

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 112



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The DALIA arrived for a stop over in the port of Cape Town

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EVENTS, INCIDENTS & OPERATIONS



The **Lorelay** was spotted in the Theodore dock in Mobile (Alabama) – Photo : Jan van der Water ©

Oil slick threatens tourist beaches in India's Goa

An oil slick from a cargo ship that sank off India's coast is threatening popular tourist beaches in the southern resort state of Goa, environmentalists said on Tuesday.

Oil patches have begun washing up on the beaches after the Panama-registered MV **Ocean Seraya** broke in two on Monday, a week after it ran aground about five km (three miles) off the coast of the neighbouring Karnataka state.



A 9-km (6-mile) wide oil slick is spreading northwards towards Goa pushed by strong winds and choppy seas due to the annual monsoon rains.

"Nothing has been done, I would say. The slick has impacted marine life because usually the worst happens in the first two days," Greenpeace spokesman Ramapati Kumar said.

Officials played down the risk to wildlife or the beaches, which are popular with foreigners, but environmentalists said a serious threat remained as not all of the ship's 690 tonnes of fuel had been pumped out.

As much as half may have already spilled from the ship.

"It is not a very thick slick ... we do not see any fresh spill now," K.B.L. Bhatnagar, a coast guard official, told Reuters.

"The slick has been neutralised as of now, but a threat remains because the ship's fuel tanks are still inaccessible."

Newspaper and TV reports said the oil slick had affected Goa's Polem beach and was heading for the nearby Palolem beach, which is 70 km (44 miles) south of the state capital, Panaji.

Officials said that 100 people were employed in a clean-up that involved spraying dispersants, cleaning beaches and would now focus on removing the remaining oil from the sinking ship. Authorities have sought help from a Singapore-based company with expertise in cleaning up oil spills. The slick is small compared to major world spillages.

Report: Sunken Ferry Crew Unfamiliar with Equipment

According to sources, a report says crew of sunken ferry may have been unfamiliar with equipment. A suggestion is being made that bridge crew on the Queen of the North were unfamiliar with newly installed steering equipment. A preliminary finding into the ferry sinking also says the crew was so unacquainted with the new electronic equipment's night settings that they turned off a monitor displaying their course. In a letter to B.C. Ferries CEO David Hahn a Safety Board Investigator said that action negated the benefits of the real-time display of the vessel's track and position vis-à-vis the planned courses and course alterations. In the meantime, an order has gone out that all ship's officers who stand a navigational watch must sign documentation that they are sufficiently familiar with bridge equipment.

LNG Fleet Hits 200 Mark

The A.P. Moller-Mærsk newbuilding "**Maersk Qatar**" became the 200th LNG tanker in the world merchant fleet.

It took 34 years for this part of the merchant fleet to reach 100 units, but only eight years to double the number. The 300 mark will be reached by just over 2 years, according to SSG.

The 300th might also be a Maersk tanker as A.P Moller-Maersk has a further six LNG tankers on order at Samsung with number three due for delivery in September 2008. South Korea now draw level with Japan as the leading builders of LNG tankers, having delivered 64 vessels each of the current 200 LNG tanker fleet.

PANAMA CANAL – MORE SHIPS, LONGER TRANSITS

DURING Q2 of its current financial year, January through to March, the Panama Canal experienced an increase in net tonnage, total transits and transits of panamax vessels but Canal Waters Time (CWT), the average time it takes a vessel to transit the Canal including waiting time for passage, increased in Q2 and booking slot utilization remained steady.

Panama Canal/Universal Measurement System (PC/UMS) tonnage increased 5.7% percent - to 75.0m PC/UMS tons. In addition to a spike in tonnage, the canal realised an increase in traffic. Total transits increased 3.5% - to 3,862 and transits of panamax vessels (100 feet or more in beam and the largest vessels that can pass through the canal) increased 7.5% - to 1,501 transits.

"The ACP's hard work reaped rewards this past quarter, as demonstrated by the figures we are presenting today. The Canal is seeing more tonnage, increased traffic and a drop in accidents. I commend the ACP's world-class workforce that relentlessly strives to ensure a safe and reliable service for our customers," said ACP Maritime Operations Director Jorge Quijano.

S'pore's big splash



Minister of State for Finance and Transport Lim Hwee Hua and Greek Minister for Merchantile Marine Manolis Kefaloyiannis cutting the ribbon to officially open the Singapore Pavilion at the Posidonia 2006 maritime exposition, the world's largest shipping fair, that opened in Athens on Monday. With 16 Singapore companies represented and over 200 square metres of exhibition space, the Singapore Pavilion is the largest presence to date at Posidonia.

Holland America ship rescues 22

A Carnival Corp. & PLC cruise ship on early Tuesday rescued 22 people from the Aegean Sea in waters between Turkey and Greece, the cruise company's Holland America line reported.

The individuals, believed to be refugees from a number of countries, had been sailing on a boat that had capsized, a news release said.



The **NOORDAM** seen moored in Katakolon (Greece) – Photo : Mike Dobson ©

Ship's officers and other crew of the **Noordam** began implementing rescue procedures as soon as a sailor working on the aft of the ship spotted a person floating in the water. One fast rescue boat and two tenders were lowered and the 22 people, all wearing life jackets, were brought aboard within two hours and 15 minutes.

One child, who had not been wearing a life vest, was later found dead by Greek officials. Medical staff on the **Noordam** treated the individuals for any injuries.



Photo left and below :

Holland America Line's cruise ship **ms Noordam** lowered a fast rescue boat to assist in the rescue of 22 people in the Aegean Sea on June 6. Here, Third Officer **Jonathan Hughes** (left) assists a man into the boat and Fourth Officer **Aafke Bergsma** (center) and Chief Officer **Mark Rowden** (right) help a mother and two children.

Photo : Crew Noordam ©

The **Noordam** arrived in Kusadasi, Turkey, at 9:30 a.m. local time on June 6, about two hours behind schedule.

Turkish authorities immediately began processing the refugees and later permitted them to disembark for handling, in accordance with international requirements. Guests aboard were kept updated on the rescue by public-address announcements and notices from the captain.

"In a situation such as this we are certainly happy to have helped so many people in dire circumstances. The crew performed admirably," said Stein Kruse, president and CEO of Seattle-based Holland America Line. "We also are very thankful and appreciative of the Turkish authorities for allowing these people to disembark for later repatriation. We recognize the important commitment the leadership of Turkey has demonstrated to cruise ship safety, as well as their respect for international law and their compassion for people who are less fortunate."



At the time of the rescue, the **Noordam** was on a scheduled 10-day, round-trip cruise from Civitavecchia, Italy, and proceeding with 1,847 passengers and about 800 crew from the port of Santorini, Greece, to Kusadasi.

Photo : Crew Noordam ©

Officials deny Russia navy base in Syria

Russian media are reporting that Russia is planning to open a naval base in Syria, but military officials have denied the reports.

According to the Kommersant daily newspaper, Russia has begun work on deepening the Syrian port of Tartus - a supply point for the Soviet Union and Russia since the 1970s - and widening a channel in the port of Latakia.

Kommersant said Moscow was seeking relocate its Black Sea fleet from the Ukrainian port of Sevastopol.

Russia's lease at the Sevastopol port expires in 2017 and it is possible that Ukraine will not renew it.

The Kommersant report also said Russia hoped to strengthen its position in the Middle East through a naval base in Syria.

The daily said Vladimir Zimin, senior economic adviser at the Russian embassy in Damascus, had confirmed the report.

The Russian Defense Ministry categorically denied the report, Russian state news agency RIA Novosti reported.

"This is an absolutely false report that has no foundation whatsoever," Defense Ministry spokesperson Vyacheslav Sedov told Novosti.

"The Russian government hasn't had and doesn't have any plans to move the Black Sea fleet from Ukraine. Our fleet is staying in Crimea at least until 2017," he said.

According to the Kommersant report, an air defense system with S-300PMU-2 Favorit ballistic missiles will be installed at the port to protect Russian naval ships.

Russia allegedly has also agreed to upgrade Syria's aerial defense systems its of 1,000 T-72 tanks.

The daily said Syria also was seeking to buy two submarines and upgrade its fleet of MiG 29 fighter jets.

Passenger rescued off UK

A woman passenger has been rescued after falling overboard a ferry leaving the Isle of Wight, UK.

Wightlink's 761-gt **Caedmon** (built 1973) had just left Yarmouth on its way to Lymington on the English mainland when the alarm was raised on Wednesday.

The woman, who was in the sea for several minutes, was picked up by the ferry's own rescue launch, which was later helped by coastguards. One report suggested she had jumped.

Solent Coastguard said it did not believe the woman was seriously injured but paramedics were called to assist.

Shipping firm talks with Somali pirates holding 20 Pinoys

A shipping firm is in talks with pirates holding hostage 20 Filipino crew members abducted off Somalia two months ago, the Department of Foreign Affairs said Wednesday.

"Negotiations are ongoing, but we cannot disclose further details because we don't want to jeopardize the talks with the hostage-takers," a DFA official said.

The Philippine Embassy in Kenya reported to the foreign office in Manila that the hostages were safe.

The Filipino sailors were kidnapped on March 29 when pirates boarded their UAE-registered oil tanker Lin 1 off the coast of Mogadishu.

Race Rotterdam in gevaar

De organisatoren van het Rotterdamse aandeel in de Volvo Ocean Race zien wit om de neus, maar van zeeziekte is geen sprake. „We zijn verbijsterd“, zei woordvoerder Thie Schellekens gisteravond, nu de dreiging toeneemt dat de Rotterdamse plannen voor de havenrace moeten worden bijgesteld.

Een bemanningslid van één de boten inspecteert de zeilen bij het vertrek uit de haven van Portsmouth. Foto: Luke MacGregor/Reuters

Door een gebrek aan wind in de achtste etappe, die vrijdag van start is gegaan in Portsmouth, bestaat de kans dat de havenrace komende zaterdag niet gehouden kan worden. Schellekens c.s. zien de ontwikkelingen in de achtste etappe daarom met lede ogen aan.

Waar de vloot eerder op de Atlantische Oceaan werd gegeseld door Aeolus, laat de wind het nu volledig afweten. De zes boten dienen Groot-Brittannië en Ierland met de klok mee om te varen alvorens te kunnen finishen in Rotterdam.

Een race die onder normale omstandigheden vier á vijf dagen in beslag neemt. Maar nu in de afgelopen 24 uur nauwelijks honderdzestig mijl is afgelegd (zo'n driehonderd kilometer, een laagterecord) én de weersvoorspellingen volledige windstilte beloven, moet gevreesd worden dat de oceaanracers waarschijnlijk pas vrijdag Rotterdam bereiken.

De verwachte aankomsttijd van de snelste boot stond gisteravond op vrijdagavond 23.00 uur. „Hier schrikken we enorm van“, aldus de Bredase woordvoerder Thie Schellekens. „Nog nooit zijn de boten te laat binnen gekomen in een finishplaats en dan zul je dat nú uitgerekend beleven?“

Woensdagavond wordt besloten of de havenrace met één of meerdere dagen moet worden uitgesteld. Saillant: deze 'in-portrace' zou in eerste opzet op zondag 11 juni plaatshebben, maar werd een dag vervroegd nadat bekend was geworden dat het Nederlands elftal op die dag op het WK moet aantreden tegen Servië-Montenegro.

Als de boten in de nacht van vrijdag op zaterdag finishen, is het reglementair mogelijk dat zaterdagmiddag om 12.30 uur de havenrace start.

Schellekens: „De marge van rust die tussen finish en havenrace moet zitten, hebben we inmiddels verkleind van twaalf naar acht uur.”

Het Rotterdamse comité wil heel graag zaterdag de havenrace houden, mede omdat liefst vijfduizend sponsors en gasten zijn uitgenodigd. Ondertussen doden de zeilers in de Ierse Zee de tijd met het 'dresseren van duiven' (Jan Dekker op de ABN Amro 1) en zonnebaden.

Neil McDonald, schipper van de huidige koploper Ericsson: „Eén voordeel met dit weer: de zee is zó kalm dat we heerlijk kunnen slapen. Maar als zeiler is dit frustrerend weer en de voorspellingen zijn bar en boos. Ik vrees dat we te laat komen in Rotterdam, maar ook dat het voedsel opdraakt. Ik weet nu al zeker dat we in elk geval erg hongerig in Rotterdam aankomen.”

Coast Guard: Captain Negligent in 2005 Ship Run Aground

According to reports, an investigation by the Coast Guard says negligence by the captain caused a cargo ship to run aground near Barbers Point Harbor, Hawaii last year. The 555-ft. **Cape Flattery** hit a reef. The ship was moved eight days later after the removal of 128,000 gallons of fuel and about 9,000 tons of granulated cement. The Coast Guard's report listed the captain's mistakes, including failing to wait for a local harbor pilot to guide the ship into port and not responding to the pilot's radioed commands to change course.

CASUALTY REPORTING NCL ship on sand in Bermuda

A Norwegian Cruise Line (NCL) vessel grounded near Hamilton this morning on the approach to Hamilton.

A government spokesman tells TradeWinds that officials of the Department of Maritime Administration have visited the 34,000-gt **Norwegian Crown** (built 1988) and found no cause for alarm.

“They have assessed that there is no structural damage nor were there any injuries to passengers,” said Ministry of Tourism and Transportation transportation co-ordinator Larry Jacobs. However, divers have been dispatched for further inspection

The ship was recently sold by Star Cruises to Norway's Fred Olsen Cruise Lines and chartered back for 14 months of use by Star's NCL brand.

The vessel grounded at 0825 local time on a sandbank at the edge of Dundonald Channel, which ships use to enter the Hamilton harbour, Jacobs said. Some 1,100 passengers were on board on their way from New York City by way of Bermuda's Saint George's.

Passengers are not in danger but are being ferried into Hamilton by the government-owned, 650-passenger tender **Bermudian** (built 1988).

It is possible the vessel will make its scheduled Friday noon departure from the Bermudian capital.

A refloating will have to wait for the afternoon high tide. The vessel's bow is grounded and its engines are free to manoeuvre. It is being assisted by three government-owned tugs, the 134-gt **Forceful** (built 1966), the 308-gt **Powerful** (built 1988) and the 229-gt **Edward Stowe** (built 1954).

Note : The **NORWEGIAN CROWN was refloated by local tugs Wednesday 18:25 hrs LT**

Tug Boat Sinks In Nassau Bay

A tug boat sank in Nassau Bay near Clear Lake Sunday night, KPRC Local 2 reported.

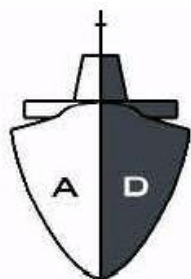
The United States Coast Guard said about 75 gallons of waste oil that leaked into the water has been cleaned up.

The tug boat, owned by Payne Brothers, Inc., was connected to a work barge when it sank. Investigators are working to determine why the boat sank.

NAVY NEWS

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Stennis Assists Coast Guard

USS John C. Stennis (CVN 74) participated in a joint rescue effort off the coast of San Diego June 4. At approximately 8:15 a.m., U.S. Coast Guard Helicopter 6040 from Coast Guard Sector San Diego responded to a medical emergency aboard the charter fishing vessel Holiday involving a 52-year-old male who was apparently suffering a heart attack. "We heard the call from the fishing boat to the Coast Guard over the bridge-to-bridge [radio]," said Stennis' Commanding Officer, Capt. Brad E. Johanson. "We notified the Coast Guard that we did not have a helicopter aboard, but we did have medical facilities and offered our assistance. Within an hour and a half, Stennis reduced the 60-nautical mile gap to within about 15 nautical miles and was standing by to receive the rescue helicopter. At 9:55 a.m., the Coast Guard helicopter landed on the flight deck of John C. Stennis. Stennis' medical personnel began a medical evaluation of the patient. "We confirmed that the patient had no [vital signs] and administered appropriate medications in an attempt to restart [his] heart," said Stennis' Senior Medical Officer, Cmdr. Barth Merrill. However, despite the efforts of Stennis' medical personnel, they could not revive him. "We did everything we could to save [him]," said Johanson over the ship's announcement system. "Today is a great example of why our training is so important. We were able to switch from a training environment to a joint Coast Guard/Navy operational environment in a matter of minutes. It was a great job by every department."

ESMERALDA IN SAN DIEGO



Chilean ship **La Esmeralda (BE 43)** ex **Don Juan de Austria** sails through San Diego Bay after paying homage to the U.S. Navy via 21-gun salute. **Esmeralda**, a Schooner originally intended for the Spanish Navy now a training vessel for the Chilean Navy, has visited more than 300 ports acting as a floating embassy for the South American Country.

SHIPYARD NEWS

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The newbuilding **OOCL Finland** (IMO 9354351) bound for sea trials passing Cuxhaven and has stopped for the pilot. The vessel was built by Sietas as **ANINA** for P. Döhle.

Photo : Marion & Helge Barth ©

Aker Yards to Build ROV Vessel for Olympic Shipping AS

Aker Yards has entered into a contract with Olympic Shipping AS, for the building of an ROV Vessel. Delivery will be from Aker Yards, Aukra in Norway. The vessel is an Aker ROV 02 CD, designed by Aker Yards Project, with delivery scheduled for April 2008. The accommodation facilities will have capacity of 100 persons. The vessel is also according to DNV`s Ice C class. Further, the vessel is specially designed and equipped for Subsea operation duties with a high focus on good sea-keeping abilities and excellent station keeping performances. The vessel will be environmentally friendly with focus on low fuel consumption and precautions with DNV`s CLEAN DESIGN requirements incorporated in the design. The vessel will be equipped with a 200 ton subsea crane.

Samsung Heavy Gets Orders

South Korea's Samsung Heavy Industries Co. said Wednesday it received container ship orders from overseas valued at \$1.5 bn.

Samsung will build 8 container ships for Panama's Naviera Daniela S.A., 2 ships for Greece's Danaos Corp. and 4 ships for an unidentified German company, reports Dow Jones International News. The company didn't elaborate further on the latest orders.

Tenth Tanker for Novoship

On June 4, 2006 Hyundai Heavy Industries (Ulsan, Korea) launched the tenth tanker of the series built for the Novoship JSC. The 105 th.tons capacity tanker will be named "**NS Commander**". The naming ceremony will be held on June 30, 2006.

Orders for new vessels may weaken in '08: Korea group

Hyundai Heavy Industries Co, the world's biggest shipbuilder, and other dockyards may expect orders for new vessels to decline in 2008 as demand to replace old ships slows down and the risk of a capacity glut heightens, an industry group said.

Hyundai Heavy and other South Korean shipyards would have fulfilled most of its record orders in the last three years by 2008, Kwon Oh Yoon, a general manager at the Korea Shipbuilders' Association, said in an interview at the five-day Posidonia 2006 shipping exhibition in Athens.

Hyundai Heavy, Daewoo Shipbuilding & Marine Engineering Co and other shipyards will deliver record number of new vessels this year as they complete construction of contracts they won. That has raised concerns of oversupply of capacity, making it more difficult for shipping lines, which move 90 per cent of global trade, to raise rates this year for a sixth straight year.

'Demand for new ships may weaken as the need to replace old vessels slows and uncertainty of the global economic growth,' Mr Kwon said on Monday. 'We may face excessive shipbuilding capacity after 2010.'

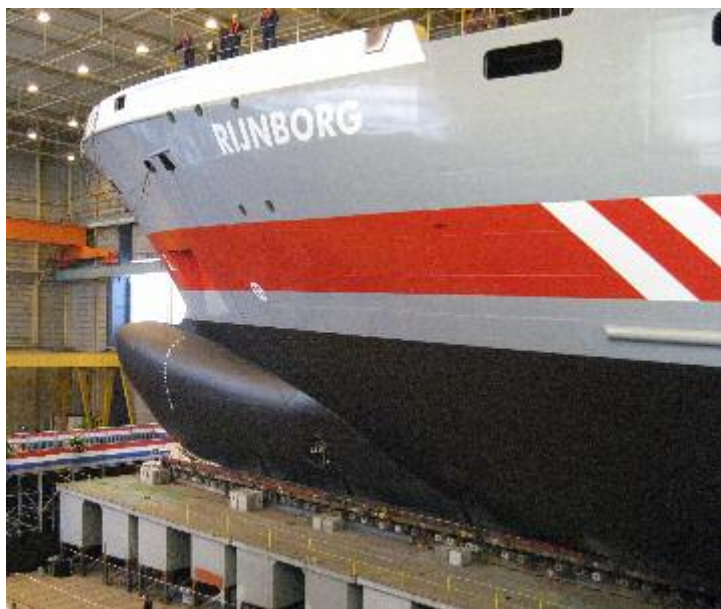
Shipyards in South Korea, home to the world's largest, are focusing more on winning orders to build rigs and other offshore projects, Mr Kwon said. Contracts to construct rigs give higher profit margin than those to make container ships. South Korean shipbuilders' backlog of orders increased to a record 3.79 million compensated gross tons, or 1,031 vessels valued at US\$77.2 billion at the end of March. That will keep shipyards busy until early 2009.

South Korean shipbuilders delivered 2.84 million compensated gross tons at the end of March, 21 per cent more than a year earlier. The companies are expected to deliver about two million compensated gross tons every quarter this year as they have been improving their productivity.

China's shipyards plan to double capacity by 2010 as they compete with rivals in South Korea and Japan for market share.

Chinese yards accounted for 22 per cent of new orders in the first quarter, according to Clarkson plc. That compared with 54 per cent for South Korea and 7.1 per cent for Japan. Shipyards in Europe and other countries account for the remainder.

'China's aggressive expansion is a worry,' Mr Kwon said. 'It's not a problem now because global shipyards have enough order backlogs to keep them busy for three years. But it could be a problem once all these orders are filled and demand weakens.'



Langste schip bij IHC te water

Het langste schip dat ooit bij IHC in Kinderdijk is gebouwd, heeft zaterdag de helling verlaten om aan de kade te worden afgebouwd. Het gaat om de 176 meter lange **Rijnborg**, een containerschip gebouwd in opdracht van de Koninklijke Wagenborg Rederij uit Delfzijl. Met een breedte van bijna 24 meter kan het schip op papier 1700 containers meenemen; in de praktijk zijn dat ruim 1000 standaard containers die drie hoog boven het dek kunnen uitsteken.

Photo's : Bram Belder (c)



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An **OneAllianz** convoy set in motion. SEMCO's **Salvaguard**, **Salviscount** and Fairmount's brand new **Fairmount Alpine** and **De Hong** seen departing Geoje, Korea for Sakhalin with **Saipem's T-Barge** loaded with the 28,000 MT **Lun-A platform**. The voyage is expected to take about 16 days whereafter the topside will be discharged by a float-over operation.

Photo : **Fairmount Marine B.V** ©

Acergy Charters New Build Construction Ship

Acergy announced that it has entered into an agreement with DOFCON ASA for the charter of the **Skandi Acergy**, a new build heavy construction ship. The 8-year charter will commence upon delivery, which is scheduled for the second quarter of 2008. Construction is taking place at the Aker Søviknes Yard in Norway and, once complete, the ship will be a class leader amongst heavy construction ships. The new ship will be 153 metres in length, will have a cargo deck area of 2,100 m² and will be fitted with a heave compensated crane with 400 metric tonne lift capability, a 3,000 tonne under deck carousel and have Class 3 dynamic positioning. The ship will meet the latest environmental criteria, have a fast transit speed and will have an ice class hull enabling her to operate in the Barents Sea and Northern North Sea.

Nigerian contract for Subsea 7

Subsea 7 Inc has announced the award of a subcontract from Technip for installation work in the Agbami field in Nigeria which is operated by Star Deep Water Petroleum Limited (an affiliate of Chevron Corporation) on behalf of its partners Texaco Nigeria Outer Shelf Inc, Petroleo Brasileiro Nigeria Limited, Statoil Nigeria Limited, Famfa Oil Limited, and the Nigerian National Petroleum Corporation (NNPC).

The sub-contract, valued in the region of US\$60 million, is for the installation and testing of 15 infield umbilicals, totalling approximately 26km, manufactured by Technip's subsidiary, Duco Limited. The installation and testing will also involve 12 support suction piles and associated manifolds, the installation of 26 steel tube flying leads and the pre-installation of 52 electrical flying leads. Subsea 7 will perform the work in late 2007.

The Agbami field is located offshore in approximately 1,500m of water about 70km offshore of the central area of the Niger Delta, Nigeria.

Maersk Detector delivered

The Maersk Company Canada Ltd has taken delivery of its latest newbuilding, **Maersk Detector**, which was built by ASENNAV SA in Chile.



Maersk Detector is the the second of two 18,500bhp AHTS and was delivered on June 5th in Talcahuano, Chile.

The vessel has joined the existing fleet of more than 55 vessel operated by Maersk Supply Service.

Delivery of Fifth Dry Cargo Vessel



The fifth vessel "**Ulus Breeze**" of the series was delivered to the Albros Company. The ship was built at the Cheksan shipyard (Turkey). The vessel is 3760 tons dwt.

The ship is aimed for the transportation of cargo from European ports to the Caspian ports.

The speed of the ship is 10.5 knots. The dry cargo vessel was laid down on December 24, 2004 and launched on February 9, 2006.

Hercules Offshore completes acquisition of Laborde liftboats

Hercules Offshore in the US has announced that it has completed its acquisition of a fleet of five liftboats from Laborde Marine Lifts for US\$49.3 million.

In addition, Hercules assumed the construction of a sixth liftboat with expected delivery in July 2006.

Pursuant to the terms of the purchase agreement, the original purchase price of US\$52 million was reduced by US\$2.6 million, which represents the total amount owed by Laborde Marine Lifts under the construction contract for the sixth liftboat. The six liftboats have leg lengths ranging from 105ft to 200ft and are currently located in the Gulf of Mexico.

Randy Stilley, Chief Executive Officer and President of Hercules Offshore, said: "With two 175 class and two 200 class vessels, with an average age of only four years, this acquisition further enhances our ability to service all of our customers' needs and improves the age profile of our fleet."

Headquartered in Houston, Hercules Offshore owns a fleet of nine jack-up drilling rigs and 51 liftboats.

Wallenius Wilhelmsen Takes Two

Norwegian car carrier owner Wilh Wilhelmsen has agreed to build 2 further pure car and truck carriers (PCTCs) at Mitsubishi Heavy Industries' Nagasaki plant for 2009 delivery.

The order for the 6,550-car units adds to the eight newbuildings Wilh Wilhelmsen already has contracted at the yard, with three already having been delivered. Wilhelmsen does not disclose the price of the vessels and has declined to do so in the past. However, broker estimates have been in the \$75m range per unit, reports Tradewinds.

GOLDEN OCEAN ORDERS 3RD PANAMAX

JOHN Fredriksen-controlled, Bermuda-registered bulker owner Golden Ocean Group has exercised its option for a third ice class panamax at China's, Jiangsu Rong Sheng Heavy Industries for US\$34.5m. The vessel of 75,000 dwt will be delivered during 2008.

A statement says: "The management of Golden Ocean finds price and time of delivery attractive and furthermore consider ice class strengthening to have an added commercial value going forward." Golden Ocean now has seven new buildings for delivery by the end of 2008.

Iran Rents More Tankers

According to reports, the Norwegian ship brokers confirmed that the National Iranian Tanker Co. has chartered two more very large crude carriers to store unprocessed crude oil. The latest bookings raise NITC's floating storage capacity to 18.4m barrels, sources said Iran already has seven very large crude carriers under contract for use as storage

Metro Pacific in talks to sell Negros Navigation

Metro Pacific Corp, a unit of Hong Kong's First Pacific Co, said it may sell all or part of its unit Negros Navigation Co, a Philippine shipping line under debt rehabilitation.

'Metro Pacific is engaged in a number of preliminary discussions with investors for Negros Navigation,' David Nugent, vice-president at Manila-based Metro Pacific, said in a statement to the stock exchange. Metro Pacific owns more than 97 per cent in the shipping line.

Mr Nugent issued the statement following a report by the Manila Standard on Monday that Metro Pacific may sell shares in Negros Navigation to fund the unit's US\$10 million programme to upgrade its fleet.

Negros Navigation won court approval in March 2004 to pay 2.4 billion pesos (\$71.6 million) of debt over a 10-year period.

How Kingston grabbed world's largest ship liner from Panama

When the Danish shipping line Maersk made Kingston its regional centre in November, the decision involved pulling the hub that the world's largest container shipping firm had established in Panama, one of Jamaica's fiercest competitors in the transshipment market this side of the globe.

The impact of the move is already being felt at Kingston's fast-growing transshipment port - where capacity is now being built to handle the 600,000 20-foot (equivalent) containers per year that Maersk is expected to bring to the port this year alone.

The Port Authority of Jamaica, which owns the transshipment facility expects the number of 20-foot (equivalent) containers handled by Maersk each year, to jump to one million within the next five years, and is now building the infrastructure to handle the growth.

"They (Maersk) will move up to about one million. It will mean that we have to create more space," Noel Hylton, executive chairman of the PAJ told the Business Observer yesterday.

In striking the deal with Jamaica, the Danes did not completely pull out of Panama, which operates several ports. Rather, they have drastically reduced the scale of their operations there, and have shifted their transshipment business to Kingston.

The PAJ moved to grab Maersk's business after the Danish firm bought out one of its competitors - P&O, which did business in Jamaica. At the time, Maersk did not call at the port in Kingston, and the PAJ knew that the logical move was for a consolidation of the operations of the enlarged shipping line around a single hub.

Hylton told the Business Observer that there was the real possibility that Kingston's port would lose P&O's business, so he started to negotiate with Maersk to woo the line to Jamaica.

"We started approaching, and we encouraged them to bring the business here," said Hylton. "We have a record of a stable port, high productivity level, and internationally competitive rates." There was also another connection that made it easier for Jamaica. The Danish company APM, which for the past several years has had the management contract for the transshipment port, is a subsidiary of AP Moller, a company that is related to Maersk.

Under the hub agreement, Maersk made its first visit to Kingston on March 7, joining other lines that include Zim from Israel, CMA-CGM from France and China Shipping. This year, the shipping line will account for nearly a third of the two million containers that are expected to move across the port.

Together, Maersk and the other lines will help maintain Kingston's status as the largest single transshipment porting facility on this side of the hemisphere - including Miami, Dominican Republic, The Bahamas and Panama.

The US\$250 million now being invested in port expansion is expected to create a facility that will have a capacity to handle each year, 3.2 million 20-foot (equivalent) containers, up from the current 2.2 million. The fifth of a multi-phase expansion that the PAJ began a few years ago, this phase involves the construction of 475 metres of berth at the West Terminal, paving of 66 hectares (161 acres) of yard space at the West Terminal, and acquisition of state-of-the-art equipment. Completion is set for December 2007.

With Kingston as its hub, some 40 Maersk ships will call at the transshipment terminal each month, or 480 per year, increasing by 30 per cent the annual amount of ship calls to 2,100. Yesterday, Hylton told a group of St Andrew Rotarians that traffic across the transshipment port had increased by 36 per cent from existing lines, for the first three months of this year.

"The future outlook is encouraging," he declared. "Indeed, the projected volume for 2006/2007 is 2,345,408 TEUs (twenty-foot equivalent container). It is also anticipated that the 3.2 million TEU capacity being established under the current phase five expansion, will be fully utilised in about four years."

Forward planning is therefore in motion for the construction of another terminal, using lands at Fort Augusta. This will move the rated transshipment capacity from 3.2 million TEUs to 5.2 million. Hylton said that this investment would allow Jamaica's transshipment facilities to meet the anticipated growth in demand.

"The Maersk contract constitutes a clear endorsement of the Kingston Container Terminal, and is illustrative of the heightened interest in the terminal from international shipping lines," he said. "That attraction has been built on a record of performance and the development of good relations with our clients."

One indicator of the potential demand for Kingston's port services is at the start of 2006, there were 1,065 containerships on the order book with a combined capacity of 3.98 million TEU's - 48.5 per cent of the existing capacity of containerships now in operation.

"The Port of Kingston is strategically situated just 32 miles off the main North-South and East-West shipping lanes," Hylton told the Rotarians. "Because of the harmonious labour relations on the port, we have gained the reputation of being one of the most stable ports in the world. The Kingston Container Terminal operates on a 24-hour basis, 365 days per year, with performance and productivity levels that meet the international standards."

Consortium wins contract for container terminal in Senegal

The Hindu newspaper's Business Line reports that a consortium of Gammon India, Somagec SA and Drapor SA has been awarded a contract for the construction of container terminal, including dredging and back-fill, at Senegal's Port of Dakar.

Oglebay Norton Sells Six Vessels

Oglebay Norton Company announced that its wholly-owned subsidiary, Oglebay Norton Marine Services Company, LLC, has completed the sale of six of its nine remaining self-unloading freighters for \$120 million to American Steamship Company, a wholly-owned subsidiary of GATX Corporation. Acquired were: **M/V Oglebay Norton**, **M/V Columbia Star**, **S/S Armco**, **S/S Middletown**, **S/S Courtney Burton**, and **M/V Fred R. White**. The Company is also progressing with its negotiations for the sale of the M/V David Z. Norton and M/V Wolverine and the transfer of the its leasehold interest in the **M/V Earl W. Oglebay** to an unidentified purchaser. The cash proceeds from this transaction will be used to pay down debt. Although the details of the transaction were not disclosed, the Company confirmed that as part of the transaction it has secured carriage for limestone from its quarries to its own and third party docks around the Great Lakes through a favorable, long-term contract of affreightment.

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The **FRONT RIDER** seen offshore Cape Town

Photo : Jonathan Mapp ©



The **USNS RICHARD G. MATTHIESEN** arrived in Rotterdam

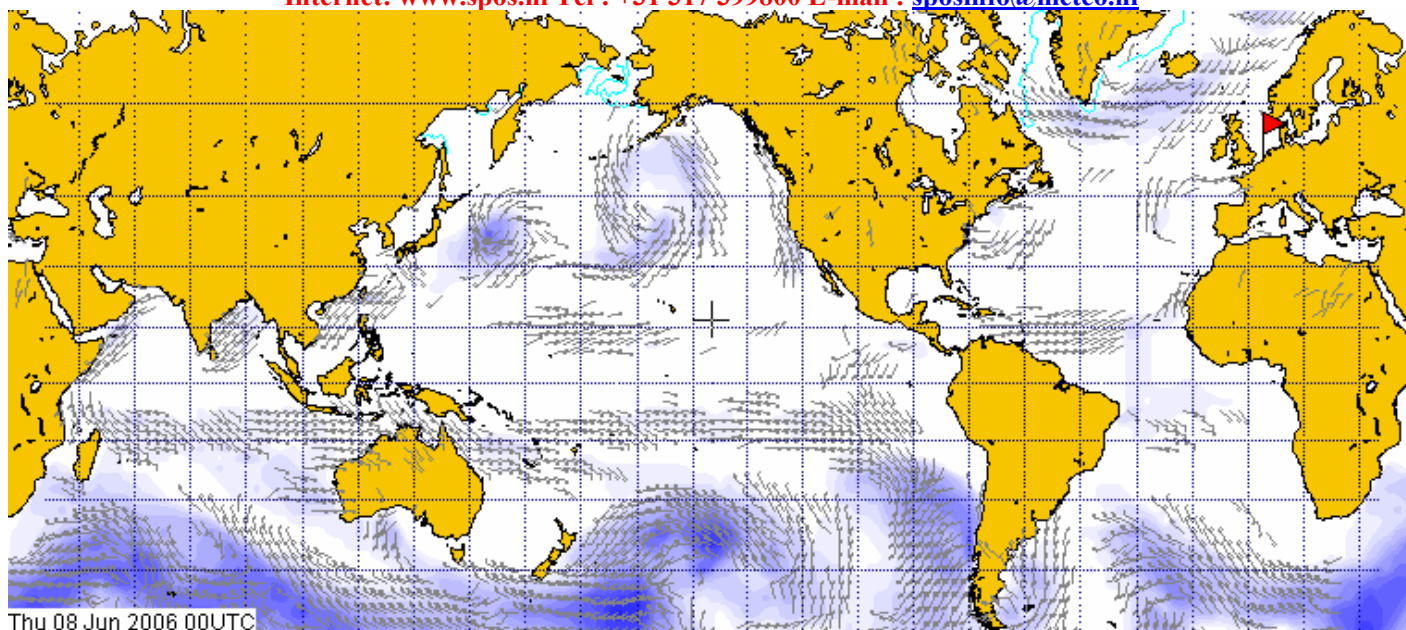
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

.... PHOTO OF THE DAY



The former BECK's vessel **VEDETTE** seen in Beverwijk

Photo : Peter Lankester ©

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