

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 293



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**The boatmen seen in action in the port of Mombasa (Kenya)
Photo : Lennert Teerling ©**

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EVENTS, INCIDENTS & OPERATIONS



The tug **DUTCH PARTNER** departed with the sheerleg **TAKLIFT 7** from Rotterdam
Photo : Piet Sinke ©

FERRY OFFICER CLEARED ON ALL CHARGES

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FOLLOWING the failure of a jury to agree on a verdict on counts of endangering lives under the UK's Merchant Shipping Act, for failing to stop the P&O ferry **Pride of Bilbao** after it was involved in a close encounter with a yacht, the ship's second mate Michael Hubble has been cleared of all charges. He had earlier been cleared of the manslaughter of the three-man crew of the yacht **Ouzo** which sank off the Isle of Wight in August last year.

He has been quoted as saying he wants get on with his life and go back to sea. He told reporters: "The families of the men have my deepest sympathy but the demise of those men was nothing to do with me, or any action of mine or the **Pride of Bilbao**. I have never done anything negligent in my life."

Mr Hubble's solicitor, Kerry King, was quoted as saying: "We are extremely pleased with the outcome. Mr Hubble has always maintained that the decision he made as the officer on watch was the correct one." **Source : Maritime Global Net**



The departure seen of the **SEVAN HUMMINGBIRD** from Rotterdam-Botlek
Photo : Hans de Jong ©

Greenpeace Plea

Greenpeace has urged the Australian government to send a vessel to the Antarctic, as the environmental group prepares to harass Japanese whaling vessels with its own ship. Japan is planning to kill 935 minke whales, 50 fin whales and, for the first time in 40 years, 50 humpback whales this summer season under its so-called research program.

Conservationists say the fin whale is an endangered species, and the humpback is still under threat. Greenpeace and the Sea Shepherd Conservation Society are both planning to take action against the whalers, as they did last Antarctic summer.

Greenpeace spokesman Dave Walsh said the protest ship the **Esperanza** would leave Auckland, New Zealand, this weekend facing the task of finding the Japanese ships in a vast area of ocean.

"We've been dealing with them quite a bit so we know where to find them," he said. He said he did not know if the fleet would hunt inside the Australian-declared Antarctic Whale Sanctuary. On board the **Esperanza** will be activists from many countries including Australia, New Zealand, Philippines, the US, Canada, Brazil, Chile, Italy, Russia, Spain, France, Ireland, The Netherlands, Finland, Germany, Turkey, India and even Japan.

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Greenpeace has joined the International Fund for Animal Welfare, Humane Society International, Project Jonah and the Whale and Dolphin Conservation Society in calling on the Australian federal government to honour its election promise to protect the whales.

Photo : Piet Sinke ©

registered Australia's formal protest at the impending "inhumane" harvest under Japan's scientific whaling program on November 19. The new Labor Government's policy is to use naval vessels to monitor whaling activities in order to gather evidence for a potential international legal challenge.

The groups also have urged Australia to challenge Japan's scientific whaling program in the Southern Ocean.

"As an immediate measure to protect the whales, the groups urge Environment Minister Peter Garrett to make a formal protest under the Convention on International Trade in Endangered Species (CITES) about Japan's killing of humpbacks," Greenpeace Chief Executive Steve Shallhorn said.

"The Japanese Government are breaching the international trade convention with their plans to import humpback whale meat into Japan. "It is up to the new Australian Government to do all it can to protect Australia's \$300 million whale watching industry.

"It can start by informing the CITES Secretariat of Japan's potential breach and follow up by sending a vessel to the Southern Ocean." He said humpback whales were listed under Appendix 1 of CITES, which did not allow trade for commercial purposes in products from protected species.

"Yet after killing the humpback whales in the Southern Ocean, Japan will import, package and sell the meat for consumption," Mr Shallhorn said. He said the CITES secretariat had available a number of measures to discourage Japan from taking humpback whales.

These include issuing a written caution to Japan, sending public notification through the secretariat to all parties of the issue, and notifying Japan that it is in non-compliance and request a compliance action plan. It could also recommend a suspension of trade with Japan in CITES listed species. **Source : ShipTalk**





The Hoek van Holland KNRM lifeboat **JEANINE PARQUI** seen arriving back at her base
Photo : Piet Sinke ©

Hoax call led to lifeboat launch

A false call that triggered a launch by the Wicklow lifeboat cost the hoaxer €5,000 last week when he came before Judge Donnchadh O Buachalla. Darren Kennedy from 18 Ballygannon, Rathdrum was at Wicklow District Court to plead guilty to making a hoax call at The Murrough on August 19 last year. Garda Inspector Pat Cody suggested that Kennedy was not feeling well when he rang the

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Darren Kennedy from 18 Ballygannon, Rathdrum was at Wicklow District Court to plead guilty to making a hoax call at The Murrough on August 19 last year. Garda Inspector Pat Cody suggested that Kennedy was not feeling well when he rang the emergency services and probably contemplated doing away with himself.

It appeared that he made the call in order to find out how long it would take the boat to mobilise. However, a witness noticed him and took note of the registration of his car to pass on to the Gardaí, allowing prompt tracing of the culprit.

Kennedy accepted his guilt but solicitor David Tarrant stressed that his client had since contacted the coxswain of the lifeboat. He arranged to meet the crew to apologise in person at the lifeboat station. It was estimated that the cost of the unnecessary call-out was €2,300 and Kennedy came to court with €5,000 which he had raised since October.

His mother was in court and the judge was told that he had now come to grips with his problems. He was holding down a good job, Mr. Tarrant added, before handing over the bank draft for the money. Judge O Buachalla noted the manner in which Kennedy met the case and allowed him the benefit of the Probation Act. **Source : Wicklow People**

ZOEKTOCHT NAAR DE HOORN



Rob Lambij meldt dat in 2005 de Stichting Natte Archeologische Projecten (SNAP), in Patagonia (Argentinië) een hydrografisch onderzoek heeft uitgevoerd op de locatie waar in 1615 het schip de Hoorn is vergaan.

zie internet site : <http://www.zoektochtnaardehoorn.nl/>

Als basis diende de zeesleper "**Luchador**" van Satecna Costa Afura s.a.

Satecna was een werkmaatschappij van Wijsmuller. De zeesleper was toen nog niet in de nieuwe kleuren gebracht en voer nog in de oude Wijsmuller kleuren. Tevens op de foto zichtbaar het voormalig Japans kraanschip van **Satecna** in de oude haven van Buenos Aires.



Firm's £50k for new lifeboat

MARYPORT will have a new lifeboat by next December thanks to £50,000 from power firm E.on. The company's donation will pay for half of the new lifeboat and Maryport Inshore Rescue revealed this week that it was also expecting another big donation.

E.on is the company behind the £325 million Robin Rigg wind farm which will see 60 turbines built in the Solway Firth.

Earlier this year, the Solway's largest rescue was mounted when a barge used to install the turbine foundations capsized and 38 people were rescued.

An E.on spokesman said this accident had emphasised the need for modern lifeboats. "We recognise the superb work they do. We are more than happy to support them," he said. Maryport Inshore Rescue launched a £100,000 appeal for a new lifeboat in July.

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The voluntary group has two years before new regulations will make its 14-year-old boat redundant. Members said it was vital to keep the inshore rescue boat in Maryport. The voluntary lifeboat group was formed in 1977 after three people drowned in a boating accident at Maryport.

The team also plan to upgrade the lifeboat building. To donate by post, write to MIRB c/o Maryport Navy Club, South Quay, Maryport CA15 8AB. Donations can also be dropped into the boathouse, which is manned every Sunday from 10am to 12noon.

SEVAN VOYAGEUR ARRIVED IN ROTTERDAM



A few hours prior the departure of the **SEVAN HUMMINGBIRD** the next platform, named **SEVAN VOYAGEUR**, arrived in the offshore put in Rotterdam-Europoort, onboard COSCO's **TAI AN KOU**, ready for offloading and transportation to the Keppel-Verolme shipyard in Rotterdam-Botlek for final outfitting, above seen the "**Gudrun Maersk**" at APM Terminals, Maasvlakte is about to departure for Felixstowe assisted by the tug "**Smit Aruba**"

Photo's : Paul Lammers ©



Jacht Saddam te koop voor 23,5 miljoen

Een jacht dat ooit is gebouwd voor de voormalige Iraakse dictator Saddam Hoessein is te koop. Het schip ligt in de haven van het Zuid-Franse Nice en moet 23,5 miljoen euro opbrengen, aldus de gespecialiseerde website www.superyachttimes.com.



De 82 meter lange **Ocean Breeze** is in 1981 gebouwd door de Deense werf Helsingor Vaerft. Volgens de website is het schip nooit afgeleverd aan de Iraakse leider die bijna een jaar geleden werd geëxecuteerd. De boot kwam uiteindelijk terecht in Saoedi-Arabië. **Bron : HLN.Be**

Ferry keert terug naar Marseille na bomalarm

Een ferry, die vanuit Marseille op weg was naar de Algerijnse hoofdstad Algiers, is moeten terugkeren naar de haven van de Zuid-Franse stad nadat een anonieme beller gemeld had dat er een bom aan boord was. Dat heeft France Info bekendgemaakt. Aan boord van het schip waren 1.400 mensen.

Volgens de beller zat de bom verborgen in een van de wagens op de ferry. De politie werd gewaarschuwd en die doorzocht het schip. Er bleek evenwel geen bom aan boord.

Dinsdag kwamen meer dan 70 mensen om het leven bij twee gelijktijdige zelfmoordaanslagen in de Algerijnse hoofdstad. **Bron : belga**



The Pilot SWATH cutter **PERSEUS** seen departing from Hoek van Holland port

Photo : Piet Sinke ©

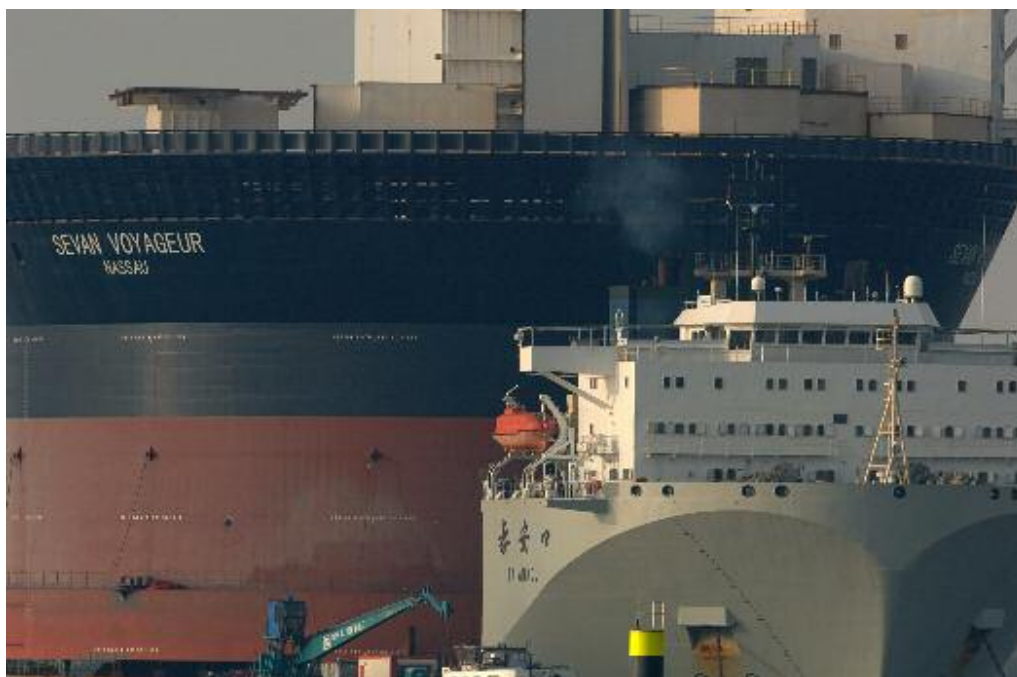
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Maltese vessel freed off sandbar

A cargo ship, which became stuck in a Devon river, has been freed by a local tug boat and the high tide. The **Leonid Leonov** was carrying clay to Finland when she ran aground and became stuck on a sandbar at the mouth of the River Teign late on Friday night. The captain and 10 crew were unhurt when the 2,264-tonne Maltese registered ship became trapped. Stuart Ellerman, from Brixham Coastguard, said: "There's no reason to believe she's damaged." The vessel was freed at 0930 GMT to carry on her passage.



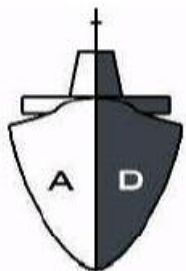
The **TAI AN KOU** seen loaded with the **SEVAN VOYAGEUR** in Rotterdam-Europoort

Photo : Fred Vloo ©

NAVY NEWS

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Lesson Learnt

The Royal Navy's most senior officer in the Gulf has fired a warning shot at Iran, insisting his people are 'not afraid' to do their jobs.

Commodore Keith Winstanley, UK Maritime Component Commander, delivered the defiant message nine months after 15 servicemen from Devonport-based **HMS Cornwall** were detained by Iran after their boarding craft allegedly strayed into its waters.

He said a thorough review of boarding patrol tactics and procedures in the Northern Arabian Gulf (NAG) had been carried out and security had been beefed up with extra patrol security teams.

The former commanding officer of another Devonport-based ship, **HMS Albion**, Cdre Winstanley also revealed patrols were taking place in the same locations as before to demonstrate the Navy's determination to do its job.

The Type 23 frigate **HMS Argyll** - also from Plymouth - is deployed in the NAG conducting boarding patrols and overseeing maritime security as part of a considerably larger coalition presence. This force's role is to provide stability and security for the wider region, and to carry out counter-terrorism measures.

Cdre Winstanley said: "Our tactics are that if they [the Iranians] did it again, there would be a very different outcome.

"The US is supporting us on patrols now. They have been providing patrols since March 23. "There are enough checks in place that there will not be a repeat of the incident. "I can't say it'll never happen again; I'd be foolish to say that. However, we're as confident as we can be.

"We're not afraid to do our job out here; we're not afraid at all."

He added: "March 23 was not a good day for the Royal Navy but we've done a lot since that incident. "We're not at war with Iran but we will not tolerate a repeat."

Following a review of the incident - which saw 15 sailors and marines arrested and detained for 13 days (including Tamerton Foliot mother Faye Turney, and 21-year-old Arthur Batchelor from Ernesettle), Cdre Winstanley said certain tactics and procedures had been improved.

"We've introduced a number of changes in terms of force protection that convey a very overt message that we will not accept a similar situation happening again," he said.

"It's common knowledge that Cornwall's helicopter went back to the ship [shortly before the incident occurred].

"I'm not prepared to tell you why it did so, but I can tell you it will never happen again," he said. "Part of our review told us the helicopter is a vital part of the protection." Cdre Winstanley questioned Iran's judgement in the first place in deciding to detain the sailors and marines, and asked: "Why should it happen again?

"What we are continuing to do is enforce the maritime law. "Why should it happen again if the Iranians respect the law?"

He added: "We're not staying away from the border. In fact, there are patrols that we carry out which designed to demonstrate that we aren't.

"There's no 'no-go' area for the coalition forces. It's a grey area, but ultimately it's up to the Iraqis and Iranians to work out.

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"We'll continue to do our job here." Cdre Winstanley admitted the relationship between coalition forces and Iran was strained, but added: "We're professional and courteous towards each other."

"I wouldn't say the relationship is good, but I wouldn't say it's bad either. There's been no repeat of the [[HMS Cornwall](#)] incident or anything like it."

"Tomorrow is another day, but right now we're continuing to do our job and the Iranians are continuing to do their business." **Source : ShipTalk**

Northrop Grumman-Built Submarine North Carolina Gets 'Clean Sweep' During Sea Trials

The US newest and most advanced nuclear-powered submarine, [North Carolina \(SSN 777\)](#), returned to Northrop Grumman Corporation's Newport News shipyard with a broom atop its sail to signify a clean sweep of the ship's initial sea trials.

"We fully exercised the ship through the full range of speed to the full range of depth, and I'm pleased to report that the trials were successful," said Adm. Kirkland Donald, director of Naval Nuclear Propulsion. "It was a remarkable tribute to the people of the shipyard here at Northrop Grumman Newport News and your team members at Electric Boat. We know how to build these things. They are marvellous ships. They are exactly what the country needs -- we just need more of them, and it's time to keep building them."

Sea trials provide an opportunity to test all systems, components and compartments and include submerging for the first time, high-speed runs while on the surface and submerged, and a demonstration of the submarine's other capabilities. "We have raised the bar for Virginia class submarine performance," said Mike Petters, president of Northrop Grumman Newport News sector. "The trial that we were just on was an exceptional trial -- the best one of the class so far. All of the shipbuilders, all of the crew and all of the team-mates have done a great job."

[North Carolina](#) is the fourth ship of the Virginia class and is in the final stages of construction at the company's Newport News shipyard. Delivery to the Navy is scheduled for January 2008.

"We had a great team build the ship and we have a great crew to match. They certainly proved that this past three days," said Cmdr. Mark Davis, prospective commanding officer of the pre-commissioning unit [North Carolina](#). "They went to sea as a new construction crew and they came back as an operational one. They did a great job and I'm very proud of them."

Northrop Grumman Newport News is teamed with General Dynamics Electric Boat to build the first 10 ships of the Virginia class. Current plans call for 30 Virginia-class submarines in the fleet. Using millions of parts from over 4,000 suppliers in 47 states and the District of Columbia, Virginia-class submarines incorporate dozens of new technologies and innovations and are the first major combatants designed with the post-Cold War security environment in mind.



The **SSN 777 NORTH CAROLINA** seen during trials - Photo : John Whalen ©

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The keel for **North Carolina** was laid on May 22, 2004. The ship was christened on April 21, 2007 and launched on May 5, 2007. The commissioning will be in the spring in Wilmington, N.C.

Northrop Grumman Corporation is a \$30 billion global defense and technology company whose 120,000 employees provide innovative systems, products, and solutions in information and services, electronics, aerospace and shipbuilding to government and commercial customers worldwide. **Source : Yahoo Finance**

SHIPYARD NEWS

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Todd set to design ferries

Todd Shipyards said today that subsidiary Todd Pacific's contract with Washington State Ferries will give it \$2.4m to design four, 144-car ferries. Todd Shipyards' in WashingtonThe state government revealed yesterday that it signed the deal with the Seattle-based yard, the same day the state governor proposed a \$100m ferry budget boost to replace four retired, 80-year-old ropaxes. But Todd spokeswoman Hilary Pickerel tells TradeWinds that the latest contract is not intended to design those replacement ferries.

Instead, it is connected to another \$342m already in the state ferry operator's budget for the four car ferries. The nine-month contract with the state ferry operator yesterday takes on JM Martinac Shipbuilding as a subcontractor.

The state has said the yards, with now-bankrupt but reopened Nichols Bros Boat Builders, will build the car ferries, with Todd as the lead contractor. **Source : Tradewinds**

Bangladesh books a dozen

Bangladesh, better known for its ship scrapping, has landed a major order for 12 multipurpose vessels from undisclosed German owners. Steel cutting for the first six of the 5,500-dwt vessels will take place in May 2008 with deliveries expected to take place from March 2011 onwards.

The ships are being built by Ananda Shipyard, the largest shipbuilder and repairer in Bangladesh. The ships will be classed by Germanischer Lloyd. These are not the first orders for the Bangladeshi yard. In 2004 it built two aluminium and steel-bodied fast patrol vessels for the Bangladesh Coast Guard.

The yard is also building two 2,900-dwt multi-purpose vessels for Danish owner Sea Consult, as well as six small passenger ferries for Mozambique. Germanischer Lloyd said the yard is also building four 6,300-dwt multipurpose vessels for an undisclosed shipowner. Choudhury F Zaman, Germanischer Lloyd's Country Manager Bangladesh, said "Several years back I only dreamed of new ships to be built in Bangladesh." "Back then hardly any newbuilding

activities took place in the country except for some indigenous boats for inland waterways,” he said. **Source :** Tradewinds



The tanker 'Mesaieed' at anchor in the '9 mile anchorage' Mississippi river.

Photo : Crew Jo Calluna ©

Subicdock to stand and fight

Subic Drydock Corp (Subicdock), a new player in the Philippine ship repair sector, has declined offers for its drydock and intends to stay. It wants to compete for repairs of vessels calling at Subic Bay Freeport and nearby ports. Subicdock, which now operates the 18,000dwt **Auxiliary Floating Drydock Medium 5 (AFDM 5)** of the US Navy, has turned down offers from Japanese and Indonesian businessmen to buy the drydock for \$7M after it was installed in Subic last June. “We know that ship repair is a viable operation here in Subic... That is a lot better than what we can do with the \$7M,” says president Catalino Bondoc. The **AFDM 5** was towed from Subic to Guam in 1992 when the US gave up its former naval base in the Philippines. It was acquired by Subicdock’s mother unit, Malayan Towage & Salvage, from the US Navy in 1999. Bondoc says Subic is competing with US facilities like Guam, which has a bigger drydock. Since the drydock was brought to Subic last June, it has serviced 18 vessels, says former US Navy officer Gerald Hammond, now Subicdock’s general manager. **Source : Lloyds / Fairplay daily news**

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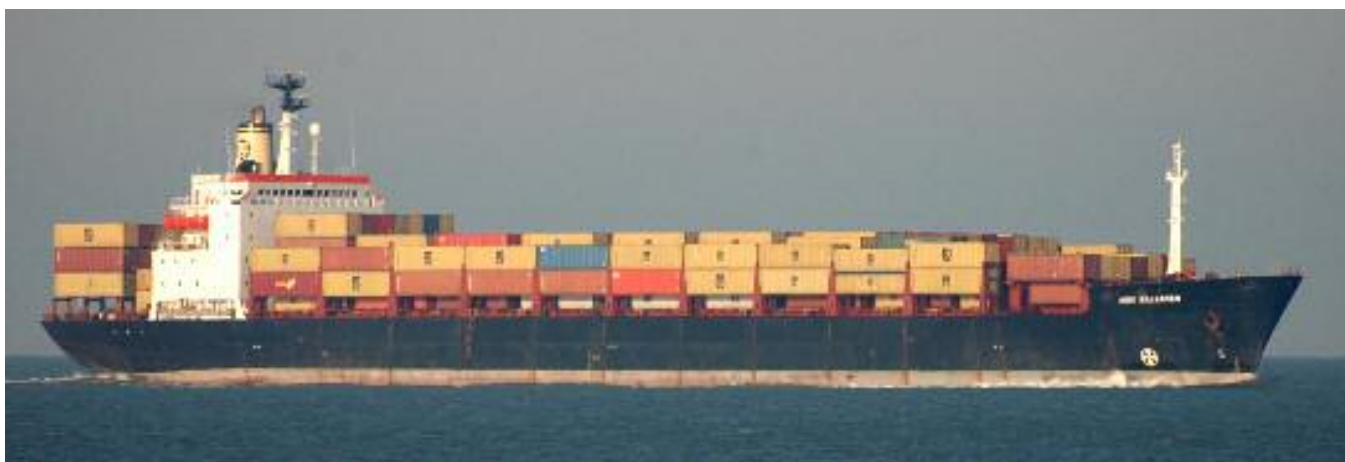
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The **MSC BALEARES** seen at the Westerscheldt river - Photo : Henk de Winde ©

Baggeraar De Nul mikt op contract Panamakanaal

De Belgische baggeraar Jan De Nul maakt deel uit van een van de vier internationale consortia die een contract willen verwerven voor de bouw van nieuwe sluizen in het kader van de vergroting van het Panamakanaal, zo heeft de Kanaalautoriteit bekendgemaakt.

Een eerste groep omvat Bouygues Travaux Publics, VINCI Construction, Alstom, Atlantique Pacifique du Panama uit Frankrijk, het Duitse Bilfinger Berger, het Amerikaanse AECOM en de Braziliaanse bedrijven Camargo Correa, Andrade Gutierrez, Queiroz Galvao en Bardella Industrias Mecanicas.

Het tweede consortium, CANAL, bestaat uit de Spaanse bedrijven Sner Ingenieria, ACS Servicios, Acciona Infraestructuras, Fomento de Construcciones y Contratas, het Duitse Hochtief, het Britse Motth Macdonal, het Mexicaanse ICA en het Nederlandse Haskoning.

Een derde kandidaat om de aanbesteding te verwerven is het Amerikaanse Bechtel, samen met de Japanse bedrijven Taisei en Mitsubishi Corporation. Jan de Nul maakt deel uit van de vierde 'hopeful'. Die omvat ook nog de Amerikaanse groepen Tetra Tech, Montgomery Watson Harza, Heerema, het Nederlandse Groepde, het Italiaanse Impregilo, het Spaanse Sacyr Vallehermoso en het Panamese Constructora Urbana de Panama.

De werf voor de bouw van een derde waterweg tussen de Stille en de Atlantische Oceaan startte in september met graafwerken. Bedoeling is dat grotere schepen vanaf 2014 door het kanaal kunnen. De totale kost bedraagt 5,2 miljard dollar, waarvan zestig procent gaat naar de bouw van de sluizen die eind volgend jaar begint. **Bron : HLN.BE**



The **SMIT BIKO** departed from Rotterdam with destination Equatorial Guinea

Photo : Nico Ouwehand ©

MSC buys more Maersk vessels

Mediterranean Shipping Co (MSC) has continued its ship-buying spree from Maersk Line as the world's second-largest container carrier shrinks the gap with its rival.

The Gianluigi Aponte-owned, Geneva-based line, has purchased the 2,500-teu **Maersk Niigata** (built 1991) and renamed it **MSC Eloise**.

The sale was quietly executed in the recent past and no price details are available. Market estimates put the value of the ship at around \$30m.

MSC has snapped up a number of boxships let go by Maersk this year, either as sales or by chartering them. Analysts say they expect Maersk to sell more ships this year as it tries to prop up struggling container-line profits.

One month ago, MSC bought the 3,440-teu **Sealand Value** (built 1984) from Maersk after in May buying the 2,686-teu sisterships **Sea-Land Independence** and **Sea-Land Defender** (all built 1980) for \$10.5m each. **Source : Tradewinds**

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Lauritzen fixes new capesizes long term

Danish operator Lauritzen Bulk has fixed two capesizes it has under construction at South Korea's Hyundai Heavy Industries on long-term charters.

Sources say an 180,000-dwt ship due for delivery in August 2009 has been fixed by China's Transfield for seven years from delivery at \$51,700 per day. A sistership set for delivery in 2010 has been fixed for 10 years at around \$46,000 per day. No charterer has been identified.

The charters should be profitable as the ships are said to have been ordered for \$90m each.

Meanwhile, Mitsui OSK Lines (MOL) of Japan has fixed a 180,000-dwt capesize under construction at Imabari Shipbuilding to an undisclosed charterer for 15 years. It will earn \$50,000 per day for the first five years and \$27,000 per day for the remaining 10 years, averaging around \$35,000 per day for the period.

North China Shipping was linked to a charter involving a 177,000-dwt capesize coming out of Shanghai Waigaoqiao Shipbuilding in 2009 for 10 years but the deal, at \$42,000 per day, did not materialise.

The spot market for capesizes weakened this past week but rates increased again by some \$1,300 per day a week ago. The average rates stood at \$172,400 per day, down from \$178,000 per day Wednesday last week. The spot market for panamax bulkers fell some \$4,000 per day over the past week to \$76,400 per day. No long-term charters were concluded. **Source : Tradewinds**



The **Atlantic Cartier** about to go into Gladstone Lock (Liverpool), the photo is taken from **European Endeavour** which had just come out of the lock en route for Dublin.

Photo : Dick Clague ©

Clipper Elite books 12 MPP ships at China yards

The Clipper group continues to expand its fleet and its subsidiary Clipper Elite Carriers (CEC) has ordered 12 multipurpose (MPP) ships at two yards in China.

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Six 17,000-dwt ships are to be built at the Jiangxiu facility with delivery from the end of 2009 at three-month intervals. Six 18,000-dwt ships have been ordered at Jiangsu Sukan yard with delivery between 2009 and 2011.

CEC managing director Per Gullestrup confirms the order and says the company has conducted thorough checks on the little-known Chinese yards. The ships are expected to cost between \$30m and \$35m each.

CEC operates around 60 vessels in the smaller bulker segment and wants to increase that number to between 80 and 100 units.

CEC had 10 smaller 5,000-dwt MPP ships on order at Vietnam Shipbuilding Industry Corp (Vinashin) but that order has been reduced to four as the company focuses more on larger tonnage.

Another partly Clipper-controlled company, Clipper Wonsild Tankers, has upped its order at Fukuoka Shipbuilding and has signed up for two 14,600-dwt chemical tankers for delivery in 2010. The ships are set for the company's parcel service in the Caribbean. They have between 24 and 28 stainless-steel tanks.

TradeWinds reported last week that Bahamas and Copenhagen-based Clipper was in the process of ordering up to 12 bulkers of 37,000 dwt and that talks are ongoing with several yards in Japan and China. **Source : Tradewinds**

MOVEMENTS



Above seen the departing bulkcarrier '**Petrel Arrow**' (Gearbulk) in the turning basin of Lake Charles port.

Assisted by the tugs '**Edith**' and '**Carl**'.

Photo : Crew Jo Calluna (C)

Voor de lezers in de SCHEDEMOND

Koos de Greef van Oudkerk rapporteert dat de WOLRAAD WOLTEMADE aan de Kaloothaven - dwarskade - haven no. 9310 - Monacoweg, Vlissingen-Oost ligt en vandaag gaat vertrekken (17-12) om 10.00 uur

Bedankt Koos voor de informatie !!



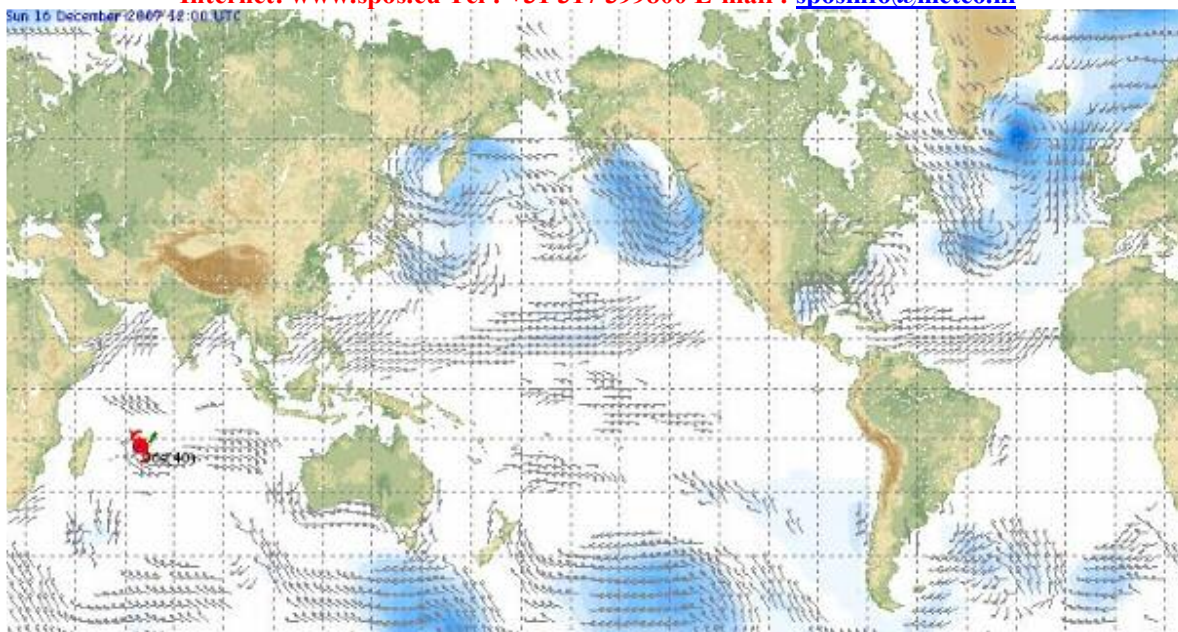
The Russian tug **URAN** seen departing from Rotterdam
Photo : Cornelis Kloppenburg ©

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 **AFRICAN SKY** seen near the Caland Bridge in Rotterdam

Photo : **Emile Ammerlaan** ©

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