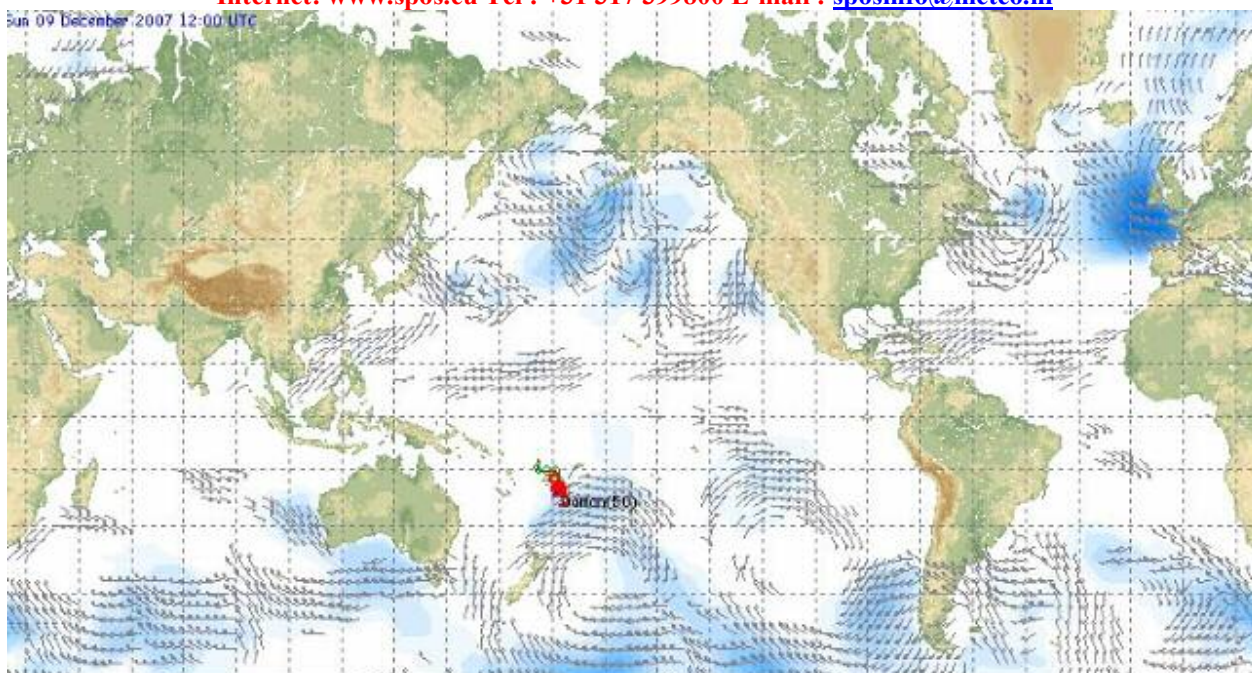
Photo : Daymon Pneumaticos ©

MARINE WEATHER

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

.... PHOTO OF THE DAY



The tanker "**Torm Helene**" seen passing St Anne's head inward bound for Chevron's Milford Haven refinery. I think she was inwards from Ras Lanuf?

Photo : **Dan Cross** – Mersey Photographic ©

BOEKBESPREKING

Auteur : **Frank NEYTS**

"Ship Knowledge"

Bij Uitgeverij Dokmar in Enkhuizen verscheen onder de titel "**Ship Knowledge. Ship Design, Construction and Operation**", een volledig bijgewerkte en geactualiseerde uitgave, een Engelse versie van het eerdere succesboek "**Scheepskennis**". Ook van de Nederlandstalige versie van dit boek verscheen er een 'up-to-date' uitgave. **Klaas van Dokkum** tekende als auteur/samensteller. Tal van vakautoriteiten zorgden voor een bijdrage aan dit unieke boek, misschien wel het allerbeste boek op dat vlak momenteel beschikbaar.

"**Ship Knowledge**"/"**Scheepskennis**" is het boek dat u alles vertelt over schepen en scheepvaart. Alle onderdelen en systemen die samen een modern schip vormen worden tot in de kleinste details besproken, van ontwerptekeningen tot een afgewerkt schip, inclusief onderwerpen als het schilderen en de juridische aspecten die bij de bouw komen kijken. Gedetailleerde uitleg van de talrijk aangesneden onderwerpen samen met het gebruik van talrijke tekeningen, doorsneden en foto's alle in kleur, maken het boek perfect leesbaar voor iedereen met interesse voor schepen. Niet

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alleen het ontwerp en de bouw van schepen komt aan bod, ook tal van operationele aspecten worden met uitzonderlijke vakkennis haarfijn en glashelder uit de doeken gedaan.

Na het lezen van dit boek zult u een schip niet langer als een dood object beschouwen, maar u zult er zich van bewust zijn dat een schip een 'self-supporting entity' is, waarop men alle aan land beschikbare moderne technieken ook zult terugvinden.

Bent u nog niet overtuigd, wel dan even dit; er werden reeds zo'n 25.000 exemplaren van dit boek verkocht, geen duidelijker bewijs van de degelijkheid van dit werk. Kopen dus!

"Ship Knowledge" (ISBN 978 90 71500 06 0) werd op A4-formaat als hardback uitgegeven, telt 384 pagina's en kost 69,50 euro. Bestellen kan rechtstreeks bij de uitgeverij op de website **www.dokmar.com**.

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