

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 004



Number 004*** COLLECTION OF MARITIME PRESS CLIPPINGS ***Tuesday 10-01-2006



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The **STENA EUROPE** arrived in Brest for a drydocking period

Photo : Jacques Carney ©

EVENTS, INCIDENTS & OPERATIONS

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The new **SMIT BRONCO** enroute from Servia to Sliedrecht were the newbuilding arrived Monday January 9th for outfitting.

Photo : via **SMIT transport** ©

Mass rescue after Honduras sinking

Honduran naval forces rescued 22 people thrown into the Caribbean after large waves capsized their overloaded cargo vessel, authorities said Sunday.

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The 25-foot (7.6-meter) "**Painkira**" left the northern coastal city of La Ceiba on Saturday and was headed to Puerto Lempira, 300 kilometers (190 miles) to the east, when waves reaching 9 feet (2.75 meters) flipped and sank the boat, said Commander Jose Espinal, head of the navy, speaking by telephone.

Military helicopters spotted the 11 passengers and 11 crew members clinging to bits of debris floating in the water off the coast of Barra de Cruta y Demante in the northeastern province of Gracias a Dios.

Naval vessels, aided by local fisherman aboard smaller boats, joined in the rescue.

Hugo Arevalo, deputy director of a national emergency response committee, said all those rescued "are in satisfactory health."

Espinal said the large waves were fed by winds from a cold front moving over the northern Caribbean Coast. Port Captain Miguel Antonio Ramirez said the cargo ship would not have capsized if it had not been overloaded.

"The boat was transporting a large amount of food, a truck, two automobiles, five horses and two bulls to Gracias a Dios," Ramirez said. "It was overloaded and that made it an easy target for the waves."

Gracias a Dios is a remote and poor province that depends on air or sea routes due to a lack of roads.

Crew arrested after stowaways thrown overboard in Durban harbour

Two stowaways drowned after being thrown overboard from the bulk cargo vessel **African Kalahari** (16,582-gt) while it was alongside Maydon Wharf in Durban harbour.

The two men, believed to be Tanzanians were among a group of seven who were discovered by the crew shortly before the ship was due to sail. It is thought they had joined the ship in Mombasa.

Several of the seafarers, who are reported to be Ukrainians, allegedly threw the seven men overboard into the waters of Durban Bay, on the opposite side to the quay. Five of the men managed to swim to safety but two disappeared under the ship and are feared drowned. Police said the men were all weak from hunger and this may have contributed to the fatalities. This afternoon police divers were still looking for their bodies.

The Ukrainians were due to appear in a Durban court this afternoon on charges of murder but the case was immediately postponed because no translator could be found. The men have remained in detention and the ship has been moved to a layby berth pending the outcome of the police investigation.

Durban's Maydon Wharf is notorious for its ease of access to pedestrians despite the ISPS-sponsored security measures installed 18 months ago. Large numbers of stowaways mainly from East Africa find their way to Durban on board ships in the mistaken belief they were heading for Europe. They usually go ashore and try to find work and most end up trying to stow away once again.

African Kalahari is owned by Hector MTME of Athens and managed by Enterprises Shipping and is under charter to Metall und Rohstoff BV (MUR), which is a joint venture between Mittal Steel South Africa and international trading company Macsteel. Hector/Enterprises have at least 14 ships on charter to MUR, all prefixed with the name **African**

Sri Lankan navy searches for bodies, sunken gunboat

Sri Lanka's navy Sunday stepped up a search for the bodies of 15 crewmen killed when their gunboat was destroyed in a suicide bombing by suspected Tamil Tiger rebels.

Naval craft were also looking for the wreckage of the Israeli-built gunboat that was sunk by a woman suicide bomber who rammed her explosives-laden fishing craft to inflict the biggest loss on the military since a truce in 2002. "A search is underway but we have not been able to locate any wreckage," a Defense Ministry spokesman said. "We had some reports that a few bodies (of sailors) had been found by fishermen, but the navy could not confirm it."

The Defense Ministry said two of the 17-man crew survived while the others, including two officers, are all missing presumed dead.

The two sailors survived by jumping overboard just before the suicide craft hit the gunboat.

Saturday's pre-dawn attack off the northeastern port of Trincomalee brought an intensification of already tight security in the region, local residents said.

They said the military provided extra protection to fuel pumping stations in the town.

A pro-rebel outfit has called a five-day strike in the region starting last Friday to protest at the killing of five students allegedly by security forces earlier in the week.

The government has ordered an investigation into the execution-style killings. Analysts speculated that Saturday's rebel sinking of the navy gunboat could have been a revenge attack for the death of the students.

The navy accused the rebel Liberation Tigers of Tamil Eelam (LTTE) of staging the attack against the gunboat, but there was no immediate reaction from the guerrillas.

However, the LTTE in a statement posted on its peace secretariat website accused the navy of preventing Tamil fishermen from earning a living by banning fishing in several areas along the northern coastline.

"The Sri Lankan Navy has banned fishing for Tamil fishermen in most sections of the north seas of the Jaffna peninsula," the LTTE said, adding that nearly 1,000 families had been affected.

President Mahinda Rajapakse huddled in talks with military commanders on Saturday and called for restraint while taking precautions to prevent further rebel attacks, senior administration officials said.

Norway is sending International Development Minister Erik Solheim later this month to try to revive talks between the two parties to save the Oslo-brokered cease-fire.

Separatist Tiger guerrillas are known to have carried out suicide attacks against dozens of naval craft in the past. Foreign Minister Mangala Samaraweera, visiting Washington, told reporters, "There will come a point when the public could be provoked into action and the government may not be able to control."

Saturday's strike was the first sinking of a high-powered naval gunboat since the truce. Last month three sailors aboard a smaller naval patrol craft died in a sea battle with rebels off the northwestern coast.

After that incident, the Tigers accused the navy of attacking them first and said they acted in self-defense. However, Scandinavian truce monitors said the rebels had violated the Cease-fire. Citing the latest attack, Samaraweera appealed for international pressure on the Tigers to bring them back to the negotiating table to end the conflict that has claimed over 60,000 lives since 1972.

Fowairet: scheepsreparatie op een koopje

Reders laten schepen liever niet in het dure Europa repareren. De zoektocht naar een goedkoop alternatief neemt soms bizarre vormen aan, zoals met ms. **Fowairet**.

Als het meezit, verlaat het containerschip de **Fowairet** deze maand het droogdok van United, de scheepsreparatie werf van Damen in Schiedam. Het schip dat op 20 september jl. op de Westerschelde zware averij opliep, zet dan koers naar het Verre Oosten. Het laat in Schiedam wel dertig meter romp, dat is 1600 ton staal, achter. De **Fowairet**, eigendom van de Arabische rederij UASC en geregistreerd in Qatar, is daardoor niet meer 277 meter, maar 247 meter lang.

De eigenaar kan er kennelijk mee leven dat het schip niet meer de 3800 teu (twintig voets containers) kan vervoeren. Het gaat dan ook maar om een betrekkelijk korte periode. Met een tiental zusterschepen onderhoudt de **Fowairet** een lijndienst die havens in het Verre Oosten verbindt met Europese havens. In het strakke reis- en laadschema is voor een ingekorte **Fowairet** geen plaats. Op een nog onbekende werf, hoogstwaarschijnlijk in China, krijgt de **Fowairet** zijn oorspronkelijke lengte terug, weet Aart van Vliet, commercieel medewerker bij de Zuid-Hollandse Metaalhandel (Zethameta). Dit bedrijf, gevestigd in Vlaardingen, houdt zich bezig met de recycling van metalen. Het mocht het beschadigde rompdeel uit de **Fowairet** zagen. Niet eerder heeft Zethameta zo'n grote klus onder handen gehad. Van Vliet is blij verrast met alle aandacht, maar ook verbaasd. 'Als je naar de kosten kijkt, dan is de gang van zaken rond de **Fowairet** zo gek niet meer.'

Toch blijft het opmerkelijk dat een schip hier wordt ingekort om vervolgens elders een nieuwe middensectie te krijgen. De rederij doet er het zwijgen toe. 'Het schip komt eind januari weer in de vaart', is alles wat ze op het Londense hoofdkwartier kwijt willen.

Kostenreductie is het sleutelwoord bij deze reparatie. Het inschakelen van een recyclingbedrijf wijst daar ook op. Van het slopen van schepen hebben ze bij Zethameta geen kaas gegeten. 'Dat is werk voor specialisten, die hebben we dan ook ingehuurd.' Het gaat bedrijf dan ook om de 1600 ton staal. Per kg brengt dat zo'n twintig eurocent op.

In het droogdok van United hebben die specialisten dertig meter uit de romp van de **Fowairet** gesneden. Na dit grove werk mag het werf personeel de twee scheepsdelen aan elkaar lassen, zodat het schip straks op eigen kracht naar het Verre Oosten gaat. Ergens in China wordt het opnieuw in twee stukken geknipt. Dan wordt een nieuwe rompsectie tussen de twee delen gezet. Van Vliet: 'Het is daar een stuk goedkoper. De mannen die hier het staal uit het schip snijden, kosten per uur ongeveer euro 30. In China verdient een snijder euro 40 per maand.'

Zo bezien is het een wonder dat er Nederlandse bedrijven bij de reparatie van de **Fowairet** zijn betrokken. Dat is terug te voeren op de omstandigheden. Het op een zandbank in de Westerschelde geknakte schip was niet zeewaardig genoeg naar het Oosten te varen. Slepen naar China is kostbaar: naar schatting \$ 900.000. De **Fowairet** die onder meer gevaarlijke stoffen vervoerde, heeft ruim een maand bij Scheldepoort, een Damen-werf in Vlissingen-Oost, gelegen. De verzekeringsrompslomp neemt bij scheepsongelukken veel tijd. In principe is namelijk niet de rederij aansprakelijk voor schade, maar de verlader, de eigenaar van de vracht.

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Ondertussen had men in Vlissingen met de reparatie kunnen beginnen, maar het droogdok ter plekke was te klein. Het niet meer erg zeewaardige schip mocht op eigen kracht naar Schiedam varen. Voor de verzekeringsmaatschappij waarbij de **Fowairet** is ondergebracht, was dat een meevaller.

Scheepsreparatie in West-Europa is een tijdrovende en kostbare zaak. Op werven als United, waar normale werktijden worden aangehouden, is de verwerkingscapaciteit van staal maximaal twintig ton per dag. Bij 1600 ton staal staan daar dus al tachtig dagen voor. Los van de hoge loonkosten komen er dokkosten bij. Het tarief voor in- en uitdokken van een schip als de **Fowairet** is euro 20.000. Het dagtarief voor een schip in het dok, de zogenoemde zitdag, is euro 7700. Het scheelt een slok op een borrel als een bedrijf als Zethameta de demontage van het beschadigde deel klaart in tien dagen.

Bovenop de reparatiekosten komt het bedrag dat een schip kost als het niet vaart: naar schatting euro 13.000 per dag. Om zijn verplichtingen aan de verlader na te komen, moet de rederij een vervangend schip charteren. Met de huidige krapte aan scheepsruimte gaat de dagprijs wel drie keer over de kop: euro 40.000.

Het is niet verwonderlijk dat rederijen en scheepsassuradeuren de nadruk leggen op snelle reparaties, lage arbeids- en materiaalkosten. Die combinatie, zo zeggen kenners, is alleen nog in China te vinden. Behalve dat het snijden, knippen en plakken er veel goedkoper is dan in Europa, kunnen ze daar relatief goedkoop de **Fowairet** weer zijn oorspronkelijke lengte geven.

De gang van zaken toont aan hoe moeilijk het is om in een haven als Rotterdam scheepsreparatiewerven in stand te houden. Het draait in deze sector puur om kosten. Of zoals een specialist zegt: 'Het is als met een BMW die voor de deur van de dealer autopech krijgt. De eigenaar laat de auto niet de garage induwen, maar bestelt een takelwagen. Die brengt de auto kilometers verderop bij een beunhaas met verstand van BMW's. Gewoon omdat dat goedkoper is.'

Holland America Line Names New Signature Class

Holland America Line will call its recently announced pair of new-builds the **Signature Class**, taking the name from an integral component of the premium line's branding and the current US\$225 million Signature of Excellence initiative.



Left : The **VEENDAM** seen here at the Grand Bahama drydock where she change from the Bahama flag to the Dutch flag yesterday and she received the callsign PHEO

Photo : René van der Voort ©

With a firm order for one ship due in summer 2008 and an option for another in spring 2010, the **Signature Class** marks Holland America Line's latest class of new build vessels and the largest ever

constructed for the premium line. Previous new-build series include the four-ship **Statendam Class** group,

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four-ship **Rotterdam Class**, and four-ship **Vista Class**. The line also owns and operates the 793-passenger **Elegant Explorer**, the ms **Prinsendam**. With an estimated all-in cost of \$450 million each, the new 86,000-ton **Panamax Signature Class** vessels will be built at Italian shipbuilder Fincantieri's Marghera shipyard. The vessels are unnamed at this time.

"With innovative design and guest offerings, the **Signature Class** ships will continue the evolution of Holland America Line's sophisticated mid-sized ships and further our premium leadership position," said Stein Kruse, president and chief executive officer. "The two 2,044-passenger ships represent a 22 percent increase in our capacity and will allow us to achieve a greater share of the growing premium cruise market."

The ships of the **Signature Class** will evolve from the line's **Vista Class** ships and further define and expand the Holland America Line premium brand with new concepts such as an innovative topside 144-seat restaurant and 50-seat lounge surrounded by panoramic views overlooking the ocean expanse and the Lido pool. Other additions are an Explorer's Lounge Bar, a premium wine-tasting lounge, an elegant luxury jewelry boutique, new atrium bar area, enhanced and reconfigured show lounge, and a new photographic and imaging center.

The **Signature Class** goes beyond the **Vista Class**, adding decks and 63 new staterooms. Forty-seven will be verandah cabins and ten will be a new style of stateroom with ceiling-to-floor and wall-to-wall panoramic windows. Total, the new **Signature Class** will carry 1,022 double occupancy staterooms, with 67 percent featuring verandahs and 86 percent outside.

Staterooms will spotlight all the **Signature of Excellence** premium amenities of plush Euro-top Mariner's Dream Beds, deluxe waffle/terry cloth robes, Egyptian cotton towels, flat panel TVs, dvd players, make-up mirrors with halo lighting, massage shower heads, professional grade hair dryers, fresh flowers and complimentary fruit baskets.

The **Signature Class** will continue several much-admired Holland America Line features, including outside-view, glass elevators at midship; the Explorations Cafe -- a cyber-coffee house powered by The New York Times; the Pinnacle Grill and Pinnacle Bar; the innovative Culinary Arts Center presented by Food & Wine Magazine, where culinary experts provide cooking demonstrations and intimate classes in a state-of-the-art onboard show kitchens; an expanded Greenhouse Spa and Salon with thermal suites and hydro-pool, the largest gymnasium ever built for Holland America Line; and a youth facility that includes the teens-only Loft.

On the technical side, **Signature Class** ships will feature the latest state-of-the-art navigation and safety systems including dynamic positioning abilities to hold the ship in a precise position. The vessels will be powered by six diesel generators and propelled by the latest Azipod propulsion technology.

"This new class of ships demonstrates the strength of our brand, the loyalty of our guests and the dedication of our more than 15,000 employees worldwide," said Kruse. "The added capacity will provide greater opportunities for our guests and employees alike."

About Holland America Line

With the introduction of the 1,918-passenger ms **Noordam** in early 2006, Holland America Line's fleet grows to 13 ships, offering nearly 500 cruises from more than 25 home ports. Itineraries range from two to 108 days and visit all seven continents, including new Australia/New Zealand and Asia sailings, a world cruise and popular sailings to several ports in the Caribbean, Alaska, Mexico and Europe. The ms **Noordam** also will offer Caribbean sailings in the winter from new homeport New York City.

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Holland America Line's \$225 million, fleetwide **Signature of Excellence** enhancements feature new programs and amenities including the Culinary Arts Center presented by Food & Wine magazine -- a state-of-the-art onboard show kitchen where more than 60 celebrated guest chefs and culinary experts will provide cooking demonstrations and classes -- Explorations Cafe powered by the New York Times, teens-only activity areas and all new cabin amenities highlighted by flat-panel TVs and plush-top Mariner's Dream Beds. Signature of Excellence enhancements will be completed on 10 ships at the start of 2006 and all 13 ships by the fall of 2006.

World's Leading Cruise Lines

The highest-rated premium cruise line in the world, Holland America Line is a member of the exclusive World's Leading Cruise Lines alliance, which also includes Carnival Cruise Lines, Princess Cruises, Cunard Line, Seabourn Cruise Line, Costa Cruises and Windstar Cruises. Sharing a passion to please each guest and a commitment to quality and value, these lines appeal to a wide range of lifestyles and budgets. The World's Leading Cruise Lines offer exciting and enriching cruise vacations to the world's most desirable destinations.

Philippines safety much improved

FEWER maritime accidents were recorded on Philippines domestic services last year than in 2004. The Maritime Industry Authority (Marina) said 14 shipping incidents occurred last year, including a fire that broke out on the inter-island tanker **Tambora**, while en route to Bataan in 23 December. Seafarers are still missing following the **Tambora** incident, which brought the number of shipping-related deaths to at least 10 for 2005, caused either by breaches of safety or security. The explosion aboard the ferry **Doña Ramona** in August was the most notable among the 2005 domestic shipping incidents: a suspected bomb hidden among LPG tanks exploded several minutes after the vessel's departure at Lamitan port. In 2004, 193 maritime incidents were recorded, the most serious of which was the explosion and fire on **Superferry 14** that killed more than 100 passengers. Marina said that while almost all 2004's incidents were weather-related, 2005 saw more maintenance and security lapses.

Stowaways to be repatriated

FOUR stowaways found on board the Hong Kong-flagged vessel **Alam Selamat** when it berthed at Cosipa port, near Santos in Brazil, will be repatriated, according to the federal police in Santos. "They have not asked for political asylum and will be repatriated as soon as possible," a police spokesman said. The four Ghanaians were found on board the vessel, which had arrived from Abidjan, Ivory Coast, just before Christmas. The four men were unemployed and believed the vessel, which was loading steel products, was heading for Europe, said federal police superintendent Jose Roberto Sagrado Da Hora.

Coaster order grows

Contracts of affreightment (COAs) by fertiliser producer K+S Gruppe are behind an order for 10 coasters by Ems-based shipowner Wessels. The vessels of between 3,800 dwt and 4,300 dwt are set to come into service from 2007 to 2009. The price and the exact duration of the COAs have not been announced but the latter are said to be multiyear, in the hundred-thousands of tonnes and increasing in volume through the contract period.

TradeWinds has previously reported that the cargo interests behind the project are also involved on the shipowning side as KG (limited partnership) investors. "The increasing scarcity of ship space and rising freight rates" are the background for the contracts with what K+S Gruppe describes as a shipowner group represented by Arkon / Alstership.

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K+S subsidiary Kali-Transport Gesellschaft mbH says in an announcement that the COAs and the associated newbuilding orders secure transport space for the group's shipments from Hamburg and Antwerp to customers in France, Spain, Italy and Greece.

K+S describes itself as Europe's next-biggest fertiliser producer. TradeWinds reported in December that Wessels had firmed up a series order at Slovakia's Slovenske Lodenice Komarno on the basis of such contracts. The order was then said to encompass eight 3,850-dwt multipurpose (MPP) ships to be delivered between 2007 and February 2009 with Leer-based KG house Oltmann lining up the financing and brokerage Arkon Shipping lining up the cargoes.

Eitzen heads for Dunkirk

Norwegian shipowner Axel Eitzen is heading for Dunkirk to offer whatever assistance is needed to investigators probing the sinking of the French fishing vessel **Kleine Familie** with the loss of five lives.



Initial suspicions pointed to the trawler being lost following a collision with the Camillo Eitzen & Co operated 9,200-dwt chemical carrier **Sicheam Pandora** (built 1994).

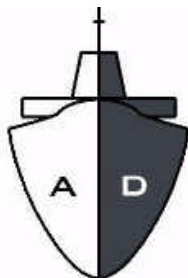
But it now appears that the **Sicheam Pandora** may not have been involved after all. Initial investigations led to Eitzen's shipmanagement company, Tesma, being told that the **Sicheam Pandora** was not involved and was free to sail from Dunkirk once the final paperwork had been completed.

But subsequently the French authorities indicated they wished to continue the investigation so Tesma agreed the **Sicheam Pandora** and its crew would remain in Dunkirk. Samples of green paint found on the hull of the **Sicheam Pandora** are being examined to see if they match the coating used on the **Kleine Familie**. Eitzen, the chief executive of Camillo Eitzen & Co and Tesma managing director Claus Thornberg decided to travel to Dunkirk to help the investigation into any possible involvement of the **Sicheam Pandora** in the loss of the **Kleine Familie**. The **Sicheam Pandora** has protection and indemnity cover from the **Norwegian Gard club**.

NAVY NEWS

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Three destroyers of the **ARLEIGH BURKE** class moored at Norfolk Naval Base, from the left the **DDG 94 NITZE** (commissioned March 5th, 2005) and **DDG 95 JAMES E. WILLIAMS** (commissioned December 11th 2004) which are the 2 latest vessels of the class, with on the right the **DDG 87 MASON** which is the 37th vessel of the class and was commissioned April 4th 2003.

Photo : Willem Kappert ©

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SADRA to build 3 logistics ships for use in Caspian Sea

SADRA Co. will built three logistics ships that are to be used in the Caspian Sea, Mehdi Hosseini, member of the board of directors of SADRA Co. said on Sunday.

He added that two of the said ships will be completed and used in the Caspian Sea within the next five years, and the third one will be completed in the next six years. Hosseini noted that the company is of great potentiality to carry out different projects including the oil and gas ones. Given the presence of the company in the offshore projects such as ship-building, pipe-laying, and constructing the drilling derricks so far, it plans to expand its activities in the future, he added.

He further noted that the company is also capable of doing activities in the onshore sector.

Speaking about the projects currently underway by SADRA, he stated that the company is carrying out pipe-laying as well as construction of the platforms of phases 6, 7, and 8 of the South Pars, which are at the final stages. He referred to the contract made with Germany to build 4 multi-purpose ships each weighing 25,000 tons, saying, the company has begun building these ships.

He also said that SADRA has signed a contract with the National Iranian Tanker Company on construction of five 63,000-ton oil tankers. The contract will be finalized once the required credits are provided, he added, putting the construction cost of these tankers at \$180 million.

Damen secures order for heavy lift ship to serve offshore industry

Damen Shipyards Gorinchem has been awarded a contract from the Dutch shipowner, Jumbo Navigation, for the construction of a newbuild heavy lift vessel. The contract also includes an option for another, similar vessel, and and both vessels will be very similar to **Jumbo Javelin** and **Fairpartner**, which were delivered by Damen to Jumbo in 2004.

The vessel was ordered as a result of the growing demand in the oil and gas industry, and will be used to transport and discharge heavy objects via a lift on/lift off method by means of two cranes of 800 tons each.

The vessel will have a length of 144.57m, beam of 26.50m and depth of 14.10m. The design draft will be 6.50m, and maximum draft 8.10m, with corresponding deadweights of approximately 8,200 and 13,000 tonnes. Propulsion is by means of two 4,500kW diesel engines driving two controllable propellers, giving the ship a speed of approximately 17.5 knots. Two tunnel thrusters of 1,450kW each and one retractable thruster (1,700 kW) will provide the necessary side thrust for manoeuvring, station keeping and DP operations. Classification includes DP 2 notation from Lloyds Register of Shipping. The vessel will be built and delivered by Damen Shipyards Galati, Romania, and delivery is scheduled for February 2008.

ROUTE, PORTS & SERVICES

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Cruise ships visit South Africa

Earlier today the port of East London had the unusual sight of not one but two cruise ships in harbour, the first time this has occurred in about three years according to a port official.

The spate of cruise ships now on the South African coast is a welcome fillip to efforts of attracting more of these wandering tourist hotels. We've already had **Hanseatic** visit during December and prior to that Princess Cruises' **Pacific Princess** set the scene for a bumper summer season of cruises.



Top : The **ISLAND SKY** seen arriving in Cape Town – Photo : Ian Shiffman ©

It's been a while since Southern Africans were so spoilt for choice, for most of the ships offer accommodation while in local waters. During January no less than eight cruise ships are cruising here, with a number of them making multiple cruises up and down the coast with calls at most ports including those in Namibia and Mozambique. One or two are making calls at selected ports but the remainder will visit most centres. The ships here during January are **Europa, Silver Wind, Island Sky, Deutschland, Royal Star, Hebridean Spirit, Saga Ruby** and of course the 'resident' cruise ship **MSC Rhapsody**.

Still to come in the next couple of months are **Vistamar, Van Gogh, Alexander von Humboldt, Oriana, Saga Rose, Prinsendam** and **Crystal Serenity**. Unfortunately it appears that the scheduled visit to Southern Africa of **Mona Lisa** has been cancelled.

In October this year South Africa will play host to a permanent cruise ship in the form of **MSC Monterey**, which will be based in Durban all year round. She will be joined in late November by the return of **MSC Rhapsody**, back to operate cruises from Durban to the Indian Ocean islands and the Mozambique coast during the summer months until April.

Large roll-on-roll-off vessel made in China sold to Britain

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China on Friday delivered a large roll-on-roll-off vessel for motor vehicles, one of the biggest of its kind the nation has ever made, to Zodiac shipping company in Britain.

Named **Morning Miracle**, the ship was independently developed and built by Xiamen Shipbuilding Industry Co., Ltd. based in this open coastal city in east China's Fujian Province, according to company officials.

It is the first of the six roll-on-roll-off vessels for motor vehicles the British firm ordered from the Xiamen company. The 182.8-meter-long **Morning Miracle** is able to accommodate 4,900 cars and it can also load many other types of vehicles, including trucks and dump carriers, the company officials said.

According to Chen Jinhai, deputy chief engineer of China State Shipbuilding Corporation (CSSC), delivery of the vessel signaled the local shipyard had met the world criteria. "There are only five or six shipyards in the world that are capable of building such kind of ships," said Chen.

CMA CGM upgrades its Asia to West Africa service

CMA CGM is pleased to announce the upgrading of its WAX service (WEST AFRICA EXPRESS) on Asia-West Africa trade with the introduction of a new built vessel, **CMA CGM EVEREST**.



As from January 2006, CMA CGM will operate on 100 % exclusive basis, six vessels of 1700/1850 teus capacity.

The rotation will be as follow: Shanghai, Ningbo, Fuzhou, Chiwan, Port Kelang, Durban, Tema, Lomé, Cotonou, Abidjan, Colombo, Port Kelang, offering a 12 days frequency.

This service will be operated in complement to Delmas service (ASAF: Asia - West Africa).

The call in Port Kelang, main South Asia hub of CMA CGM, will permit other connection with CMA CGM 'services.

The upgrading of the new direct service is dedicated to the booming Chinese export market to West Africa and will allow the group to keep its leading position on this fast growing market.

CMA CGM completed acquisition of Delmas

CMA CGM has completed on the 5 January 2006, as expected, the acquisition of the French shipping group Delmas and has become the 3rd largest Container Shipping Group Worldwide.

Delmas is recognized as the specialist for Africa. This acquisition allows CMA CGM to offer a complete range of services particularly on North-South routes where the group was less developed. Alain WILS, new President of Delmas says: "With the support of its subsidiaries, mainly ANL, MacAndrews and Delmas, CMA CGM is now able to offer to its customers a complete geographical coverage.

The Management of Delmas will remain in Le Havre, while benefiting from CMA CGM Group' synergies, especially concerning containers logistics, purchasing and customer services.

Eurogate wins Tangier tender

THE Moroccan government has awarded the concession for the second phase of its Tangier Med Container Terminals to a consortium of terminal operator Eurogate/Contship Italia, MSC, CMA CGM and Moroccan shipping line Comanav. The project will be Eurogate's first outside Europe. A spokesman for the Bremen-based Eurogate Group said the parties will sign an agreement before the end of this month. Construction of the new terminal, with a quay length of 810m and an annual capacity of 1.3M TEU, is expected to take two years. "Our overall network should benefit tremendously from this partnership project," declared managing director Emanuel Schiffer. In addition to the container facilities, the state-controlled Tanger Mediterranean Special Agency also plans major dry and liquid bulk terminals and a free trade zone at the facility 35km east of Tangier, according to another news source. The euro1Bn (\$1.2Bn) project also includes a network of road and rail connections, it was reported.

New dredger is largest trailer ever built in Japan

Mitsubishi Heavy Industries in Japan has provided more details about the largest trailing suction hopper dredger ever built in Japan, which was built at its Kobe Shipyard & Machinery Works, and delivered recently to the Suez Canal Authority in Egypt.

The vessel, **Mecca**, is now at work, dredging the Suez Canal, and is capable of accommodating 10,000m³ of material in its hopper.

The dredging system on board consists of a pair of dredge pumps, two jet pumps, two trailing suction pipes, two drag heads (of the universal and California type), two telescopic-type overflow ducts and a total of 20 conical bottom valves for dumping dredged spoil. There is also a bow coupling for shore discharge and a bow nozzle for discharge by rainbowing.

Mecca can dredge to a depth of 35m, and is 127.5m long with a breadth of 26m. The dredger has a pair of MAN BW 8L48/60 engines, giving her a free running speed of in excess of 15 knots, and a complement of 74.

Transfennica launches Baltic link

FINNISH operator Transfennica has launched a ro-ro connection linking Gdynia, Poland with Hanko in Finland, with a 20-hour transit time between the ports. The vessel placed on the route is the Polish-manned *Caroline Russ*, which has been long-term chartered from German owner Ernst Russ. Three calls a week are offered at both ports. The service will see improved cargo handling efficiency and reduced cargo damage through the use of cassettes. Cargoes to be carried include sto-ro cargo units, containers, trailers, cassettes, wheeled cargoes, oversized and heavy units including project cargo, IMDG code-classed dangerous goods and controlled-temperature cargoes. Onward shipment from Gdynia will be by intermodal rail connections to Central European industrial centres. The service competes with the existing PolFin joint ro-ro service operated by Szczecin-based Euroafrica and Finnlines, which calls six times a week at Gdynia with links to the Finnish ports of Helsinki and Kotka.

First FPSO for Gulf of Mexico

The ultra large crude carrier **BW Enterprise** has arrived at Singapore's Sembawang Shipyard for conversion to the first FPSO (floating, production, storage and offloading unit) to be deployed in the Gulf of Mexico.

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The yard, a subsidiary of SembCorp Marine, has secured a S\$88 million (about US\$ 54 million) contract for the conversion from Bergesen Worldwide Offshore

Bergesen Worldwide Offshore, a company within the Bergesen Worldwide Group, will own and operate the FPSO under a 15-year term agreement with Pemex, the Mexican

state-owned oil and gas company. The FPSO will serve as a hub in the area and act as an export terminal. The contract scope calls for the 360,000 dwt tanker, built in 1981 by Mitsui Zosen, to be converted into an FPSO with 600,000 bpd handling inclusive of 200,000 bpd processing capacity with gas export capability. The shipyard will carry out detailed engineering, procurement of bulk materials, vessel's repair and conversion, installation of topside modules and the internal turret as well as precommissioning work.

Major conversion and upgrading work include the coating of all tanks slop and ballast tanks, installation of various systems and equipment such as a new and modified cargo system, submerged pumps in tanks and a new ringmain fire water system.

The accommodations will also be upgraded and refurbished to house a complement of 110 persons. The shipyard will install all the pre-assembled topside modules including the process plant with capacity of 200,000 bpd oil, gas compression module with capacity of 120 MMSCFD and a flare system. Upon completion, the FPSO will have the third largest oil production capacity of the existing FPSO units in the world as well as having the largest throughput of oil of any FPSO unit.

The vessel is scheduled for delivery from the shipyard in the fourth quarter of 2006. On completion, the FPSO will be stationed at the Ku-Maloob-Zaap field in Mexico's Bay of Campeche, located 105 kilometers northwest of Ciudad del Carmen.

Svein Moxnes Harfjeld, CEO of Bergesen Worldwide Offshore, said Sembawang Shipyard was selected by Bergesen Worldwide Offshore as its partner shipyard during the tender process. He noted that, besides being a large and complex conversion, the conversion is a fast track project. "The way ahead will be challenging and both partners are committed to make this project yet another FPSO delivered on time from Bergesen," he said.

Ong Poh Kwee, Managing Director of Sembawang Shipyard said that with on-time delivery a priority, "this fast track project will require our project team to demonstrate strong commitment to meet deadlines, innovative engineering solutions to ensure that the latest technologies are deployed and most importantly, having the right mindset to work with owners in achieving the project's main goal, that is, producing a facility with the largest throughput of oil."

SIBA SHIPS TAKES UP OPTION ON LIVESTOCK CARRIER

ITALIAN-based Siba Ships has declared an option on a second livestock carrier under construction at Labroy Shipyard in Singapore. This second vessel will be a sister-ship to Hull T155, both of which are due for delivery from the yard in 2007.

"Siba already owns the youngest fleet in the world for the transportation of live animals. These new vessels mark our commitment not only to expanding our capacity but also improving standards in the industry through ever advancing and innovative design," says Mauro Balzarini, managing director of Siba Ships.

The new vessels will be capable of carrying approximately 30,000 sheep or 6,500 cattle on seven decks (four enclosed and three open). They will have a deadweight of 7,850 tonnes and a speed of 18 knots making them, Siba claims, particularly competitive on developing routes such as South America to Asia and the Middle East.

MOVEMENTS

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The **NEDLLOYD AFRICA** departed from Rotterdam with her new Maersk funnel colours
Photo : Hans Mauritz ©



The **RAMLA BAY** (Former SMIT LLOYD 1) seen at Valetta (Malta)
Photo : Barry Summers ©

SHIPS THAT SAILED THE SEAS



The port of Maassluis December 1977, the "old" **SMIT SALVOR** (ex. Clyde) returned from her salvage station Port Royal at Jamaica to transfer her salvage equipment to the "new" **SMIT SALVOR** (ex. Smit Lloyd 103), The "Old" **SMIT SALVOR** is now sailing under the name **SEAWOLFE C** as a yacht and the latest **SMIT SALVOR** was renamed in 1985 in **CARIBBEAN SALVOR** and is at present owned by the Government of Cuba.

Photo : Jan Steehouwer ©

MARINE WEATHER

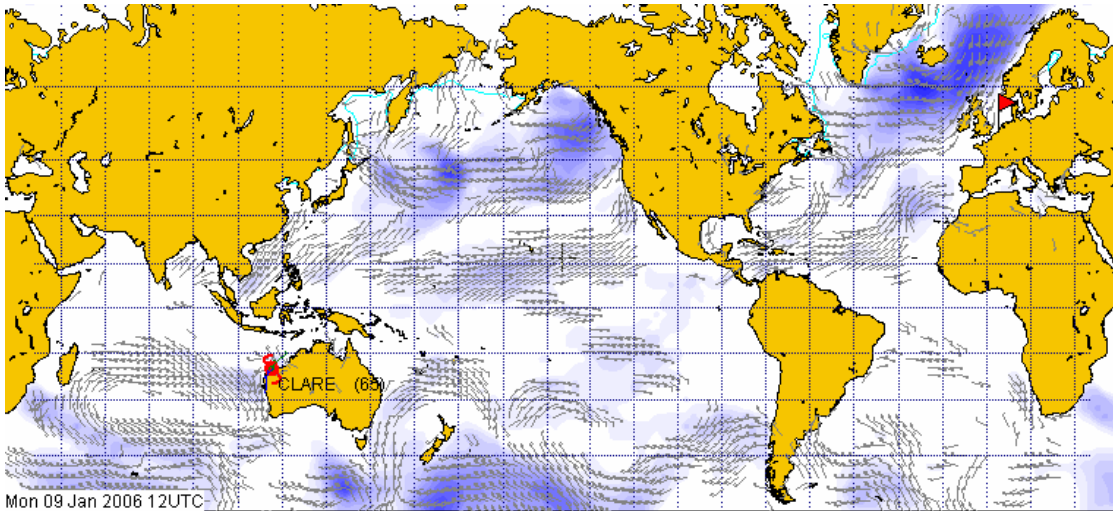
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

PHOTO OF THE DAY



This is the **VOLCAN de TENAGUA** spending her last Christmas for Naviera Armas on her Canary Island routes between Tenerife, La Gomera and El Hierro. She is due to be replaced in early 2006 with the newbuild the **VOLCAN de TABERIENTE**.

The **VOLCAN de TENAGUA** was built in 1967 as the **BOTNIA** for Silja line for services between Abo-- Mariehamn and Langas-- Stockholm.

Photo : Tommy Bryceland, SCOTLAND ©

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