

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 285



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

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**The passengerliners Costa Mediterranea and Norwegian Jewel seen Istanbul**

**Photo : Els Kroon ©**

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## EVENTS, INCIDENTS & OPERATIONS



HAL's **STATENDAM** seen in Drydock in Brisbane  
Photo : **Camiel Sleijpen** ©



## OEFENING OP HET MARSDIEP

De KNRM heeft samen met de TESO (Veerdienst Texel-Den Helder) een loopnet oefening gehouden op het Marsdiep

Ondanks de stevige west tot zuid westelijke wind werd het een uitstekend geslaagde oefening.



Het loopnet werd van de Helderse reddingboot uitgevied naar de veerboot **Dr. Wagemaker**.

Vervolgens kon de "evacuatie" beginnen waarbij bemanningsleden van o.m. de KNRM stations Petten, Callantsoog, Den Helder, Den Oever en Texel als "figuranten" fungeerden.

**Photo's : Pim Korver FILM+VIDEO**  
©



## New look lifeboat station completed on time

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RNLI lifeboat crew on Hayling moved back into the new-look lifeboat station at the end of November after eight months in temporary accommodation.

During the project to extend the lifeboat station, which finished on schedule and within budget, the lifeboats, launching tractors, operational and crew equipment were all housed in containers in Hayling Island Sailing Club's adjacent car park.

The lifeboat service was fully operational and as busy as ever, despite the poor weather in the summer when the beaches were less busy and many boats did not venture far from their berths.

Hayling Island currently has two inshore lifeboats, an Atlantic 75, B Class lifeboat, **Betty Battle** and a smaller D Class lifeboat **Amanda James & Ben**.

To meet increasing operational requirements, the Betty Battle vessel is due to be replaced next year by the larger, faster and more capable Atlantic 85, B Class lifeboat - which required the old boathouse to be enlarged.

The majority of the cost of the extension was funded by a legacy of around £500,000 from the late Audrey and Ray Lusty, who lived in Farnham.

The RNLI on Hayling has always had very close links with Farnham, which funded an earlier D Class lifeboat stationed on the Island, the "Leonard Stedman".

Other legacies and donations have also been received towards the final cost of the rebuilt station. The new extension, alongside the original building, has a 19 x 11 metre boat hall and upper storey for the operations room and office.

The previous accommodation has been rearranged to provide a dedicated training and education facility, a larger changing room and an enlarged museum for visitors.

The education facility will be used for school visits. The new boat hall will be large enough to house both lifeboats and their launching tractors ready hitched inline.

Previously the boat carriages and tractors had to be hitched up for each launch.

The new arrangement will be much faster and safer. The new **Atlantic 85, B Class lifeboat**, is due to arrive on station in 2008. This boat was funded by Mrs Betty Battle in a gift made before she died in October 2006.

Mrs Battle also paid for both the current D Class lifeboat and the **Atlantic 75, B Class lifeboat**, which is to be replaced. There will be an official opening and boat-naming ceremony in 2008. **Source : Hayling Islander**



The **OOCL ASIA** seen arriving in Amsterdam  
**Photo : Joop Marechal ©**

## Rotterdamse haven best beveiligde ter wereld

De Verenigde Staten hebben Rotterdam uitgeroepen tot een van de best beveiligde havens ter wereld. De Amerikanen zijn zo enthousiast over de beveiliging dat zestig andere havens in de wereld hetzelfde controlesysteem moeten gebruiken als ze lading van en naar de Verenigde Staten willen behandelen.

In de Rotterdamse haven worden sinds enige tijd alle containers gescand op nucleaire stoffen. Technologieconcern Siemens heeft daarvoor tientallen detectiepoorten geplaatst waar de vrachtwagens onderdoor moeten rijden.

De scanners hebben al een aantal verdachte containers ontdekt. Zo was er een lading radioactief besmet behangpapier dat tijdig werd onderschept. Er gaan dagelijks 25.000 containers onder de scanners.

Bron: Havenbedrijf Rotterdam

## DENIZSAN II RELEASED IN MALTA



The 1995 built Turkish flag & owned general cargo vessel **DENIZSAN II** was released from the Malta Maritime Authority after Thursday 6th December @ 2100 hrs she passed from a restricted area in a tunaranches area off Marsaxlokk Harbour, Malta after she disembarked pilot off Marsaxlokk & started her voyage to Molfetta, Italy. Immediately the 2007 built workboat **ONNELLA** was dispatched to see if any damage occurred to the tuna ranch but it was pitch dark to see any damages so this morning Friday 7th December a diver went down to do inspection & found no damages so the vessel completed her voyage to Molfetta, Italy.

Photo : Lawrence Dalli - Malta Ship Photos ©

## Cocaine laden submarine sinks

Colombian drug smugglers sank a submarine off the country's Pacific coast this week that had been filled with tonnes of cocaine destined for the United States, the country's navy says.

The homemade submarine was spotted by a Colombian air force plane and pursued by Colombian navy and US Coast Guard boats. The submarine's four crew members opened the hatches and allowed water to enter before surrendering. The craft, with an estimated capacity of 12 tonnes of cocaine, sank in 3,000 metres of water, said Admiral Edgar Cely, the navy's chief of operations. The crew's clothing was covered with traces of the white powdery drug, he said. "The important thing is that it did not get to its destination," Cely added.





The TSHD **MARIEKE** seen in the port of Durban (South Africa)  
Photo : Daymon Pneumaticatos ©

## Cosco Busan pilot charged with misconduct

Captain John Cota, the pilot of the containership **Cosco Busan** when it hit San Francisco's Bay Bridge, has now been formally charged with misconduct.

The charges were formally filed by the California state Board of Pilot Commissioners for the Bays of San Francisco, San Pablo and Suisun. Cota had earlier had his license suspended on November 30 after a hearing by the pilot commissioners. That hearing was followed by an investigation that led to a six-page accusation setting out the case against Cota.

Cota now has 15 days to file a written response to the accusations and request a hearing. Source : MarineLog

## MOLENGAT verkocht naar India



Photo; Jan Steehouwer ©

De veerboot **MOLENGAT** is verkocht. Het schip is overgenomen door een bedrijf in India, waarvan TESO de naam nog niet mag noemen. Bedoeling is waarschijnlijk dat de dubbeldekker wordt ingezet in Mumbai, het vroegere Bombay, de havenstad waar de rederij is gevestigd.

Naar verwachting zal het schip tussen half januari en eind maart 2008 uit de veerhaven op 't Horntje naar haar nieuwe bestemming worden gesleept. Nadat de TESO de **MOLENGAT** in de etalage zette, wilde de verkoop niet erg vlotten. Een Italiaans bedrijf haakte af en ook interesse uit onder meer Egypte, Indonesië en eigen land leverde niets op. Intussen moest de TESO wel veel kosten maken aan het schip dat een groot deel van het jaar geen dienst meer heeft gedaan. De **MOLENGAT** is volgens directeur Rob Wortel voor om en nabij een miljoen euro verkocht, aan zienlijk meer dan de restwaarde van 4,5 ton. De Texelse bootdienst heeft de eerste aanbetaling inmiddels ontvangen. Als er vóór het eind van dit jaar geen koper zou zijn gevonden, wachtte de slopershamer. Wortel: 'We zijn blij dat het schip toch nog is verkocht en dat het nog ergens dienst kan doen.' De **MOLENGAT** kwam in 1980 in de vaart. **Bron:** **Texelse Courant**

## CASUALTY REPORTING



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## Ropax hits Petrobras ship



A ropax ferry and a tanker collided in Brazil's Todos os Santos Bay, leaving three ferry passengers injured. The port authority for the state of Bahia has launched an inquest into the crash between the 800-passenger, 50-car Rio **Paraguacu** (built 1983) and the 66,700-dwt **Pirajui** (built 1990), the local media report today.

**Photo : Rogerio Cordeiro ©**

The ferry is being held at a terminal in **Itaparica** for the investigation. The Petrobras-owned tanker was in the bay today while it awaited an inspection. It was reportedly empty at the

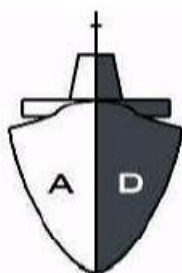
time of the collision. Late last night, the **Rio Paraguacu** was carrying 100 passengers and 14 vehicles from Itaparica Island to the city of Salvador when it struck the side of the tanker, A Tarde newspaper reports.

Passengers reportedly panicked, but the three injuries aboard were minor. Injured passengers were hospitalised and released. The ferry was reportedly damaged, as was one of the vehicles aboard. The **Rio Paraguacu** is part of the Bahia state's Sistema Ferry Boat fleet, which is operated by Sao Paulo-based TWB. TWB reportedly said today that it will take responsibility for the injured passengers' hospital care. **Source : Tradewinds**

## NAVY NEWS

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Waterstraat 16  
2970 SCHILDE  
BELGIUM  
Tel : + 32 3 464 26 09  
Fax : + 32 3 297 20 70  
e-mail : [anglodutch@pandora.be](mailto:anglodutch@pandora.be)

## Plans in works to create reef with sunken warship in eastern Ontario

Plans will be unveiled Friday to sink an old navy warship in the St. Lawrence River to create an artificial reef for diving enthusiasts.

The Eastern Ontario Artificial Reef Association says it hopes to sink the decommissioned **HMCS Terra Nova** by late 2009. The proposed site is in the 1,000 Islands region near Gananoque, Ont., east of Kingston. The precise site will be revealed Friday.



The association says a reef created by the sunken ship will attract some 10,000 recreational scuba divers to the region in the first year. It also says sinking the warship will relieve pressure on historic wooden wrecks in the area that are quickly deteriorating.

**HMCS Terra Nova** served during the cold war as an anti-submarine warfare destroyer escort and shadowed numerous Soviet submarines patrolling the eastern seaboard of North America. **Source : THE CANADIAN PRESS**

**HMCS Terra Nova** is a Canadian Restigouche-class destroyer escort. She was built in 1959. She underwent two refits, one in 1968 bringing her up to the Improved RESTIGOUCHE (IRE) class, and one more in 1984 bringing her up to the DELEX Restigouche Class. She was further upgraded and served in the 1991 Gulf War, where she led all Coalition ships in numbers of suspect ships boarded. Although the oldest of the three Canadian vessels in the Gulf during the 1991 war, Terra Nova was probably the most heavily armed -- Harpoon missiles, which she had never been designed to carry, had been hastily installed before sailing. **Terra Nova** was paid off on 11 July 1997.

Like all Cold War-era Canadian destroyers, she is named for a river, in this case the Terra Nova River in Newfoundland. The name of the river, in turn, comes from the Latin for Newfoundland. Uniquely among the Restigouche class, HMCS Terra Nova was the first to bear that name, although there was an earlier civilian ship Terra Nova, famed for her scientific exploration to Antarctica. Both the river and the Antarctic (as symbolized by a penguin) feature on the ship's badge of HMCS Terra Nova.

**Terra Nova** was the last of her class to be in service. After being paid off she appeared, cast as an American destroyer, in the movie **K-19: The Widowmaker**.

## S.A. Navy's changing of command continues apace:



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On Wednesday 05, December 2007, Lieutenant Commander Khwaedi Lotta Mabula will become the second Umkhonto we Sizwe member to take command of a River Class Mine Counter vessel, **SAS UMHLOTI** following in the foot steps of Captain Bravo Mhlana who is a corvette commander . Lieutenant Commander Mabula will take over command from Commander George De Voogd during a Change of Command Parade

As a young activist, Mabula joined Umkhonto we Sizwe (MK) in 1992 at Rebone Location, where he completed a military orientation training at the former Venda home land in 1993. After matriculating, he was integrated in SA Navy during the formation of the SANDF in 1994. On completion of a three month Basic Training in **SAS SALDAHA** he was transferred to Naval Base Simon's Town where he underwent training as a Personnel Clerk. On completion of the Personnel Clerk course, he was transferred to **SAS PROTEA** where he served a year onboard. He was then transferred to **SAS IMMORTELLE**, Pretoria in 1995. On Completion of his Personnel Clerk Course in June 1996 was

transferred back to **SAS PROTEA** where he served until 1999.

After deciding to become a Combat Officer in the SA Navy he successful completed Military Officers' Training in 1999. Shortly afterwards, he was appointed to serve on River Class vessel **SAS WALVISBAAI** while awaiting the commencement of Combat Officers' Qualifying Part 1.

Cdr De Voogd handing over the symbol of office to Lt. Cdr. Mabula  
**Photo : Bob Johnston ©**



During the period of waiting, he served as an assistant Gunnery Officer. In 2001, Lieutenant Commander Mabula completed the SA Navy's Combat Officers' Qualifying Part 1 and was appointed

onboard **SAS PROTEA** as an assistant Navigation Officer. He served a period on the **SAS PROTEA** for period of six months and thereafter he was re-appointed to **SAS UMZIMKULU**.

In 2001, Lieutenant Commander was appointed as an assistant Navigation Officer on board the same vessel. In 2001, during a rank review of promotion of former MK members, he was promoted from Ensign to Sub Lieutenant. After obtaining his Bridge Watchkeeping Certificate in 2002 he was promoted to rank of Lieutenant. During his stay onboard the **UMZIMKULU**, he was appointed as a Head of Diving Department, Weapons Officer and Acting First Lieutenant.

In 2004 he completed the Junior Staff and Warfare Course at Muizenberg Staff College. On completion of this course was transferred to Maritime Warfare School, where he completed the Combat Officer Qualifying Part 2 Course. He then was temporarily re-appointed to **SAS ISANDLWANA** in 2004. In 2005, he was re-appointed back to **SAS UMKOMAAS** as Acting First Lieutenant for six months which led to his appointment to **SAS UMHLOTI** as a First Lieutenant in July 2005. During that period, Lieutenant Commander Mabula obtained his Mine Hunter Type

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Endorsement in 2005. In June, 2006, he was earmarked to undergo Command detachment training onboard the **SAS UMHLOTI**, which he completed in early 2007.

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[www.disamaritime.com](http://www.disamaritime.com)

Ketelaarstraat 5c  
B-2340 Beerse  
Belgium

Tel : + 32 (0) 14 62 04 11  
Fax : + 32 (0) 14 61 16 88



[info@disacivil.com](mailto:info@disacivil.com)  
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The **ELVIRA** seen arriving in Willemstad (Curacao)  
Photo : Kees Bustraan ©

## Asian orders for VLOCs to keep Namura Zosen full into 2014

Japan's Namura Zosen is cashing in on the frenzy for very large ore carriers (VLOCs) with a fresh series of orders from Asian owners that will stretch the yard's orderbook into 2014.

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The order bonanza comes amid a run of good fortune for the Osaka-listed yard, which has rung up improved earnings on the back of productivity gains, while there are indications that one of its largest shareholders maybe backing off.

Namura's newly developed smaller VLOC designs of between 225,000 dwt and 250,000 dwt have proved popular with Far Eastern owners.

Seoul-based Korea Line has placed on order for one 225,000-dwt unit, known as the **Wozmax**, for \$116m through Japanese trading house Itochu Corp. Delivery is scheduled for 2013.

The order is linked to long-term freight contracts with both South Korean and foreign shippers.

Local reports suggest Japanese owners are also ready to add to their already substantial order backlog at the yard with new additional orders. Nippon Yusen Kaisha (NYK), Mitsui OSK Lines (MOL), K Line and Nippon Steel subsidiary Nittestu Kaiun are being linked to two orders each for Namura's 250,000-dwt design.

MOL and Daiichi Chuo Kisen are also said to have taken one 225,000-dwt ship each. Delivery is pencilled in for between 2012 and 2014.

Namura sales executives were not available to comment on the orders before TradeWinds went to press.

There are around 105 large ore carriers of over 200,000 dwt capacity on order and that figure will swell with the latest round of contracts. With planned conversion projects for 40 VLCCs to VLOCs, there will be more than 150 ships over 200,000 dwt expected to join the fleet over the coming years, as compared with an existing VLOC fleet of around 90 ships.

Namura's decision to focus on VLOCs by investing in facilities, including a new 800-tonne goliath crane, to build larger bulkers appears to have paid off. In the most recent half-year earnings, it logged a consolidated operating profit of ¥3.7bn (\$33m).

According to financial reports in Japan, foreign investment group Segura which bought a major stake in the yard three years ago and called for the dismissal of president Tatsuhiko Namura and larger dividends appears to be reducing its shareholding. Its 22.18% stake in Namura has been reduced to 19.35%. Namura's shares are currently trading at ¥1,670, as compared with ¥900 when Segura first started buying up shares in March 2004. **Source : Tradewinds**

## ROUTE, PORTS & SERVICES

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The **MAERSK RAUMA** seen at Maas Pilot station – Photo ; Dirk Kleijn ©

## Kiwi Car Carriers to be amalgamated with Höegh Autoliners

Kiwi Car Carriers will be merged into its owning company Höegh Autoliners effective from 1 January 2008. By aligning resources and sharing best practices in second hand cars or POV logistics in Kiwi Car Carriers and Höegh Autoliners we will be in a better position to offer required services in the future.

Kiwi Car Carriers is the market leader in shipment of used vehicles from Japan to Australia and New Zealand. The company was acquired by Höegh Autoliners in 2001 and has successfully operated as a subsidiary under its own brand. The Kiwi Car Carriers brand will still be used in certain trades.

Effective from 1 January 2008, Höegh Autoliners KK and Kiwi Car Carriers Japan Branch will join forces in Japan and merge into one new and stronger unit to be named Höegh Autoliners K.K.

"The time is right to share best practices within Japan and across other regions, not least the advanced approach to the second hand car market operated in Kiwi Car Carriers, we are confident that our new merged Höegh Autoliners organisation will deliver improved logistic services to the benefit of our customers," says Niels Ronald Bugge, Executive Vice President of Höegh Autoliners and Chairman of the Board of Höegh Autoliners K.K. in Japan.

Kiwi Car Carriers will be retained as a trademark for the trade to New Zealand and Australia (Oceania), but will be operated along with Höegh Autoliners' other trades from Japan, with integration of most functions.

Kiwi Car Carriers in New Zealand will be renamed Höegh Autoliners and represent both Kiwi Car Carriers and Höegh Autoliners trademarks in New Zealand and Australia, with unchanged staff and management.

The first Höegh shipping company was founded in 1927. **Source : Höegh**



The **PACIFIC PATRIOT** seen departing from Onne (Nigeria)

Photo : Eric Peute ©

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## Master Ferries and Fjord Line merge to become Fjord Line

**SSG-TØNSBERG.** Fjord Line and Master Ferries will merge and become Fjord Line from January 1st, 2008, with Fjord Line as the acquiring company. The merged company plans a listing on the Oslo Stock Exchange (OSE) sometime in 2009. Through the merger, Fjord Line will operate the passenger/car ferry **Atlantic Traveller** from Bergen via Haugesund and Egersund to Hanstholm in Denmark as well as the service from Kristiansand to Hanstholm in the winter season. In the peak season, the 48-knot ferry **Master Cat** will take over to satisfy the demands from the Port of Kristiansand for a round-the-year service. A third vessel is planned in order to increase operational flexibility. This year, Fjord Line saw off competition from Color Line from Bergen to Denmark, but will face a tough battle from Kristiansand to Denmark, not least from the new 28-knot **Superferry** to be introduced on the route early next year.



The DAMEN built tug **DON CARLOS** seen in the port of Vera Cruz (Mexico)

Photo : Rob Hazelbag ©

## Nordana Line orders more in China

**SSG-RINGKØBING.** Nordana Line in the Dannebrog Group has exercised options for a further six multipurpose units from China. The order is for combination carriers capable of carry some 600 TEUs as well as various heavylift and project cargoes. The ships will be tailormade for the Nordana Line service between the Mediterranean and the US Gulf area. The vessels will be delivered in 2010 and 2011 from Taizhou Shipyard in China. The new vessels will replace the present ro/ro-heavylift carriers, which were delivered in 1978/79 from a Japanese shipyard. Nordana Line is part-owned by Danish Dannebrog and the Italian B. Navi Group in Naples.

## SBM to supply Brazil FPSO

SBM Offshore has been revealed as the lowest bidder for a contract to supply Brazil's Petrobras with an FPSO.

The Dutch offshore player said today that the contract to build and operate the FPSO is worth \$1.25bn. The FPSO, which is to have 180,000-barrels-per-day capacity, will be the largest SBM has made.

The Schiedam-based company submitted a bid in the **P-57 FPSO** tender in August. The deal is to supply the deepwater Jubarte field off the Brazilian state of Espirito Santo.

The tender includes turnkey supply and operation of the unit for the first three years, SBM said. (Click here for SBM's announcement.) The vessel will be installed around the end of 2010.

Officials at state-owned Petrobras will review the bids before a contract is firmed during the first quarter of next year.

Brazil's Atlantico Sul shipyard originally was named as the low bidder late last year, but the \$1.8bn bid led Petrobras to call off the tender and seek a better price. The first tender was for a newbuilding FPSO, but now bidders have been given the option to convert.





The sheerleg **ASIAN HERCULES II** seen installing a bridge over the new flood barrier build near Marina Square in Singapore.

Photo : Frans Tjallingii ©

## THE S&P MARKET WEEK 48

### THE NORWEGIAN SHIPPING GAZETTE

#### Bulkers

**Anna:** 72,516 DWT blt 95 Daewoo. Sold region USD 72,000,000 to Greek buyer.

**Sara al Jaber:** 54,669 DWT blt 02 New Century, Crs 4x30t. Sold region USD 58,000,000 to Middle Eastern buyer.

**Shin Sendai:** 42,304 DWT blt 88 Sumitomo, Crs 3x14.5t, Wood Chip. Sold region USD 25,000,000 to Korean buyer.

**African Shark:** 32,000 DWT blt 85 Minami Nippon, Crs 4x30t,

**African Karoo:** 27,652 DWT blt 86 Mitsubishi HI, Crs 4x25t,

**African Python:** 26,587 DWT blt 85 Kanasashi KK, Crs 4x25t. Sold region USD 104,000,000 en bloce to undisclosed buyer.

**Great Sea:** 26,858 DWT blt 86, Aesa Sevilla, Crs 4x16t. Sold region USD 22,000,000 to Greek buyer.

**Rembrandt:** 26,680 DWT blt 75 Namura Zosensho, Crs 3x25t. Sold at undisclosed price to undisclosed buyer.

**African Cobra:** 26,648 DWT blt 86 Kurushima Onishi, Crs 4x30t. Sold region USD 26,000,000 to undisclosed buyer.

**Changi Hope:** 18,320 DWT blt 00 Shikoku, Crs 3x30t. Sold region USD 29,000,000 to Greek buyer.

#### Tweendeckers

**Kety:** 20,435 DWT blt 83 Lenina Stocznia Gdansk, Crs 4x25t, D 1x80t, 4x15t, 427 teu. Sold region USD 10,000,000 to Middle Eastern buyer, sale incl tc until July-August 2008 at USD 14,000 per day.

#### Multipurpose

**Porthos:** 2,380 DWT blt 77 Matsuura Tekko, 160 teu. Sold at undisclosed price to undisclosed buyer.

#### Containers

**Maersk Belawan:** 37,212 DWT blt 76 Hitachi, 2,328 teu. Sold region USD 13,150,000 to Technomar Shipping. Old sale.

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**Banga Borat:** 13,089 DWT blt 83 Shanghai, 846 teu. Sold region USD 4,800,000 to Meratus Lines. Sold at auction.

### Cruise

**Dream:** 22,945 gt blt 70 Warsila Turku, 1,257 pax, 21 kn. Sold at undisclosed price to Clipper.

### Tankers

**Younara Glory:** 320,000 DWT blt 04 Daewoo. Sold region USD 132,000,000 to undisclosed buyer, sale incl tc back for 11 years at USD 53,400 per day, with a purchase option of 71,000,000 at the end of the charter.

**Crystal Beauty:** 274,743 DWT blt 93 IHI. Sold region USD 57,500,000 to undisclosed buyer.

**Front Maple:** 151,680 DWT blt 91 Daewoo,

**Front Birch:** 149,999 DWT blt 91 Daewoo. Sold region USD 81,600,000 to Sinokor. (For conversion)

**Afroditi:** 127,575 DWT blt 83 Swan Hunter. Sold region USD 18,500,000 to undisclosed buyer. (For conversion)

**Elli:** 94,347 DWT blt 86 Samsung. Sold region USD 15,500,000 to undisclosed buyer. (For conversion)

**Ratna Shalini:** 89,960 DWT blt 87 Namura. Sold region USD 18,000,000 to undisclosed buyer. (For conversion)

**Myrina:** 89,427 DWT blt 87 Kawasaki. Sold region USD 15,500,000 to undisclosed buyer. (For conversion)

**Histria Amber:** 41,000 DWT blt 06 - Constanta. Sold region USD 58,000,000 to Augusta Dua.

**Banga:** 40,474 DWT blt 88 Jozo Lozovina-Mosor,

**Balva:** 40,349 DWT blt 90 Jozo Lozovina-Mosor. Sold region USD 31,000,000 en bloc to undisclosed buyer. (For conversion)

**Jo Hegg:** 7,870 DWT blt 85 Mitsubishi. Sold region USD 4,500,000 to undisclosed buyer.

**Lider Yaman:** 4,670 DWT blt 06 Gisan Shipyard,

**Lider Kerem:** 4,500 DWT blt 04 Gisan Shipyard. Sold region USD 36,000,000 en bloc to Brøvig.

### Offshore

**Maersk Bonavista:** 2,000 DWT blt 83 Vito Steel - AHTS. Sold at undisclosed price to Drive Bonavista

8 x resale hull: 2,900 DWT blt 08 Tebma Shipyard Ltd - Maintenance. Sold region USD 272,000,000 en bloc to Trico.



The Chinese **ZHEN HUA 19** with onboard pilot **Rik van Marle** seen arriving at the new EUROMAX terminal in the YANGTZE harbour in Rotterdam-Europoort

**Photo : Jan Oosterboer ©**

## Alexandria buys newer panamax

Alexandria Shipping of Greece is renewing its fleet and has reportedly paid \$72m for a 1995-built panamax bulker, while at the same time selling a 1984-built unit.

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The company is said to have bought the 72,000-dwt **Anna** (built 1995) from fellow Greek owner Lykiardopulo, which is making a handsome profit on the Daewoo Shipbuilding & Marine Engineering-built bulker.

Lykiardopulo is said to have bought the ship as the **Nordmax** in January 2004 for just \$29m. Brokers say it will be delivered to Alexandria in April 2008.

Meanwhile, Alexandria is said to be selling the 67,000-dwt panamax bulker **Thrasyvoulos V** (built 1984). No price has been given.

Alexandria controls two other ships, the 69,000-dwt **Maria V** (built 1987) and 52,000-dwt **Marylisa V** (built 2003), which it bought as a newbuilding-resale contract a few months before it was delivered. **Source : Tradewinds**

## MOVEMENTS



Seatrade's **SOUTHERN BAY** seen arriving in Willemstad (Curacao)

**Photo : Kees Bustraan**

## AIRCRAFT / AIRPORT NEWS

### India scraps \$600m helicopter deal

India on Thursday scrapped a 600 million dollar deal with Eurocopter, a French-German-Spanish consortium to buy 197 light helicopters for the Indian Army, following allegations of corruption.

Involvement of a retired general as the middleman in the deal had shocked the government as middlemen are banned in the defence deals since after the multi-million dollar Bofors kickback scandal resulting in downfall of the Rajiv Gandhi's government. The order was suspended in June while the decision to cancel it was taken by the defence ministry on the recommendation of the Central Vigilance Commission (CVC) that confirmed irregularities in the bidding process. The ministry had asked the CVC to examine the deal.

Army to wait: Fresh tenders will be issued after April and the Indian Army may have to wait for another three years to replace its aging fleet of Cheetah and Chetak helicopters under a sanctioned modernisation programme as the entire selection process has to be repeated before placing the order. Discrepancies in the selection process to give an alleged unfair advantage to the Eurocopter over the only other contender, US-based Bell, had formed the basis of the investigation



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CVC inquiry further unearthed the alleged role of the middleman. The US government had officially complained twice about discrimination against Bell in finalising the deal. Confirming cancellation of the order, a defence ministry spokesman said "The government has decided to cancel the Request for Proposal (RFP) for 197 helicopters for the army. A fresh RFP will be issued soon."

A complaint by Bell along with one by the US government that its bid was rejected on flimsy ground also weighed in the CVC recommending scrapping of the order, besides the allegation of the retired general's role as a middleman in the deal. The order was put on hold in July following allegations that retired Lieutenant General SJS Saigal, head of Global Vectra Helicorp and Vector Aviation, the sole distributor of Eurocopter in India is brother of Lt Gen HS Sehgal, who was closely involved in the year-long field trials to evaluate the Eurocopter and Bell machines.

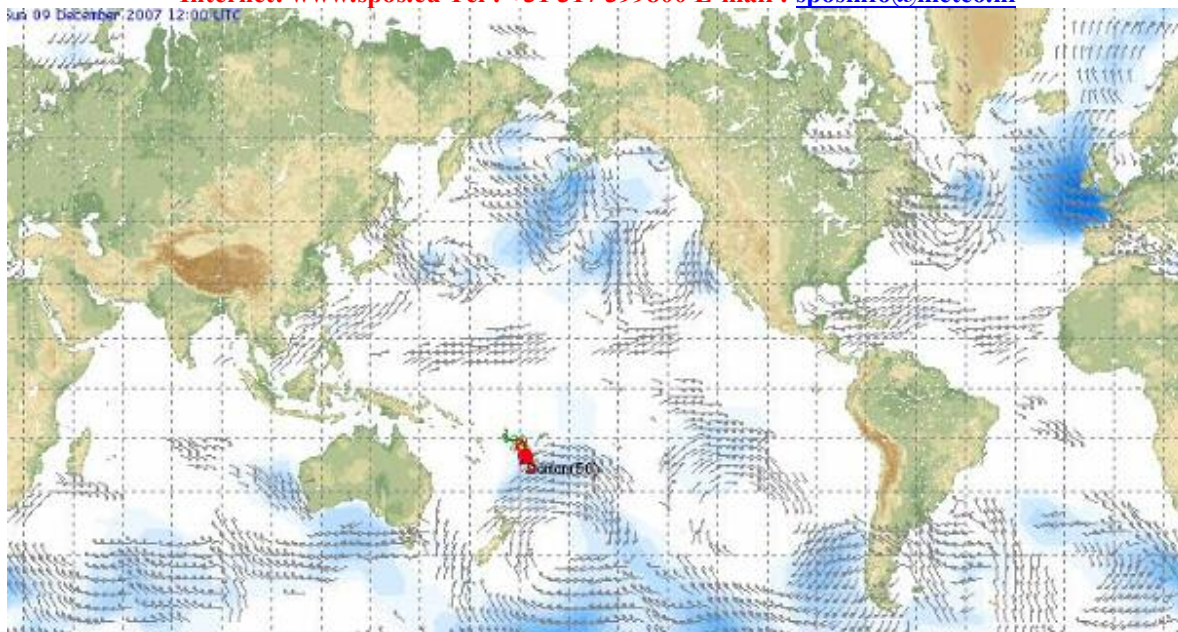
The cancellation of the order would deliver a blow to EADS, which had listed India as a major client for its Airbus passenger planes and has even plans to invest 2.5 billion dollars over 15 years in research and production in collaboration with the Hindustan Aeronautics Limited. The Indian army also wants to buy 285 heavy and medium-lift helicopters to replace the bulk of its fleet of 500 Soviet-era machines.

## MARINE WEATHER

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

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The Dutch built yacht **NEREUS** seen in the port of Rhodes

Photo : **Hans Paulussen** ©

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