

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 187



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The Dutch frigates **F 831 VAN AMSTEL** and **F 834 VAN GALEN** seen moored at the Den Helder navy days 2008
Photo : Cor van Niekerken ©

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CONTENTS

EVENTS, INCIDENTS & OPERATIONS

- **KPT arrests Comoros flag coal ship**
- **Why the Sea Stallion is in Portsmouth**
- **Operation started to evacuate polar winterers from ice-floe**
- **Huge increase in profit at Ezra Holdings**
- **Malaysian Malaise**
- **Philippines Princess sinking highlights dangers from toxic cargoes**
- **More Migrant Mayhem**
- **Marina set to audit all shipping vessels**
- **Frying Pan Into The Fire**

CASUALTY REPORTING

- **Beluga vessel breaks down off Angola**
- **Dodelijk ongeval op Nederlands schip in Barbados**

NAVY NEWS

- **Russian Navy resumes military presence near Spitsbergen**
- **Marinedagen trekken 180.000 bezoekers**
- **Ceremoniële binnenkomst stationsschip**

SHIPYARD NEWS

- **Qingdao Beihai Shipbuilding Heavy Industry expands with AVEVA**
- **Consortium to Build a Repairing Shipyard**
- **Namegiving of newbuilding L 213 from Odense Steel Shipyard**
- **French company to invest EUR 500 million in Varna shipyard**
- **Drydocks World seeks loans for Singapore buyouts**
- **Government might help out Sevmash**
- **Another worker dies at Hanjin shipyard**

ROUTE, PORTS & SERVICES

- **Fredriksen still pursuing OSG**
- **Oman doubles allocation for Duqm port project**
- **Consortium of bidders for TUI's Hapag-Lloyd makes progress**
- **Fredriksen against Hapag Lloyd sale, calls for TUI ceo to resign**
- **DONJON RECOVERS SUNKEN CLAMMING VESSEL IN MANASQUAN INLET, NJ**
- **Nakheel awards Dh2.2b contract for Mina Rashid**
- **Indian flagged vessels drop from 40pc of national fleet to 11.8pc**
- **UR 97 IN SINGAPORE FOR SLIGHT LIST**
- **New terminal in Black Sea Region**
- **DP World signs agreement to operate in Port of Aden**
- **Maersk starts intra-Asia loop (IA-4) from July 21**
- **Algeria's Sonatrach buys new tanker**
- **China's port operators dented by slow growth**
- **Impounded ship LADY EAST prepares to sail from Richards Bay**

EVENTS, INCIDENTS & OPERATIONS

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The **TRANSPORTER** seen off Flushing
Photo : Geert van Kesteren ©

KPT arrests Comoros flag coal ship

The Karachi Port Trust (KPT) has arrested 'Comoros flag' bulk vessels, **'MV Hearty Falcon'** on the orders of Sindh High Court (SHC) to recover personal damage and equipment claims of \$88,000 from the vessel owner after an accident occurred on July 4 injuring one dock worker, it is reliably learnt.

During the accident, the vessel's crane broke down causing serious injury to a dock worker and damaging cargo handling equipment at Berths No. 1 and 2. The vessel had already discharged coal cargo and shifted to bouy Mooring No. 2 until the issue is resolved between the Friends Corporation Stevedores (Pvt.) Ltd and the ship-owner.

Sources said that the Sindh High Court (SHC) issued arrest orders of bulk carrier, **'Hearty Falcon'** on a plea filed by the Friends Corporation Stevedores (Pvt.) Ltd. to recover claim of \$88,000 from the owner of the vessel. The local representatives in Pakistan of Protection and Indemnity (P&I) Club, London has been asked to prepare a detailed report for the settlement of the issue.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 187

The United Kingdom-based International Transport Workers' Federation (ITWF), last week threatened to take up the issue of ship-crane collapse, which had critically injured a crane operator at the Karachi Port early on July 4, with the owner of the vessel.

A dock worker received severe injuries and could not move when five tonnes grab of ship-winch (Ship Crane) broke down and fell on Berth No.1 of East Wharf of Karachi Port in the wee hours (3:25 a.m.) on July 4. The vessel, '**Hearty Falcon**' was built in 1982 and had brought some 38,666 tonnes coal from Indonesia.

Meanwhile, the experts in the maritime sector have asked the Karachi Port management to follow safety procedures at the time of handling all types of cargoes and ensure 'safe working load' in the port proximity, which was violated time and again by the port users on the ignorance of concerned officials to meet as well as increase tonnage.

Source : Imran Farooq

Why the Sea Stallion is in Portsmouth



'The **Sea Stallion** meets with Queen Victoria's warship, **HMS Warrior**, in Portsmouth.
Photo: **Werner Karrasch** ©

Portsmouth is an outstanding maritime and historical centre and is the only town on the southern coast of England that the Viking Ship Museum has made a definite agreement with for the Sea Stallion to call at.

The Royal Naval Museum – an internationally famous maritime museum – which is in Portsmouth Historic Dockyard – where **Sea Stallion** was on display for the people of England from 11th – 13th July. Here the ship had the

opportunity to present itself as the scientific research reconstruction project.

Portsmouth Historic Dockyard is in the heart of the city, where everybody also has a chance to explore Lord Nelson's flagship, HMS Victory, and be shown round Queen Victoria's warship, HMS Warrior, 1860.

Henry VIII's famous Mary Rose is also there. Visitor's can follow the whole of the Royal Navy's history at the Royal Naval Museum. After which visitors can get right up to date with 'Action Stations' - an interactive tourist attraction about the modern British navy.

The city naturally offers a harbour round trip to see the navy ships and harbour defences from the water. Other attractions include the D-day Museum, where you can see the Overlord Embroidery (modern tapestry). Southsea Castle, the Royal Marines' Museum and Portsmouth Cathedral also get a lot of visitors. Source : **Sail World - Mandalong, NSW, Australia**

Operation started to evacuate polar winterers from ice-floe

An operation to evacuate the Russian research station North Pole-35 started in the Arctic on Sunday noon, Itar-Tass reports.

Huge increase in profit at Ezra Holdings

Ezra Holdings Limited has posted an impressive set of results for the nine months ended 31 May 2008. The Group's net attributable profit soared 577 per cent to US\$168.7 million while turnover doubled to US\$149.1 million.



The **LEWEK TOUCAN** – Photo : Jelle de Vries ©

This significant rise in revenue was largely the result of the robust offshore chartering and engineering fabrication markets.

Ezra's Offshore Support Services was kept busy managing 32 vessels. Revenue increased by US\$61.5 million due mainly to contributions over the nine month period from 13 vessels including two AHTS that are in excess of 18,000bhp, as well as higher daily charter rates on renewal.

Contributions from accommodation barge **Lewek Chancellor** and pipe laying barge **Lewek Champion** owned by Ezra's production and construction arm EOC Limited (EOC) also helped lift earnings.

The Group's Marine Services Division performed well too, with sales rising 134 per cent, thanks to increased procurement and equipment supply and engineering activities in Vietnam.

With a committed capex of US\$650 million for the construction of five large multi-function supply vessels underway, Ezra expects to further enhance its position as an important global player in the deep and ultra deep water offshore support service sector. **Source : Offshore Shipping Online**

Malaysian Malaise

The severe lack of training berths for cadet officers and the lure of serving in foreign-based shipping companies have resulted in a shortage of officers in the local Malaysian maritime industry.

Compounding the situation, Transport Minister Datuk Ong Tee Keat said, was the general global phenomenon of seafaring officers opting for early retirement to pursue a career ashore.

He said this in a keynote address at the two-day National Maritime Conference on Human Capital and the Way Forward for Malaysia here Monday. Ong's speech was read by ministry deputy secretary-general Datuk Long See Wool. The conference is aimed at discussing issues faced by seafarers from the officers and ratings category.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 187

Its input will result in the formulation of initiatives on the way forward, with particular emphasis on ensuring adequate and continuous supply of well-trained, properly qualified and appropriately remunerated Malaysian seagoing human capital.

Later at a press conference, Marine Department director-general Captain Datuk Ahmad Othman said the department was mulling over the introduction of a sea-faring profession to school leavers. "Currently, not many school leavers are aware that there is a career in merchant ships in Malaysia.

"We are trying to get some universities which are currently offering professional courses related to seafaring," he added. Ahmad said, although seafaring was quite an attractive profession in terms of the lucrative salary, it would also mean being away from home for long periods of time.

"This is the sacrifices that we have to make. Our young people are not that keen to go away for long periods of time...about four, six or nine months," he said. **Source : ShipTalk**

CORRECTION

In yesterdays newsclippings an article could be found about the capsizing of the Fillipino Ferry Blue Water Princess , it appeared today that this article which was send to my be e-mail, is exactly 1 year old, so the news item is wrong published, so please accept my apologise for this error.



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Philippines Princess sinking highlights dangers from toxic cargoes

The revelation that the stricken Philippines ferry '**Princess of the Stars**' was carrying the hazardous pesticides endosulfan, carbofuran and methmamidophos, further highlights the poor standards of enforcement of regulations and blatant disregard for 'duty of care' that remains prevalent in some jurisdictions, often exploited by a significant minority of unscrupulous ship operators.

Such occurrences shall continue to unfairly sully the reputation of shipping standards when the majority of global operators carry out their business with responsibility and compliance.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 187

Yet it is such accidents, caused so often by substandard practices and crass avoidance of regulatory compliance that will always hit the headlines and will always give a misleading picture of the overall levels of adherence to the regulations. Furthermore, to add to any loss of life, when pollution or risk of pollution is a factor, the adverse publicity exacerbates the damage to the reputation of the industry.

Notwithstanding other questionable operational factors concerning this particular accident that have put the operator Sulpicio under the 'microscope', its action in transporting the dangerous cargo has been described by Philippines' Transport Undersecretary, Maria Elena Bautista, as illegal and in violation of maritime regulations that prohibit the transportation of hazardous cargo onboard passenger ships. She went on to say that the government was considering filing charges against Sulpicio for this violation.

Such a process is essential but at the same time it underlines the 'stable door' scenario where reactivity is a poor substitute for proactivity before the event and while any punishment for flouting safety regulations is very necessary, the situation of lack of enforcement in the first place should be of considerable concern to the authorities.

Bautista also said that it was the shipper of the endosulfan (Del Monte) that had informed the authorities of the dangerous cargo rather than the ship operator - an indication that the nature of this hazardous substance had not been properly identified by Sulpicio during the process of its emergency response following the start of the emergency.

As it squirms under the pressures against it, Sulpicio has accused Del Monte, of failing to declare the nature of the cargo - an allegation that Del Monte has strenuously denied during the legal action brought by Sulpicio. Del Monte claims that all of the documentation was correct and properly presented to Sulpicio, including the Material Safety Data Sheet (MSDS) and the Bill of Lading that detailed the cargo as a toxic marine pollutant.

Furthermore, the material had been shipped in a 40-foot container from Israel to Manila by Yang Ming Line, in accordance with the IMDG Code, before its transshipment by Sulpicio. Del Monte said the container was properly and clearly marked as containing a toxic substance and marine pollutant. Reports say that the chemical was packed into 400 steel boxes inside the container.

Whatever the outcome of the legal wrangle, the fact that such a cargo was onboard the Princess of the Stars caused divers to abort the recovery of corpses and has prevented the nearby islands from fishing during an extreme time of hardship in the aftermath of Typhoon Fengshen.

With the news that the United Nations is to now send a team of chemical experts to the site of the capsized ferry in order to assess the situation, the potential seriousness of the environmental impact if leakage does occur is put into proper context. Whether this particular shipment was correct or incorrect, legal or illegal, it underlines the necessity for rigid compliance by all shippers and carriers when it comes to the transportation of hazardous substances and it is a clear reminder of the importance of the International Maritime Dangerous Goods Code. **Source : Frank Kennedy, Special to Gulf News**

More Migrant Mayhem

Three vessels carrying around 450 would-be immigrants were heading Monday (14 July) for the southern Italian island of Lampedusa, navy officials said. The Italian navy picked up SOS signals transmitted from two of the vessels, both drifting some 70 nautical miles south-east of Lampedusa, Captain Cosimo Nicastro said.

A coastguard patrol boat has been dispatched to rescue the would-be immigrants whose nationality has yet to be established, Nicastro said. Another coastguard rescue mission was under way for the over 50 occupants of the third vessel, which was spotted by an Italian trawler some 55 nautical miles south of Lampedusa, Nicastro said.

Each year thousands of would-be immigrants from Africa and Asia try to enter Europe illegally by crossing the Mediterranean Sea and attempting to land on Italy's extensive coastline. These journeys, which are mostly carried out using ramshackle vessels, often have fatal consequences. **Source : ShipTalk**

Marina set to audit all shipping vessels

The Maritime Industry Authority (Marina) has begun a comprehensive audit of all passenger and cargo vessels operating in the country. Marina Administrator Vicente Suazo Jr. said the audit-based inspection sought to find out if the shipping companies have been complying with the safety standards and other policies set by Marina.

Suazo said the audit was actually started last June in Batangas but this had to be stopped in late June because Marina auditors were pulled out to focus on inspecting the vessels owned by Sulpicio Lines Inc. (SLI), owner of the ill-fated Princess of the Stars which capsized off Sibuyan Island in Romblon at the height of typhoon Frank on June 21.

As of Sunday, Suazo said they no longer had to finish inspecting all Sulpicio vessels to resume the audit of all vessels nationwide.

In fact, because of complaints of deficiencies of vessels owned by Rolly Shipping Lines, a small inter-island shipping company based in Cebu, he already sent a team here to audit RSL ferries. He explained that the conduct of audit was not to find fault but to correct lapses. He said the audit would have to be done in phases since it would take two to four days to audit one vessel. If deficiencies were to be found, then Marina would have to ground the vessel, Suazo said.

Suazo said there were instances that shipping companies that failed to comply with the safety standards in their operation would ask the help of influential padrinos or sponsors but he claimed this did not sway the Marina from requiring the shipping companies to correct their deficiencies.

An audit goes beyond the mere inspection of the hardware or the ship's equipment and looks into the entire system of the vessel, including its preparedness plan in emergency situations, according to Suazo. Meanwhile, Cebu Archbishop Ricardo Cardinal Vidal reiterated his stand not to let the government take over Sulpicio Lines Inc. (SLI). He instead suggested that the firm's passenger and cargo shipping facilities and services be improved.

Vidal's reaction came after calls for the government to take over SLI after the Princess of the Stars tragedy was brought up. "I am not in favor that the government will take over," Vidal told reporters on Saturday afternoon. "Because in the first place, with due respect to our government, it is not prepared to take over (the shipping company)."

The Cardinal said the Cebu-based shipping company should be allowed to resume operations because this would affect the local economy. He said SLI's business covers 40 percent of the country's shipping industry and that "the economy will be affected especially in the Visayas and Mindanao."

"I would advise that the government should help Sulpicio to make reforms of their way of administering, managing and also see to it that the safety of passengers would be the top priority," he said. Vidal also said he had sent instructions to the different parishes in the archdiocese to collect funds for typhoon Frank victims and the relatives of the passengers and crew members of the capsized MV Princess of the Stars.

"Aside from the collections we have from the parishes, we have also offered our offices as drop in centers of all the help that can be sent to all the affected areas," he said. The 77-year-old prelate also said he empathized with the victims of the disasters and had been praying for them.

"I am one with them, I pray for them especially for those who lost their life. May the Lord will accept them in the other life," he said. He asked for their patience in seeking justice for losing their loved ones. "For the family who lost, let us see if there is something that can be done," he said. Meanwhile, they should pray and they should be patient about this thing," said Vidal. **Source : Cebu Daily News**



Frying Pan Into The Fire

A cargo ship with a Russian captain remains trapped by a storm just days after being released by pirates. It has been marooned in the Arabian Sea near Oman since Friday (11 July), just 72 hours after being freed by Somali pirates. "We ran aground when a severe storm broke out," said Valentin Bortashov, Captain of **Lehmann Timber**.

The storm in the area of the ship has reached eight on the Beaufort scale. The 15 crew members have reportedly been unable to start the engine for over a day and have sent out a distress signal. A U.S. ship is said to be on the way to help. Ardo Kalle, a senior assistant with the crew, told RT a tug boat from Oman is expected to get to the cargo ship on Monday night, but said it depends on the weather.

He also said the crew has been provided with food and drink brought in by military helicopters. However, he claimed they have already used up all the water. "Hopefully when we arrive in Oman our ship will be fixed and the crew will be able to go home," he said.

The Lehmann Timber was held captive for more than a month off the coast off Somalia. The pirates were reportedly paid a ransom of \$US 750,000 to release it. **Source : ShipTalk**

CASUALTY REPORTING

Beluga vessel breaks down off Angola

The 2006-built general cargo ship **BELUGA FOUNDATION** (9,611-gt) experienced a major engine failure on 9 July while off the port of Luanda in Angola.

The ship is carrying a cargo of project and general cargo including four large generators for a South African mining company which was to be discharged in Richards Bay on 20 July. A tug sailed from Cape Town to take the stricken vessel in tow for Cape Town where repairs can be carried out. It is expected the tow and repairs will take several weeks to complete before the ship can continue her voyage.

Source : ports.co.za

Dodelijk ongeval op Nederlands schip in Barbados

Een Filippijnse matroos van een Nederlands motorschip is op 3 juli 2008 verongelukt tijdens het laden en lossen van containers in een haven op Barbados. Er waren geen ooggetuigen bij het ongeluk aanwezig. De Inspectie Verkeer en Waterstaat onderzoekt de oorzaak en toedracht van het ongeval met dodelijke afloop. De inspectie voert een

vooronderzoek uit op basis van de Schepenwet. De resultaten van dit onderzoek zullen overgedragen worden aan de Raad voor de Scheepvaart.

NAVY NEWS

Russian Navy resumes military presence near Spitsbergen

The Russian Navy has resumed a military presence around the Arctic Ocean archipelago of Spitsbergen, which belongs to Norway, a navy statement said on Monday according to RIA Novosti. "Russia's fleet has resumed a warship presence in the Arctic, including in the area of Spitsbergen," the statement said.

Russia does not recognize Norway's exclusive right to the 200-mile economic zone near Spitsbergen. The statement also said that "the large ASW ship, **Severomorsk**, has already entered the area to fulfill its tasks." It will be joined, starting from July 17, by the **Marshal Ustinov**, a Russian Slava-class missile cruiser.

According to the 1982 United Nations Convention on the Law of the Sea, an exclusive economic zone extends for 200 nautical miles (370 km) beyond the baselines of a country's territorial sea. A coastal nation has control of all economic resources within its exclusive economic zone, including fishing, mining and oil exploration.

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Marinedagen trekken 180.000 bezoekers



De Marinedagen van de Koninklijke Marine hebben het afgelopen weekeinde ongeveer 180.000 bezoekers getrokken. Het thema innovatie stond centraal.

Foto : **Damien Benthem** ©

Militairen zijn goed getrainde professionals die beschikken over het modernste materieel. Van de nieuwste sensoren tot de modernste raketten, van de geavanceerde uitrusting voor troepen tot de futuristische techniek van de wapensystemen; allemaal te zien tijdens de Marinedagen. Defensie gaat voorop in de nieuwste ontwikkelingen om te zorgen dat de Koninklijke Marine, Koninklijke Landmacht, Koninklijke Luchtmacht en Koninklijke Marechaussee op alle niveaus snel, flexibel en doeltreffend inzetbaar zijn. Defensie staat voor innovatie in mens en materieel.

Tijdens de Marinedagen lieten medewerkers van de Koninklijke Marine daarnaast zien hoe hun organisatie wereldwijd op en vanuit zee de nationale en internationale veiligheid bevordert. Zo zijn mijnenjagers permanent actief op onder meer de Noordzee met het ruimen van bommen uit de Tweede Wereldoorlog.

Foto : Jan de Bokx ©



Daarnaast staan helikopters paraat voor "search and rescue" taken en is er altijd een marineschip gereed om assistentie te verlenen bij calamiteiten op zee. Dit en meer was te zien tijdens de gecombineerde demonstraties met schepen, helikopters, eenheden van het Korps Mariniers en de Kustwacht. De demonstraties werden afgesloten met een amfibische landing van het Korps Mariniers waarbij troepen en zwaar materieel, waaronder een Pantserhouwitser van de Koninklijke Landmacht, aan land werden gezet door speciale eenheden van het Korps Mariniers met behulp van landingsvaartuigen. Ook was er aandacht voor de verschillende missies waaraan de Koninklijke Marine deelneemt, bijvoorbeeld het beschermen van voedselschepen tegen piraten voor de kust van Somalië en het detachement mariniers dat momenteel verkenningen uitvoert in Tsjaad in het kader van de Europese missie EUFOR. De opengestelde Nederlandse en buitenlandse schepen, waaronder het nieuwste schip de **Johan de Witt**, waren erg in trek. Jong en oud kon zich vermaken met de diverse activiteiten zoals rondrijden in een rupsvoertuig, een rondvaart door de marinehaven, brandjes blussen en mijnen zoeken op het nautisch activiteitenkamp. Het Korps Mariniers heeft daarnaast verschillende voertuigen en wapens uitgesteld en in de tenten van het Mariniersbivak werd getoond hoe in de jungle en in arctische omstandigheden wordt overleefd.

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Ceremoniële binnenkomst stationschip



Met paradeerrol op post en het afgeven van de gebruikelijke ceremoniële saluutschoten aan de Koninkrijksvlag en de Gouverneur van de Nederlandse Antillen, liep **Hr.Ms. Van Speijk** maandagochtend Willemstad binnen. De komende vijf maanden voert het nieuwe stationschip onder meer counterdrugsoperaties uit voor de Koninklijke Marine en de Kustwacht voor de Nederlandse Antillen en Aruba.

Ter voorbereiding op de uitzending naar de Nederlandse Antillen en Aruba, onderging het schip een intensief opwerkprogramma, waarbij de nadruk lag

op counterdrugoperaties en 'Nucleaire-, Biologische-, Chemische bescherming en Damage Control' (NBCD). Ook humanitaire hulpverlening en rampenbestrijding kwamen in het opwerkprogramma ruim aan bod. Zeker daar het schip tijdens het orkaanseizoen in het Caraïbisch Gebied verblijft. Zo nam **Hr.Ms. Van Speijk** in Plymouth (Groot-Brittannië) deel aan een intensieve rampenoefening. **Foto : Kees Bustraan ©**

SHIPYARD NEWS

Qingdao Beihai Shipbuilding Heavy Industry expands with AVEVA

AVEVA announce that Qingdao Beihai Shipbuilding Heavy Industry Co., Ltd., has signed an agreement with a value close to USD 2 million to increase the use of AVEVA's marine solutions.

Qingdao Beihai Shipbuilding Heavy Industry is a key shipyard under the China Shipbuilding Industry Corporation (CSIC). The company is engaged in shipbuilding, ship-repair and conversion, building and repairing offshore facilities, building of large-size steel structures, plus designing and building of GRP boats and davits.

The shipyard has moved its operations to the new Haixiwan Shipbuilding & Ship-repairing Base at Qingdao Economic and Technical Development Zone. The current production target of the shipyard is 2,000,000 dwt. It has a long term goal to increase shipbuilding capacity to 4,680,000 dwt. This would be achieved with the benefits derived from using AVEVA's marine solutions and technical support from AVEVA's team in China which started over a year ago.

Peter Finch, President, AVEVA Asia Pacific, said:

"China needs a good foundation in the use of engineering IT in order to be the world leader in shipbuilding. AVEVA's marine solutions are widely used in China, Japan and Korea and have been developed and tailored to shipbuilders' needs from years of working with leading yards. Our solutions offer yards cost and time saving benefits to stay ahead in the shipbuilding industry's competitive environment." **Source : Marine Norway**

Consortium to Build a Repairing Shipyard

Korea's shipping agencies are set to establish a shipyard that specializes in repairing ships with high added-value after forming a consortium. It is the first time that shipping agencies are joining to build a repairing shipyard. According to the industry, Korea's seven middle-sized shipping agencies formed a consortium to create the tentatively named "Busan New Port Repairing Shipyard Corporation," and recently suggested its business proposal "Construction of Outfitting Quay and Dry Docks at Busan New Port" to the Ministry of Land, Transport and Maritime Affairs. Shipping agencies participating in the consortium include Korea Marine Transport Co., Namsung Shipping Co., Korea Line Co., Pan Continental Shipping, Sunwoo Shipping, KSS Line Shipping and Hyopsung Shipping. The consortium will be jointly led by Hyopsung Shipping and Namsung Shipping Co. The repairing shipyard will be located nearby Busan New Port in western Busan and cover an area of 185,000 square meters (around 56,000 pyeong).

After considering validity of the business, the ministry will decide whether to approve the shipyard construction by the end of this year. Other shipping agencies are also scheduled to suggest a business proposal to establish a repairing shipyard to the ministry.

In its proposal, the consortium said, "Even though Korea is a shipbuilding powerhouse, its shipping agencies have to send its middle-to-large scale ships in need of repair to other Asian nations including China and Vietnam. Since no Korean shipyard is capable of examining and repairing large ships, Korea has no choice but to waste a large amount of foreign currencies. Also, there is a risk that shipbuilding technologies would be leaked in the repairing process." Shipping agencies explain that no local shipyard can repair higher value-added ships larger than 170 meters in length. Daewoo Shipbuilding & Marine Engineering Co., Hanjin Heavy Industries & Construction Co., and Hyundai Mipo Dockyard Co. had participated in ship repairing businesses in the past, but they recently shifted their focus to highly profitable shipbuilding businesses while reducing or closing their repairing businesses.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 187

A source close to the consortium said, "Busan New Port is a good place to run the ship repairing business since it is crowded with shipbuilding companies. The consortium can secure 70-80 percent of the total sales only by repairing ships of the shipping agencies belonging to the consortium." The consortium believes its business would contribute to boosting Busan's economy by generating annual sales of 97 billion won.

However, some experts criticize the efforts to build a repairing shipyard. A source from a shipbuilder said, "Due to high labor costs in Korea, it would have weaker price competitiveness compared to overseas ones. Since a repairing shipyard pushes out more waste than a shipbuilder, it could contaminate the marine environment." Jo In-gap of Good Morning Shinhan Securities said, "It's understandable that shipping agencies need a repairing shipyard. Given the enormous amount of investment need for the project, however, it can be a good solution to forge a strategic alliance with established shipbuilders and let them repair large ships." **Source: Donga**



Namegiving of newbuilding L 213 from Odense Steel Shipyard

Mrs Lolita Tsai-Lange, married to Mr Reinhard Lange, Deputy Chief Executive Officer and Chief Operating Officer, Sea & Air Logistics, Kuehne + Nagel International AG, honoured A.P. Moller – Maersk and the Yard by naming the newbuilding **MAREN MAERSK**. **MAREN MAERSK** is the third ship in a series of six container ships. The ship is designed and built to meet the highest demands for safe, precise, environmentally friendly and economic transportation of goods all over the globe. Among other things, a waste heat recovery system is installed to optimise the use of the energy produced.

MAREN MÆRSK is a highly automated ship thoroughly monitored by advanced computer systems to ensure an optimal and efficient operation. To minimize the fuel consumption and thereby CO2 emissions the 12-cylinder Wärtsilä RT-flex diesel engine has been optimised for a more efficient and economical service speed. The propulsion machinery on **MAREN MÆRSK** develops 84,000 BHP. **Source: Skips Revyen**

French company to invest EUR 500 million in Varna shipyard

A French company will invest EUR 500 million into the shipyard in the Bulgarian seaside city of Varna, France and Germany's honorary consul in Bulgaria Nedyalko Nedelchev told Focus – Varna Radio.

The intergovernmental strategic cooperation agreement signed between France and Bulgaria on July 4th during Prime Minister Sergey Stanishev's visit to Paris, envisages a number of collaborative investments in Bulgaria, the most important being the project between the French company Armaris and Varna shipyard. The project is about the purchase of two corvettes for the Bulgarian Navy. **Source: [http: focus-fen.net](http://focus-fen.net)**

Drydocks World seeks loans for Singapore buyouts

Drydocks World LLC, the Dubai-owned shipbuilding and marine-repair company, hired eight banks to help it borrow US\$2.2 billion to refinance outstanding loans it used to pay for two acquisitions in Singapore. The company will start meetings with potential lenders in Dubai, London, Hong Kong and Singapore this week to get a US\$1.7 billion three-year loan and a US\$500 million five-year loan, it said in an e-mailed statement. BNP Paribas SA, DBS Group Holdings Ltd, Emirates NBD PJSC, HSBC Holdings plc, ING Groep NV, Lloyds TSB Group plc, Mashreqbank PSC and Standard Chartered plc are helping Drydocks World get the loans, the statement added. Banks may lend in US dollars, Singapore dollars or United Arab Emirates dirhams. Drydocks World last year said it paid US\$2.2 billion to buy Pan-United Marine Ltd and Labroy Marine Ltd to gain ships and Asian shipbuilding sites as it expands outside the Middle East. It is a unit of Dubai World, the state investment group that also controls DP World Ltd, the fourth-biggest container ports management company. Drydocks World in November borrowed US\$1.73 billion from banks led by BNP, DBS, Emirates NBD and Lloyds TSB in a loan that matures on Aug 27, data compiled by Bloomberg show. **Source: businessstimes.com.sg**

Government might help out Sevmash

During his visit to Severodvinsk, Arkhangelsk Oblast, last Friday, Prime Minister Vladimir Putin said that the government will help crisis-ridden shipyard Sevmash overcome its financial problems. Mr. Putin who visited Arkhangelsk city and Severodvinsk on 11 July, during his stay confirmed that the government has decided to come up with a rescue package for the huge state-owned Sevmash yard.

The premier said that government will guarantee for a 6 billion RUB loan and that the plant will get several new orders from the military.

-We are also ready to take additional action with will positively influence the salary level in the company, Putin said, newspaper Vesti Pomorya reports **Source : Barents Observer**

Another worker dies at Hanjin shipyard

Another worker has died from injuries he sustained when an eight-ton steel beam slipped and hit him at the shipyard of the Korean firm Hanjin Heavy Industries and Construction (HHIC) Philippines Inc. here.

Benje Gamolo, 31, who worked for a Hanjin subcontractor, Subic Hansung Inc., was reportedly installing a back girder on Saturday when the right section of the eight-foot long steel beam slipped and hit him on the back and left side of the body. The back girder was used as a brace for parallel columns.

The accident happened at 4:10 p.m. on Saturday at the shipyard's Assembly Shop C.

Gamolo was taken to the James L. Gordon Memorial Hospital in Olongapo City, where he died at about 7:30 a.m. Sunday. He was the 13th worker to have died in work-related accidents at the shipyard since the project started in 2006.

As a result of this latest accident, the Subic Bay Metropolitan Authority on Monday issued a second cease-and-desist order (CDO) against HHIC. However, the order would only affect the Assembly Shop C and not the other operations. It would only be in effect for seven days.

In a statement, the SBMA said it would "impose further legal and regulatory measures should Hanjin fail to comply with health and safety requirements."

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 187

The SBMA also said it expected a "full account of the accident from investigators at its (SBMA's) public health and safety office and its law enforcement department to determine whether punitive actions against any erring entity would be warranted." Last June, SBMA issued a CDO against the operations of HHIC's construction arm after a worker died from an accident at the shipyard. The CDO was effective for seven days only.

In April, a workplace safety and health assessment conducted by the Department of Labor and Employment at the Hanjin facility revealed that accidents in the shipyard could be attributed to the firm's health and safety lapses.

The DOLE report said "over 4,300 accidents occurred in HHIC" and that "most of the accidents were due to falls, burns and punctures, which resulted in fractures, loss of body parts, lacerated wounds, dislocations and body sprains."

But in 2007 to 2008, although SBMA records showed a steep drop in the number of accidents, from 3,273 in 2006 to 1,120 in that period, nine deaths were recorded. The report also noted 54 malaria cases and one dengue case.

The DOLE report, however, said the figures "have to be regarded with great circumspection" because the "data received by SBMA from HHIC were limited to summary reports of illnesses and accidents."

"Notwithstanding data limitations, the DOLE team felt that the prevalence and incidence of fatalities were alarmingly high; with one fatality for every 124 accidents," it said. The report said "majority of fatalities occurred in construction while carrying out welding and cutting works, roof works, masonry, materials handling, maintenance, heavy equipment operation and steelworks."

Akbayan Representative Ana Theresia Hontiveros-Baraquel earlier filed House Resolution 430, which directed the House committee on labor to do an urgent inquiry on the health and safety conditions at the Hanjin shipyard.

Source : Central Luzon Desk

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Fredriksen still pursuing OSG

John Fredriksen is again eying Overseas Shipholding Group.

In a July 10 SEC filing, Frontline, Ltd., Bandama Investment Ltd., Hemen Holding Limited, and John Fredriksen, reported various transactions in OSG stock.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 187

Bandama is a wholly-owned subsidiary of Frontline. Hemen is the principal shareholder of Frontline. Mr. Fredriksen indirectly controls Hemen and is the Chairman, Chief Executive Officer, President and a Director of Frontline. For the purpose of the SEC filing they were referred to as "the reporting person." We'll just refer to them as Frontline

According to the filing, Frontline expects to be in contact with members of the OSG management, the members of the OSG board, other significant shareholders and others "regarding alternatives that [OSG] could employ to increase shareholder value, including transactions which may result in the [Frontline] combining with or acquiring control of the Issuer."

Frontline says it "reserves the right to effect transactions that would change the number of shares [it] may be deemed to beneficially own. Frontline "further reserves the right to act in concert with any other shareholders of the Issuer, or other persons, for a common purpose should it determine to do so, and/or to recommend courses of action" to the OSG management, Board, shareholders and others."

On April 16, it may be recalled, OSG announced today that U.S. ownership of its common stock was 77 percent, the minimum percentage of shares that must be owned by United States citizens in order to preserve the status of OSG as a Jones Act company, in accordance with the company's charter and bylaws.

It said that under OSG's organizational documents, any share transfer that resulted in U.S. ownership falling below 77 percent was ineffective and could not be consummated and that it had advised BNY Mellon Shareholder Services, its transfer agent, to strictly enforce this limitation.

There's been no announcement that OSG's charter has been changed to eliminate this obstacle. However, the creation of OSG America L.P. looks to have created a vehicle that could be fully spun off to preserve OSG's Jones Act activities.

Source : **MarineLog**



The Polish **TRYTON** seen moored in Rotterdam – Europoort – Scheurhaven

Photo : **Ruud Zegwaard** ©

Oman doubles allocation for Duqm port project

The Omani government has almost doubled its allocation for the Duqm Port and Dry Dock project to allow for the development of a world-scale maritime gateway on the sultanate's southeastern coast. The initial investment in developing the marine infrastructure for the giant port and ship repair yard complex has gone up from 368.9 million Omani riyals to 700 million riyals. The additional allocation will go towards expanding the overall capacity and size of the port to make it suitable for supertankers and mega-sized chemical carriers.

An international consortium of contractors is currently developing the marine infrastructure for the port project, covering the dredging and reclamation components, as well as construction of breakwaters and quay walls. However, with the latest allocations, the scope of their contract has been further enlarged to enable the creation of a deepwater port that can accommodate a major shipbuilding yard in the future.

The enlarged port will now feature extended breakwaters, deepwater berths of -18 metres, a considerably lengthened quay wall to accommodate chemical and liquids carriers, and a deepened access channel. The Omani government hopes to capitalise on Duqm's proximity to international and regional sea lanes to attract all manner of ships that require maintenance, repair and dry docking services. **Source : GulfNews**

Consortium of bidders for TUI's Hapag-Lloyd makes progress

Attempts by a Hamburg-based consortium that plans to bid for TUI AG.'s shipping line Hapag-Lloyd to attract more private investors are progressing well, *Wirtschafts-Woche* reported. The report, which did not cite its sources, said the minimum capital contribution has been set at 100 million euros. Financial investor JC Flowers, which holds a 26.6 percent stake in HSH Nordbank, the world's largest financier of ship construction, has been approached, it said. Talks were also launched with shipping entrepreneur Jochen Doehle and billionaires Michael Otto and Rudolf-August Oettker. The latter, however, is believed to have declined entering the consortium, the report said.

According to reports, TUI aims to sell Hapag-Lloyd for 4 billion euros to 5 billion euros, but German media reported that interested parties are eyeing a price around 3.8 billion euros as the shipping market has been hit by falling freight rates and surging oil bunker costs.

The city of Hamburg will join the local consortium around Kuehne & Nagel chairman Klaus-Michael Kuehne, MM Warburg co-owner Christian Olearius and former Hamburg city finance senator Wolfgang Peiner and is prepared to spend a triple-digit million euro amount to prevent a sale to a foreign investors such as Singapore's Neptune Orient Lines. Separately, *Welt am Sonntag* reported without citing sources that the TUI supervisory board will convene Aug. 11 to discuss the future of Hapag-Lloyd. **Source: Forbes**



The **STARGAZER** seen departing from Willemstad (Curacao) - **Photo : Kees Bustraan ©**

Fredriksen against Hapag Lloyd sale, calls for TUI ceo to resign

Shareholders of German travel agent TUI AG continue to battle it out as its major shareholder, Norwegian billionaire John Fredriksen, demands the sale of Hapag Lloyd, TUI's container shipping business, to stop.

Fredriksen, TUI's largest shareholder at 15 percent stake, is against the divestment and prefers a spinoff of Hapag Lloyd. He also called on TUI CEO Michael Frenzel to resign because the latter supports the sale.

The Norwegian businessman cited a volatile global market, which indicates TUI will not be able to get a good deal. TUI has put a \$6 billion to \$7 billion price tag for Hapag Lloyd, however, offers were only at about \$5 billion as the shipping market was badly hit by declining freight rates and increasing bunker prices, according to reports.

Last week, Fredriksen wrote members of TUI's supervisory board alleging that Frenzel plans to sell off Hapag-Lloyd without obtaining shareholder approval. He plans to take legal action if TUI fails to schedule an extraordinary general meeting to discuss the divestment with investors. The supervisory board warned against a spin off: "A spinoff would destroy value and would thus not be in the interest of shareholders," the board said in an e-mailed statement carried by Bloomberg.

TUI plans to divest Hapag-Lloyd through a sale to an investor, a merger with a competitor or a spin-off from TUI. Management has been on the lookout for a buyer through a sale.

TUI gave a mid-August deadline for preliminary non-binding bids. "A final evaluation of the different separation options -- trade sale, merger or spinoff -- will only be possible once binding bids will have been submitted by this autumn," TUI added.

TUI would need to repurchase over \$3.2 billion of bonds for a spin off, which is "impossible" without the infusion of fresh capital. The move also requires a 75 percent shareholder approval during its annual general meeting. **Source :** [Seatrade Asia](#)

Indian flagged vessels drop from 40pc of national fleet to 11.8pc

Overall tonnage of Indian-flagged vessels has fallen from a high of 9 million gross tons to 8.84 million gross tons as of June 1, reports the Economic Times of India.

In terms of ships, rather than tonnage, Indian-flagged ships have plummeted from 40 per cent to 11.8 per cent since 2000, according to MK Banger, a marine consultant for the Maharashtra Maritime Board.

The decline is being blamed on the scrapping of aging vessels and the preference of foreign flagging among Indian shipowners.

The report said that many Indian carriers, including Essar Shipping and the Shipping Corp of India, have scrapped older vessels ahead of the delivery of newer vessels, which will be arriving over the next couple of years.

It also noted that some shipping lines have started registering vessels under flags of convenience, such as with the Marshall Islands, to avoid the restrictive maritime policies suffered by Indian-flagged vessels. **Source:** [schednet](#)

DONJON RECOVERS SUNKEN CLAMMING VESSEL IN MANASQUAN INLET, NJ



On July 2, while outbound to begin clamming operations, the **F/V Susan II**, a 120-ton clam vessel, sunk in approximately 35 feet of water 350 yards East of the Northern Jetty of Manasquan Inlet in Manasquan, New Jersey. The vessel allegedly made contact with the jetty, developed a hole and was lost. The three-person crew was rescued by the U.S. Coast Guard.

Donjon Marine Co., Inc., a provider of multi-faceted marine services including marine salvage, heavy lift, dredging and related emergency response services, was immediately contracted by the vessel owner to recover the vessel. It was lifted to the surface by Donjon's derrick barge **Columbia New York**, placed and secured on the

deck of the Columbia and subsequently towed back to New York Harbor by Donjon's attendant 7000-horse power tug **Atlantic Salvor** for survey and disposal. The job was successfully completed on July 10, after weather allowed for the operation to begin.

Nakheel awards Dh2.2b contract for Mina Rashid



Nakheel on Sunday said it has awarded a Dh2.2 billion contract to a joint venture between Dredging International and Boskalis Westminster Middle East to reclaim land at Mina Rashid, the newly rebranded project redevelopment at Port Rashid.

"The contract will include a sizeable amount of land reclamation, including the construction of a breakwater and shore protection. Approximately 86 million metre cube of sand will be

7/14/2008

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 187

dredged reclaiming 540 hectares of new land. Work will start immediately and will be completed within a period of two and a half years," Nakheel said.

Nakheel has completed stage one of land sales at Mina Rashid. More than 20 plots have been sold to local, regional and international developers and will be handed over at the end of this year.

Nakheel recently invited a number of developers to look at its redevelopment plans for Port Rashid and available plots were sold out in a matter of weeks. Abdul Rahman Kalantar, managing director of design and planning, Nakheel, said: "Mina Rashid will be very carefully planned."

The Mina Rashid development will be approximately 760 hectares in size and around 600 hectares will be reclaimed.

The project will provide a balance of residential, office and commercial development within an urban waterfront environment. It will have 17.5 kilometres of waterfront promenade and the projected population will be 225,000 people.

Mina Rashid will have a host of public transport options including an internal mass transit and water taxi system that will provide links to the Dubai Metro, Dubai Maritime City and Palm Deira.

UR 97 IN SINGAPORE FOR SLIGHT LIST



The barge **UR 97** seen at Kwong Soon Engineering in Singapore, to correct a slight list developed on the tow down from China, the barge loaded with barges and inland water barges is enroute Rotterdam, as can be seen at the photo onboard are new barges (**6615 & 6619**) for **MULLER** in Dordrecht and the barge **ALBATROS** for Herbosch Kiere, as can be seen at the photo the transport barges getting smaller as well the tugs which are towing the long distance from China to Europe and the cargo is getting stacked higher - **Photo : capt. Jelle de Vries ©**

New terminal in Black Sea Region

Project of Maersk

APM Terminals announced the start of a new container terminal development at the Black Sea Ukrainian Port of Ilyichevsk, the press-service of Maersk reports.

According to Klaus Rud Sejling, APM Terminals' Vice President of Business Development, the final plans will be firmed up later this year with a tentative completion date of 2011. **Source : SeaNews**

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DP World signs agreement to operate in Port of Aden

DP World on Sunday said it had finalised a joint venture with the Gulf of Aden Port Corporation that will see DP World operating and developing the container handling facilities in Aden.

"The agreement includes the lease of both Aden Container Terminal and of nearby Ma'alla Container Terminal, and a commitment by the joint venture to invest around \$220 million in further developing the port, including building a new 400 metre berth extension to Aden Container Terminal within five years from handover, which is expected by the end of this year," DP World said.

Capacity at Aden port is currently around 700,000 TEU (twenty foot equivalent container units) and is expected to grow to around 1.5 million TEU by 2012. The joint venture plans to further expand capacity as dictated by market demand as part of the second phase development rights.

Also at the signing were Yemeni Minister of Transportation Khalid Ebrahim Al Wazir and DP World vice-chairman and group CEO of Ports and Free Zones World Jamal Majid Bin Thaniah.

DP World Chairman Sultan Ahmad Bin Sulayem said: "The port is strategically located to capture significant growing regional transshipment volumes. In addition, Aden is a key domestic cargo gateway for Yemen, and has been experiencing average annual growth in domestic throughput of around 18 per cent over the past seven years. We believe Yemen will benefit significantly from efficient port and logistics infrastructure and we look forward to working with our new partners into the future."

Deputy Prime Minister for Economic Affairs and Minister of Planning and International Co-operation, Abdul Karim Esmail Al Arhabi said: "We welcome this important agreement and are pleased that the Port of Aden has established a long term relationship with DP World. We are committed to the development of Yemen and believe DP World will be an partner in helping us realise that ambition." **Source : Gulf News**

Maersk starts intra-Asia loop (IA-4) from July 21

Maersk Line and its sister company MCC Transport will start a weekly intra-Asia service linking China with Singapore, Malaysia and Indonesia from Shanghai on July 21.

The Intra Asia Service 4 (IA-4) will have a round trip of 21 days and port rotation of Shanghai, Ningbo, Shekou, Singapore, Port Kelang (Northport and Westport), Jakarta, Hong Kong and back to Shanghai. **Source: schednet.com**



The brandnew KNRM Ouddorp lifeboat **BARON VAN LYNDEN** seen at "vlaggetjesdag" in Stellendam
Photo : Lenie Kleingeld ©

Algeria's Sonatrach buys new tanker

Algeria's Sonatrach has purchased a new methane tanker with a capacity of 75,500 cubic meters of methane gas, the company said. The tanker, which has four gas berths, arrived on July 8, and will be in service for 20 years, the Mediterranean Basin News Line reported. The ship, built by Sonatrach subsidiary Hyproc Shipping Co., was financed by a joint Algerian-Japanese venture with half of the financing coming from Sonatrach, the report said. The ship "will reinforce Sonatrach transport capacities, as part of its strategy to increase LNG sales on the Mediterranean markets," Sonatrach said in a statement. **Source: UPI**

China's port operators dented by slow growth

Shares in Chinese port operators should come under pressure over the rest of the year after a steeper-than-expected fall in the country's June exports underscored the potential for growth to keep tanking, Reuters reports. Analysts said they would review the situation and some may downgrade the sector, although others remained bullish on its long-term prospects with China expected to stay a global trading power. Container traffic growth in China's two largest ports, Shanghai and Shenzhen, slowed sharply in June. Shenzhen, the world's fourth busiest port -- after Singapore, Shanghai and Hong Kong -- saw just 3.5 percent growth in traffic last month from a year ago and a 0.6 percent decline from May, according to data from the Hong Kong Shippers' Council. Worrying is the fact that the port's premier terminal, Yantian (pictured), in the east, has reported negative growth this year for the first time in its history -- a victim of a weak transpacific market.

Growth in Shanghai's container throughput slowed about half, to 10.4 percent for the first six months, from 20 percent in the whole of 2007. Shenzhen grew 7.2 percent in the first six months, down from 14 percent achieved last year.

"We've seen the peak, container terminal shipments are now in a downtrend," said Geoffrey Cheng, an analyst at Daiwa Institute of Research **Source : Seatrade Asia**

Impounded ship LADY EAST prepares to sail from Richards Bay



LADY EAST before her sale at auction and subsequent repair and renaming to **LADY JOSEPHINE**.
Picture Admiralty Sales ©

With repairs completed and in compliance with South African Maritime Safety Authority (SAMSA) requirements, the arrested ship known formerly as **LADY EAST** was expected to sail from port this past weekend under her new name **LADY JOSEPHINE**.

Lady East was sold recently at auction in Richards Bay for a figure of USD6.575 million plus a further USD86,000 to cover bunkers on board the vessel.

The ship was detained a year earlier soon after arriving in Richards Bay to take up a charter with Island View Shipping, but was found to be defective and unsafe, leading to SAMSA withdrawing the ship's papers.

Before she came up for sale desperate crew stranded on the ship painted a large SOS along the sides of the vessel drawing attention to their plight.

At an auction sale this year under the hammer of Capt Roy Martin of Admiralty Sales the vessel was knocked down to Syrian interests, who expressed the intention of repairing the vessel and continuing trading with her for at least several more years.

More than 120 tonnes of new steel has gone into completing those repairs, which included major structural repairs, making this one of the larger jobs undertaken at Richards Bay. The work was undertaken by Richards Bay company Seabulk Marine who said the job emphasised the need for a dry dock at the port.

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Hurricane Bertha weakens to tropical storm

Hurricane Bertha weakened back into a less-menacing tropical storm on Sunday after stalling for a day near the British colony of Bermuda, the US National Hurricane Centre said.

The top sustained winds of what had been the first hurricane of the 2008 Atlantic storm season slipped to 115 km/h, below the 119km/h threshold at which tropical storms are classified as hurricanes.

Bertha was expected to weaken a little more and then pass slowly "not far to the southeast and east" of Bermuda, a wealthy mid-Atlantic offshore finance centre, when it finally began moving again, the hurricane centre added.

At one point a "major" Category 3 hurricane on the five-step Saffir-Simpson scale of storm intensity, as Hurricane Katrina had been when it came ashore near New Orleans in 2005, Bertha weakened because of its lack of movement. Its energy had churned up colder waters from beneath the sea surface, depriving it of the warm water that fuels tropical storms.

Bermuda, which is also a major tourist resort, has strict building codes and a tropical storm is unlikely to pose any significant threat to its 66,000 people.

Oil markets had kept a wary eye on Bertha after it formed because of the potential of hurricanes to cause havoc among the oil rigs of the Gulf of Mexico.

Bertha formed near the Cape Verde Islands off Africa and its development so far east so early in the season is viewed by some hurricane experts as ominous. **Source : Gulf News**

.... PHOTO OF THE DAY



The 1924 built Dutch brick **Astrid** seen in Brest
Photo : Jacques Carney ©

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