

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 223



**Number 223 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Wednesday 27-08-2008**

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

A collage of maritime images including a ship at night, an offshore platform, a ship's deck, a ship's hull, a ship's deck, and a ship's hull. In the center is a circular logo for T&T BISSO RESPONSE. The logo is blue with yellow text and a yellow border. The text inside the logo reads "T&T BISSO RESPONSE". The border contains the following text: "EMERGENCY RESPONSE - OP90 - SALVAGE - DIVING - CASUALTY MANAGEMENT - POLLUTION RESPONSE - FIREFIGHTING - RESCUE TOWING - LIGHTERING".

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**The HELLESPONT TRUST seen at Maaspilot station outward bound from Rotterdam-Europoort**

**Photo : Piet Sinke ©**

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## EVENTS, INCIDENTS & OPERATIONS

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### Passport check holds up cruise passengers

About 1600 Australian cruise ship passengers were forced to wait in a Russian port for five hours today, as local authorities took hours to make a series of passport inspections.

The **Sun Princess**, which left Sydney on July 14 carrying 2000 passengers - mostly Australians - was held in the port of Petropavlovsk on Russia's east coast as the Russian navy checked and re-checked every passport.

Fairfax Media understands the cruise ship was blocked from leaving the port by two naval frigates.

"We were meant to leave at 4.30pm, but they didn't let us go until 9.30," one passenger, Ellie Fitz-Gerald from Sydney said.

"It was very frustrating. They came on to collect the passports at 5.30am - all they had to do was stamp them. But they took forever to process them. Some people couldn't even get off the boat because the authorities wouldn't give their passports back. They were just stuck on the boat. Then they insisted on checking them all again. The captain was furious."

Local authorities did not explain why they had kept the boat so long. However, the port of Petropavlovsk has played a role in the stoush between Russia and NATO over the decision of the former to send troops in Georgia.

News website Chinaview.com reported on August 19 that Russia had refused to allow a US warship into Petropavlovsk as part of the NATO-led Open Spirit 2008 naval exercise, because of the body's support for Georgia.

Australia has close ties with NATO and has spoken against the invasion of Georgia. **Source : SMH.com.au**

### Port of Rotterdam Authority starts construction of Maasvlakte 2

The Port of Rotterdam Authority has announced that it is to start construction work on Maasvlakte 2 at the beginning of September. This announcement was made by Hans Smits, Port of Rotterdam Authority CEO, on 19 August, during the presentation of the company's half-yearly figures.

According to Mr Smits, the Port Authority now has all the necessary permits to start the work.

A limited number of appeals have been lodged against these permits, mainly relating to the use of Maasvlakte 2 and to part of the environmental compensation work that is planned.



After 15 years of planning and preparation for Maasvlakte 2, a start will now be made on dredging sand in the Yangtzehaven, using the cutter suction dredger **Zuiderklip**.

Left : The new **GATE LNG storage** depot under construction at Rotterdam-Maasvlakte – **Photo : Rik van Marle ©**

The sand will then be transported, via a pressure pipeline, to the place where the APM terminal is to be built, to the north of the Slufterstrand. Soon after this, the first hopper dredger will begin to build the soft coastal defences and begin reclamation work off the coast.

## Filipino crew member died on hijacked Malaysian tanker

A Filipino crew member died in an "accident" while the Malaysian palm oil tanker he was working on was seized by pirates off the coast of Somalia last week, the ship's owner said. The **Bunga Melati Dua**, owned by Malaysian shipping company MISC, was seized last Tuesday in the Gulf of Aden with 39 crew, including 29 Malaysians and 10 Filipinos, and remains in the hands of the pirates.

The tanker, fully laden with 32,025 tonnes of palm oil, was heading towards the Dutch port of Rotterdam from Sumatra in Indonesia at the time of the attack. "We have been able to establish more communication with the crew of **Bunga Melati Dua** and are now able to confirm that the fatality on board involving a Filipino crew member was an accident during the time of boarding of the vessel by the hijackers," MISC said in a statement issued late Monday. "All remaining crew members are safe and are taken care of. Negotiations are ongoing to secure the safe release of the crew members," it said. MISC did not elaborate on the accident or how the man died.

"To protect and safeguard the safety of our people on board, we are not able to provide any detailed information at this point of time," it said. Last Thursday, three more ships -- German, Iranian and Japanese -- were hijacked off the Somali coast in an unprecedented series of attacks. Seven ships have been menaced in the Gulf of Aden in the past month. Noel Choong, head of the Kuala Lumpur-based International Maritime Bureau's (IMB) Piracy Reporting Centre, said he was unable to provide further details on the Malaysian ship or the other vessels.

"The ships are still hijacked, nothing has changed yet," he told AFP. Somalia has no central government and the IMB has called on the United Nations to take action to secure the waters and stop the piracy menace in the Gulf of Aden. The waters off Somalia and Nigeria are the most pirate-infested in the world, with the IMB reporting 24 attacks in Somalia and 18 in Nigeria between April and June this year.

## "Zeeschepen weer op volle snelheid"



De snelheidsbeperking voor zeeschepen die langs de kust van Walcheren varen is opgeheven. De schepen mogen weer harder dan 10 mijl per uur varen door de Sardijngemaal en het Oostgat. De snelheidsbeperking werd vorige week ingesteld door Rijkswaterstaat, nadat hoge vloedgolven voor gevaarlijke situaties hadden gezorgd op het Vlissingse badstrand.

De loodsen hebben beloofd beter op te letten en de snelheid aan te passen als dat nodig is. **Photo : Willem Kruit ©**



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## Somali pirates seize 8 ships

Around eight ships have been seized by pirates off the lawless Somali coast with gunfire being reported during one of the hijackings, an official said on Monday.

"Around eight ships have been seized, but we believe there were no fatalities," Andrew Mwangura, the head of the Kenya-based East African Seafarers' Assistance Programme told Deutsche Presse-Agentur dpa.

"There was a shoot-out at one of the ships, but it was a quarrel between the gunmen," he continued. "We understand there were no injuries." Earlier reports had suggested three sailors had been killed. Mwangura said it was too early to give full details on all of the seized craft, but said that they were a mix of tankers and cargo ships.

Piracy off Somalia's lawless coast has surged in the last three months. A total of four ships - from Germany, Japan, Iran and Malaysia - were seized last week alone. The International Maritime Bureau (IMB) issued a fresh piracy warning for the region last week and called on international warships to help curb the rising trend.

"The situation in this region is grave," IMB Director Pottengal Mukundan said in a statement. "These pirates are not afraid to use significant firepower in attempts to bring vessels under their control." The UN Security Council has approved incursions into Somali waters to fight piracy and coalition warships are believed to have intervened in two recent hijacking attempts.

Somalia's weak transitional government, currently engaged in countering a bloody insurgency, is powerless to stop the pirates from seizing ships and cashing in by demanding a ransom for the release of the ships and their crews.

Pirates, armed with rocket-propelled grenades and automatic weapons, use speedboats to pursue their targets. Somalia has been in a state of anarchy since the overthrow of dictator Mohamed Siad Barre in 1991. **Source : Sapa-dpa**



The **PUELO** seen assisted by the **FAIRPLAY 16** in the port of Rotterdam  
**Photo : Anneke Kats ©**

## Coast Guard not afraid of Northern Fleet

Despite the presence of Northern Fleet vessels, the Norwegian Coast Guard continues to detain Russian trawlers suspected in illegal fishing in the waters around Spitsbergen. Meanwhile, Russian fishermen call for their Navy's intervention. Only in the course of the last week, the Norwegian coast guard vessel "**KV Svalbard**" has detained two trawlers, one of them for the catch of under-size fish and the other for irregular catch registration.

The detentions have taken place amid the presence in the area of Russian Northern Fleet vessels. Russian Navy commander Vladimir Vysotskii in July this year announced that two Northern Fleet vessels, the "**Severomorsk**" and the "**Marshal Ustinov**" would be sent to Arctic waters, including the Spitsbergen zone, for the protection of national interests. The announcement came after demands from the federal Fishery Agency (Rosrybolovstvo).

None of the Navy vessels have however intervened in the Norwegian detention of Russian trawlers. According to Nezavisimaya Gazeta, Deputy Navy Commander Igor Dygalo confirms that military action in a situation with trawlers can only be made after the approval of the Foreign Ministry.

The Russian Foreign Ministry, however, has kept silent in the recent situations, Nezavisimaya Gazeta writes.

Norway in 1977 established a 200 mile fishery protection zone around the far northern archipelago, and now claims sovereignty over the waters. Russia, meanwhile, is strongly against the Norwegian claim, and disputes Norway's right to control Russian trawlers operating in the area. **Source : Barents Observer**

## US destroyer heads to Georgian port of Poti

A US navy destroyer carrying humanitarian aid to Georgia was headed to the port city of Poti, where Russian forces were deployed, a US embassy spokesman said Tuesday. The **USS McFaul** and another US ship, the **Dallas** coast guard cutter, were to arrive Wednesday in the strategic Black Sea port in a strong show of support for Georgia. "At the request of the Georgian government, they will be delivering humanitarian aid to Poti," spokesman Steve Guice told AFP. Asked about the presence of Russian soldiers in Poti, Guice said: "We are not trying to provoke anything, but we are willing to go wherever to deliver humanitarian aid." Georgian Interior Ministry Spokesman Shota Utiashvili told AFP that Russian forces were holding two positions on roads leading into Poti in western Georgia on Tuesday. Russian forces have also carried out patrols in the city after the bulk of its forces withdrew from Georgia last Friday. Moscow says it has the right under a French-brokered deal to maintain an "area of responsibility" far into the country's territory, including in and around Poti.

The **McFaul** arrived at the port city of Batumi on Sunday as the first of three US ships that are to carry thousands of blankets, hygiene kits, baby food and infant care supplies to Georgia. It had been moored about two kilometres (1.2 miles) offshore from the Black Sea port. The US Navy has said that the **USS Mount Whitney**, the flagship of the Sixth Fleet, will also set sail for the Black Sea at the end of the month.

Russia has accused NATO countries of using humanitarian aid as cover for a build-up of naval forces in the Black Sea in the wake of the conflict. On Monday, a Russian warship active during the conflict with Georgia left the Ukrainian Black Sea port of Sevastopol, an AFP correspondent said. The **Moskva**, equipped with P-500 Bazalt sea-based anti-ship missiles and an air defence system, had returned to port on Saturday after leaving its base on the second day of Russian manoeuvres in Georgia. A crew member quoted by RIA Novosti said that the warship was cruising eastern areas of the Black Sea, not far from Georgia. Russia sent tanks and troops into Georgian territory in response to a Georgian offensive on August 7 to retake South Ossetia, a breakaway region backed by Moscow.

## KNRM vaart voor vermiste kite-surfer 3 mijl voor Hoeks strand

Door : Ron Zegers –KNRM Hoek van Holland



Dinsdag avond 26 augustus werd KNRM reddingstation Hoek van Holland om 18.05 uur gealarmeerd door het kustwachtcentrum den Helder dat er voor de Hoekse kust een surfer werd vermist. Om 18.30 uur was de KNRM reddingboot **Jeanine Parqui** bij een surfzeil die 3 mijl uit de kust dreef. Via contact met hulpdiensten op het strand begrepen dat de desbetreffende kite-surfer in redelijke conditie door een boot van de watersport vereniging aan wal was gebracht.

De **Janine Parqui** bleef stand-by de surfspullen dobberen, deze werden door een boot van de

strandwacht Hoek van Holland en de watersportvereniging opgepikt en naar het strand gebracht. Ondertussen was de surfer door de strandwacht verzorgd en kon de ongelukkige surfer om 18.45 uur worden herenigd met zijn surfspullen.

## \*\*\*\*\*Het KNRM Gala\*\*\*\*\*

### Zorg dat u erbij bent op 17 november in het Kurhaus

Heeft u interesse om met uw onderneming aan te sluiten bij dit maritime gezelschap? Neem dan contact op met het directiesecretariaat van de **KNRM**, mevrouw **Ria Ravenstijn**. Zij is te bereiken op 0255-548464 of via [gala@knrm.nl](mailto:gala@knrm.nl). Voor een goede beeldvorming van de avond verwijzen wij u naar [www.knrm.nl/reddersgala](http://www.knrm.nl/reddersgala)

## Philippines tries to stop sailors going to danger zones

The Philippines is to look at ways to keep its sailors out of dangerous waters following abductions off Somalia and Nigeria, the foreign secretary said Tuesday. Alberto Romulo said Filipinos are already banned from working in dangerous countries like Iraq and Afghanistan, although some manage to slip in without government consent.

"It's time for us to propose ways that the sea-based workers not go to dangerous areas," he told reporters in Manila. Romulo made the suggestion before the owner of a Malaysian tanker seized by pirates off the coast of Somalia last week announced that a Filipino crew member had died. He did not specify how such a rule could be imposed on Filipinos, who form the backbone of the world's merchant seamen. Many work on vessels that pass through the Gulf of Aden, near Somalia, where recent abductions have taken place.

<p><a href="mailto:info@nexumcm.nl">info@nexumcm.nl</a> <a href="http://www.nexumcm.nl">www.nexumcm.nl</a> Contact : Ad de Kock M: +31 .653.813178</p>	 <p><b>NEXUM</b> Contract Management • Mediation</p>
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## Armed gang rob German financiers on yacht off Corsica



A daring heist saw an armed gang target a luxury yacht off a Mediterranean island with German financiers on board robbed of a large cash sum, officials said Monday. Masked gunmen stormed aboard the yacht off the French island of Corsica, overpowered crew and guests and made off with 138,000 euros (204,000 dollars) from its safe.

It was the first time such a security breach has occurred in French waters, officials said. Speaking French with a Corsican accent the men, armed with rifles and handguns, boarded the 55-

metre Cayman Islands-registered **Tiara** just before midnight on Sunday and quickly overwhelmed the 10 crew members and nine German passengers, police said.

"The operation only took a few minutes and, apart from the threat of their weapons, the robbers did not commit violence against the ship's occupants," according to a source close to the investigation. "Nor were they interested in the wallets or the jewels" of those on board the Sardinia-bound yacht, the source added. Once they had grabbed the money from the safe they made off on the same rubber dinghy they had arrived in.

**Tiara** was moored off Porto Vecchio in the south of the island at the time of the robbery. In 1997, two English tourists were robbed at sea, but the manner of this raid was completely unique, police said. The prosecutors' office in the Corsican capital Ajaccio has opened an inquiry which is leaning on police from further south, along with those from Porto-Vecchio. Ajaccio prosecutor Jose Thorel confirmed the **Tiara** was carrying 138,000 euros in its safe.

As of late Monday, the investigators' search for the assailants' dinghy was ongoing, while they were still questioning the passengers and crew. Those renting the yacht for the month -- at a cost of 180,000 euros a week, according to prices listed on the Internet by its charter company -- were wealthy members of the German financial world who preferred to remain anonymous, the investigative source said. "They aren't known personalities but people with a solid financial foundation," was all the official would say. The art-deco styled **Tiara** has five cabins and at least one marble bathroom and can sleep up to a dozen passengers. Its rear deck is large enough to fit a helicopter. It is a well-known sea fixture for Corsicans who watch it pass by regularly.

## CASUALTY REPORTING

### Vessel with timber aground, river Don

m/v **Ajaks II** ran aground on 3164-3165 kilometer mark, river Don, en-route Obukhovka – Turkey, with 1300 mt timber on board. Draft loss 0.25 meter. No hull damage, no spill, traffic in area not affected. m/v **Ajaks II** – dry cargo vessel, dwt 1649, built 1985, flag Russia, owner PACIFIC MARITIME SERVICES, IMO 8521878. Source : Mike Voitenko

## Dutch vessel aground, Saimaa channel

m/v **Diamant** ran aground in 60.38.4N 028.34.8E, port Vyborg zone responsibility, exiting Saimaa channel. Vessel touched bottom in turning point, no damages, no spill. 12.10 moscow time – with the help of waves from passing vessel, m/v **Diamant** refloated by own efforts. Master of Vyborg port detained vessel for inspection. m/v Diamant – dry cargo vessel, 2437 grt, flag Netherland, built 2005, manager WAGENBORG SHIPPING BV, IMO 9279068.

Source : Mike Voitenko

## Another Lake Victoria ship sinks

Another of Lake Victoria's ships, the ferry mv **AZZA** has sunk after developing technical problems while sailing near the Bukasa Islands. Earlier the Tanzanian-owned ship had departed from the port of Mwanza with a cargo of 200 tonnes of mineral water and 40t of cotton cake seed. The crew of 15 took to a liferaft and was rescued without suffering any serious injuries.

The Bukasa Islands lie in Ugandan waters. **Azza** was en route to Port Bell at the time. Source : Ports.co.za

## Ropax crashes

Buquebus said Tuesday that it is investigating why one of its ropax ferries crashed into a dock in the port of Buenos Aires. But the Argentine ferry and bus owner says its 560-passenger **Eladia Isabel** (built 1986) is "technically capable of navigating" after the weekend crash, according to Uruguayan and Argentine media.

Fifteen passengers were injured in the accident, which occurred as the ferry was entering its terminal Sunday night. The vessel was returning from the Uruguayan city of Colonia. Although the company's investigation is ongoing, Buquebus says that the cause of the accident was not technical. The **Eladia Isabel** is the company's oldest ferry.

Source : Tradewinds

## Ferry stuck



The 7,200-gt Greek car/passenger ferry **Dimitroula** has been stuck at the islet of Lipsi for more than seven hours on Tuesday with serious engine trouble. The GA Ferries ship (built 1978) developed problems in two of its four engines, the Express website reported.

The **DIMITROULA** seen moored in Piraeus  
Photo : Piet Sinke ©

It was travelling between Piraeus and Rhodes with scheduled calls at Lipsi, Leros, Kos, Kalymnos and Symi. Its last recorded port state control inspection was in May last year in Greece. Five deficiencies were found but the vessel was not detained. Source : Tradewinds

## NAVY NEWS

# Medvedev Warns: Moscow Prepared to Cut NATO Ties

Russian President Dmitri Medvedev says his country is prepared to end all ties with NATO, over growing differences with the Western alliance on Russia's military incursion into Georgia. Mr. Medvedev said Monday that any decision to sever links with NATO would be difficult for both sides. But he told reporters in Sochi, Russia will survive, and that any break-up will be precipitated by the West.

The comments came just days after Russia informed NATO that it is halting military cooperation with the Western alliance.

The Russian leader also accused NATO members of "provoking" increasingly strained ties with Moscow. He mentioned NATO expansion and said NATO bases surround his country "from all sides." Top Russian leaders have broadly criticized Georgian and Ukrainian aspirations for NATO membership. Both also condemned a U.S. plan to provide NATO with a missile interceptor system for deployment in eastern Europe.

Russia calls the proposed missile shield a threat to its security. The United States says the system - limited to 10 missile interceptors - is aimed at protecting the United States and its allies from attacks by what it describes as rogue governments such as Iran. **Source : VOA News**

## SUNDHUVIJAY VISITS PORTSMOUTH



The Indian Navy's Project 877EM (Kilo class) submarine, **INS Sundhuvijay** pictured arriving at Portsmouth on 25 August. The vessel has recently completed an \$80 million refit at the Zvezdochka shipyard in Severodvinsk, Russia. The refit over-ran by six months due to the unacceptable performance of the Klub-S missile system during firing trials, when six missiles each missed their target. Once the problem was resolved the submarine started out on a three-month trip back to Mumbai.

**Photo : Gary Davies – [www.maritimephotographic.com](http://www.maritimephotographic.com) ©**

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## Iran launches submarine production

Iran has launched a submarine production line to ensure its forces are equipped to maintain security of the vital oil shipping route, the Strait of Hormuz waterway, the defence minister said.

Iran's ISNA news agency said it was for a "semi-heavy" class of submarine called Qaim but did not give details.

Following are some details about Iran's naval capability. The totals include equipment held by the Revolutionary Guards, which operate on land, at sea and in the air:

\* NAVY: There are 18,000 naval personnel. The navy has its headquarters at Bandar-e Abbas. Iran's navy has three Russian Kilo class submarines, three frigates and two corvettes.

-- As of 2001 the regular Iranian navy was in a state of overall obsolescence, and in poor shape because it had not been equipped with modern ships and weapons. The readiness of the three frigates is doubtful, and the two nearly 40-year-old corvettes do not have sophisticated weapons.

-- In late 2007 Iran launched a new locally made submarine and a navy frigate. The latest Military Balance also says Iran has three Kilo class patrol submarines with anti-submarine warfare capability and each with six single 533 mm torpedo tubes. It also has three Qadir coastal diesel submarines. Jane's Defence Weekly reported last November Iran was also building missile-launching frigates copied from 275-tonne Kaman fast attack missile craft purchased from France in the late 1970s. **Source : Tradearabia**

## Singapore says radiation leak by U.S. submarine will not affect public safety

A U.S. nuclear-powered submarine could have leaked a small amount of radiation during a Singapore stop in September 2006 but the radio activity leak would not affect public safety, Singapore's Defense Minister Teo Chee Hean said Monday.

Speaking in parliament, Teo said Singapore was informed this month by the United States Navy (USN) that the nuclear-powered submarine **USS HOUSTON** had been leaking trace amounts of radioactive water since June 2006.

The submarine had berthed at Changi Naval Base for five days in September 2006 and Singapore could also have been exposed to the leak.

The defense minister explained that the amount of radio activity leak, measured at 0.095 micro curies, was very minimal.

"The U.S. indicated that this was less than the amount of radioactivity found in a common smoke detector and would not have any adverse effect on human health, marine life or the environment," he said. Singapore also conducted its own investigations which "did not show any abnormal readings," said Teo. **Source : chinaview**

## Russia cruiser to test weapons in crowded Black Sea

Russia's flagship cruiser re-entered the Black Sea on Monday for weapons tests hours after the Russian military complained about the presence of U.S. and other NATO naval ships near the Georgian coast. The **'Moskva'** had led a battle group of Russian naval vessels stationed off the coastline of Georgia's breakaway region of Abkhazia during Russia's recent conflict with Georgia and sank smaller Georgian craft.

The assistant to the Russian Navy's commander-in-chief told Russian news agencies the cruiser had put to sea again two days after returning to its base at the Ukrainian port of Sevastopol.

**'Moskva'** has today departed toward the Black Sea Fleet's naval training range to check its radio-controlled weapons and onboard communications systems," Captain Igor Dygalo was quoted as saying by Interfax. The Russian navy's press office was unable to confirm his comments when contacted by Reuters.

The presence of so many ships from NATO countries earlier drew the ire of a Russian military spokesman during a daily media briefing on the conflict.

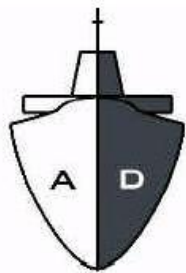
"The fact that there are nine Western warships in the Black Sea cannot but be a cause for concern. They include two U.S. warships, one each from Spain and Poland, and four from Turkey," Anatoly Nogovitsyn, the deputy chief of the Russian military's General Staff said.

On Sunday, the U.S. guided missile destroyer **USS McFaul** arrived with aid including camp beds, bedding, tents and mobile kitchen units, the U.S Defense Department spokesman Bryan. Whitman said. Separately, the U.S. Coast Guard cutter Dallas has been dispatched with aid, while a third vessel, the Navy command ship **USS Mount Whitney**, is being loaded in Italy with humanitarian supplies for Georgia, he said.

The NATO ships in the Black Sea are carrying more than 100 'Tomahawk' cruise missiles, with more than 50 onboard the **USS McFaul** alone that could hit ground targets, reported RIA news agency, quoting unnamed sources in Russian military intelligence.

## SHIPYARD NEWS

### ANGLO DUTCH SHIPBROKERS bvba



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## Hyundai Heavy to bid for Daewoo Shipbuilding

Korea's Hyundai Heavy Industries Co., the world's largest shipbuilder, today revealed that it plans to bid for a controlling stake in Daewoo Shipbuilding & Marine Engineering Co., the world's number three.

According to agency reports, Hyundai will submit a letter to express its interest by a Wednesday deadline.

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The state-owned Korea Development Bank (KDB) and a government agency, the Korea Asset Management Corp., are selling their combined 50.4 percent holding in Daewoo Shipbuilding in a move related to KDB's own privatization plan.

The sale is expected to fetch around \$8 billion.

Meantime, the Korea Herald reports that abundant cash reserves may be a key factor in deciding which bidder will succeed. Korea's top financial regulator, Jun Kwang-woo, chairman of the Financial Services Commission, yesterday said that companies should not borrow excessively in order to buy Daewoo Shipbuilding.

"If a company buys Daewoo Shipbuilding on an excessively high level of leverage, it would not only hurt the company's financial health, but the market's liquidity level overall and would make it harder for the authorities to control prices," the Korea Herald quotes him as saying.

Prior to Hyundai Heavy expressing its interest, the other most-mentioned likely buyers for Daewoo Shipbuilding have been steelmaker POSCO, the GS Group and the Hanwha Group. Another potential bidder, Doosan Group, has dropped out. The Daewoo Shipbuilding sale will be Korea's largest ever take-over deal. **Source : MarineLog**

## Doosan Drops out of Daewoo Bid

Doosan Group pulled out of the bidding for Daewoo Shipbuilding, while steel firm POSCO said it was seeking partners to make a bid.

POSCO, the world's No.4 steelmaker and a strong candidate for the Daewoo deal, wants to partner with a financial firm and South Korea's National Pension Service (NPS) to bid for Daewoo Shipbuilding, reports said.

The developments reflect expectations that a hefty premium for Daewoo Shipbuilding could double the value of a deal to \$7.8-\$9.6m and that tight credit market conditions are squeezing potential buyers. **Source: Reuters**



The **SAFMARINE NAKURU** seen enroute Antwerp

**Photo : Colinda Wisse ©**

## CSSC SEES PROFITS SOAR

China State Shipbuilding Co has seen an 81% rise in first half net profits to Yuan1.95bn on the back of strong demand for parts and maintenance services and last year's acquisition of Waigaoqiao Shipbuilding. Sales were strong, with revenue up 40% to Yuan7.7bn, although profit margins in shipbuilding dropped to 19.42% from 26.44% due to material costs and a fall in value of the US dollar. **Source : Maritime Global Net**

## SUMATRAS DEPARTS WITH CSCL KELANG FROM PARANAGUA



The ocean tug **SUMATRAS** sailed from Paranagua, Brazil on 24/8, towing the cntr vsl M/V **CSCL KELANG** with destination Bremerhaven where giving eta 4/10 for drydock.

Photo's : Carlos A. Calvo ©

## Guangzhou Shipyard H1 profit up 15%

**It gets to raise prices due to rising vessel demand**

Guangzhou Shipyard International Co., a unit of China's biggest shipbuilder, said that first-half net income increased 15 per cent as rising demand for vessels allowed it to increase contract prices.

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Net income climbed to 533.1 million yuan (\$110.3 million), or 1.08 yuan a share, from 465.2 million yuan, or 0.94 yuan, a year ago, the company said in a statement to the Hong Kong stock exchange yesterday. Sales rose to 3.08 billion yuan from 2.33 billion yuan. The numbers were prepared in accordance with Hong Kong accounting standards.

Record raw material imports are spurring vessel orders at Chinese shipyards, pushing the nation towards overtaking South Korea as the world's biggest shipmaker. The company's full-year profit will get an additional boost from doubled production capacity after it completes the acquisition of Guangzhou Wenchong Shipbuilding Ltd from its parent, it said earlier this month.

Guangzhou Shipyard fell 3.8 per cent to close at HK\$13.56 (\$2.46) yesterday, before the earnings announcement. The Hong Kong stock exchange was closed yesterday because of a typhoon. The shares have lost 69 per cent this year, compared with the 27 per cent slide in the benchmark Hang Seng Index. The order book at the Guangzhou, southern China-based company expanded by five vessels of a combined 80,500 deadweight tons, yesterday's announcement said. The company has accumulated orders for 65 vessels of 2.8 million deadweight tons.

Guangzhou Shipyard on Aug 19 said that its shareholders approved a rights offer to raise funds for buying the Wenchong yard from parent China State Shipbuilding Corp. Guangzhou Shipyard, a maker of handysize tankers, will use Wenchong to expand in smaller container vessels.

Full-year profit will increase by 54 per cent, helped by the Wenchong acquisition, Zeng Xiangxin, said Guangzhou Shipyard's chief accounting officer, on Aug 4. China State Shipbuilding put the yard on the block for 3.04 billion yuan, according to a June 27 statement. **Source : Bloomberg**

## New container carrier for FESCO is laid down at Stocznia Szczecinska Nowa (Poland)

Stocznia Szczecinska Nowa has laid down the keel for a new container carrier series 170 - **FESCO VLADIMIR**. It is the last vessels in the series of six vessels built for FESCO in Poland, FESCO press center reports.

**FESCO VLADIMIR** with deadweight of 22,750 tonnes is capable of carrying 1730 TEU. The vessel's length is 184.1 m, breadth – 25.3 m, draft – 9.85 m, speed – 19.7 knots. **FESCO VLADIMIR** is of the same type as m/v Captain Afanasyev, Vladivostok and Captain Maslov built at Szczecin shipyard in 1998. Unlike vessels of Captain Afanasyev type **FESCO VLADIMIR** has three 45-tonne cargo cranes, ice-class E3 (according to Germanischer Lloyd classification) and increased number of sockets (200 against planned 150) for refrigerated containers.

The delivery of **FESCO VLADIMIR** is scheduled for the first half of 2009. The contract for construction of this vessel was signed with Polish shipyard in March 2005. All in all, Stocznia Szczecinska Nowa is to build 7 container carriers for FESCO till 2010.

The first vessel series B-170 – **FESCO VITIM** was launched on May 17 of the current year. It is to start its first voyage on August 28.

## Samsung Heavy wins 689-bln-won order for drill ship

Samsung Heavy Industries Co., the world's second-largest shipyard, said Monday that it has received a 689 billion won (US\$641 million) contract to build a drill ship.

The deal with a U.S. shipping company calls on Samsung Heavy to deliver the vessel used for deep-water oil exploration by 2011, the company said in a regulatory filing. Shares of Samsung Heavy closed at 32,900 won on the Seoul bourse, up 1.39 percent. **Source: tradingmarkets**





The Aruban Port Authorities tug **ANDICURI** arrived in Willemstad (Curacao) for drydocking  
Photo : Kees Bustran ©

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## Red Arrows point way to spectacular lifeboat show

THE Red Arrows burst through summer skies to the delight of more than 30,000 people. The traditional display, as part of the Hoylake Lifeboat Station's Open Day, drew thousands to the shoreline yesterday.

John Curry, the lifeboat station manager, said: "At one stage, it looked like we were going to get as many as last year when 40,000 came down, but that was when Mathew Street got cancelled. "Even so, the turn-out was brilliant." The Flying Yakov-lev display team also put on a show of close formation acrobatics in the Russian aircraft. The annual event is organised with the help of Wirral Council to help raise funds for the lifeboat station.

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Event organiser Carole Jackson said: "We've got a NatWest team of counters, and a conservative estimate is that we've raised £20,000 so far. "As usual we've had tremendous support, and people have just pitched in to help out."

This will be the last family day to be run from the ageing boathouse designed for 19th-century rowing lifeboats, which is too small to house the modern all-weather RNLi craft. Mr Curry said: "I'm standing outside the old lifeboat house and I'm glad to say that next year we will be in a new centre.

"The most important thing this will help us do is launch our boats more quickly. The most important thing is that at the moment when I press the button to launch the boat, it takes 20 minutes. The new facility will knock seven minutes off that time and will allow us more room in the centre for other equipment."

Andrew Lancel, better known as DI Neil Manson, in ITV's long-running drama The Bill, has recently thrown his weight behind the station's appeal to raise £2m.

His father Dave is the Hoylake RNLi lifeboat coxswain, and the operation is days away from completing the new station.

Spectators were treated to a range of events and attractions including a funfair, charity stalls, street theatre, raffles, classic cars and lifeboat tours. A hovercraft was also on hand to give pleasure rides, and microlites landed on the beach in front of thousands of excited spectators. The new lifeboat centre will be completed by mid-September and officially opened on November 1. **Source : Liverpool Daily Post**



The **JESSICA B** seen at Maaspilot station

Photo : Piet Sinke ©

## POLARCUS ORDERS 6 ULSTEIN SHIPS

Offshore operator Polarcus has ordered six new ships designed by Norway's Ulstein group, to be built at Drydocks World Dubai. design. "Polarcus is building up a fleet of the most modern and sophisticated seismic vessels in the world. We are, of course, pleased that they want the 'Ulstein X-Bow' on their six new vessels. It is a vote of confidence when our customers come back to order new vessels with an Ulstein design," said Ulstein Group CEO Gunvor Ulstein.

"Norway has a complete and expert environment in the seismic and offshore vessels segment. We believe in the 'Ulstein X-Bow' concept, especially when it comes to the environment. We also want the ship's crew to have good and

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safe working conditions, and we believe this design helps meet such requirements," Polarcus EVP Peter Zickerman added.

The new designs hold DNV ice classification. "The entire ship is fortified with thicker frames and skin plates to withstand the onslaught of ice. There are de-icing and ice-preventing systems on critical tanks and pipes. Escape routes and rescue equipment are also secured against icing during Arctic operations. Propellers, gears and thrusters are chosen and dimensioned according to special rules for enduring harsh Arctic conditions," said Ulstein Design managing director Rolf Inge Roth.

The first two ships will be delivered in third and fourth quarters of 2009, respectively, and the last two in the first quarter of 2010. **Source : Maritime Global Net**

## FRONTLINE SUBSIDIARY CANCELS INDIAN ORDER

The Frontline shipping group's Seatankers Management has cancelled an order for four chemical tankers from the Alcock Ashdown Gujarat shipyard in India. The first of the four 12,800 dwt ships had been due for delivery in October last year but remains incomplete, and has now been rescheduled for December 2009, with the other three to follow at three month intervals. The company has not given a reason for the contract's cancellation. The shipyard is now attempting to find a buyer for the four vessels. **Source : Maritime Global Net**



Another "shocking" lady seen above, the Fashion TV Ferry Yacht **F-DIAMOND** on roads in Montecarlo  
**Photo : Giovanni Paolo Risso ©**

## Cosco Pacific, "K" Line, Hanjin Shipping and Yang Ming to invest in Rotterdam terminal

Cosco Pacific will take a stake in Rotterdam port, Europe's biggest cargo hub, in the second half of the year, according to the South China Morning Post. Cosco Pacific and three shipping lines - "K" Line, Hanjin Shipping and Yang Ming - will invest 12.5 per cent each in the new Euromax terminal, located in Rotterdam's Maasvlakte area by the end of this year. No financial details were disclosed.

Another company, Europe Container Terminals, will take a 51 per cent stake in Euromax, which is scheduled to open on September 5. Following Port Piraeus in Greece, Euromax will be the fifth overseas investment by Cosco Pacific. Euromax will have four berths and a capacity of 2.3 million TEUs per year. Since Rotterdam is one of the busiest ports in the world, investors in Euromax expect to eventually expand the capacity to six million TEUs.

The world's fifth-biggest port operator yesterday said net profit increased 3.3 per cent to US\$153 million in the six months to June. Stripping out one-off gains of \$10.6 million last year, underlying profit increased 11 per cent.

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"We would like to invest overseas more because international port projects only account for 11 per cent of our profit from ports" said Cosco Pacific deputy managing director Ken Chan. The other 89 per cent of port earnings is generated from hubs in the mainland, where investment opportunities are declining.



The **HANJIN GOTHENBURG** approaching Rotterdam-Europoort  
Photo : Pieter van de Hoeven ©

A 22 per cent rise in throughput helped port operations generate \$74.2 million in profit for the firm, up 20 per cent from a year earlier. More than half of the profit growth came from ports in Singapore, Antwerp and the Suez Canal. The 18 ports, in which the company has holdings, handled 22 million TEUs in the first half. Separately, the firm said it was in talks with several mainland port operators about investing in them. "We are very interested in Ningbo Port Group," said Xu Minjie, a vice-chairman of Cosco Pacific. Ningbo Port, which plans to float in Hong Kong, sold a 5.4 per cent stake for \$123.68 million to China Merchant Holdings International in March.


Cosco Pacific said its negotiations with another port, Fujian Port Group, would be finalised by the year-end. Cosco Pacific and Yantian Port Group are reportedly interested in a 30 per cent stake in Fujian Port. The company has already invested in two other ports in Quanzhou and Xiamen in Fujian. **Source : cargonewsasia.com**

## TBS International Limited Takes Delivery of Handymax, M.V. Fox Maiden

TBS International Limited announced that it has taken delivery of the M.V. **Fox Maiden**, previously known as the M.V. **Desert Explorer**, a 1985 built, 40,902 dwt handymax bulk carrier. The Company had agreed to acquire this vessel charter free for \$35.5 million in June 2008.

With this delivery, TBS' current fleet comprises 46 vessels with an aggregate of 1,390,473 dwt, consisting of 23 tweendeckers and 23 handymax/ handysize bulk carriers.

Joseph E. Royce, Chairman, Chief Executive Officer and President, stated: "We are pleased to have taken delivery of M.V. **Fox Maiden**, which further strengthens our position in our niche market and increases our operational flexibility. Going forward and in accordance with our growth strategy, we will continue to seek opportunities to expand our fleet in order to better serve the needs of our customers."



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## SEVEN SEAS COMPLETES FIRST INSTALLATION PROJECT

Subsea 7 Inc, one of the world's leading subsea engineering and construction companies, announced that its latest state-of-the-art deepwater Flex / J-lay vessel, the 'Seven Seas', has completed her first major installation project for StatoilHydro's Yttergryta field in the Norwegian sector of the North Sea.

As part of the StatoilHydro frame-agreement, the **Seven Seas** carried out two offshore campaigns where a 130Te PLEM, 25Te Flowbase and 6 km dual lay umbilical / 3" MEG line and 3 spools were installed.

The **Seven Seas** will complete mobilisation at Dusavik, Norway for her next project at the BC-10 development in the Campos Basin, Brazil.

The vessel has been designed to perform highly specialised subsea laying, construction and engineering work for the deepwater global offshore pipe oil and gas industry and is capable of operating in water depths of up to 3,000m.

Mel Fitzgerald, Chief Executive Officer at Subsea 7 said: "When we took delivery of the Seven Seas we were confident of the exceptional capabilities she would deliver to our clients and we are delighted to see her complete her first installation project. We now look forward to the Seven Seas demonstrating her deepwater capability in the Campos Basin, Brazil."

Having joined the Subsea 7 fleet in June, the **Seven Seas** is the fourth in a series of eight new vessels joining the fleet between 2007 and 2010, representing a total investment of over \$1.8bn. The vessel was officially inaugurated in April by Mrs Anabela Fonseca, Board Member of Sonangol, Angola's national oil company.

The **Seven Seas** was also recently confirmed as the lead vessel for Subsea 7's framework agreement with BP Angola Ltd for the development of Block 31.

The vessel was designed and constructed by Merwede Shipyard in the Netherlands. The flexible pipelay equipment, including a vertical lay system with top tension capability in excess of 400 t, and a

400 t deepwater crane, were designed and manufactured by Huisman in Rotterdam as part of a unique commercial agreement which aligns the interests of all parties concerned in the build. The vessel combines state-of-the-art technology with industry leading safety standards.

## Over \$350 million export consignments not dispatched yet

The continued strike of goods transporters has badly affected the import and export activities, resulting in suspension of around \$350 million export consignments during last seven days, exporters said on Monday. They said that for last seven days not a single export consignment has reached Karachi and Bin Qasim ports following transporters refusal to provide logistics.

"We are unable to dispatch the ready export consignments to ports presently lying in factories for their destinations due to the continued strike," exporters added. They said that transporters have parked over 10,000 trucks, container carriers and other vehicles outside ports and nearby areas. They are reportedly threatening private transporters of the factory owners.

At present exporters and industrialists are compelled to stop their export operation completely and have parked private vehicles in the industries and wait till the strike ends, they added. "It has been estimated that during the last seven days over \$350 million export shipments could not reach ports due to the continued strike," said Zubair Motiwala, former president, Karachi Chamber of Commerce and Industry.

He said the country dispatches some \$52 million export consignments every day. Karachi Port Trust and Port Qasim are the two major ports for exports, which have not received a single export cargo since last Tuesday. Textile exports have badly been affected by the goods transporters' strike, as over \$200 million of consignments are laying in the factories waiting for transportation, he added.

"The goods transporters' strike has not only brought exports from Karachi to a standstill, but also caused suspension to exports from upcountry," Motiwala said. He said that this is more interesting that transporters of goods association on July 14 announced a raise in freights as result of rise in the diesel and spare parts prices which the industrialists are paying them. In case of further delay, buyers will demand shipments via airplane, which is nine times higher than the cost through vessels, he said.

The strike also brought the cement exports to a halt. Industry sources said that Pakistan is exporting some \$20 million of cement every week but could not be made since the strike began. "Despite, cement exporters' own transports, the goods transporters have stopped them from travelling to ports,' they added. At present, one ship - '**C Princes**' is berthed at Karachi port, waiting for cement loading. While two others are waiting for cement loading in the open sea, they added. **Source : Imran Farooq**

## Container ship charter market slumps

The year-long slide in container ship charter rates is accelerating as slower cargo growth on key trade routes and weakening liner freight rates dampen ocean carriers' demand for capacity. Hire rates for all ship sizes are retreating with carriers able to negotiate sizeable discounts as owners opt for lower rates rather than risk having their vessels unemployed. Carriers also are deferring charters until the last possible moment because they expect rates to fall even further during the current seasonal slack ahead of the pre-Christmas peak shipping season that gets under way toward the end of the summer.

The average daily charter rate for a 3,500-TEU gearless Panamax ship has fallen to \$27,000 from \$31,000 in May and \$33,000 in March, according to Clarkson, the London shipbroker. A 2,750-TEU vessel is earning \$22,000 a day, down \$8,000 since March, and the benchmark 1,700-TEU geared ship is pocketing \$16,000 a day compared with \$18,500 six months ago.

Current rates have retreated to their 2006 average and are well below earlier years — a 3,500-TEU vessel, for example, earned an average of nearly \$38,500 in 2005.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 223

Carriers also are taking vessels on much shorter charters, typically one year for 2,000- to 2,750-TEU ships instead of the two- to three-year deals common just six to nine months ago because they don't want to be locked into rates that could look expensive in a few months.

Reports of canceled charters and shipyard orders also have depressed market sentiment in recent weeks. Germany's NSB, the world's largest container ship charter owner with a fleet of 87 ships totaling 360,000 TEUs, this month canceled a \$620 million contract for eight 4,250-TEU vessels reportedly because it could not persuade banks to finance ships that didn't have charter contracts. Earlier, Evergreen Line pulled out of a long-term charter for eight 12,400-TEU ships from Greek owner Niki Shipping.

With a flood of large ships of up to 12,000 TEUs about to be delivered from Asian shipyards over the next three years as growth slows on the Asia-Europe trade, charter owners are bracing for rates to sink even lower. But brokers rule out a repeat of the 2001 bear market when charter owners considered a coordinated lay-up of idled ships, largely because cargo demand and ship supply are much more closely matched now than seven years ago.

Clarkson forecasts world container trade will grow by 8.7 percent this year, down from an earlier estimate of 9.7 percent, while ship capacity will grow by 13.2 percent. That gap will be narrowed substantially by several factors, including port congestion and slow steaming. Clarkson expects trade will grow 9.6 percent in 2009, while the world fleet will expand by 12.9 percent.

While the cargo growth on the major trade routes is slowing — Asia-Europe shipments are expected to increase 10 percent this year compared with 20 percent in 2007 — it is still accelerating on smaller regional trades. Trade lanes such as Asia to South America and southern Africa as well as intra-Asian and Middle East routes will soak up capacity, particularly of midsize tonnage. **Source: Shipping Digest**

## Zamil launches new AHTS and yard expansion plans



Saudi Zamil Offshore Services has launched the second Rolls Royce UT 733-2 AHTS built at its Dammam shipyard.

It is the second of seven vessels of the same type to be built under license agreement.

Zamil has a full order book which will make it busy with new buildings to 2011. The vessels on order include five more UT AHTS, one buoy handling vessel, two tugs and one diving support vessel.

In addition to its bulging order book, Zamil Shipbuilding's has plans for expansion, the first step of which includes establishing a ship design office using the Spanish FORAN design package.

## FESCO takes delivery of new 22,700-dwt container carrier

FESCO Transport Group has taken delivery of a new container carrier. According to the company's press center, on August 23, a name-giving ceremony took place at Stocznia Szczecinska Nowa (Poland). The new container carrier series B170-V/1 **FESCO VITIM** with deadweight of 22,750 tonnes is capable of carrying 1730 TEU. The vessel's length is 184.1 m, breadth – 25.3 m, draft – 9.85 m, speed – 19.7 knots. **FESCO VITIM** is of the same type as m\ Captain

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 223

Afanasyev, Vladivostok and Captain Maslov built at Szczecin shipyard in 1998. Unlike Captain Afanasyev **FESCO VITIM** has three 45-tonne cargo cranes, ice-class E3 (according to Germanischer Lloyd classification) and increased number of sockets (200 against planned 150) for refrigerated containers. The vessel has been initially designed for operation in the Baltic Basin.

**FESCO VITIM** is the third vessel of FESCO fleet bearing the same name. The first one was a steamer built in 1893 in England (operated by Dobroflot from 1917 till 1919). In 1967-1971 the company operated a cargo carrier Vitim built in 1966 in Germany. Sea trials of **FESCO VITIM** proved the vessel's perfect qualities. On August 28, **FESCO VITIM** will start its first voyage to Hamburg and then will operate at St. Petersburg – North Europe ports service thus reinforcing the position of Russian companies at the market of Baltic Sea transportation.

All in all, Stocznia Szczecinska Nowa is to build 7 container carriers for FESCO till 2010. In 1970-1986, the shipyard built 15 vessels including dry cargo carriers, passenger vessels and specialized icebreaking transport vessels. 6 more vessels were built in 90-ies: in 1994-1995 – container carriers type Б-183 **Cpatain Byankin, Yuri Ostrovski** and **Captain Konev**, in 1998 – container carriers type Б-170 **Captain Afanasyev, Vladivostok** and **Captain Maslov**.  
Source: Portnews

## Israel Corporation profit soars, but Zim loses

Israel Corporation. published its financial report yesterday less than week after the results of its largest unit, Israel Chemicals Ltd. The company posted a net profit of \$64 million, 5.3 times higher than in the corresponding quarter in 2007. Revenue for the quarter rose more than threefold to \$5.8 billion. The main contribution to Israel Corporation's results came from Israel Chemicals, which recorded a profit of \$703 million for the quarter. Among the company's other holdings are Oil Refineries Ltd., and semiconductor maker Tower Semiconductor. Source: Globes

## Final batch of Singaporean maritime graduates to join booming maritime industry

The third and final batch of Singaporean students undergoing degrees in Naval Architecture and Marine Engineering by the Universities of Glasgow and Strathclyde are graduating this afternoon at a ceremony held at the Asian Civilisations Museum in Singapore.

The Singaporean students performed well, with four graduates with First Class degrees, twelve with Second Class Honours - Upper Division and five with Second Class Honours - Lower Division.

The degree conferred in Singapore is the same as the Naval Architecture and Marine Engineering degree awarded to those graduating in the United Kingdom.

The students in Singapore are taught by the same UGS lecturers and sat for the same examinations as the United Kingdom cohort.

This third and final batch of students graduating today form part of a course first initiated in 2004 by the Maritime and Port Authority of Singapore and administrated by the Singapore Maritime Foundation to cater to the increasing needs for graduate engineers in the field of naval architecture and marine engineering of the Singapore maritime industry.

Some of these students have been sponsored by their companies including Maritime and Port Authority of Singapore, Keppel, SembCorp Marine and smaller naval architecture, offshore and marine engineering companies, while others are self-funded. Upon graduation, they will serve the Singapore maritime industry in their respective fields of specialisations. "The Singapore maritime industry is booming and will continue to do well. We are happy with the good results of the Singapore students, and we believe with their acquired knowledge and expertise, they would be able to scale greater heights in their careers and help grow the Singapore maritime industry", said Mr David Chin, Executive Director, Singapore Maritime Foundation. Source : Baird Online



## Royal Caribbean sets its sights on Asia

Major US cruise operator Royal Caribbean is set to operate a large 1,800-passenger cruise ship in Asian waters by December 2009. According to the Nikkei Weekly, the company aims to meet the rising demand for luxury cruises in the Asian region with the '**Legend of the Seas**', a cruise ship that operates round the year.

Royal Caribbean will also operate the '**Rhapsody of the Seas**', a 2,000-passenger cruise ship from a part in Australia for half a year beginning late this year.

In addition to these, Azmara Cruises, a smaller, more boutique company under the Royal Caribbean branch will also set its sights on Asia. Azmara offers sightseeing cruises to historic places and will roll forth their Asia plans in late 2008 and 2009.

Adam Goldstein, President of Royal Caribbean International said there was a high potential demand in Asia because of the number of large cities in coastal areas and the number of newly rich in the region was growing rapidly. **Source : Baird Online**

## CSCL sells six

Li Shaode's China Shipping Container Lines (CSCL) has bagged HKD 73.33m (\$9.39m) after offloading six ageing units to a sibling company. It has sold the feeder sextet to fellow China Shipping unit, CIC, for delivery at the end of September.

CSCL says it will book a profit of HKD 22.04m from the sale of the 210-teu vessels, which were valued at HKD 51.29m earlier this year. Proceeds from the deal will be used to boost capital at CSCL subsidiary, Shanghai Puhai, which operated the ships.

CSCL says the departure of the six units will reduce Shanghai Puhai's operating costs and increase its competitiveness.

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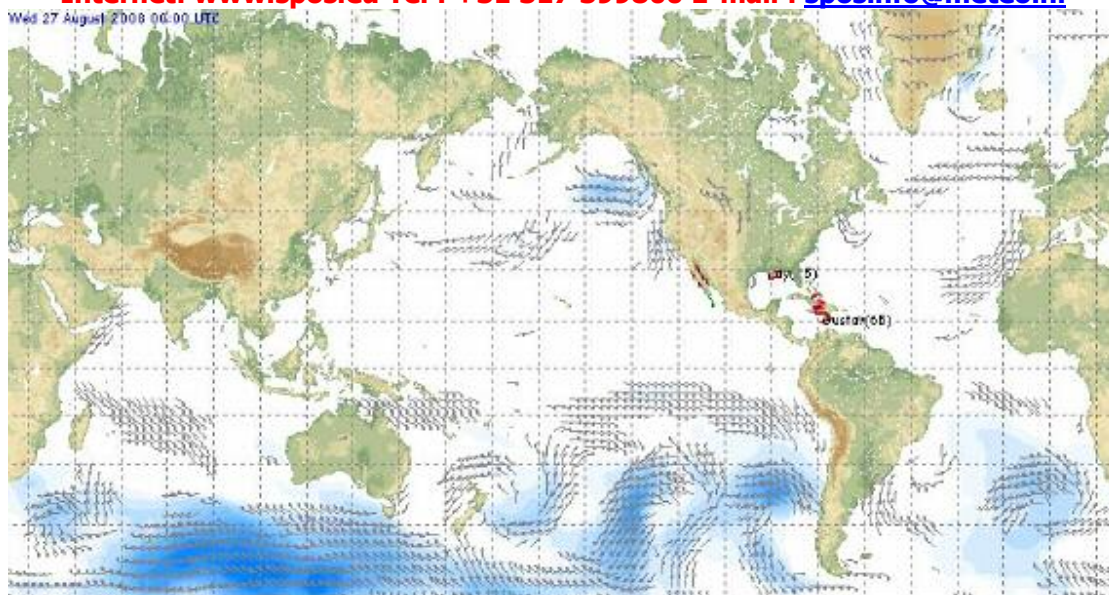
Rederij Doeksen's **TIGER** seen enroute from Terschelling to Harlingen  
Photo : Helen Hoogendijk ©

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



The **SEAWIN SAPHIRE** seen "on the road again"  
Photo : Glenn Kasner ©

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