

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 295



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**The MAERSK FERROL seen enroute Rotterdam  
Photo : Tjep van Roon ©**

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## EVENTS, INCIDENTS & OPERATIONS



The 28 mtr long Tractor tug **NICOLE M** seen in Canadian waters, tugboat lovers recognise direct on this photo the former **SMIT ARUBA**, built in 1984 under yard number 123 at the Sabah Shipyard Sendirian Berhad at Labuan as the **PELATA**, renamed in 1994 in **SMIT ARUBA**, and in 2006 in **NICOLE M**

**Photo : Coll. Jan van Oost**

## Coast Guard responds to Toledo fuel oil spill

Coast Guard Marine Safety Unit Toledo, Ohio, the Ohio Environmental Protection Agency, the city of Toledo, Environmental Services and oil spill response contractors have been responding to an approximate 3,300-gallon fuel-oil spill in the Maumee River, Toledo.

The 730-foot bulk carrier **Algonorth**, managed by Seaway Marine Transport, was departing the Midwest Marine Terminal on Friday evening when the vessel's stern contacted the dock, rupturing two fuel tanks approximately 10 feet above the water line.

The Coast Guard and clean-up contractors deployed approximately 2,400-feet of containment material in the vicinity of the spill. An additional 1,600-feet was available but was not needed, since most of the spill was thought to have evaporated or dissipated, making it unrecoverable.

After an approximate 14-hour river closure, the Captain of the Port opened the river just after noon Saturday.

Four commercial vessels were delayed due to the closure. BP Oil, Sun Oil and the Northern Ohio and Michigan Aid consortium provided additional resources to the response.

Boats from Coast Guard Station Toledo and an HH-65 helicopter from Coast Guard Air Station Detroit provided surface and aerial patrols to search for possible impacted areas.

**Algonorth** was carrying grain and getting underway for a St. Lawrence River port when the incident occurred. The cause of the incident remains under investigation. **Source : MarineLog**



The **QUEEN ELIZABETH 2** and **AURORA** seen moored in Zeebrugge  
**Photo : Henk Claeys ©**

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Two beautiful shots of the **SEVAN HUMMINGBIRD** under tow of the **FAIRMOUNT ALPINE** and **FAIRMOUNT GLACIER** enroute the final location. - Photo's : Pim Korver FILM+VIDEO ©



## Financial Groups Meet to Discuss Financing for Panama Expansion

After presenting the Expansion Program at key financial centers around the world, the Panama Canal Authority (ACP) hosted a two-day workshop on the waterway's expansion financing in Panama this week. Amid a packed room at the ACP training center, some of the best known global multilateral development banks attended a workshop, held December 11-12, to gain more insight on the project and the ACP's desire to finance a portion of expansion. ACP Administrator/CEO Alberto Alemán Zubieta opened the forum with welcome remarks, and senior ACP officials answered questions and conducted presentations outlining various aspects of the expansion. Discussion topics included: market and economic trends, risk management, dredging requirements, workforce development and availability, and the environment. Representatives from the Inter-American Development Bank, the European Investment Bank, the Japan Bank for International Cooperation and International Finance Corporation attended the two-day event. **Source : MarineLink**

## Container Cranes Pass Under Bridge with Feet to Spare



December 13, 2007, the **Dock Express 10**, carrying two new hammerhead cranes, travels up the Port of Los Angeles main channel passing between Evergreen's facility on Terminal Island and The Port of Los Angeles World Cruise Center, moving closer towards the Vincent Thomas Bridge. - **Photo : Frank Rodriguez ©**



Two new container cranes from Japan were delivered Thursday evening to the Port of Los Angeles and carefully navigated under the Vincent Thomas Bridge on the way to the TraPac terminal.

**Photo : Jim Penny ©**

The cranes came within five feet of the bridge's undercarriage but passed under without incident as television helicopters and film crews captured the scene. This delivery, precisely timed for the lowest tide possible, marks the first arrival of cranes under the bridge since 2002. The cranes were

delivered on a barge that was lowered to the water line to allow bridge clearance. Upon arrival at the terminal, the barge was raised up to the dock level. The cranes will be rolled onto the terminal over the course of several days.

## **Chemicals retrieved from half-sunken ship on Yangtze**

Salvage workers have succeeded in retrieving the cargo of extremely corrosive chemicals from a half-sunken cargo vessel on the middle reaches of the Yangtze River on Sunday morning.

More than 100 people took 40 hours to drain the liquid caustic soda from the "Xiangnan Shouwei 0298" to two special vessels at Zhicheng Harbor in Yidu City, Hubei Province, said Chen Lianghua, vice head of the rescue headquarters.

"During the salvage operation, no casualties, no leaks and no pollution were reported," he added.

The ship was to sail to Hunan Province with 500 tons of liquid caustic soda, but was found to be taking on water at around 7:00 am on Friday after 130 tons of the chemicals were loaded.

A rescue ship and a salvage team arrived at the scene in the day to carry out repairs to stop the sinking. On Saturday noon, four acid and alkaline resistant pumps were used to drain the chemicals.

The Yidu municipal bureau of environmental protection said on Sunday that the river was unpolluted. The ship is expected to be hoisted on Monday and then the maritime bureau will investigate the cause for the sinking.

Liquid caustic soda, with a concentration of 32 percent, is listed as a dangerous chemical. **Source : China Daily**

## **Mammoth Project**

A Swiss-based shipping group has begun work on what will be the biggest ship ever built. The **Pieter Schelte**, envisaged as two supertankers joined in a catamaran design, will be used to decommission oil platforms in deep-water areas.

It is the brainchild of Edward Heerema, the president of Allseas, the shipping and engineering group. The ship will be designed so that it can come alongside an oil platform, slice off the top half and then turn around and pull up the legs from the seabed.

Industry sources estimate that the ship will cost more than £1bn to build. The current design is for the ship to be 1,200ft long and 400ft wide - making it larger than the world's biggest oil tanker. It will displace 840,000 tonnes, making it the world's biggest ship. It will have a lift capacity of 48,000 tonnes for topsides and 25,000 tonnes for jackets or legs. It will travel at a speed of 12 knots.

Babcock, the support services group, is doing the basic design of the ship. Allseas is already in talks with shipyards in China and Korea to build the vessel.

The company began conceptual studies of the vessel more than 20 years ago when the decline of North Sea energy fields still seemed some way off. Its original plan involved joining together the hulls of two existing tankers.

Oil industry experts believe that with operating and environmental costs now rendering some of the older installations a liability, the timing of the mammoth project is now right. "There is no market for this right now. But the market is expected to be huge," said one industry executive. It is estimated £12bn to £14bn will be spent decommissioning platforms in the North Sea between 2012 and 2025, he added.

Allseas hopes to be able to take delivery of the ship in 2010. **Source : Shiptalk**

## Boatman Denies Drunken Crash Rap

A FISHERMAN faces trial for allegedly drunkenly crashing his speedboat and almost ramming a lifeboat sent to rescue him. Robert Sutherland, 46, tried to leave the harbour at Inverie, in Knoydart, Argyll, while his boat was still tied to the pier.

It came to a halt after crashing into another boat and throwing Sutherland off his feet. Onlookers contacted the Coastguard, who called the lifeboat as Sutherland allegedly weaved his way five miles up Loch Nevie towards Mallaig - where he lives.

When the Mallaig lifeboat arrived, it had to avoid being rammed while Sutherland repeatedly fell over and lost control.

Sutherland is also accused of shouting, swearing and "gesticulating" at lifeboat skipper Albert MacMinn and his crew in August. At Fort William Sheriff Court, Sutherland pleaded not guilty to several charges and a trial was fixed for next month.

Inverie is the largest settlement in mainland Britain not connected to the road network. **Source : Sunday Mail**

## Detention Of Japanese Boats To Affect Relations With Russia

Japanese Foreign Minister Masahiko Komura said on Monday the detention of Japan's four fishing schooners near the Southern Kuriles may hamper relations with Russia, said Russian news agency Itar-Tass Monday.

"This story will affect Japanese-Russian relations," Komura told journalists, adding "It will bring nothing good to Russia."

He stressed that Tokyo will do its utmost to release eleven fishermen of the detained vessels as soon as possible. Among the detainees is the captain of **Hoyu Maru No 31**, who suffers from a chronic disease.

"The Russian side showed certain understanding on this issue, but states it cannot take a decision at this stage," Komura said. Russian border guards detained four Japanese schooners in waters off the Kunashir Island on December 12. The boats are owned by a fishery cooperative registered in the city of Rausu on Hokkaido.

According to the available information, the vessels were fishing three miles off the coast, which contradicts the intergovernmental agreement. No fish or seafood was found on board.

Incidents with detention of Japan's fishing boats in the Southern Kuriles on suspicion of poaching turn regular. One of the high-profile cases of the recent years is a scandal over the **Kissin Maru 31** in August 2006.

Russian border guards spotted Japan's schooner in Russia's territorial waters and started shooting to stop the vessel killing one fisherman. Several tonnes of live crab were found on board.

A criminal case was investigated against the schooner's captain, who pleaded guilty in Russia's court, paid a fine and was released. Upon arrival to Japan he denied his words. Japanese border guard conducted their own investigation and submitted the case to the prosecutor's office on the charges of violation of fishing rules. But no criminal case against the captain has been instituted so far.

Tokyo does not recognise Russia's right to detain Japanese poacher ships near the Southern Kuriles, as it considers the islands its "northern territories."

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Simultaneously the Japanese authorities demand their fishermen should strictly observe the rules of fishing in the area and should not cross without permission the line separating the two countries' control zones near the Southern Kuriles.

Source : Bernama



Beautiful photo of the **SMIT ARUBA** seen as steering tug behind the **SEVAN HUMMINGBIRD** during sunrise over Rotterdam – Botlek last Saturday morning.

Photo : Roger van der Kraan ©

**I would like to thank everybody for sending me pictures of the departing SEVAN HUMMINGBIRD, I hope you all understand that I cannot put all these photos in the newsclippings, so please keep on sending photos of all kind of shipping related subjects, it is always appreciated !!**

## Red Sea's Island in danger, says officials

10,000 livestock have sunk in the red sea as a result of a U.A.E ship turned over. Likewise, another boat, belonging to Yemeni traders, carrying a huge quantity of pesticides made the same problem in the red see. Livestock and pesticides endangered the Red Sea resources, confirmed Yaha Al-kynaei, Chairman of the Yemen Authority for Developing Yemeni Islands.

Many fishes seen dead on the red sea especially in Al-Solaif coasts, Kamarn Islan and also Al-Lelhia province in Al-Hodeihda. Moreover, this accident shows that the pesticides quantity was toxic and dangers. According to Dr. Mohamed Al-Qobati, the former director of water and environment committee in the parliament confirmed that there must be serious research for knowing the damages which are caused in the red sea. However, the government must give a real attention to this disaster by litigate the both U.A.E company and pesticides traders.

The Yemen Authority for Developing Yemeni Islands are concerning to sue the U.A.E company and the Yemeni pesticides traders. On the other hand, noting that the Chemical residuals reached the Yemeni Islands such as; Honish, Kamarn and Zaqr Islands and also coasts like Al-Solaif. And about on the way to other coats ion Yemen.

Moreover, because the sea recourses are polluted and none knows the real damage that is caused, the government has warned and ordered all the fishermen in order not to go fishing until the effect of pesticides is clear.

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Al-kynaei also confirmed that a special joint team between the assembly of developing and saving the Yemeni Islands and Al-Hodeidah University had taken some samples from the dead livestock and the pesticides which almost reached to the coast. These samples have been taken in order to know level of damages. Professors in Al-Hodeidah University had a very big role in talking sample as they did their best in analyzing the toxin that pesticides include.

Some sources which are investigating in this case confirmed, "In fact, pesticides traders tried to enter their quantity to Yemen through Aden port but they couldn't because their pesticides internationally banned they asked to return it back to place of manufacture. So instead of returned back they went to Djibouty and from there they used small boats to Yemen and one of the boats turned over."

The government should sentence traders for causing this disaster. However, some sources said that the pesticides ship is unknown till now. Moreover, concerned parties are now investigating in this case and soon everything will be shown.

According to Al-Qobati said, "This action is sovereignty of Yemen's water. Noting that coast guard and the police weren't there and did not do anything to avoid this disaster and maybe they weren't attending. Nevertheless, he suggested that the government should take the responsibility to know ship's name and the country it belongs to in order to sue it in the international courts. Also the Yemeni Traders who tried to broke the law by entering banned pesticides in Yemen.

Whereas, he continued, this is considered as a crime that cannot be ignored. And other ships and traders must respect Yemen's water before they try to do any such thing.'

Kamran Island and Al-Solaif coasts are in danger and become a catastrophe place. And there is a need to face this disaster noting that this disaster will be spreaded to other coasts soon if it doesn't stop.

Al-kynaei said that Kamran Island and other islands and coasts which have been affected by this disaster are one of the most aesthetical places in Yemen. And it is famous with its sea resources which includes fish and also coral reef. So for not letting our valuable sea resources to be damaged the government should focus on how to solve this problem as soon as possible. On the other hand, according to Al-Qobati, next time coast guard must take its responsibility in order to not let this disaster happens again. **Source : Yemen Times**

## LR RUNS COATINGS COURSES

LLOYD'S Register has launched its first training course designed to qualify coating inspectors employed at China's leading shipyards to meet the global requirements for the Performance Standard for Protective Coatings (PSPC).

NACE International will provide its IMO-recognised Coating Inspector Program (CIP) at LR's new Marine Training Institute in Shanghai.

"In January, Lloyd's Register was the first to offer a series of seminars around China and we used the feedback to develop our gap-analysis service, which gives the yards a clear path to PSPC compliance," says Nick Brown, General Manager, Marine Business Development, China, for Lloyd's Register Asia. "Together with International Paint (Shanghai), we have delivered more than 30 gap analyses to shipyards across China. Demand for this service has been strong, with new enquiries extending across China and, more recently, to Taiwan, Korea and Japan."

"The feedback from our gap analysis indicated that the yards in China felt there was a critical lack of coating inspectors with the qualifications required by the PSPC, and an urgent requirement to deliver the courses in Mandarin," Mr Brown says. "Their demand for training created the impetus for this initiative." **Source : Maritime Global Net**

## Another Vessel Seized

Somalia's notorious sea pirates have hijacked an Italian cargo ship en route to Kenya, days after releasing a Japanese ship, a senior international maritime official said Monday (17 Dec).

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The Somali pirates hijacked the Italian cargo ship off the coastal waters of the Horn of Africa region, as it approached its destination in Mombasa, Kenya, said Andrew Mwangura, the Coordinator of the Seafarers Assistance Programme (SAP).

Mwangura said the vessel, which was sailing from Italy to Kenya's port city of Mombasa, was attacked in southern Somalia early Monday. "An Italian cargo ship has been attacked by Somali pirates. Details of the crew and their nationalities have not been established," Mwangura told PANA on telephone.

Somali pirates often hijack ships and make hefty ransom demands, with the hijackings occasionally turning tragic with killing of crew members. Monday's hijacking, which comes barely a week after the pirates freed the Japanese chemical tanker and its 23-crew members, underlines the risk along the Indian Ocean coast.

The Japanese tanker (the **Golden Nori**), a 12,000 deadweight-tonne tanker, was sailing from Singapore to Israel with a cargo of chemicals when it was attacked by pirates at the end of October.

Her distress calls were picked up by US warships patrolling off the coast of Somalia, which then fired on the pirates' speedboats, sinking two.

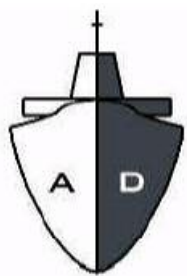
The warships followed the kidnapped chemical tanker into Somali coastal waters and trapped the **Golden Nori** close to the Somali port of Bossaso, preventing supplies from getting to the ship.

The Japanese tanker was the last ship remaining in captivity off the Somali coastline after the Comoran-flagged cargo MV **Al Marjan** was released last month. The International Maritime Board has warned of an alarming increase in piracy in Somali waters and has urged ships to avoid the area. There have been at least 26 attacks by pirates this year, including three against WFP-chartered ships.

The attacks stopped in the second half of 2006 during six months of strict rule by Islamists, who were ousted by Ethiopian and Somali government troops at the end of the year. **Source : Shiptalk**

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The Merchant vessel **Golden Nori** refuels with the U.S. Navy dock landing ship **USS Whidbey Island (LSD 41)** following its release from Somalia-based pirates Dec. 12. Pirates seized the Panamanian-flagged vessel Oct. 28 and held the 23-man crew hostage in Somali territorial waters. The release marks the first time in more than a year that no ships are held by Somali pirates. **Whidbey Island** is deployed to the U.S. Navy 5th Fleet area of operations in support of Maritime Security Operations. **Photo : U.S. Navy ©**

## The U.S. Navy to Celebrate the 100th Anniversary of Great White Fleet

One hundred years ago on Dec. 16, 1907, the Great White Fleet departed Hampton Roads, Va., marking the first global naval voyage in America's young history.

The U.S. Navy is honoring the anniversary of Theodore Roosevelt's Great White Fleet deployment over the next year to underscore the Navy's commitment to sustaining a Navy and Marine Corps responsive to the challenges of the 21st century. To kick-off the commemorative period, the Secretary of the Navy, Donald C. Winter, is hosting a ceremony from that very home port on board **USS Theodore Roosevelt (CVN 71)** Dec. 15.

In 1907, Theodore Roosevelt, 26th president of the United States, sent a portion of the Atlantic fleet on a world tour to test naval readiness, establish global presence and generate international goodwill.

"Theodore Roosevelt's idea to send a fleet of 16 U.S. battleships on a world tour, was a dramatic gesture aimed at audiences both at home and abroad," said Winter. "To the world, the message was that the United States had arrived as a significant world power, outward-looking, and filled with goodwill towards every nation. To the public of this great country, the message was that you have a Navy to be proud of, and that the strength of the U.S. Navy is a primary source of our status as a nation of influence and power."

Sixteen battleships, plus auxiliary support ships and 14,000 Sailors and Marines, embarked on the 14-month journey that covered some 43,000 miles and made 20 port calls on six continents. The participating ships, painted white except for gilded scrollwork on their bows. This deployment demonstrated to the world that the United States, a maritime nation, had arrived as a significant, outward-looking world power with peaceful intent.

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"We are in a time period right now, [in which] we are promulgating our new maritime strategy and just about at the 100th anniversary of the initial sailing of the Great White Fleet," said Winter. "And this was, if you will, a seminal event in the history of the Navy with which Teddy Roosevelt really was able to mark the coming of age of our Navy as a participant on the international domain."

Winter compared the past with the present by alluding to the Navy's Maritime Strategy – "A Cooperative Strategy for 21st Century Seapower."

"I think many of the antecedents of what we now talk about as integral components of our new maritime strategy date back to some of the initial experiments at that time associated with maritime activities," said Winter. "The international engagements, the exercise of the fleet in areas where they have not previously been able to cruise, the exercises of humanitarian assistance and disaster relief in places like Mecina in Italy -- all of these are incredible examples of what we now regard of integral components of our maritime strategy."

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## New Vessel for A.P. Moller - Maersk Group

On December, 15 Odense Steel Shipyard presented its latest newbuilding - an 11,000 TEU container vessel for the A.P. Moller - Maersk Group.

The vessel was named "**EUGEN MAERSK**" and she sets new standards for safety and environment. Environmentally friendly silicone paint covers the hull of the vessel below the waterline – reducing water resistance and cutting the vessel's fuel consumption by 1,200 tons per year.

With her 14-cylinder Wartsila RT-flex diesel engine which develops 110,000 BHP, "**EUGEN MAERSK**" will after delivery enter Maersk Line's worldwide service. The ship will be registered in Randers. **Source : SeaNews**

## ABG Shipyard gets orders worth 10 billion rupees

ABG Shipyard Ltd said on Monday it has got repeat orders worth more than 10 billion rupees from its existing international clients. The company has total orders worth 82.77 billion rupees, it said in a statement.



The **SMIT BRONCO** seen departing from IJmuiden loaded with the Ampelmann

Photo : Rene Sehr ©

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The **FAIRPLAY 24** seen in Rotterdam-Caland canal  
Photo : Emile Ammerlaan ©

## Washington State to scrap Steel Electric ferries

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Washington State Governor Chris Gregoire last week proposed investing \$100 million in the Washington State ferry system; \$64 million will come from \$350 million allocated for construction of other vessels, and \$36 million would be from money appropriated for a ferry terminal.

Gregoire 's 2008 supplemental budget proposal of \$100 million for the construction of three new ferries will allow Washington State Ferries to retire the 80-year old Steel Electric ferries, the oldest vessels in the fleet. The four Steel Electrics were pulled from service Nov. 20 by Transportation Secretary Paula Hammond for safety reasons related to severely deteriorated hulls.

WSF owns four Steel Electric class vessels **Quinault**, **Klickitat**, **Illahee** and **Nisqually**. These vessels, built in 1927-- to serve in San Francisco before the Bay Bridge opened-- predominantly serve the Port Townsend-Keystone and San Juan Islands inter-island routes. They are the only ferries in the system capable of operating in Keystones narrow and shallow harbor.

With dry dock inspections of the vessels revealing ever greater problems as more paint was chipped from the hulls, a Joint Transportation Committee of influential state legislators recommended that the four Steel Electric ferries be scrapped, not fixed.

Now the state will rent a ferry from Pierce County in order to resume auto-service on the Port Townsend-Keystone route by mid-to late-January. Elliott Bay Design Group, which designed the Pierce County ferries, is being asked to come up with a design for the new WSF vessels within two months, according to Hammond.

Matt Nichols of Nichols Brothers Boat Builders, which built one of of the Pierce County ferriess, has said he, in a consortium of two other boat builders, could build a new boat for Keystone in about a year for \$20 million. Nichols Brothers is currently operating under Chapter 11 bankruptcy protection and is reportedly working on some projects under an arrangement that sees yard employees and materials being paid for directly by customers anxious to get their vessels completed.

Once Elliott Bay Design has come up with a new design, WSF will advertise for builders for a four week period, with bids being open to any eligible Washington State yard. **Source : MarineLog**



The **SEVAN VOYAGEUR** was floated-off from the submerged **TAI AN KOU** in Rotterdam-Offshore put  
**Photo : Rik van Marle ©**

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Above seen in Singapore the Russian AHT **LANGERY**, this 68 mtr long AHT is built at the Ulstein yard under number 167 as the **TENDER TROUT** in 1980, renamed later in **FAR TROUT** and during 1993 in **RED ROOSTER**, in 2002 the vessel was renamed in **SEABULK ROOSTER** until July 2006 when the AHT was renamed in **LANGERY** and is at present registered in Kholmsk – Photo : Frans Tjallingii ©

## Profit soars at Port Everglades

Port Everglades saw solid financial results in fiscal 2007, and is expected to pass the Port of Miami in cargo volume.

Broward's Port Everglades reported a surge in profits for fiscal 2007, reflecting sharply higher container cargo and slightly more cruise passengers than the previous year. And though the Port of Miami has not yet released its figures, Port Everglades Director Phillip C. Allen said the Broward port will have surpassed the Port of Miami in cargo volume for the first time.

Allen cites the port's location and access to highways and railroads, as well as concern over congestion getting to and from the Port of Miami, as helping to push Port Everglades over the top. "It was a phenomenal year, both in terms of our performance, and across the board, from cargo to cruise to petroleum," he said. "We're continuing to be very strong"

The Port of Miami, on the other hand, lost tonnage in fiscal 2006, and has been struggling to bring in new shipping lines and boost its volume. Meanwhile, county and city officials are trying to address traffic problems by building a port tunnel.

"Over the last 17 months, the port has made significant strides working to strengthen relationships with new and existing port partners," port spokeswoman Andria Muñiz-Amador said in an e-mail. A project to deepen the south channel from 42-feet to 50-feet should also boost cargo volume, she said.

Meanwhile, the Miami port did see a 1.5 percent increase in cruise passengers, however, to 3.8 million in fiscal 2007, Muñiz-Amador said. In Broward, Port Everglades greeted 5.3 percent more cruise passengers in the fiscal year ended Sept 30, up to 3.4 million from 3.2 million last fiscal year. Single-day passenger figures slipped however, as landside gaming and racing took a bite out of gambling trips, Allen said. Cruise passenger numbers are expected to be down next year, as year-round ships like the **Carnival Liberty** and the **Caribbean Princess** move to the Mediterranean in the summer. Passengers will then begin to rise in 2009, with Royal Caribbean Cruises' first new Genesis ship, he said.

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Overall at Port Everglades, net income jumped 50.5 percent to \$14 million in fiscal 2007 on \$112.5 million in revenue, compared to \$9.3 million of profit in fiscal 2006, on \$107.6 million in revenue.

The port saw a 6.5 percent increase in container cargo tonnage in fiscal 2007, to 6.1 million tons from 5.7 million tons in fiscal 2006. Total TEUs, (20-foot equivalent units, a size of a standard shipping container) rose 9.8 percent to 948,680, just shy of the port's goal of 1 million TEUs.

"I had a dream going into last year and I communicated it to my staff and they came pretty darn close," Allen said. "With services that started this past month, it will make it over 1 million next year." Contributing to future volume is Antillean Marine, which recently moved many of its vessels to Port Everglades from the Miami River, he said.

Others contributing to the growth are CMA-CGM, Hapag-Lloyd and MSC Nassau Service, Port Everglades spokeswoman Ellen Kennedy said. Yet while more container ships docked at the port -- 2,270 compared to 2,185 last year, the number of cargo ships fell to 202 from 268. Allen attributed that to a decline in bulk cargo -- including cement, gypsum board, lumber, steel rebars -- highlighting the slump in the housing construction market.

Nationwide, ports are thriving on higher cargo volume, despite the weak dollar and signs of an economic slowdown.

"We have been saying all along that container cargo overall is probably going to triple over 2000 to 2020, and we are seeing volume increases that are just amazing year after year," said Aaron Ellis spokesman for the American Association of Port Authorities. ``Industry-wide, we are seeing volume increases range year-over-year from 4 to 8 percent." **Source : MiamiHerald**



The **OCEANA** seen moored in Willemstad (Curacao)

**Photo : Kees Bustraan ©**

## OFFSHORE RATES "TO STAY AT HISTORIC HIGHS"

A NEW study forecasts that the large size of the offshore support vessel orderbook will have a downward pressure on future day rates but nevertheless they will remain at historically high levels. It forecasts that offshore exploration and development will "increase in prominence in the near-term".

In its report 'Offshore Support Vessels: Global Prospects to 2020' UK-based Ocean Shipping Consultants notes that the offshore support vessel market has experienced several years of sustained growth on the strength of high global demand for offshore exploration & development. With limited vessel availability, day rates reached record levels during 2006, while during 2007 rates have remained relatively high.

This has led to an orderbook of unprecedented size, with over 500 vessels currently on order – including over 200 AHTS vessels and close to 180 PSVs, as owners try to capitalise on the strength of the offshore support sector.

**Source : Maritime Global Net**



After a successful float-off in the Europoort the **SEVAN VOYAGEUR** was towed by 4 SMIT TUGS, **Texelbank**, **Thamesbank**, **Smit Aruba** & **Smit Humber** to Keppel\_Verolme for outfitting. The brandnew FPSO, no #3 after **SEVAN PIRANEMA** & **SEVAN HUMMINGBIRD** arrived around 10.00 PM Sunday night at the Shipyard. On the photo the **SEVAN VOYAGEUR** is just moored at the quay of Keppel-Verolme with some extra help of pusher tugs **Maas** & **Annemarie**.

Photo: Hans de Jong Maritime Pictures (c)

## China Shipping to buy 4 ore ships for US\$470m

China Shipping Development Co said it would buy four very large ore carriers (VLOCs) from Chinese shipbuilders for a total of US\$470 million. Each vessel will have capacity of 300,000 dead weight tonnes.

The company, one of China's biggest shippers, said the purchase would be funded through bank loans and internal financial resources. Sky-high freight rates have spurred Chinese shippers to order ore carriers, while some steel mills have bought ships to reduce their cost of imports. The company also plans to order 10 57,300-tonne bulk cargo ships for a total of 2.9 billion yuan (\$570.9 million), from China Shipping Industry (Jiangsu) Co Ltd, a wholly owned subsidiary of China Shipping (Group) Co which also controls China Shipping Development.

The bulk cargo ships, aimed at reinforcing the company's domination of coal transportation along the coast, will be delivered between 2011 and 2012, China Shipping said. The company reported a 72.53 per cent jump in first-half earnings on robust global demand for coal earlier this year.

The oil and coal carrier booked a 2.2 billion yuan net profit in the first six months based on Chinese accounting standards, it said in a statement. Sales came to 5.8 billion yuan during the period, up 30 per cent from 4.5 billion yuan a year earlier. The firm projected a more than 50 per cent jump in its earnings in the first three quarters, as all 42 bulk carriers it purchased from its state parent and sister firms will be put into operation this year. **Source : shippingtimes**

## MOVEMENTS



The **NEFTEGAZ-51** enroute with the crane/accommodation barge **OTTO 1** made a bunker stop in Cape Town  
Photo : Aad Noorland ©



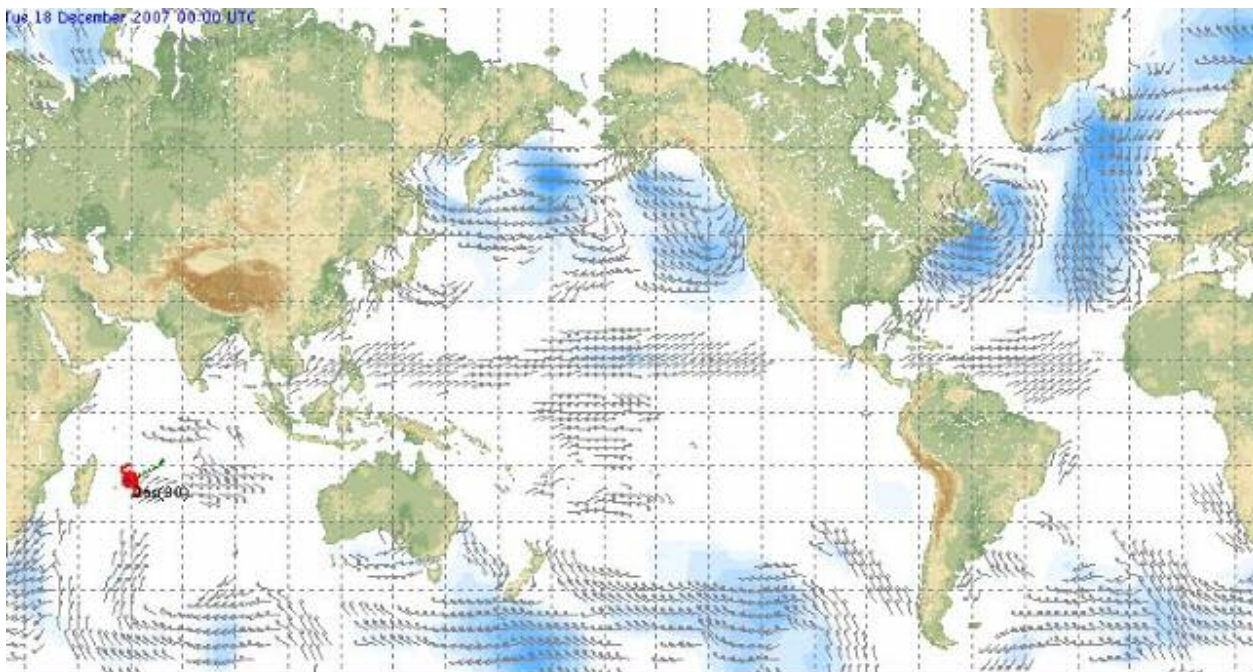
Inbound from Portsmouth at the Clyde towing the barge **VT WOOLSTON** with parts for **HMS DRAGON** at BAE Glasgow was the tug **RED DOLPHIN**. The **RED DOLPHIN** is the **ex REMO** and is on long term charter to SVITZER.  
Photo : Tommy Bryceland , SCOTLAND ©

## 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 1000 vessels today.

## **.... PHOTO OF THE DAY ....**



The **VB ARTICO** seen arriving in Rotterdam  
Photo : Nico Wensveen ©

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