

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 081



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**The MSC PRESTIGE
(former MOL PRESTIGE)
seen December 17th in the
port of Jebel Ali after her
collision with the SANKO
EUROPE off Bab-el-
Mandeb December 8th**

Photo : Maarten Snippe ©

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ALPHATRON



The **SMIT RIO MUNI** seen in Rotterdam Waalhaven prior departure to Equatorial Guinea

Photo : Wil Kik ©

M/V SOPHIA UPDATE

During ferocious gale force winds and swells up to 10 meters in height, m/v "**Sophia**" grounded 10 miles east of the Algerian port of Skikda. The grounding caused bottom damage and the "**Sophia**" is sitting hard aground on rocks in maximum water depth of 2,5 meters.

Due to the substantial bottom damage, the weather and the swell exposed area, the fuel oils on board are considered safest to remain on board the "**Sophia**". The oils are trapped in her double bottom fuel tanks and to date, no oils have escaped from the "**Sophia**". Due to the extensive damages caused by the grounding of m/v **Sophia**, only some 25% of the double bottom capacity could be restored by salvors as buoyancy. The further required lightering will be achieved by removing the cargo. Once the cargo is removed, the vessel can be refloated and towed to the port of Skikda where the oils will then be removed from the "**Sophia**". Source : TSAVLIRIS SALVAGE (INTERNATIONAL) LTD.

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The **DORIS SCHEPERS** seen departing from Rotterdam - Photo : Piet Sinke ©



Dear All,
The Salvage team of the **ARTEMIS** wishes to thanks all the parties involved in the Salvage of the **M/V ARTEMIS** for their cooperation and reactivity. Best regards and Happy Easter

A Tous,
L'équipe sauvetage de **l'ARTEMIS** remercie toutes les parties impliquées dans le sauvetage du **M/V ARTEMIS** pour leur coopération et leur réactivité. Meilleures salutations et Joyeuses Pâques
Charles CLADEN - Senior Salvage Master

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Les Abeille salvage master **Charles Claden**, Smit Salvage naval architect **Fulco Roos** and salvage master **Henk Doornhein** seen in front of an empty beach after the **ARTEMIS** successful was re-floated and pulled back into her element from the beach at Les Sables d'Olonne



ATOLL EXPLORER

The 1964 built **Atoll Explorer** has been especially designed for inter-island cruising since 1996, when she became the first ship to offer first class cruising in the Maldives, the vessel sailed before under the names **Campeche Seal**, **Aquanaut Explorer** and **The Explorer**

The atmosphere on board is that of an exclusive, well-run, floating family hotel. Expect no pretension - only dedication - to seeing that guests are comfortable and enjoying themselves. The ship's ambience is "laid back." ; there is no dressing up for dinners, or entertainment. Dress code is shorts and swimwear during the day and casual dress in the evening, both on board and in the islands.

With a maximum of 40 passengers, guests soon get to know each other and every week-long cruise becomes a jolly party with friends. With its diving activities and different dive sites and visits to resorts, village and uninhabited islands, **Atoll Explorer** provides a unique and fun-filled way of getting to know the best that Maldives has to offer.

When not cruising, the **Atoll Explorer** is moored in the bay by Kurumba Maldives, just 20 minutes by local motorised boat from the airport island and the capital island, Male'.

Whether you are searching for a holiday with lazy days relaxing in the sun or a more active stay in paradise, **Atoll Explorer** offers a variety of activities for you. With optional activities taking place both day and evening the choice is left up to you for how much or how little you would like to do.



Photo : Ko Rusman ©

During the day on visits to the islands you will have the opportunity to simply lie back and soak up the sun with a chilled drink or enjoy a variety of water sports including diving, snorkeling and windsurfing.

In the evenings the laid back atmosphere on board encourages a social atmosphere. Enjoy an underwater slideshow, night fishing, traditional Maldivian boduberu dance show, and with a live band playing under the clear starlight skies on the last night it truly makes the perfect finale to a perfect week.

<http://www.atollexplorer.com/>

18 still missing after boats collision in Hong Kong

Eighteen people are still missing after two boats bumped into each other Saturday night in Hong Kong, according to local media Sunday morning. After spending the night searching for the missing, who were thrown into the water by the force of the collision, marine police and other rescuers had rescued seven people, including one Chinese and six Ukrainian of a tugboat, local media reported.

The accident occurred near the Brothers, an island group located between Tun Men and the Hong Kong International Airport, at around 1300 GMT Saturday when a container-carrying freighter and a tugboat collided.

The tugboat, carrying 25 people on board, sank shortly after the collision and dozens of people were believed to be trapped in its cabin. Meanwhile, all the 25 seamen boarding the freighter, registered on the Chinese mainland, were safe. The Hong Kong Special Administrative Region (HKSAR) government has mobilized the marine police, fire fighters, frogmen and a helicopter, to search for the missing amid foggy weather conditions. Local media said if the 18 missing have drowned, the collision would be the worst maritime disaster for decades in Hong Kong.

The Marine Department had warned ships sailing on Hong Kong's waters on Saturday morning that visibility was as low as 740 meters. Six years ago, a collision off Ma Wan between a dredger and a container left eight people dead in Hong Kong. **Source: Xinhua**

18 Ukrainian sailors missing in Hong Kong after cargo ship and tugboat collide

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Eighteen Ukrainian sailors were trapped underwater in their capsized tugboat after it collided with a cargo ship in Hong Kong waters, a marine official said Sunday.



Director of Marine Dept. Roger Tupper said the sailors were trapped in the hull of the ship and could still be alive if they found an air pocket inside their vessel. However, he said rescue divers had knocked on the boat and did not hear the sailors signal back.

(File photo of) **NEFTEGAZ 67** -
Photo : Jaap van Heeren ©

The Ukrainian tugboat **Neftegaz 67**, which was on its way to an oil field south of Hong Kong, collided with Chinese-registered cargo ship **Yao Hai** late Saturday in waters northwest of Hong Kong's outlying Lantau island, Tupper said. He said six Ukrainians and a Chinese citizen were rescued from the tugboat and efforts were continuing to find the others.

Rescuers were trying to move the 80-meter-long Ukrainian boat, currently lying upside down at a depth of 35 meters . to shallower waters to ease rescue efforts, Tupper said.

He said that the cause of the accident was not yet known and that weather conditions were "reasonable" at the time it occurred. Neither vessel was overloaded, he said.

All the crew members aboard the Chinese cargo ship were rescued, Tupper said. It was not immediately clear what the status of the ship itself was, how many crew members were on board it or how big the vessel was. **Source : malaysia.news**



HAL **WESTERDAM** seen departing (stern first) from Wilemstad (Curacao)

Photo : Kees Bustraan ©

Historic 'Meeting of Cunard Queens' to Take Place in Southampton

Tuesday 22 April 2008 promises to go down in the annals of British maritime history when Cunard's three Queens will meet in their homeport of Southampton in another historic first for the company. **Queen Mary 2**, company flagship and the largest ocean liner in the world, and **Queen Victoria**, the newest Cunard Queen, will salute **QE2**, the most famous and beloved ship in the world on the day she celebrates the 39th anniversary of her official entry into service in 1969(i).

Carol Marlow, Cunard's President and Managing Director, says: "We are delighted that this unexpected opportunity for Southampton to host our three ocean liners arose after we took the recent decision to have **QE2's** scheduled 2008 refit in her homeport. We would like as many people as possible to witness this historic spectacle".

Cunard advises those who wish to see the three Queens to use vantage points such as Mayflower Park and Town Quay car park (at the end of the pier). Just after 1700 hours Queen Mary 2 will leave her berth at the **Queen Elizabeth II** Terminal and proceed up river to get as close as possible to **Queen Victoria** (at the City Cruise Terminal) and **QE2** (alongside Berth 105).

All three ships will sound their whistles in salute before **Queen Mary 2** departs on her first transatlantic crossing of 2008 (her 81st crossing) followed by **Queen Victoria** embarking on her first voyage to Iberia and the Canaries.



The **TYCO RESPONDER** seen moored in Willemstad (Curaçao)

Photo : Sjouke Bierma ©

Gunmen kill Nigerian sailor in Delta boat attack

Gunmen aboard a speedboat attacked a security vessel as it travelled to a major oil industry port in Nigeria's Niger Delta, killing a Nigerian sailor, security sources said on Thursday. Around 15 unknown gunmen attacked the vessel late

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on Wednesday as it travelled along the Bonny river towards Onne, a port used to supply oil industry contractors and ships that service the offshore sector. "The vessel was on its way to Onne when armed men attacked," one of the security sources, who works in the oil industry, said. Further details were not immediately available.

Onne lies close to Bonny Island, home to a 400,000 barrel-per-day oil export terminal operated by Royal Dutch Shell and to the Nigeria Liquefied Natural Gas (NLNG) plant which exports 22 million tonnes per year of compressed gas. Nigeria, an OPEC member, is the world's eighth-biggest exporter of crude oil and disruptions to supply due to violence in the Delta have been one of the causes of the rise of world oil prices to more than \$100 a barrel.

The Delta, home to Africa's biggest oil industry which exports around 2.1 million barrels per day, is frequently hit by abductions for ransom, armed robberies and crude oil smuggling. The world's biggest seafaring union said in February it wanted Nigerian waters declared a war zone because of a rise in attacks and kidnapping on merchant shipping. Oil companies have been struggling to cope with a wave of violence in the vast wetlands, fuelled by poverty, corruption and lawlessness. The latest round of unrest began in early 2006 when the MEND, a new rebel coalition, blew up oil facilities and abducted dozens of foreign workers in a series of raids. The initial onslaught cut 20 percent of national oil output.



The Chinese (Liberian flag) AHTS **DE ZHOU** seen outward bound at the Westerscheldt River passing Flushing
Photo : Richard Wisse ©

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URS **BANCKERT** seen arriving at the river Tyne to collect the **AMT EXPLORER**
Photo : Kevin Blair ©

Jeddah to host international forum on ports and shipping

On behalf of Makkah Governor Prince Khalid Al Faisal, Prince Mishal Bin Majid, the governor of Jeddah, will open the First Saudi International Forum on Ports and Shipping at Jeddah Hilton Hotel on Saturday.

Saleh Al Turki, president of the Jeddah Chamber of Commerce and Industry, said more than 500 experts in the fields of ports and marine navigation from within the Kingdom and abroad will participate in the four-day event.

The forum will be organised by the Saudi Ports Authority, in cooperation with the Jeddah chamber and the Al Fares group. The First International Exhibition on Sea Ports will also be held on the sidelines of the forum.

Prince Mishal will open the exhibition to be held on an area of more than 1800 square metres. Dr Khalid Bobsheit, president of Saudi Ports Authority, underlined the significance of the forum, and said the Saudi officials have been giving utmost attention to the ports.

Several major international companies in the fields of marine navigation, logistic services and technology, marine systems and administration, safety and security means, and environment solutions as well as banks and investment houses will take part in the event.

Saleh Al Turki said that topics such as global marine navigation industry, World Trade Organisation and the shipping companies, and impact of marine navigation industry on the sea ecology will figure highly at the forum. Working papers on ports industry at present and in future will also be presented at the meet, which will conclude on Wednesday, he added.

Dr Bobsheit urged all parties concerned with ports and maritime transportation to take part in the forum to come up with conclusion and recommendations that support developments in the ports sector. **Source : Gulfnews**

Easter bank holiday storms cause chaos

Gale-force winds swept a lifeboat on to rocks near Torness, East Lothian, after its moorings snapped. Although no one was on board at the time, the £1.3 million craft was severely damaged.

Today, large areas of Britain are expected to wake up to snow. The Met Office issued a severe weather warning which predicted snowfalls for most of eastern and central England, stretching as far south as London and Sussex. Forecasters were expecting up to four inches in upland areas and as much as two inches in low-lying parts.

Yesterday, blizzard conditions affected parts of northern England and Scotland, briefly trapping motorists on roads in Yorkshire. Two people needed hospital treatment after a circus big top in Windsor, Berkshire, partially collapsed when it was hit by a strong gust of wind. The RAC said that tomorrow would be a miserable day on the roads, with families returning from holiday and snow making driving conditions difficult. **Source : Telegraph.co.uk**

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Marine accidents loom in Lake Victoria

“My God, we are dying. Who will save us? It is very dark. We see nothing. The pilots are quiet,” one of the passengers aboard **Mv Serengeti** from Mwanza to Bukoba shouted almost hysterically. Within no time wailings from all corners filled the ship.

It was like a disaster in the coming. Strong winds which sounded like a storm were hitting the ship. All passengers, including myself, were gripped with fear.

We remembered the **MV Bukoba** disaster 12 years ago when about a thousand people lost their lives, forget property! For one hour bottles and glasses flew from tables to the floor, while doors flung open and shut. It was terrible on the night of March 11 this year.

There was neither a word from the ship's pilots nor from its sailors. When the weather calmed, Aniceth Nestor, a businessman remarked: “Last week there was a similar situation but we were not provided with life jackets.

We later learned that the ship lacked public address system. The captain could not communicate with his passengers on board.” The ship was overloaded. I did not realize then that I was standing on top of a coffin because of the limited space available on the decks.

Passenger Ashraf Sadik said nonchalantly: “Let us unite and contribute cash to buy a new steamer. My friends we are in a grave zone. By using these unpredictable ships we may one day fall victim to the wrath of Lake Victoria. Do not forget **MV Bukoba!**”

He went on: “The government promised to check overloading on the steamers. You are all witnessing how congested the ship is. We are well over the ship's authorized capacity of 250 persons.”

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MV Serengeti takes about twelve hours to ply from Mwanza to Bukoba. It is too small a steamer to meet the great demand for travel. The Surface and Marine Transport Authority has since last year proposed the grounding of the ship alongside **MV Victoria** for lacking necessary equipment to operate.

Oscar Kikoyo, the secretary of Sumatra's consultative council, says: ``We proposed both the ships to stop their operations. This is because they are very old and lack necessary equipment for the safety of passengers and their properties. If the government will not check the situation we may have another **MV Bukoba** occurrence.``

But Assistant Director of Marine Transport John Kilenzi admits the absence of plans to buy new vessels although the government was looking for an investor in the lake transport. ``We shall continue repairing the available ships until a new investor is found,`` he says.

A consultant on marine navigation, Captain Joseph Muguthi, formerly a Kenya Navy Captain, said recently that a recurrence of the **MV Bukoba** accident was likely following the flouting with impunity all safety regulations.

Absence of life saving equipment such as jackets, rifts, boats and distress signals confirm his observation.

The mandatory dry docking after every 18 months is also ignored. Muguthi says boats were the worst when it came to flouting safety regulations. **SOURCE: Sunday Observer**

Book Now for the Historic Freedom Schooner Amistad's Arrival in Barbados

Barbados is the only Caribbean island to welcome Amistad, highlighting the 200th anniversary of the abolition of the US slave trade

Visitors to Barbados during April 4th - 20th, 2008 can witness a momentous part of history as the legendary historic Freedom Schooner, Amistad, makes its port of call in Barbados commemorating the 200th anniversary of the abolition of the Atlantic slave trade. This multi-faceted event provides an opportunity for visitors to embrace the courageous and inspiring struggle during August 1839, when some 40 slaves were successful in taking control of the vessel and its wealth of cargo and in facing U.S. lawmakers at the time, transforming the future of their nation. During Amistad's time in Barbados up to 34 crewmembers will facilitate tours and lectures for the public.

To book your trip to Barbados to see Amistad, visit: www.visitbarbados.org

CASUALTY REPORTING

Visser zwaargewond afgevoerd

Omstreeks 22 uur zaterdagavond is in de storm een visserschip uit Zeebrugge zwaar in de problemen gekomen aan het staketsel van Oostende. Het schip **Rubens Z.67** liep vast op een zandbank ten Oosten van het westerstaketsel en werd tegen het havenhoofd speelbal van de inbeukende golven. Tijdens de reddingsoperatie is een visser zwaargewond geraakt.

De laatste weken is in de vaargeul van Oostende een nieuwe zandbank ontstaan. Eerder deze week waren er ook al problemen. De Z.67 probeerde Oostende binnen te varen, maar liep vast op enkele meters van het staketsel. Het ongeval gebeurde op 70 meter van het einde van het westerstaketsel. Meteen kwam een grote reddingsoperatie op gang. De Zeehond en de sleper Ensor waren snel ter plaatse. De bemanning van de Rubens-vissersboot bleef voorlopig aan boord.

Tijdens de reddingsoperatie probeerden de vissers een sleepkabel te bevestigen tussen de Zeehond en hun vastgelopen schip. Toen een grote golf kwam aangerold knapte de zware stalen kabel. Twee vissers kregen een

enorme klap. Eén van hen bleef liggen. De bemanning besliste onmiddellijk om de zwaargewonde man af te voeren. Tijdens een heldhaftige reddingspoging van een toegeseld schip van de reddingsdienst werd de zwaargewonde visser overgetakeld. De golven beukten in op de twee schepen, maar toch is men erin geslaagd de visser in veiligheid te brengen. Nauwelijks 20 minuten later kon hij afgevoerd worden naar het ziekenhuis met zware verwondingen aan de borstkas. **Bron : Focus - WTV**

Condor Vitesse holed

Fast ferry services have been thrown into disarray because of strong winds and damage caused to **Condor Vitesse**.

The ferry struck the jetty in St Malo whilst departing on normal service. She has sustained some hull damage, including a small puncture above the waterline, and has been withdrawn from service for repair

Condor are making alternative arrangements for stranded passengers. **Commodore Clipper** is being routed to St Malo this afternoon and both **Condor Express** and **Condor 10** will operate to St Malo tomorrow.

Condor has apologized for the inconvenience caused to passengers and say they're doing all they can to ensure that services are maintained and disruption is kept to a minimum.

NAVY NEWS

10 sailors missing after navy ship hits floating mine off northern Sri Lanka

A Sri Lankan official says a navy boat sank after apparently hitting a floating mine off the island's northern coast, leaving 10 sailors missing early Saturday. However, a Web site (<http://www.tamilnet.com>) linked to the Tamil Tiger rebels claims the navy boat was hit by a suicide attack, and that three of its fighters were also killed.

The incident occurred as intensified fighting raged between Sri Lankan troops and ethnic Tamil rebels elsewhere on the island. A Naval official said six sailors were rescued but 10 others who were on the boat were missing.

The Tamil Tigers, who have been fighting for an independent state for the country's ethnic minority Tamils since 1983, run a strong naval force. The rebels' suicide attackers often ram boats packed with explosives into government naval ships.

Meanwhile, the military said ground troops captured a crucial area in northern Mannar district Saturday.

Military spokesman Brig. Udaya Nanayakkara said holding the territory, though it is only about a square kilometre, is important to reduce the rebels' capacity to fire artillery and resupply their front lines.

On Friday night two soldiers were killed and six others were wounded when a mine planted by the rebels hit their bus in Mannar town, Nanayakkara said. Rebel spokesman Rasiah Ilanthirayan could not be contacted for comment. More than 70,000 people have been killed in Sri Lanka's violence, which originated from ethnic Tamils being marginalized for decades by a series of governments run by majority ethnic Sinhalese.

Both sides often exaggerates their enemies casualties and underreport their own. **Source : Canadian Press**

Raytheon Delivers SeaRAM to USS Independence

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Raytheon Company has delivered its SeaRAM anti-ship missile defense weapon system for installation aboard the littoral combat ship **USS Independence (LCS-2)**. Currently under construction by General Dynamics, the Independence will consist of modules, manned aircraft, unmanned vehicles, off-board sensors and mission-manning detachments, all in an open-systems configuration.

SeaRAM is a low-cost spiral development of the proven Phalanx Block 1B radar and Rolling Airframe Missile, the latter produced jointly by Raytheon and RAMSYS of Germany. Intended to enlarge Phalanx's keep-out range against sea-skimming anti-ship missiles, multiple fast surface craft and slow flying helicopters, SeaRAM uses recently upgraded Block 1B Phalanx sensors and replaces the M61A1 20mm gun with an 11-round RAM missile guide.

"Raytheon is working to integrate SeaRAM with the combat management system on the LCS to provide a proven and highly lethal self-defense capability to sailors, Marines and the ship," said David Ray, Raytheon's SeaRAM program manager.

In 2001 Raytheon provided an engineering model of SeaRAM to the United Kingdom's Royal Navy for suitability testing. In 2002 Raytheon, in conjunction with the U. S. Navy, successfully launched four blast test vehicles, which measured rocket motor forces. The launches also confirmed SeaRAM's forward-looking infrared sensor can withstand multiple launches without damage. Most recently SeaRAM was aboard the Navy's Self-Defense Test Ship under going tracking exercises, system qualifications and other testing.

Northrop Grumman to Supply Machinery Control System for New Amphibious Assault Ship

Northrop Grumman Corporation's Sperry Marine business unit has been selected to supply the Machinery Control System (MCS) for LHA 6, the first of a new generation of large-deck amphibious assault ships for the U.S. Navy.

Northrop Grumman Shipbuilding awarded Sperry Marine a contract valued at approximately \$47.6 million. LHA 6 is being built at the Northrop Grumman Shipbuilding facility in Pascagoula, Miss.

The MCS for LHA 6 will be a completely integrated network for monitoring and controlling the ship's main propulsion plant and auxiliary systems. The network will include more than 50 data acquisition units at strategic locations around the ship, as well as 25 operating consoles, 10 electric plant and propulsion plant controllers, and multiple redundant local-area network switches. It is based on a similar system being supplied by Sperry Marine for Makin Island (LHD 8), which has the same gas turbine propulsion plant, zonal electrical distribution and electric auxiliary systems.

The contract work includes hardware, software, design, engineering, logistics, training, testing and shipboard integration support. It also includes an option for continuing logistics support of the MCS and its land-based test facility through the end of the LHA 6 ship guaranty period. The work will be performed at Northrop Grumman's Sperry Marine facility in Charlottesville, Va., and at the company's Pascagoula shipyard.

"This is one of the largest U.S. Navy programs to be awarded to Sperry Marine," said J. Nolasco DaCunha, vice president of Sperry Marine. "We have built a successful relationship with the Navy's MCS program management team through our work on LHD 8, and we look forward to enhancing our support for the LHA 6 MCS program."

LHA 6 is a new-design amphibious assault ship intended to meet the requirements for 21st century expeditionary warfare, replacing the LHA 1 Tarawa-class ships, which are nearing the end of their service lives. LHA 6 will be optimized for aviation, capable of supporting current and future aircraft such as the tilt-rotor MV 22 Osprey and the Joint Strike Fighter. The 844-foot ship, scheduled for delivery in 2012, will be powered by two marine gas turbine engines, with a projected speed of 20+ knots. **Source : Northrop Grumman Corp**

SHIPYARD NEWS

Vinashin signs for seven

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Vietnamese state shipbuilder Vinashin's Hau Giang Shipyard has won an in-house deal to build five 20,000-dwt cargoships. The yard will deliver the vessels by 2012 to group company Vinashin Maritime Company (Vinashin Ship) for VND 1.5 trillion (\$94m).

Local media reported that Vinashin Ship wanted to boost its capacity with the Vinashin Marine Science and Technology-designed vessels.



The **VINSAHIN TRADER** – Photo : Skydiving Chief ©

Meanwhile, Vinashin's Ca Mau Shipbuilding Industry Company has signed a deal with Tay Nam Shipping Lines to build two 20,000-dwt cargoships for VND 650bn. Delivery will be within the next 18 months.

Onega Shipyard LLC starts construction of dry cargo carrier capable of carrying 4,500 tonnes of cargo

Onega Shipyard LLC (Karelia) has started construction of a dry cargo carrier with a cargo carrying capacity of 4,500 tonnes, RosBalt reports. The shipyard is to build 15 more vessels of this type ordered by an Estonian company.

The first vessel is to be completed in autumn, the second one – in spring.

Onega Shipyard LLC is situated on the shore of lake Onega in Karelia. The shipyard was created on the base of the shipbuilding and ship-repairing facilities of the OJSC White Sea and Onega shipping company and is its daughter company. Together with White Sea and Onega shipping company the Onega Shipyard is included in the transportation group of the companies of the Concern Orimi. **Source : PortNews**

ROUTE, PORTS & SERVICES



The **VOLVOX HOLLANDIA** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan ©

Sanko chemical tanker puts orders at 99 ships

Japanese owner Sanko Kisen has seen its orderbook for newbuildings rise to 99 ships with its latest deal for a chemical tanker. Sanko's contract for a 19,900-dwt IMO-III ship at Fukuoka Zosen brings its orders at the yard to four ships.

A Sanko official confirms the deal for the vessel, which is set for delivery at the end of 2011. Sources say the ship is priced at \$46m.

The Japanese owner entered the chemical-tanker business for the first time last year by ordering a single 19,900-dwt ship, followed quickly by an additional contract for two vessels that were ordered jointly with an unnamed owner. Two will be delivered in the first quarter of 2011 while the third ship is slated for delivery in the second quarter of 2011.

Sources say two of the ships have been chartered out to foreign operators under long-term contracts.

Sanko, which is one of Japan's oldest shipping companies, has yet to decide where to deploy the two remaining ships. But they are likely to be chartered out, according to a company official.

Apart from the four chemical tankers at Fukuoka, Sanko is said to have a total of 95 other ships on order. They are one VLCC, one suezmax tanker, six aframax tankers, seven medium-range (MR) products tankers, four chemical tankers, three LPG carriers, 31 offshore ships, 13 capesize bulkers, four panamax bulkers, 12 handysize and handymax bulkers and 17 bulkers.

A Fukuoka Zosen official says the yard has tied up its building slots until mid-2012, while its sister yard, Fukuoka Nagasaki, is now focusing on bigger chemical tankers up to 33,000 dwt. **Source : Tradewinds**

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A Maersk container liner – **Aquarelle : Ronald van Rikxoort**

DP World to boost its container-handling capacity in China 30 per cent this year

DP World aims to boost its container-handling capacity in China 30 per cent this year because of the country's surging trade growth. The company plans to add four container berths in Qingdao, eastern China, and a second venture in the northern port of Tianjin, Kris Chang, managing director of DP World China, said on Thursday

DP World had a capacity of 10 million cargo boxes in China and Hong Kong at the end of 2007. DP World raised \$4.96 billion in the Middle East's largest initial share sale last year to fund expansion plans, as Dubai aims to become a global transport hub for Asia, Europe and Africa.

The company plans to add facilities in China after the country's exports surged 26 per cent last year. "We're still a newcomer in China and we will continue to expand our portfolio here," said Chang. The company currently operates terminals in Qingdao, Tianjin, Yantai and Hong Kong, with a total of 19 container berths.

DP World aims to boost its global capacity to 90 million 20-foot boxes by 2017 from 48 million last year, through a combination of new ventures and expansion at existing ports, Chang said. The company handled 43.3 million boxes in

2007 at its 42 terminals worldwide, an increase of 18 per cent from a year earlier. It aims to have 56 terminals in 27 countries by 2017, Chang said. **Source :** www.gulfnews.com

China's COSCO Shipping 2007 net profit up 84.29 pct

COSCO Shipping Co said its net profit for 2007 surged 84.29 pct year-on-year to 1.07 bln yuan on the back of higher revenue from its cargo shipping business.

Total operating revenue reached 5.33 bln yuan, up 38.29 pct from 2006, with revenue from its main business -- shipping via multi-purpose vessels -- up 36.89 pct at 3.17 bln yuan. Earnings per share stood at 1.64 yuan, up from 0.89 yuan a year earlier.

The firm, which mainly offers shipping services for special cargo, did not provide a forecast for its net profit this year. Total assets stood at more than 5 bln yuan at the end of last year, compared with 4.19 bln at the end of 2006.

Source: forbes.com

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UASC LATEST NEWBUILDING ARRIVED IN MALTA



The newly built UASC 9,000 TEU's container ship **HATTA** seen leaving Malta Freeport Terminal inside Marsaxlokk Harbour, Malta piloted by Cpt. Albert Gambina & assisted by local tugs **LIENI** & **SEA SALVOR** on Thursday 20th March. **HATTA** discharged/loaded approx 800 moves after one of a Brilliant operation carried out by Freeport Terminal.

All above moves were done in 6.5 hours vessel started ops 08:00 hrs and finished 15:00 hrs. This is vessel's Maiden voyage arrived directly from JEDDAH (Saudi Arabia) sailed to Rotterdam with a max. speed of 25 knots. At moment

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vessel is on the AEC1 Service West Bound – (North Asia, South East Asia to Middle East, North Europe) which starts from PUSAN (Korea) and finish in Antwerp (Belgium) **Photo : Lawrence Dalli - Malta Ship Photos ©**

Please note that starting from January this year UASC are calling twice weekly at Malta Freeport Terminal with 2 services - AEC1 Service West Bound – (North Asia, South East Asia to Middle East, North Europe) and the MIX1 Service West Bound - (Indian Sub Continent to Middle East, East Med, West Med, USA East Coast.)

UASC are represented in Malta by Valletta Freight Services Co Limited.



A part of the crew of HAL's **WESTERDAM** seen after completion of their fire fighting course at Curacao, The HAL has contracted DCTC (**Dutch Caribbean Training Center**) which conducts safety / fire-fighting trainings to ships crews , onboard the ships as well onshore, the courses are given at the DCTC premises in cooperation with the Curacao Fire Fighting brigade.

Photo : Els Kroon ©

Mickey sticks with Canaveral

Disney Cruise Line is set to retain Port Canaveral as its homeport in the US under a new 15 year contract. Disney's ships will continue to call Canaveral home. Canaveral is presently homeport to the Disney Magic and Disney Wonder which cruise to the Caribbean and the Bahamas respectively.

It will also operate Disney's two new 4,000-passenger vessels from its exclusive terminal upon their delivery in 2011 and 2012. "The terminal will be enlarged for the additional passengers and baggage," said Port of Canaveral chief executive Stan Payne.

The terminal and dock enlargements are necessary to accommodate the larger Disney Cruise Line ships. The new agreement between Disney and Port Canaveral was ratified earlier this week by Port Authority Commissioners.

"This agreement reflects Disney's commitment to Central Florida and success at Port Canaveral," said Disney president Tom McAlpin. More than 3.5m passengers have sailed from Port Canaveral aboard Disney cruise ships since the line began operations in 1998.

Canaveral is also expected to finalise a deal shortly to be the homeport for Royal Caribbean's **Freedom of the Seas**.

Earlier this week Royal Caribbean submitted a letter of intent to deploy the 160,000-grt vessel to Canaveral in May 2009. "The **Freedom of the Seas** will be the largest cruise vessel home ported here," said Payne. **Source :**
Tradewinds

TOP Ships Announces Sale of the M/T Faultless

TOP Ships Inc. announced that it has entered into an agreement to terminate its bare-boat charter for the Suezmax tanker **Faultless** (DWT 154,970, built 1992), after sale of the vessel from its owners to a third party. The deferred gain from the original sale of approximately \$4.2 million will be recognized upon delivery of the vessel to its new owners, which is expected to occur in late March 2008.

Evangelos J. Pistiolis, President and CEO of TOP Ships Inc. commented: "The unwinding of an additional Suezmax leasing contract is another step towards reducing our financial expenditure and disposing our older tonnage. We will continue to pursue further such opportunities, which we believe will enhance shareholder value."

Odyssey Explorer Completes Repairs And Upgrades And Mobilizes For Upcoming Project Operations

Odyssey Marine Exploration, Inc. announced that following a scheduled winter maintenance period, its recovery vessel **Odyssey Explorer** has completed routine repairs and extensive upgrades and is mobilizing for upcoming project operations. The upgrades to Odyssey's 251' deep-ocean archaeological platform include the addition of the following equipment, specifically designed to enhance the Explorer's documentational and recovery capabilities in preparation for commencement of spring 2008 operations:

Installation of ZEUS II, a next-generation heavy work Remotely Operated Vehicle (ROV), reconfigured for deep ocean archaeological survey and recovery operations including inspections, photographic and video documentation and artifact recovery. While ZEUS II looks very similar to the original ZEUS ROV, it has twice the power of the original ZEUS, as well as advanced control system and telemetry making it one of the world's most capable deep-ocean archaeological work platforms.

Installation of a light work ROV, designed to perform archaeological inspections, photographic and video documentation. This system has been installed for sea trials following an extensive upgrade to increase its capability to 3,000 meters.

Installation of an upgraded, state-of-the-art dual frequency sidescan sonar system and upgrade of computer systems and data recording capabilities.

ZEUS I has temporarily been removed from the **Odyssey Explorer** and placed in a secure facility where it is undergoing a complete refurbishment and upgrade. Other work in dry dock included main engine and generator strip downs, extensive steelwork repairs to the aft ballast tanks to meet Class requirements, and brought forward four

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additional Class surveys, normally scheduled for July 2008 but executed early in order not to interfere with search and recovery operations in the prime work season.

"These upgrades to the **Explorer**, although time-consuming, have increased our vessel's search and recovery capabilities and will increase the dependability of the vessel. This investment represents another important step in Odyssey's strategic plan of maintaining and strengthening our position as the world leader in archaeologically sensitive deep-ocean shipwreck exploration. We are now looking forward to mobilizing the Explorer and putting her back to work on some of our most promising targets soon," said Greg Stemm, Odyssey's Chief Executive Officer.

The **Explorer's** sister ship, **Ocean Alert**, is currently still in Falmouth, UK where she continues to undergo extensive engine repairs and upgrades, scheduled to be completed in April 2008. The vessel is being configured with upgraded deep and shallow side scan search systems for upcoming project search operations.



The DPDS **Pride Angola** seen drilling offshore Angola.

Photo : Pride Angola DPO Team ©

THREE MORE LINES FOR ELAA

FOLLOWING the decision of three more carriers to European Liner Affairs Association (ELAA) it now says that all twenty of the top tier of container lines are now its members and that it represents over 85% of the world's vessel operating capacity.

Pacific International Lines, Wan Hai Lines and Independent Container Line joined the association after an ELAA membership meeting in Singapore.

ELAA Executive Director Chris Bourne said: "Expansion of the association is obviously good news for ELAA, and is indicative of carrier's support for our future plans. Following the end of the conference system in Europe on October 17 this year, we plan to implement an information exchange system, which will bring unprecedented access to market data for all sectors of the industry. Our new members clearly recognise this advantage and find this future project as critical to their businesses."

Headquartered in Brussels, the European Liner Affairs Association (ELAA) was established in May 2003 to represent the liner shipping companies of the world in the European Commission's review process of Regulation 4056/86. The ELAA says it acts as a coherent contact point for the Commission throughout its on-going consultation and review process. Once liner conferences are banned under EU law the body will act as an information exchange. **Source : Maritime Global Net**

Bodrum Port Welcomes First Cruise Ship

Bodrum Port welcomed the first cruise ship after its inauguration on Thursday. Malta flagged cruise ship "**Sky Wonder**" anchored at Bodrum port with its 1,246 U.S. and Spanish passengers.

After the passengers spend time at the town center and visit several historical places, the 208 meter-long and 27 meter-wide ship will proceed to coastal town of Kusadasi. During the inaugural ceremony of Bodrum Port, Bodrum Mayor Mazlum Agan said nearly 300,000 tourists would arrive in the town with more than 200 cruiser ships this summer.

-BODRUM PORT-

Bodrum port, whose ground-breaking ceremony was held with the participation of Turkish Transportation Minister Binali Yildirim on September 3rd 2005, was constructed via build-operate-transfer model and the construction costed nearly 19 million USD.

The port comprises of a 252 meter-long and 15 meter-wide pier, a 230 meter-long dock for yachts, a cafe, a restaurant, a bank, a health center and 2 parking lots. 3 ships can dock at the port at the same time. **Source : Turkish Press**

Teekay LNG Partners Acquires Two LNG Carriers

Teekay GP LLC, the general partner of Teekay LNG Partners L.P. announced that Teekay LNG has agreed to acquire two 1993-built, 88,000 cubic meter specialized LNG vessels, the **Arctic Spirit** and the **Polar Spirit**, from Teekay Corporation (Teekay) for a total cost of \$230 million. Teekay LNG expects to acquire these vessels on April 1, 2008, and immediately charter the vessels back to Teekay for a period of ten years (plus options exercisable by Teekay to extend up to an additional fifteen years). These charters are expected to generate approximately \$27 million per annum in operating cash flow to the Partnership. Teekay LNG intends to finance the acquisition initially with its existing cash balances and undrawn revolving credit facilities.

In December 2007, Teekay purchased the two vessels from a joint venture between ConocoPhillips and Marathon Oil Corporation for \$230 million and chartered back the vessels to the sellers until April 2009 (with options exercisable by the charterers to extend up to an additional seven years). Teekay was obligated to offer these vessels to Teekay LNG in accordance with the Omnibus agreement between the parties.

"We are pleased that Teekay LNG has been able to make this accretive acquisition," commented Peter Evensen, Teekay GP LLC's Chief Executive Officer. "Given the uncertain length of the charters to the ConocoPhillips and Marathon Oil joint venture company, we believe that the long-term charters to Teekay are a better alternative for Teekay LNG since they will provide long-term stable cash flows for the Partnership. These two vessels, together with our nine scheduled newbuilding deliveries, should allow us to meaningfully increase Teekay LNG's cash distributions in both 2008 and 2009. Teekay LNG's current annualized distribution of \$2.12 per unit already represents an attractive yield of over 7.7% based on our March 18, 2008 closing price of \$27.45."

MOVEMENTS



The **EMPRESS** shifted from Willemstad Port to the Mega Pier

Photo : Kees Bustraan ©



The **VOS TRAPPER** seen departing from Rotterdam

Photo : Cees Kloppenburg ©

The EUROPEAN TRADER ex TOR MAXIMA has left Fredericia bound for Zeebrugge. There, she will arrive at monday morning at 8.00 a.m..

.... PHOTO OF THE DAY



The **EDT PROTEA** seen moored in IJmuiden
Photo : Joop Marechal ©

BOEKBESPREKING

Auteur : Frank NEYTS

"Scheepvaart 2008"

Ook dit jaar pakt Uitgeverij De Alk uit met een nieuwe editie van het standaardwerk "**Scheepvaart 2008**". Het boek werd ook nu samengesteld door G.J. De Boer.

In 766 pagina's heeft het boek een diepgaand overzicht van alles wat reilt en zeilt in de maritieme sector van de lage landen, Nederland, België en Luxemburg. Rederijen, scheepswerven, sleepbootrederijen, overheidsdiensten, de baggersector, de marine, noem maar op, alles wat er op maritiem vlak in het werkgebied te bespreken valt komt aan bod. De laatste technische evoluties, de meest recente verschuivingen binnen maritieme groepen, de nieuwbouw binnen de sector, het is moeilijk iets aan te duiden dat niet in dit buitengewoon interessante en volledige boek aan bod komt. Een **dikke aanrader** dus voor iedereen die van schepen houdt. Bovendien is het boek geïllustreerd met tientallen prachtige (meestal nooit eerder geziene) kleurenfoto's.

"**Scheepvaart 2008**" (ISBN 978-90-6013-471-9) werd als softback uitgegeven en telt 766 pagina's en voorzien van vele, vele foto's in kleur (meer dan 300). Het boek kost 29.90 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com



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