

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 034



**Number 034\*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\*Friday 10-03-2006**

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

**THIS NEWSLETTER IS BROUGHT TO YOU BY :**



**VLIERODAM WIRE ROPES Ltd.**

wire ropes, chains, hooks, shackles, webbing slings,  
lifting beams, crane blocks, turnbuckles etc.

**Binnenbaan 36 3161VB RHOON The Netherlands**

**Telephone:** (+31)105018000

(+31) 105015440 (a.o.h.)

**Fax :** (+31)105013843

**Internet & E-mail**

[www.vlierodam.nl](http://www.vlierodam.nl)

[info@vlierodam.nl](mailto:info@vlierodam.nl)



**The BOTNICA seen in the Port of Galveston  
Photo : Piet Sinke ©**

## SMITWIJS TOWAGE B.V.



Westplein 5b  
3016 BM Rotterdam  
The Netherlands  
Telephone: +31 10 412 6969  
Telefax: +31 10 436 9587  
E-mail: [SmitWijs@SmitWijs.com](mailto:SmitWijs@SmitWijs.com)

## EVENTS, INCIDENTS & OPERATIONS



Wagenborg's **WATERGEUS** arrived with a barge in Rotterdam

Photo : Frits Janse ©

## Strong demand could soak up tonnage later this year says broker

Broker Offshore Shipbrokers Ltd (OSL) says the spot market in February got off to a slow start once again with availability being generally good for charterers and owners continuing to compete for utilisation, and says it believes that, longer term, strong demand for PSVs will "soak up" some of the newbuilds due to enter service later this year.

In its latest monthly report, OSL said the first and third weeks of February saw periods of increased rig move activity causing a temporary tightening of the market with an associated rise in vessel dayrates. "These periods were short lived, with AHTS

rates reaching circa £25,000 but soon returning to the £10,000-£15,000 level more frequently seen throughout the month," said OSL.



"The PSV market suffered similar 'peak and troughs' although fluctuations in day rates were less dramatic, remaining in the £8,000-£15,000 range. The end of February was, however, a very different story seeing a dramatic upturn as bad weather and increased rig move activity combined to cause a distinct tightening, forcing AHTS day rates up to circa £45,000.

Left : The **SEA LION** operating in the Gulf of Mexico

**Photo : Piet Sinke ©**

This upturn has lasted into March and at the time of writing vessel availability remains very tight for both AHTS and PSVs with recent cargo runs fixing at the £20,000-£25,000 levels," OSL's report

explained.

OSL said vessel owners continue to remain optimistic for a healthy 2006 with some predicting already that this is the start of a very busy year. With large numbers of AHTS expected to leave the spot market during the summer months and a steady stream of term PSV requirements coming to the market, it is expected that charterers may struggle to source suitable tonnage to meet their needs.

"The fourth quarter of 2006 will, however, remain a nervous time for owners due to the influx of new deliveries and tonnage returning from summer project work, with some sources predicting the market to be over tonnaged by the first quarter of 2007," noted OSL.

However, the company also said that the rig market remains "extremely healthy" with charterers struggling to secure units for 2006 drilling programmes, many of which have now been forced back until 2007. "This strong rig demand coupled with their need for support vessels should soak up some of the additional tonnage delivering towards the end of 2006," concluded OSL.

## **Nigeria commander removed in oil theft probe-sources**

The head of the Nigerian military in the oil-producing Niger Delta has been removed from his post on suspicion of involvement in the theft of crude oil, government sources said on Wednesday.

The removal of Brigadier General Elias Zamani, head of the military joint task force (JTF) in the delta, is a vindication for militants fighting the government in the southern wetlands region. It could help free three foreign oil worker hostages being held by them, diplomats said.

Militants have long accused Zamani, among other top military officers, of being behind the trade in stolen oil, known locally as bunkering, worth hundreds of millions of dollars a year.



"Zamani was removed because of evidence that he is involved in bunkering. Some of his soldiers are also indicted because he didn't do it alone," said a government source involved in the investigation, who asked not to be named.

It was unclear whether Zamani would face formal charges for oil theft, the source said. An army spokesman said Zamani was redeployed as a routine measure and that he was not under arrest.

A second government source said Zamani's removal came at the behest of the economic and financial crimes commission, an anti-graft unit which reports to President Olusegun Obasanjo. A commission spokesman declined to comment.

Oil industry officials estimate that OPEC member Nigeria loses about 100,000 barrels a day, or 5 percent of its output, to a highly sophisticated international network of oil thieves. The crude oil is siphoned from pipelines and wellheads in the mangrove-lined creeks of the delta, loaded on to ocean-going tankers and exported to refineries. Zamani has been in charge of thousands of troops deployed to the delta a spate of ethnic violence in 2003.

Two navy rear-admirals were court martialled last year for their role in the disappearance of an oil tanker used in theft.

Diplomats believe the trade is the root cause of much of the insecurity in the delta, which pumps all of Nigeria's 2.4 million barrels a day. Ethnic Ijaw militants have kidnapped two groups of foreign oil workers, killed more than a dozen soldiers and sabotaged major oil installations over the past three months, curbing oil exports by a fifth.

They are still holding two Americans and one Briton, demanding more local control over the region's oil wealth.

Zamani had accused the militants of being oil thieves, and ordered helicopter gunship raids on barges he said they used to ship the oil. The militants accused security chiefs, and Zamani in particular, of being the real kingpins.

"Oil is not like diamonds and requires ships to come in unhindered. This is facilitated by the heads of these security organisations who are paid a standard fee for every vessel loaded," they said in an email last month.

Analysts say those behind oil theft are also involved in politics in the delta, and use the proceeds to buy arms for private militias. Corrupt government fuels anger and militancy among the region's impoverished majority, whose fishing villages play host to gas flares and oil production platforms.

The federal government recently asked Britain and the United States for a wide range of military hardware to tackle the militant threat in the delta, but diplomats said they were reluctant to accede to the request until Nigeria faced up to official collusion in oil theft and poor governance.

## NZ to probe ferry's stormy crossing

TOLL NZ is fully co-operating in an investigation into the events surrounding a stormy crossing of the Cook Strait by the Interisland ferry **Aratere** on Friday night. The ship limped into the South Island port of Picton five hours late after experiencing 125km per hour winds and seas up to 12m. New Zealand's Transport Accident Investigation Committee will look into why the operator allowed the ship to sail under such conditions. Several passengers were injured and rail wagons, cars and lorries were reported to have lost their lashings and become unstable. TAIC chief investigator John Mockett explained: Large items of cargo moving around in any ship can be dangerous to the personnel on board and we felt that was worthy of investigation. The investigation will cover Toll NZ's sailing policy, the decision to sail that evening, cargo security, strength of lashings and how passenger injuries were sustained.

## France demands EU approach to toxic warships

France has demanded that the EU set up a working group to study ways to deal with ageing warships, after the French government last month had to bring home an asbestos-lined retired aircraft carrier on its way to be junked in India.

Meeting with her European counterparts in Innsbruck in Austria, French defence minister Michele Alliot-Marie on Tuesday (7 March) said that the issue of outdated equipment was posing a problem throughout the world, writes Le Monde.

As a first step, the proposed working group would take inventory of Europe's retired warships with some estimates saying that around 1,000, possibly toxic, civil and military vessels are waiting to be scrapped in European ports.

The group should also examine methods currently used to dismantle and bury old warships, with the aim of improving them.

Following a ruling by the French supreme court, French president Jacques Chirac last month ordered the return of the warship Clemenceau to France. It had been on its way to a shipyard in India.

The case was brought to the courts in France as well as in India - where the boat had been sent for scrap - by Greenpeace and anti-asbestos groups concerned that the vessel contained unsafe amounts of asbestos.

An Indian court finally banned the 27,000-tonne toxic ship from entering Indian waters, while the French supreme court demanded the ship be transported back to France.

The incident has been described as a "political headache" for France after it received heavy criticism from NGOs who said Paris was trying to sneak out its "garbage" via the backdoor to countries that cannot afford to refuse it.

In Innsbruck, Ms Alliot-Marie denied that France was trying to turn the embarrassing Clemenceau event into a European problem rather than a French one.

"This is not about passing the buck. This is a problem that has been around for a long time," the minister said.

## **UK. Coastguard tug Anglian Princess assists tug and tow**

At five o'clock this morning, Falmouth Coastguard were contacted by the tug '**Goliath**' reporting that its tow had parted. The tug '**Goliath**' subsequently managed to secure an emergency tow line onto the vessel which also parted.

Falmouth Coastguard dispatched the Coastguard tug '**Anglian Princess**' to go and assist the **Goliath** in her efforts to re-secure the barge.

Penlee RNLI lifeboat was also requested to launch to standby the vessels as personnel were transferred to the barge. The weather conditions on scene were south westerly F7 to gale force 8 with a rough sea and a heavy swell.

Neil Oliver, Falmouth Coastguard said: "The Coastguard tug managed to secure a line aboard the barge, after transferring a crew member from the tug **Goliath** to secure the tow in very difficult sea conditions. The barge has now been safely towed to shelter in Mounts Bay where the Goliath will be able to effect repairs."

## **FPSO DALIA departed Korea under tow of FAIRMOUNT SHERPA and FAIRMOUNT SUMMIT**

After more than a year of preparation **FPSO DALIA**, under tow of 205 TBP AHT **FAIRMOUNT SHERPA** and 205 TBP AHT **FAIRMOUNT SUMMIT**, departed Korea in the early hours of March 8, 2006. Destination of the 312m long, 60m wide and 75 m high massive FPSO: DALIA FIELD, offshore Angola.



In addition to the **FAIRMOUNT SHERPA** and **FAIRMOUNT SUMMIT** Fairmount arranged DP II AHTS **SHIN CHOU MARU** to escort the convoy upto Taiwan Straits and 170 TBP AHTS **SEA TIGER**, presently heading for the convoy from Singapore ,which will replace **SHIN CHOU MARU** upon rendez-vous with the convoy.

It is foreseen that **FPSO DALIA** will arrive in the field offshore Angola by end May / Early June, weather permitting.

Photo : Fairmount Marine BV ©

## Delhi all ears in the Indian Ocean

India is reportedly planning to set up a high-tech monitoring station in northern Madagascar to tackle piracy and terrorism, while keeping an eye on China and the sea lanes that are so critical to Delhi's economy and security.

The station in Madagascar, a large island in the southern Indian Ocean off the east coast of Africa, will enable India to keep an eye on growing terrorist activities in East Africa and piracy in the waters off the East African coast. It would be the first such facility

New Delhi has opened in another country, though India has a monitoring station in Antarctica that is meant for scientific observation and experimentation.

Al-Qaeda activities in several East African countries have been of concern for several years. Somalia, Kenya, Tanzania and Comoros - all Indian Ocean littorals - have either experienced terror attacks by suspected al-Qaeda militants or are believed to have activists on their soil. The alleged threat posed by al-Qaeda in the region is said to have prompted the US to set up an anti-terror task force of almost 2,000 members in Djibouti in the Horn of Africa to monitor the region.

"India will pay US\$2.5 million to lease the station, because it apprehends threats to its strategic naval assets and its political, economic and military interests in Africa," the online Public Affairs Magazine reported. "The monitoring station will have high-tech digital communication systems."

The monitoring station is in tune with Indian maritime doctrine that envisages an ambient forward naval presence from the Strait of Hormuz to the Strait of Malacca.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 034

Madagascar is in a rough neighborhood. To the north is civil-war-racked Somalia, which hasn't had a functioning central government for more than a decade. The waters off Somalia's coast are piracy-infested.

There have been 37 incidents of piracy off Somalia's coast since last March, according to the International Maritime Bureau, a part of the International Chamber of Commerce that fights crime related to maritime trade and transport, particularly piracy and commercial fraud, and protects the crews of ocean-going vessels.

In fact, Somalia is being described as "the most dangerous place these days". Jayant Abayankar of the bureau said, "The Malacca Strait used to be one of the worst, and the waters off Nigeria and Iraq are currently bad. But Somalia is the worst."

For instance, an Indian ship with 35 crew members was hijacked on Sunday by gunmen off the Somali coast. It is incidents such as these that India's station at Madagascar would hope to prevent through monitoring and swift action.

But while monitoring the region for piracy and terrorist activity might be the ostensible reason for an Indian monitoring station in Madagascar, there are other considerations that seem to have prompted the decision.

While the Indian presence at Madagascar is "purportedly for anti-piracy and maritime counter-terrorism monitoring purposes, it is possible that a station is being set up here for monitoring the sea lanes of communication [SLOCs] in the Indian Ocean", suggests Lawrence Prabhakar, visiting fellow at the Institute of Defense and Strategic Studies in Singapore and associate professor of political science at the Madras Christian College in India.

The Indian Ocean is a critical waterway for global trade and commerce. Half the world's containerized freight, a third of its bulk cargo and two-thirds of its oil shipments traverse this ocean. It provides major sea routes connecting Africa, the Middle East, South Asia and East Asia with Europe and the Americas and is home to several critical chokepoints such as the Strait of Hormuz and the Strait of Malacca.

The significance of the Indian Ocean to India's economic development and security is immense. Most of India's trade is by sea. Nearly 89% of India's oil imports arrive by sea. The SLOCs are therefore lifelines for the Indian economy and any disruption in these can have disastrous consequences. Securing the SLOCs is therefore a prime objective of India naval and maritime strategy.

The proposed monitoring station on Madagascar is part of a larger Indian strategy to secure SLOCs in the Indian Ocean. It is another step that India is taking to assert its presence and secure SLOCs through policing waters from Madagascar, Mozambique and the Gulf of Oman in the west to the Malacca Strait and probably the South China Sea in the east.

In fact, several Indian analysts view India's security perimeter - its "rightful domain" - as extending from the Strait of Hormuz to the Strait of Malacca from Africa's east coast to the western shores of Australia.

To its east, India's naval presence has witnessed a significant and visible increase. The Indian navy has been exercising with the Singaporean navy for more than a decade, with the Indonesian navy since 2004 and with the Thai navy since August. In 2002, Indian and US ships engaged in joint escort duties in the Malacca Strait. Likewise to its west, the Indian navy has been holding joint exercises in the Gulf of Oman, the Gulf of Aden and the Arabian Sea with the likes of Oman, Iran and France.

In contrast to its exercises near the Malacca Strait or in the Gulf of Oman, the Indian navy's foray into the southern Indian Ocean is less talked about. However, the proposed monitoring station on Madagascar is not the first time that the Indian navy will play a role in waters off the East African coast. The Indian navy has patrolled the waters around Mauritius at least twice and during the African Union summit in Mozambique in 2002, the Indian navy provided seaward security.

The expansion of the Indian naval presence in the Indian Ocean is as much about keeping an eye on the mounting Chinese presence in these waters as securing the SLOCs. The Chinese presence in the Bay of Bengal has increased much to India's concern after its growing proximity with Bangladesh and Myanmar.

And India is anxious over China's involvement in Pakistan's Gwadar port project. Gwadar is a fishing village just 72 kilometers from the Iranian border on the Arabian Sea coast in the Pakistani province of Balochistan, which shares borders with Afghanistan and Iran to the west.

Gwadar is near the mouth of the strategic Persian Gulf, about 400km from the Strait of Hormuz, a major conduit for global oil supplies. Total cost of the Gwadar project is estimated at US\$1.16 billion, with China committed to about \$198 million for the first phase.

"China has access to Egypt's Port Said, Iran's Bandar Abbas port and Pakistan's Gwadar port. Some years ago China had a missile tracking facility in Zanzibar, Tanzania," Prabhakar told Asia Times Online, pointing out that an Indian naval presence on Madagascar was therefore "not a bad idea".

India has naval bases in Cochin on the southwest coast of the Indian peninsula, Karwar near the confluence of the Kali River and the Arabian Sea, and Mumbai, the largest port in western India. When linked with Madagascar "the quadrant would give India an idea of what extra-regional navies are up to in the East African and southern African coast", Prabhakar said.

With a monitoring station on Madagascar, the possibility of the Indian navy venturing into joint patrols with other navies in the region cannot be ruled out. "Cooperative patrol is possible with [the] South African navy, the only medium naval power in the entire African continent. Besides, joint patrols with the US Navy are possible," said Prabhakar, drawing attention to "lower end maritime asymmetric threats in the waters here".

Prabhakar points out that with a monitoring station in Madagascar, "Some limited offshore patrolling by Indian offshore patrol vessels is quite possible. This could mean deployment of a few rotary and fixed-wing maritime patrol craft will follow."

India's move to Madagascar will be welcomed by the Americans, with whom New Delhi is growing closer. In Beijing, however, where India's growing blue-water ambitions have been viewed with some wariness, it would raise eyebrows.

## CASUALTY REPORTING



The **Ibrahim-R**, with a displacement of 6,500 tonnes and at 105 meters long, is aground in the area of Kabardinka.

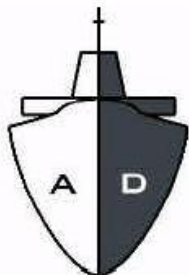
**Photo : Jacob Hoogendorp ©**



## NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

# ANGLO DUTCH SHIPBROKERS bvba



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



The Dutch Guided Missile frigate **F 831 VAN AMSTEL** seen anchored off Flushing in 2005

Photo : Peter Andriessen ©

## Navy to Acquire N30bn War Ship

The Nigerian Navy may soon add about eight more war ship valued at about N30 billion to its fleet, to beef up its sea power at curtailing activities of sea pirates and crude oil thieves who have made the Niger Delta Region a safe haven.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 034

This revelation was made in a paper presented by Naval Chief of Policy and Plans, Admiral Godwill Ombo, titled "Repositioning the Nigerian Navy for Effective Operations in The 21 Century," at the Chief of Naval Staff Annual Conference held in Offa, Kwara State.

According to him, for the Nigerian Navy to complete the on-going local refit programme which it had embarked on, it is important that the Federal Government expedite action on the procurement of about two ex German Fast Patrol Boats (FPBs) and the Ex RN Castle Class Operational Vessels (OPVs) including a medium size logistics support vessel.

"The process should be completed as soon as possible, to enable them join the Nigerian Navy fleet, as part of the short term measures to consolidate Naval operations," he said.

Ombo said if these ship are acquired by the Federal Government as proposed, the Nigerian Navy may well be on its way to being a blue sea navy that its founding fathers dreamt it would be.

He said this may be part of the short term measure, but it had become obvious that the Federal Government can no longer allow its wealth at sea to remain unprotected.

### SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :

#### RENERGI

COMBUSTION IMPROVER

>> **RENERGI** added to the fuel, changes the structure of the hydrocarbons within the fuel.

>> **RENERGI** will increase the efficiency of the combustion process.



Before using **RENERGI**



After using **RENERGI**

#### **RENERGI** will effectively lead to:

- > Reduced fuel consumption.
- > Cleaner turbochargers exhaust gas boilers and engines.
- > Extended maintenance intervals and reduced consumption of spare parts.
- > Lower emissions and substantially cleaner exhaust gasses.
- > Easy and simple dosing system.

#### **WESTMARK bv**

Postbox 1082  
3920 EB Woudenberg  
The Netherlands  
Tel + 31 (0)33 461 4844  
Fax + 31 (0)33 461 2461  
E-Mail : [info@westmark.nl](mailto:info@westmark.nl)



On Thursday 9 March 2006 at 11:30 hours yard number 252, named **BORNHOLM** was christened and launched at the Yard Jachtwijk, Industrieweg 17 in Hoogezand (The Netherlands)

The godmother of the vessel is Mrs. Biggi Hastenrath.

**Photo : Marius Esman ©**

**Dimensions of yard no. 252**

- Length over all, 118,55 m
- Length between perpendiculars, 111,85 m
- Breadth moulded, 15,20 m
- Depth moulded, 8,45 m
- Draft baseline, summer, 7,032 m
- Deadweight abt. 7750 ton
- Fuel capacity H.F.O. abt. 480 m<sup>3</sup>
- Ballast Capacity abt. 3300 m<sup>3</sup>
- Main Engine MaK 8M32 3840 kW
- Trial Speed at summer draft 14,7 kn
- Gross Tonnage abt. 4950 ton
- Net Tonnage abt. 2600 ton
- Hold capacity 332,500 cbft

## Bay Shipbuilding Wins Contract

Bay Shipbuilding in Sturgeon Bay, a subsidiary of The Manitowoc Company Inc., has been awarded a contract to build two 521-foot long tank barges. The contract includes options for two additional vessels. The contracts were issued by U.S. Shipping Partners, a leading provider of long-haul marine transportation services. The company provides transport for refined petroleum and chemical products. The barges are scheduled for delivery in 2008. The 72-foot wide barges,

which can hold 156,000 barrels of oil, are designed for ocean travel and will be used for transport along the East Coast. They will be the 15th and 16th tank barges ordered from The Manitowoc Company since 1999.

## Bourbon orders Ulstein PSV's from China

Bourbon has signed a contract with China's Zhejiang Shipbuilding for construction of four Ulstein P105 platform supply vessels.

The vessels will be delivered between September 2007 and September 2008



Ulstein Design AS will deliver the design and major equipment for the vessels. The contract has a total value of around NOK 350 million (about US\$ 52.4 million) for Ulstein Design.

"This is a major and important breakthrough in the Chinese market for the Ulstein Group," says Ulstein Design president Tore Ulstein. "China is a new arena for Ulstein Design, and we

are very happy to be selling the designs and equipment for no less than four vessels when we enter this market."

"The contracts are announced at a time when we are already very busy in the Ulstein Group. But the Chinese contracts are based on designs that have been built previously at Ulstein Verft. Therefore much has already been done in order to design, construction and the selection of equipment," says Tore Ulstein.

Bourbon has already taken delivery of two type ULSTEIN P105 vessels from Ulstein Verft.

"**Bourbon Topaz**" was delivered in February 2005 and "**Bourbon Peridot**" towards the end of October 2005.

"We have decided to contract four additional equivalent vessels because of the market's response to those vessels and our positive experience with them," says Trond Myklebust, managing director of Bourbon Offshore Norway.

Bourbon has experience of ship construction in China and particularly at Zhejiang Shipbuilding Co. Ltd. The shipping company has a series of medium sized platform supply vessels under construction at Zhejiang Shipbuilding Co. Ltd, the first of which have already been delivered.

"The yard has proved to us that it can build sophisticated vessels with diesel electric propulsion and DP2. This experience was absolutely vital vis-a-vis this new project," says Trond Myklebust.

Ulstein Design VP Marketing Erik Andreassen reports that in addition to complete supporting drawings, Ulstein Design will deliver the propulsion systems, engines, cargo systems and dynamic positioning systems, among other things. The equipment packages also contain a number of products from Ulstein Elektro AS, such as all the navigation and radio equipment, panels and desks.

"To follow-up the delivery, Ulstein Design, the technical construction department in Ulstein Verft AS and Ulstein Elektro will make their competence available in various technical areas. In addition, the Ulstein Group's representation office, Ulstein China, will play an important role in the cooperation between the yard, Bourbon and Ulstein Design," says Erik Andreassen.



## **More Blueskys for Daewoo**

Taiwanese shipowner TMT confirmed it had placed a second LNG order at Daewoo Shipbuilding and Marine Engineering (DSME) and hinted there could be more to come.

DSME will hand over the 166,000-cbm ice-class carrier in 2010. No price was disclosed though most market pundits expect it to be north of \$210m. Its size means it will be larger than the 145,000-cbm vessel, Bluesky, already being built at Daewoo for the owner, which is due for handover at the end of this year.

Despite talk that TMT might be on the verge of re-selling this vessel, TMT suggested today there could be more orders at the yard. The company would "continue to work with DSME to develop further vessels," it said.

Prior to placing the first order, TMT had no experience in the LNG industry. While it initially claimed it had a backer for the speculatively-ordered vessel, none has so far emerged. It says it continues to talk to potential charterers.

TMT is ordering the second ship through its new dedicated division Bluesky LNG, set up in mid-2005.

## **Riga yard signs tug order**

Latvian shipbuilder Riga Ship Yard has struck a deal to build two tugs for Riga Free Port.

The ships will bring in EUR 12.1m (\$14.42m) in revenues for the yard. They will be delivered in 18 months time.

The builder of small coastal ships posted LVL 217,000 (\$379,000) in profit in the first quarter of 2005, compared to a loss of LVL 424,000 in the same period the year before.

The yard also owns the Tosmare facility in Liepaya, another small shipbuilder.

## **Repair boost for Northwestern**

UK-based Northwestern Shiprepairers & Shipbuilders, in which Mersey Docks & Harbour Co holds a 50% stake, has agreed a 15-year lease on the former Cammell Laird north yard. The facility is important because it includes three drydocks including one of the largest on the UK's west coast. It was previously owned by A&P and sold to Reddington Developments, which had opposed further ship repair work on the site. The lease will allow Northwestern to significantly expand its repair work, including bidding for Royal Navy contracts. The latest business to have been won by the company is the conversion of the Bibby Sapphire from a multi-purpose offshore support vessel to a diving support ship for operation mainly in the North Sea. This will take most of 2006 but the value has not been revealed. Managing director John Syvret describes the yard as providing a platform for further sustainable growth.

## **Samsung Heavy Industries wins US\$550 mln order for drill ship**

Samsung Heavy Industries Co., the world's third-largest shipbuilder, said Thursday it has won an order worth US\$550 million to build a drilling ship for a Swedish firm.

Samsung Heavy Industries intends to deliver the drilling ship in June 2008 to Stena Drilling Ltd. for it to use in deep-water oil and natural gas exploration, the company said.

## ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



### TOTAL VESSEL MANAGEMENT

**K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands**

Telephone : (31) 10 - 453 03 77  
Fax : (31) 10 - 453 05 24  
E-mail : [mail@workships.nl](mailto:mail@workships.nl)  
Website : [www.workships.nl](http://www.workships.nl)

## Chouest does deal with Jaya

US-based support vessel operator has reportedly Edison Chouest acquired two newbuild 5,150bhp AHTS.

Offshore Shipbrokers said the the vessels were being acquired from Jaya on private terms.

## NORSK HYDRO LOI FOR FARSTAD

NORWEGIAN energy company Norsk Hydro has awarded Farstad Shipping letter of intent for the long term Charter of a platform support vessel. Farstad says the Contract will be for a firm period of 32 months with additional option periods of 5 x 1 year. The contract starts in August this year and will initially be serviced by the Ulstein P105 type PSV, 2003-built Far Symphony until replaced by a newbuilding in Q4 2007. The newbuilding has not yet been ordered but the company says it will be a UT751E type vessel.

## Tallink sends fast ferry to Spain

Estonian ferry company Tallink has sold one of its four **AutoExpress** fast ferries to Spain's Compania Transmediterranea SA.

Transmediterranea will take delivery of the 4,860-gt **AutoExpress** (built 1995) by month end. No price was disclosed for the deal. Both parties said they would announce the figure once the ship was delivered.

However Tallink director Peter Roose said today the company would book a small profit on the deal.

Roose said the three remaining 'AutoExpress' vessels on the route had 'more than enough' capacity to handle volumes over the summer. The ships in the series can carry approximately 500 passengers.

The company will then take delivery of the much larger 1,900-passenger fast ferry from Aker Finnyards in May 2007, and a similar 2,080-passenger ferry from Fincantieri in first-half 2008.

Tallink is also due to take delivery of the 2,800-passenger conventional ferry **Galaxy** in May.

## Flekkefjord wins cable contract

Norwegian utility company Statnett has ordered a cable-laying ship from domestic yard Flekkefjord Slipp & Maskinfabrikk (FS&M).

The newbuilding will replace Statnett's existing 1,600-gt cable-layer Elektron (built 1969) and will also be used for transportation of transformers.

In addition, the new ship will be chartered to local energy sector players.

It is scheduled for delivery in October 2007 at a cost of NOK 180m (\$26.79m), Statnett said. Statnett's order is the fourth in the yard's current orderbook.

It is building a scientific research vessel for the UK's Natural Environment Research Council (NERC), due in August this year, as well as offshore ships for Solstad and Eidesvik Shipping.

## THE KING OF SCANDINAVIA CRACKS OPEN THE BUBBLY



Photo : Jas Louwen ©

DFDS Seaways, the leading cruise ferry operator to Scandinavia and Northern Europe, is proud to announce the arrival of its new ship, the m.s. **KING OF SCANDINAVIA**.

The new giant of the North Sea was christened in a formal ceremony in the Dutch port of Amsterdam (IJmuiden) by its godmother Ragnhild Moberg, wife of DFDS A/S Board Director Anders Moberg.

The huge ship, which measures 166m from prow to stern - the length of two full-sized football pitches end to end - will first arrive into Newcastle on the morning of Sunday 12 March.

It replaces the m.s. **Duke of Scandinavia** and will sail alongside the m.s. **Queen of Scandinavia**, operating daily sailings from Newcastle to Amsterdam (IJmuiden).

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 034

The introduction of the new ship means that DFDS Seaways' overall daily capacity on this route will increase from 2,758 passengers and 780 cars to 3,691 passengers and 960 cars.

Following a major refurbishment to bring it up to the standards expected of a DFDS Seaways Holidayliner, the new ship offers customers a wide range of quality onboard facilities.

More cabins than ever before will have a breathtaking seaview and the four restaurants choices include buffet and a la carte meals options. With two onboard cinemas guests can keep up-to-date and catch the latest blockbuster movies or they can enjoy a wide range of wines, beers and spirits in the brand new Sports Bar or even dance the night away in the Columbus Club to live entertainment.

If relaxation is more the order of the day, the Observation Lounge is the perfect place to relax and while away the hours and watch the world go by. What's more there will be even more Commodore Deluxe class cabins with in-room televisions, mini-bars and fresh fruit for those guests wanting a little bit more luxury.

John Crummie, managing director of DFDS Seaways Ltd, said: "We are very excited about the arrival of the King of Scandinavia and today's Christening is just the beginning of a series of celebrations to mark its launch.

We are delighted to be hosting Century FM on board when the King departs from Newcastle for the first time on Sunday. Using the latest satellite technology and for the first time ever from a moving cruise ferry ship, North East renown presenters Scott and Lisa will broadcast their morning radio show live and uninterrupted on the Monday morning as it comes into Amsterdam and then once more on the Tuesday as the ship returns home. Be amongst the party to sail with the Century team - from only £59 per person

This broadcast on the Tuesday kicks starts an exciting day in the Port of Tyne as we have red carpet festivities taking place including an on board lunch. Roll over the Oscars, all rise for the King."

Some 'at a glance' facts on the new North-Sea King:

- a.. From the top of its funnel to its keel the King is as tall as Grey's Monument and weighs a massive 30,000 tonnes.
- b.. The ship is 27m, or 90ft wide - that's the same length as one of the Angel of the North's wings!
- c.. The King has 543 cabins of which 274 are have a sea view - that's more than twice the number of rooms at the Hilton Hotel in Newcastle.
- d.. The King has enough room on its car deck for 600 cars and can carry 2,000 passengers.
- e.. With four engines powering at top speeds of 21 knots, or around 25mph, it ensures a smooth cruise across the 225 miles between Newcastle and Amsterdam.
- f.. The total amount of carpet used throughout the ship would cover the surface area of four football pitches

## King of Scandinavia Facts:

- a.. Gross tonnage 31,395
- b.. Length 166m
- c.. Beam 27m
- d.. Knots 21
- e.. Passenger capacity - 2,053
- f.. Car capacity - 600
- g.. Lane metres 1,410

Facilities:

- a.. 2 cinemas
- b.. Observation lounge
- c.. Games room



- d.. Piano & Cocktail bar
- e.. Columbus Club with live entertainment and shows
- f.. Sports Bar and late night disco

## **Hanjin to launch Asia-Med service**

HANJIN Shipping says it will add a new service to the Asia-Mediterranean trade by swapping space with Yang Ming Line's AMS2 service which is jointly operated with "K" Line.

The Korean line's name for the service is New Asia Med Express (NMX) and it is scheduled to begin on March 20.

The shipping line hopes the NMX service will boost Hanjin's competitiveness as it will provide more Mediterranean area coverage and would include direct calls from Ningbo, Xiamen, and Kaohsiung to Genoa, Fos, and Valencia.

The port rotation for NMX will be: Shanghai, Ningbo, Xiamen, Kaohsiung, Yantian, Singapore, Jeddah, Suez, Port Said, Genoa, Fos, Valencia, Port Said, Suez, Singapore, Hong Kong, and back to Shanghai.

Hanjin said it will swap space on the CMX (China Mediterranean Express) service with Yang Ming. Currently, Hanjin is operating CMX jointly with Yang Ming and "K" Line. Hanjin also runs MEX (Mediterranean Express) jointly with Senator Lines, United Arab Shipping and MOL, a Hanjin statement said

## **Singapore port aims to double capacity by 2018**

Singapore, the world's busiest container port, is aiming to double capacity to 50 million 20-foot container boxes by 2018 as world trade booms, a senior government official said.

"If world trade continues to boom and fuel container shipping growth of about six percent per year, we estimate throughput will double in about 12 years' time," Minister of State for Transport Lim Hwee Hwa said in remarks released late Thursday.

"For planning purposes, we have therefore made preparations for our ports to have the capacity to handle 50 million twenty-foot equivalent units (TEUs) by 2018," she said in response to questions in Parliament.

Singapore moved 23.2 million 20-foot containers in 2005 to regain the position as the world's busiest container port from Hong Kong for the first time since 1998, Lim said.

Throughput expanded almost nine percent from 2004, faster than its regional rivals Hong Kong as well as Port of Tanjung Pelepas and Port Klang in Malaysia. Singapore retained its position as the world's busiest port in terms of shipping tonnage with 1.115 billion gross tons last year and was the top bunkering port worldwide, Lim said.

Vessel tonnage measures the volume of merchant ships arriving in a country.

Singapore's PSA International, the world's second biggest container port operator after Hutchison of Hong Kong, reported Wednesday net profit rose 20.2 percent in 2005 from the previous year, lifted by a boom in Asian trade.

The net profit came in at 1.058 billion Singapore dollars (653 million U.S.) and compared with 880.5 million dollars in 2004. PSA's operations in its home base contributed strongly to the group's net profit.

PSA International last month tried to further expand its global reach when it mounted a bid for British port giant Peninsula and Oriental Steam Navigation Company (P and O).

But PSA abandoned its 3.545 million British pound (6.2 billion U.S. dollar) bid after rival DP World of Dubai made a higher offer which valued P and O at 3.92 billion pounds.

"There are still many opportunities in the global marketplace of ports. I am sure PSA will continue to be on the lookout for attractive projects to increase its international footprint," Lim said.

PSA, owned by Singapore's state-linked investment company Temasek Holdings runs ports in Singapore, Belgium, Brunei, China, Hong Kong, India, Italy, Japan, the Netherlands, Portugal, South Korea and Thailand.

## **MOVEMENTS**

**THIS SECTION IS BROUGHT TO YOU BY :**



**MULTRASHIP**

**MULTRASHIP** Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

**Internet**

[commercial@multraship.nl](mailto:commercial@multraship.nl)

<http://www.multraship.nl>



The **JUNO** seen in Galveston – Photo : Piet Sinke ©



The **STAR FRASER** enroute Rotterdam – Photo : Frans Bausch ©



The **MATHIOS** was spotted on the Tyne  
Photo : Kevin Blair ©



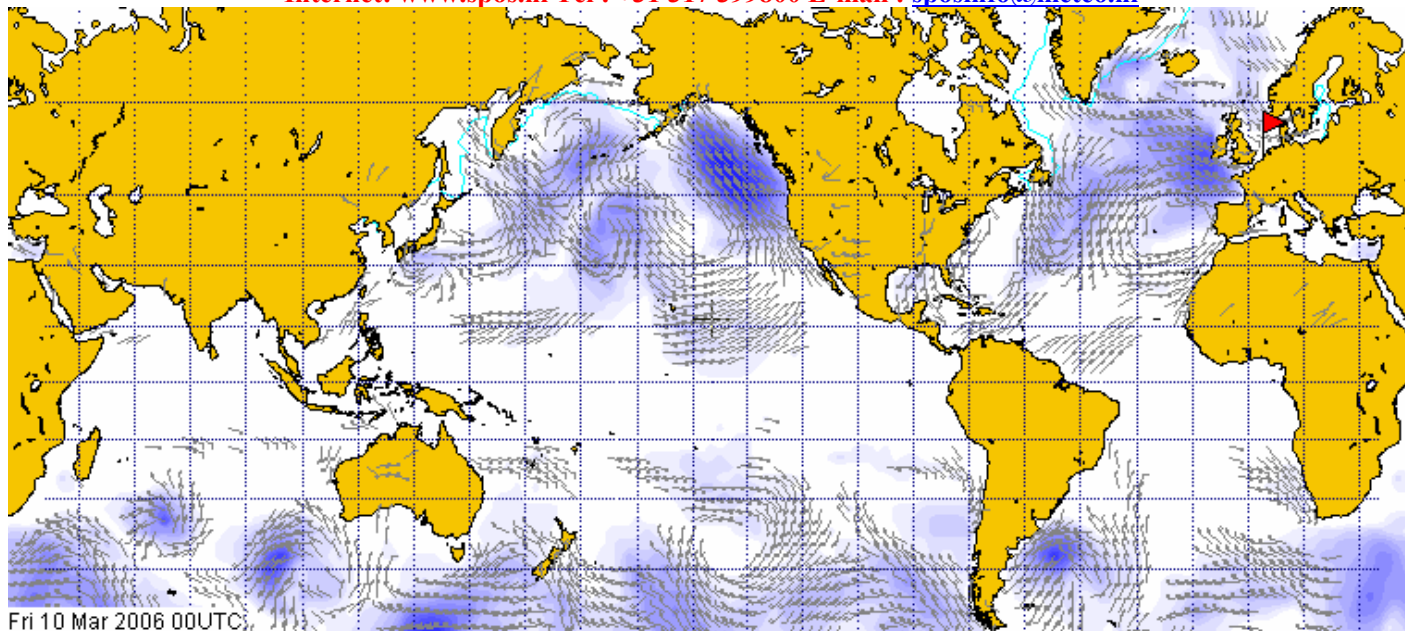
The **MAPLE** ( former **WESTERBORG** ) seen here departing from Rotterdam  
Photo : Michel Kodde ©

## MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: [www.spos.nl](http://www.spos.nl) Tel : +31 317 399800 E-mail : [sposinfo@meteo.nl](mailto:sposinfo@meteo.nl)



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 ....





The **KING OF SCANDINAVIA** enroute Amsterdam escorted by the **SVITZER MUIDEN**  
Photo : Joop Marechal ©

## TOELEVERANCIERS ONTMOETEN CHINESE SCHEEPSBOUWERS EN REDERS

**Handelsmissie naar de regio's Shanghai, Nanjing en Jiangyin**

Van 27 mei tot en met 3 juni 2006 organiseert Holland Marine Equipment (HME) een officiële EVD handelsmissie naar China. Deze missie zal zich richten op de maritieme sector in de regio's Shanghai, Nanjing en Jiangyin. Tijdens de missie zal speciale aandacht worden gegeven aan de Chinese rederijen; een doelgroep die tot nu toe niet door HME is bewerkt vanwege concentratie op de scheepswerven.

Naast de bezoeken aan rederijen, die centraal staan in deze handelsmissie, voorziet het programma ook in enkele werkbezoeken. Verder bevat het programma goed georganiseerde matchmappingsessies en Hollandpromotie.

Tijdens deze missie kan men laagdrempelig kennis maken met dit gedeelte van China. Door de maritieme focus van de deelnemersgroep kan men bovendien op ontspannen wijze ervaringen delen met andere deelnemers. HME verzorgt de gehele organisatie en gebruikt haar eigen Chinese lokale netwerk voor het leggen van de juiste contacten.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 034

Deelname is met name interessant voor bedrijven die op zoek zijn naar nieuwe contacten of agenten, lokale sourcing of productie overwegen, of voor bedrijven die een eerste oriëntatie op de Chinese scheepsbouwmarkt wensen.

Door met een delegatie een scala aan producten en innovaties te presenteren aan de 'key players' uit de Chinese maritieme industrie, verwacht HME de Nederlandse maritieme sector een belangrijke volgende stap te kunnen laten zetten. De support van de Nederlandse overheid opent bovendien deuren die anders gesloten zouden blijven.

Tijdens de missie, die wordt vormgegeven in samenwerking met de Rotterdam Port Promotion Council, brengt ook Burgemeester Opstelten (Rotterdam) een bezoek aan China. In dezelfde week speelt Feyenoord een wedstrijd in Shanghai. Naar verwachting zullen deze activiteiten veel publiciteit met zich meebrengen.

Voor meer informatie over of deelname aan deze maritieme handelsmissie, kunt u contact opnemen met Marjan Lacet, exportmanager Azië (T: (010) 44 44 333 of E: [ml@hme.nl](mailto:ml@hme.nl)). Tevens kunt u voor meer informatie over deze handelsmissie terecht op de website van HME: [www.hme.nl](http://www.hme.nl) onder 'Events'.

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.