

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 242



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

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**"Herewith I call you JANUS and wish you and your crew a safe trip", this were the words of Frau Bär, wife of the captain of the former tug Janus during the christening ceremony of the new 220 ton BP AHT JANUS held yesterday in Cuxhaven**

**Photo : Piet Sinke ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **REGAL EMPRESS** seen in the Bahamas – Photo : Cornelis Kloppenburg

MV **Regal Empress** (former **Olympia**, **Caribe I**) is a vintage ocean liner constructed in 1953. She is now owned by Imperial Majesty Cruises and operates on two night cruises out of Fort Lauderdale, Florida to Nassau and back.

The first and only ship built for the Greek Line was initially named **Olympia**. The **Olympia** was completed by Alexander Stephen & Sons, on the River Clyde, in 1953. She was initially measured at 22979 GRT, and carried 138 First Class, and 1169 Tourist Class passengers. She was registered in Liberia. Parsons turbines of 25000shp drove her at a service speed of 21 knots (23 knots maximum).

The maiden voyage left Glasgow for Liverpool and New York on October 20, 1953. Her first voyage on the intended route from Piraeus to New York did not take place until March 1955 due to legal complications. In 1961, the route was extended to Haifa, Israel. In 1968, **Olympia** was registered in Greece, and spent more time cruising, this becoming her exclusive occupation in 1970. By this time she had been re-measured at 17400 GRT. She was laid up at Piraeus in 1974, and the Greek Line suffered financial collapse the following year.

In 1981, the **Olympia** was bought by Sally Shipping and refitted, with diesels replacing the steam turbines. She returned to cruising as the **Caribe I** in 1983, in the Commodore Cruise Line fleet. The elegant funnel had been

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replaced by exhaust pipes and a ludicrous framework design. Happily, this was later replaced by a more traditional funnel, though lacking the style of the original. In 1993 she was sold to Regal Cruises and renamed **Regal Empress**, and began sailing out of Port Manatee in the winters and New York City during the summers. She is now described as being only 14500 GRT.

Following the collapse of Regal Cruises, the **Regal Empress** was purchased by Imperial Majesty Cruises for their two-night cruise service to The Bahamas, the **Regal Empress** being cheaper to operate and carrying more passengers than their own ship **OceanBreeze**. In 2010, she will be taken out of service as new SOLAS regulations come into effect. The **Regal Empress** is the oldest passenger liner still operating in North America.



The **CLIPPER KAREN** seen enroute Rotterdam

Photo : Harry van den Berg ©

## NAM to Divest Several Offshore Assets

Nederlandse Aardolie Maatschappij (NAM) intends to market a number of its offshore licenses, consisting of producing fields in the NOGAT area on the Dutch continental shelf. The producing fields are L2-FA, L2-FB, L5-FA, L12-FC and L15-FA, and the combined oil and gas producing F3-FB field. The fields and facilities to be divested are located in an area of the North Sea to the northwest of Den Helder and are interconnected by the NOGAT pipeline, through which natural gas is transported to the NAM operated processing plant at Den Helder. NAM also intends to divest its share in NOGAT. The intended transfer of ownership is part of NAM's long-term strategy. NAM Managing Director Roelf Venhuizen said: "Like every healthy company, we regularly review our portfolio to ensure that the assets we own fit our company strategy. The NAM of course will continue to operate the Groningen-field. Further we will continue to produce and develop our small-fields portfolio for as long as we can add value. The divestment of the mentioned fields and facilities is completely aligned with NAM's long-term strategy and as they are in a mature phase of their life cycle, they may have more value to third parties than to NAM." The intended sale does not imply that NAM will discontinue its North Sea operations, as is evidenced by the fact that NAM continues to make substantial investments in its offshore activities. **Source : MarineLink**



## Vintage WWII Ship Prepares For Cruise



After 62 years of plowing through the briny blue, the aging SS **American Victory** is gearing up for another run. This time, the vintage World War II transport ship is taking part in a full-bore invasion of Egmont Key.

Photo : aljacobs ©

The ship that has found a home at Berth 71 behind The Florida Aquarium will stoke up its steam engines that churn 8,000 horsepower and pull away from the dock on the morning of Nov. 10.

The cruise, one of two a year, likely will carry 350 to 400 voyagers eager to smell the fuel oil mixed with salty air and feel the rumble of the decades-old engines beneath the gray decks. The cost is \$99 a person, and that just barely makes a profit, ship administrator Kurt Voss said.

What's unique about the Victory, he said, "is that it still gets under way." The ship will leave the dock at 8 a.m. and steam south and then west under the Sunshine Skyway, anchoring off Egmont Key about 1 p.m. During the first leg of the voyage, a memorial service will take place "for all the mariners who have crossed the bar," retired U.S. Naval Reserve Capt. Marty Allen said.

A Navy landing craft will meet up with the ship at the island, and if all goes according to plan, "we're hoping to have a mock invasion of Egmont Key," he said. The cruise makes some money for the mariner's museum, which is aboard the ship and draws tourists when in port. Cruises are not cheap, Allen said, costing about \$20,000 each time the ship leaves its berth.

The **SS Victory** was built in 1945 and designed to be faster than the existing line of troop transports. The model could reach speeds of up to 17 knots, making it a more difficult target for submarines during World War II, but it now chugs along at about 10 knots. The ship is 455 feet long and 62 feet wide and has twin steam turbines powered by fuel-oil engines.

This type of ship was used mainly for transporting some troops but mostly cargo to battlefronts in World War II and in the Korean and the Vietnam wars, Allen said. This ship was launched in California in 1945 and steamed west to be used in the invasion of Japan, but those plans ended with Japan's surrender. The Victory class of ships was considered the workhorse of its day, and some remain in operation around the globe.

The SS **American Victory** of Tampa Bay is docked off Channelside Drive behind The Florida Aquarium. It offers guided tours and makes occasional cruises around Tampa Bay. Tours of the ship cost \$8 for adults and \$4 for children. To be taken out, the vessel must pass a rigorous U.S. Coast Guard inspection. Being able to cruise "guarantees we keep it in good condition," Voss said.

## Back Yard Project

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Francois Zanella, a 58 year old former mine worker has built a cruise ship at his home in Morsbach, Moselle in North-Eastern part of France.

He started building his ship on August 10-th, 1994. By that time, he had already spent more than 3,500 hours designing in excruciating detail all the components of the ship. It took him 11 long years to build the ship, a process that was completed on June 23, 2005. On that day his ship started sailing from port Sarreguemines.

Francois built his ship based on the model of Royal Caribbean's 1992 cruise ship **Majesty of the Seas**, but on a smaller scale. Because of that, he also named his ship Majesty of the Seas. Building this ship was a dream come true for Francois, a dream for which he happily spent 25,000 hours of his life.



He also became quite famous in France because of this project. One of the main TV channels in the country - France 3 - created a special program named Thalassa which followed his work during the construction process. He received considerable amount of fan mail because of that.

Currently Francois is enjoying the fruits of his labor by traveling around the world in his own cruise ship - **Majesty of the Seas**. Source : shiptalk

## Swire Pacific Offshore holds ship stability seminar

Swire Pacific Offshore conducted its first in-house seminar on the topic of ship stability in offshore support vessels 15-15 October. The two day programme was conducted by Dr Jonathan Downes, BEng (Hons), PhD Senior Research

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Associate and Melanie Landamore, MEng, GMRINA Research Associate from Newcastle University's School of Marine Science & Technology at the newly furnished facilities of Swire Marine Training Centre in Singapore.

Newcastle University was commissioned by Swire Pacific Offshore in April 2007 to conduct an independent assessment and produce course material aimed at improving their knowledge and understanding of the hazards associated with anchor handling and towing.

The aim of the course is to help officers become familiar with the stability issues associated with the design and operation of ships and in particular anchor handling and towing vessels with the objective of attendees being able to evaluate the stability characteristics of a given vessel and its associated load conditions.

The course material was structured and prepared in a systematic way so that students could initially review the fundamentals of shipboard stability and the associated criteria using worked examples from specific vessels within the Swire fleet, prior to moving on to the more complex matters of free surface effects, dynamic stability and GZ Righting Moments, deck edge immersion, angles of flooding and the effects of the loss of water plane area.

The course culminated with students conducting worked examples of the effects on a ship's stability when towing and anchor handling in a seaway. The stability training module will be used in conjunction with Swire Pacific Offshore's Anchor Handling and Towing simulator to highlight the potential dangers through classroom study and discussion prior to entering the simulator to put theory into practice. **Source : Offshore shipping online**



The AHTS **VZMORYE** seen moored in Kaliningrad (Russia)

**Photo : Jan de Bokx ©**

For the tugspotters around Rotterdam the **VZMORYE** is due to arrive in Rotterdam **Thursday October 25<sup>th</sup>** morning hours and to depart later in the day again with **HAPo's** crane / accommodation barge **ANNA 4**.

## WW II sub oil leak threatens marine life



The wreck of a Second World War submarine, one of many littering the seabed around the Swedish coast, has been found to be leaking oil, posing a threat to marine life.

According to the Swedish coast guard, the submarine is a German U-boat which was hit towards the end of the war, and is one of 249 wrecks off the west coast of Sweden.

Authorities were alerted by a local man fishing in the area who spotted oil on the water.

The coast guard says the wreck lies at a depth of 65 metres, and that the vessel had 113 tonnes of diesel oil on board when she sank. The submarine also contains unknown quantities of lead in large battery units.

An operation to extract the oil and lead is however unlikely, as unexploded torpedoes remain on board.

The wreck is just one of the many submarines and ships lying in Swedish waters. Experts fear the high salt content in the area will ultimately erode many of the hulls resulting in severe environmental damage. **Source : Sveriges Radio**

## Rescue operation in Fermanagh

A man has been rescued from River Erne in Co Fermanagh. A woman out walking her dog spotted the man in the water shortly after 8am this morning and raised the alarm. He's being treated in the Erne Hospital for hypothermia.

A major search operation involving the Coastguard, police and Lifeboat crews was launched following reports that a second person was in the water. However it was called off after rescuers confirmed that no one else was involved.

**Source : UTV TV**

**CASUALTY REPORTING**



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## MT Efunya Sinks at Lagos Port

A vessel, "**MT Efunya**" last weekend sank at the Marina end of the Apapa port, a development that caused panic among other vessel operators within the area.

Confirming this to Vanguard in Lagos, Harbour Master of the Nigerian Ports Authority (NPA) Captain Uwak said that the vessel sank due to the long period of neglect and its attendant corrosion.

He said although no life was lost, efforts are being made to evacuate the vessel from the waters to limit navigational threat to other vessels. Uwak explained that a ship that has been berthed for too long will suffer third degree corrosion, especially during the rainy season.

Apart from prolonged stay in water, Uwak who gave three reasons why a vessel may sink also said that the salty nature of the sea water which eats up the iron very fast could get a vessel to sink.

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His words, "Secondly, the under bottom, that is the area below the water line corrodes very fast, if the iron remains in the water for a long time there will definitely be a crack which will lead to water getting into the compartment of the under horse and the vessel can sink.

"Thirdly, there is what is called sea suction valve, if this valve remains in the water for too long, it can give way and the engine room could get flooded and this again could also sink the vessel very fast. The Head of the Authority's harbour department expressed fear that more vessels may sink as the sea current could cause the sunken vessel to drift towards the navigable channel adding that this could cause a lot of problem as far as navigation is concerned.

He stated that the solution to further halt any vessel from sinking is to remove the vessels around the sunken vessel as soon as possible to a safe place. Sais he, "the solution is to remove those vessels as quickly as possible so that we have free area for navigation .

"The Authority concern should take preventive action in order to free the area because the longer they keep them there, the more we have more vessels going down, they will go down because of the decay, they are decaying every day and there is nothing we can do about .

He noted that the absence of a layby (where disuse vessels are kept) area is another problem hindering safe navigation. Hajia Lami Tumaka, Head of the Public Relations department of the Nigerian Maritime Administration and Safety Agency (NIMASA) who confirmed the fact that the vessel sank over the weekend however directed Vanguard to the office of the Director Maritime Safety and Rescue as she has no details of the vessel.

Captain Ade Olopoenia Director of Safety and Rescue at NIMASA said that arrangement has been concluded to commission some to lift the vessel from the water and drain the water from her.

Olopoenia however denied the fact that the sunk, adding that she is taking in water and going down gradually.

**'MT Efunya'**, a Nigerian flagged vessel, was arrested and detained by men of the Nigerian Navy for illegal bunkering.

Source : All Africa

## Another Ferry Sinks

At least 31 people were killed and 125 rescued after a ferry sank off Indonesia's Sulawesi island in the latest of a series of transport accidents to hit the archipelago nation, officials said Friday (19 Oct).

Residents near the town of Bau Bau on southeast Sulawesi heard survivors screaming and pleading for help after the Acita 03 capsized at about 9:00 pm (1300 GMT) Thursday, ElShinta radio reported. The **22-metre ship** sank several miles (kilometres) from shore when passengers clambered to the boat's roof to make mobile phone calls when they couldn't get a signal, transport ministry official Djoni Algamar told AFP.

"The ship lost its balance and capsized," he said, adding that only 60 names had been on the ship's manifest.

ElShinta's reporter said **151 people** were believed to be on board, while the mayor of Bau Bau, Amirul Tamim, told the radio station that **188 people** were on the ferry and several dozens thought to be missing.

Indonesian ferries frequently carry far more passengers than the number officially registered. Officials at Bau Bau general hospital told AFP that 30 bodies had arrived at the hospital's morgue and they had been told one more was on its way. Nineteen survivors were being treated for shock.

A hospitalised survivor, Safruddin, told ElShinta that he had been travelling from his home village to work on Sulawesi after the one-week holiday marking the end of the Muslim holy month of Ramadan.

"I thought I would die. I managed to get out of the boat... I held on to two pieces of foam and then I passed out. I woke up at the port and I threw up," he said, adding that he did not know how he got to port.

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Safruddin said his two-year-old child and wife survived by clinging to wooden planks, and fishermen later rescued them. Search and rescue team chief Roki Asikin told ElShinta that 125 people had been rescued, "but we do not know how many people were aboard the ship, so we don't know how many people are still missing."

He said people had been trapped in the vessel when it went down.

Local policeman, Idwar, told AFP that the vessel had been heading from Tomea island to Bau Bau on Buton island, around 1,500 kilometres (930 miles) northeast of Indonesia's capital, Jakarta.

Tomea belongs to the Wakatobi group of islands, which is home to some of Indonesia's top dive sites and is popular with international tourists.

Millions of people are returning home over the next few days across Indonesia, the world's most populous Muslim nation, after the week-long holiday ending Friday to mark the close of Ramadan. Sea links are crucial in Indonesia, an archipelago nation of some 17,500 islands, but safety standards are frequently low or not enforced. The accident is the latest in a string of transport disasters in the world's fourth most populous nation.

Indonesia's President Susilo Bambang Yudhoyono called on passenger boat operators to improve safety in February after scores of people were killed when a ferry caught fire off Jakarta. In December last year, about 400 people drowned when another ferry sank off Java. The government is considering new regulations for old ships.

## Barge McNally Olympic lost



Photo : Canadian Coast Guard. ©

On October 8, while in tow of the tug **Jerry Newberry**, a line parted and the barge **McNally Olympic** drifted ashore 10km southwest of Hebron Labrador and is a total loss.

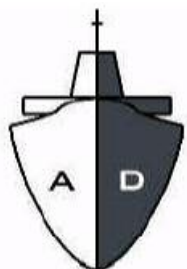
She was on a return trip from Deception Bay (far north Quebec) to Sorel. She was carrying quantities of fuel and waste oil which is believed to have been dispersed by the 15 to 20 foot seas. At last report the deck house has broken free of the hull.

Source : Charlie Gibbons

## NAVY NEWS

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### African Mission

**USS Fort McHenry** has left its homeport for a seven-month deployment to the Gulf of Guinea that the chief of U.S. Africa Command said will exemplify how his new command will operate.

The amphibious dock landing ship will serve as a platform for the Africa Partnership Station Initiative, which aims to work cooperatively with U.S. and international partners in promoting maritime security in Western Africa, Army Gen. William E. "Kip" Ward told Pentagon reporters.

**USS Fort McHenry** will sail to Spain to take on passengers from several European partners — Spain, the United Kingdom, Portugal and Germany, among them — before heading to the Gulf of Guinea, explained Navy Adm. Henry G. "Harry" Ulrich III, commander of U.S. Naval Forces Europe.

Its full complement will include representatives of U.S. and partner nations' government agencies and non-governmental organizations, all working together to help African nations increase their ability to provide maritime security. In addition to the U.S. military, U.S. agencies to participate will be the State Department, Department of Homeland Security, U.S. Agency for International Development, National Oceanic and Atmospheric Administration, and U.S. Coast Guard, Ulrich said.

High Speed Vessel Swift will join **USS Fort McHenry** in the Gulf of Guinea, where it will transport students as well as trainers during visits to Senegal, Liberia, Ghana, Cameroon, Gabon, and Sao Tome and Principe, he said.

Training teams will focus on a broad range of areas, including maritime domain awareness, leadership, seamanship and navigation, maritime law enforcement, search and rescue, civil engineering and logistics.

Support provided will vary between visits, Ward said. He emphasized that the Africa Partnership Station Initiative and AFRICOM as a whole will strive to help African countries build capacity. "Those things that are within our means to do, we look forward in working with the African nations in providing that kind of assistance," he said.

The new initiative "provides a good example of what the newly established U.S. Africa Command is all about as it relates to helping our partner nations on the continent of Africa build their capacity to better govern their spaces (and) to have more effect in providing for the security of their people," he said.

In addition, Ward said, the Africa Partnership Station Initiative will help globalize African economies and develop societies for the betterment of their people.

AFRICOM declared itself to have initial operating capability Oct. 1 and began bringing the military's activities on the continent under its umbrella. Ward said the command will give a "consolidated focus" to work currently being conducted by three combatant commands: U.S. Central Command, U.S. Pacific Command and U.S. European Command.

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"As we work over the course of the coming weeks and months to stand up the command, we are focused on building the team that will cause value added to be brought to the various programs we do on the continent," he said.

Ward said AFRICOM will reinforce efforts under way "by creating a greater synergy of the entirety of the work being done." **Source : Shiptalk**



The Indonesian corvette **366 KRI HASANUDDIN** commenced yard trails at the Westerscheldt River

Photo's : [www.maritimephoto.com](http://www.maritimephoto.com)



## Najib to attend submarine launch in France

DEPUTY Prime Minister Datuk Seri Najib Tun Razak will be attending the launch of Malaysia's first Scorpene submarine in Cherbourg, France, on Tuesday.

The launch is part of the official programme for his four-day visit to France beginning Monday, according to a Wisma Putra statement.

The 1.04 billion Euro (about RM3.4 million) procurement of two Scorpene submarines was signed in June 2002 between Malaysia, a French shipbuilding, submarine and naval services company, Direction des Constructions Navales Services (DCNS), and Spanish shipbuilder Navantia.

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Najib, who is also Defence Minister, will also hold a bilateral meeting with his French counterpart, Herve Morin, the statement said. He will deliver a public lecture at Institute Francais des Relations and Internationals and meet author of the Blue Ocean Strategy, Prof W.Chan Kim of Institute Europeen d'Administration des Affaires (Insead).

Najib is also expected to meet the Malaysian community in France. Wisma Putra said the visit will further strengthen and deepen the existing bilateral relations and cooperation between Malaysia and France.

In another statement, Wisma Putra said Najib will also make a two-day visit to Russia on October 21-22 to receive Malaysian astronaut Dr Sheikh Muszaphar Shukor, whose Soyuz TMA-II spacecraft is scheduled to land on earth on Sunday.

He is also scheduled to meet Russia's First Deputy Prime Minister Sergei Ivanov on Monday. **Source : Bernama**

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The 104 mtr long **THSD ABUL** built at the IHC yard in Sliedrecht (The Netherlands) the keel was laid 16-06-2006 under yard number 1245 and the dredger was launched 06-07-2007, the vessel departed from the builders for her final destination the Karachi Port Trust, Pakistan after completion of the trials, the dredger is having a Hopper capacity

of 6000 m3 and is able to dredge upto a depth of 20 mtrs and is powered by 2 x 3100 kW engines for a top speed of 13.1 knots.

**Photo : Matthieu van Leeuwen ©**



The **TSHD ABUL** seen passing Hoek van Holland enroute to Pakistan

**Photo : Wout Boender ©**

## **Davie secures MoU to build two well intervention vessels**

Davie Yards in Canada has entered into a Memorandum of Understanding (MoU) with an unspecified Norwegian customer for construction of two 130m Well Intervention Vessels.

The total contract price for the two ships is estimated to be approximately C\$380 million, subject to final contract negotiations. The vessels are to be delivered in the second quarter of 2010 and second quarter of 2011. Said the yard: "The Well intervention Vessels represent a natural progress from Davie's current order book of three offshore construction vessels and two offshore accommodation vessels, and strengthens Davie's position as a shipbuilder of advanced offshore vessels."

The MoU will become effective subject to the customer securing satisfactory financing for the two vessels.

If the MoU becomes effective Davie Yards will have an orderbook of approximately US\$1 billion for seven ships. In addition the current customers have options to order an additional six ships at a total estimated purchase price in the range of US\$800 million. **Source : offshore shipping online**

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Above seen the Hyundai operated VLCC **UNIVERSAL PRIME** seen at Dubai anchorage on 19 October 2007, Build, 1997 at Hyundai H.I of 301.163 dwt, owned by Hyundai Marine Management

Photo : Reinier Meuleman ©

## Ulstein plans to take majority stake in Sea of Solutions

Norway's Ulstein Group has signed a letter of intent to take a majority stake in Netherlands based Sea of Solutions as from January 2008.

Sea of Solutions was established in 2001 and now has 12 employees. It develops projects in the exploration, construction and production market, as well as the maritime transport market.

"Sea of Solutions designs ships in the heavy offshore sector, which will extend the product portfolio of Ulstein," says Tore Ulstein managing director of Ulstein Internation. "The vessels are mainly designed for deepwater operations, be it drilling, pipelay or heavy lift operations. These are huge construction ships, and Sea of Solutions has built up a solid reputation in this segment."

The Ulstein Group and Sea of Solutions are both part of strong national maritime clusters: Ulstein at Sunnmore, Norway, and Sea of Solutions in the Dutch Maritime cluster.

If the contemplated deal goes through, the name of the new company will be Ulstein Sea of Solutions. **Source : MarineLog**



The **BBC CANADA** seen in Rio Grande  
Photo : Marcelo Vieira ©

## Ten New Vessels for Rickmers-Linie

Rickmers-Linie, the Hamburg-based specialist in the global transportation of breakbulk, heavylift and project cargo, has secured for itself ten new purpose-built multipurpose vessels, which are to be added to its fleet between 2009 and 2011. All ten will be built by Chinese shipyards and are to be deployed in Rickmers-Linie's worldwide services, replacing older tonnage and securing capacity for the further development of the network. Six 19,000 dwt ships will be built by Tongfang Shipyard. Each vessel will be equipped with two 240-tonne cranes, capable of working in tandem to lift 480 tonnes. One of the three holds, no 3, will have a hatch opening of 52.50m x 18m and the tweendecks will be adjustable, a feature first introduced on the 30,000dwt Superflex Heavy MPC vessels, which the company received from Chinese shipyards in 2002-2004. The length of these vessels will be 148m with a beam of 23.40m and a draught (scantling) of 9.80m. They will have a service speed of 16 knots. These ships, which are designed primarily for the Europe to Middle East/India trade, are planned for delivery in January, April, June, July, October and December 2010. Four 17,000 dwt ships will be built by Xinshun Shipyard and each will be equipped with two 150-tonne cranes, which can be combined for a maximum lifting capacity of 300 tons. A third crane will offer an 80-ton lifting capacity. The largest hatch opening on these vessels will be 38.80m x 18.6m at hold no 2, and these vessels will also be equipped with adjustable tweendecks. Slightly smaller than the Tongfang ships, they will have a length of 144m, a beam of 22.80m and a draught (scantling) of 9.85m. Like the larger vessels, they will have a service speed of 16 knots. Deliveries in this series are planned for December 2009, July 2010, November 2010 and April 2011. Announcing the new shipbuilding programme, Jan Boje Steffens, President & CEO of Rickmers-Linie, said: "The demand for the transportation of breakbulk, heavylift and project cargoes has been increasing in recent years and will continue to grow in the future. Therefore we are happy that we will be able to add additional purpose-built tonnage to our fleet in the next three years, thus securing availability for capacity to our growing business. Having said that, I am sure that we will continue to find opportunities to build more vessels of these types." **Source : MarineLink**

## SCAN Stigandi delivery delayed

SCAN Geophysical has been informed that delivery of **SCAN Stigandi** will be delayed compared with the date announced in the company's stock exchange notice of August 20th.

The upgrade is taking place at Irving Shipbuilding in Halifax, Canada. Neptune Offshore AS, which is supervising the upgrade on behalf of the owner Neptune Seismic AS, is in discussions with the shipyard to agree on a new delivery date.

According to Neptune Offshore the delay is caused by limited engineering capacity and late deliveries of equipment from some of the yard's sub-contractors.

Additional engineering capacity is now being secured in order to accelerate the production.

Based on this information, SCAN has estimated a delayed start up of operations until early 2008, compared to late November 2007, as previously announced. **Source : offshore shipping online**

## **Crowley Christens Barge 455-3 at Gunderson Marine in Portland, Ore.**

Crowley Maritime Corporation Saturday christened and launched **barge 455-3**, the third heavy-lift 455 series flat-deck barge to be built and delivered to Crowley this year by Gunderson Marine in Portland, Ore. Susan Michel, Crowley's director of people development and learning, had the honor of sponsoring and christening the newest addition to the company's growing big-barge fleet.

**Barges 455-3, 455-2** and the **Marty J**, all delivered this year, are 400-feet long by 105-feet-wide deck and are engineered for handling project work for the offshore energy industry, primarily in the Gulf of Mexico. Each, with its 105-foot width and 25-foot depth, offers increased capacity and stability for transporting large cargoes.

The barges also have a uniform deck load capability of 4,200 pounds per square foot, allowing Crowley to carry the larger offshore structures, which are now being planned and engineered for deepwater projects. The barges can be used in other regions as well, including Alaska, where Crowley has regularly performed summer sealifts to the North Slope.

"We've worked closely with our customers over the past few years to understand their needs and to design and engineer these high-capacity vessels to meet those needs," said Tom Crowley, Jr., chairman, president and CEO. "These barges, combined with our high-horsepower tugs, skilled crews, and naval architects and engineers, can provide energy companies, their contractors and subcontractors with safe, efficient solutions to their offshore project challenges."



## **DOF orders PSV's at Cochin Shipyard**

Norway's DOF ASA reports that it has signed contracts with India's Cochin Shipyard Ltd, covering construction of two supply vessels of Aker PSV 09 CD design.

One of the ships will be owned by DOF, the other will be owned by Aker DOF Supply in which DOF has a 50% stake, The contract price per vessel is approximately NOK 245 million (about \$45.5 million). The vessels are scheduled for delivery May and September 2010. **Source : MarineLog**

## **FLEX LNG orders third ship**

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FLEX LNG LTD. says it has ordered a third 90,000 cu.m SPB LNG vessel from Samsung Heavy Industries. (SHI). It is of identical design to the two ordered in March 2007. Its vessel is scheduled to be on station, producing LNG in the fourth quarter of 2011,



FLEX LNG was incorporated in 2006 with the objective of commercializing the world's first floating liquefaction units (LNG Producers).

It says that by using the proven nitrogen expander liquefaction cycle, an LNG Producer can source gas from hundreds of potential offshore locations world wide where natural

gas today is either left stranded or is being flared.

CEO of FLEX LNG, Philip Fjeld says: "In a world where bespoke design and "mega-sizing" LNG plants has driven the construction cost of traditional liquefaction plants to levels the LNG industry has not seen before, we are convinced our generic LNG Producer design will impress both our competitors and clients by offering the most efficient unit cost CAPEX for LNG production, even when compared to projects with an annual capacity of 5-10 times our size." **Source : MarineLog**

## MIXED FORTUNES FOR MARSEILLES

DESPITE increases in general cargo and liquid bulks, January-September throughput at leading French cargo port Marseilles-Fos slipped to 72.03m tonnes – down 2.7% on the first nine months last year - due to lower oil and dry bulk volumes.

General cargo rose 6% to 13.05m tonnes, led by an 8.4% increase in container tonnage to 7.55m tonnes on the back of Far East imports. Ro-ro traffic contributed 3.3m tonnes, up 5.6%, while conventional trades were down 0.9%, to 2.2m tonnes. In unit terms, box traffic grew 4.8% to 744,000 TEU.

Petro-chemicals demand saw liquid bulks throughput improve 10.8% on 2.56m tonnes but reduced steel industry demand prompted a 15.7% fall in dry bulks to 10.35m tonnes.

Passenger throughput rose 1.8% to 1.72 million. Although ferry carryings on Corsica and North Africa services were 2% down at 1.37m – reflecting a fall in Algerian traffic – the cruise sector soared 20% to 350,000 passengers, leaving the port close to its target of 400,000 for the full year.

Meanwhile dredging is under way in the first phase of construction work on the Port of Marseilles Authority's Fos 2XL container terminal project. Due in service by 2010, two new terminals are being developed in partnership with private operators Port Synergy and MSC, increasing annual capacity at Fos from 600,000 to 2.1 million TEU. The dredging operation started in September as part of a two-year contract that also involves the construction of 1,200 metres of quay.

High-viscosity fuel volumes "set to rise"

VOLUMES of high-viscosity 500 cSt fuel are likely to grow over the next three years faster than conventional 380 cSt bunkers due to their competitive pricing and the growth of container shipping, according to David Bleasdale, General Manager of TOTAL Marine Fuels.

Addressing the issue of 'High Viscosity and Low-Sulphur Fuel Trends' at the ARACON 2007 meeting in Amsterdam on October 17, Mr Bleasdale said that the growth in high-viscosity 500 cSt volumes was likely to be especially marked in the world's key container ports due to the numbers of large box ships coming into service in the next few years. He

admitted to being bemused as to why tanker owners do not take advantage of the cheaper fuel, when the engine manufacturers state that there is no technical reason why they cannot use the high viscosity fuel. "I guess it's because normally it's the charterer of the tanker, rather than the shipowner, who pays for the fuel," he concluded.

Mr Bleasdale meanwhile envisaged "stable-to-increasing" volumes of low-sulphur fuel, depending on the extent and effectiveness of policing methods and the speed and extent of MARPOL changes.

He also called for greater certainty from regulators and legislators to enable the international bunkering community to put in place the products and services that the global shipping industry will need to operate efficiently and safely in a more tightly regulated environment.

Outlining some of the currently unresolved commercial, technical and compliance issues surrounding the implementation of MARPOL Annex VI and the introduction of SECAs, Bleasdale told the ARACON meeting, "We all know that change is coming, and that it is needed. But everybody in the industry – including refiners, traders, logistics providers, bunker suppliers and shipowners - needs firm dates and rules. We can then plan the necessary investment and changes to our business strategies within a realistic timeframe." **Source : Maritime Global Net**

## **Swissco Orders Offshore Support Vessels**

Swissco Offshore has placed orders for four new vessels to add to its growing fleet of offshore support vessels, at a cost of S\$11.2 million including owner supplied items.

Out of the four vessels that have been ordered, the first order is for two identical units of 36-meter Offshore Utility Vessels. This is placed with a Guangzhou shipyard in the People's Republic of China, which the Group has established a long-term shipbuilding relationship since 2003. These vessels are multi-purpose, and they are expected to be delivered in 2009.

The second order is for two identical units of 26-meter Multi-Purpose Workboats. This order is placed with a Miri shipyard in East Malaysia. The attributes of these vessels make them well equipped for work in shallow waters, oil & gas, as well as, in marine construction. They are expected to be delivered in 2008.

These new vessels are funded through a combination of internal funds and bank borrowings. The group presently operates a fleet of 25 vessels and expects to take delivery of five for the rest of 2007, 12 in 2008 and two in 2009.

**Source : Rigzone**

## **New Container Terminal in Odessa**

On October, 18 the new container terminal of the stevedoring company MetalsUkraine was officially opened in the port of Odessa. According to the press-service of the port, the terminal is located at the seventh berth.

The terminal can simultaneously keep 2000 TEU of loaded containers and 2000 TEU of empty containers. Its handling capacity – 7000 TEU per month.

Nikolay Pavluk, the head of the port, said, that MetalsUkraine Corp.Ltd is the first company in the port of Odessa which changed its specialization and began to handle containers.

In the next future the company plans to purchase some new container loaders and special-purpose facilities.

## **South Africa: Cape Town Plans to Be Ideal Cruise Destination**

The City of Cape Town is to be re-vamped as one of the best passenger-liner destinations worldwide.

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"The time could be ripe to re-establish Cape Town as one of the great passenger liner destinations of the world by promoting itself and the Southern African region as a base for destination cruises," said Councillor Simon Grindrod, Mayoral Committee Member for Economic, Social Development and Tourism.

He said cities against which Cape Town benchmarked itself such as Miami, Vancouver, Sidney, Melbourne and even Auckland had all been developed as cruise liner destinations. However, he was disappointed that Cape Town and Southern Africa have largely failed to benefit from this growth.

"This lack of growth in the Southern African markets is all more surprising given the fact that cruise liner operators are seeking new destinations." The East Coast of Australia and New Zealand have become popular cruise liner destination bases experiencing 28 percent per annum growth during 2002 to 2004.



The **PRINSENDAM** moored at the Waterfront in Cape Town – Photo : Glenn Kasner ©

The advantage of cruise liners, Mr Grindrod said, was that they could berth at ports with limited landside facilities while modern cruise liners were after all floating resorts. "Given this position, areas which have previously been fairly inaccessible to this type of tourists as well as the traditional nodes could also benefit," he said.

Mr Grindrod said, at present, Cape Town and Durban featured on the schedule of "round-the-world" cruises and vessels on appropriate repositioning cruises but this was a limited market.

Cape Town has been perceived to have the perfect opportunity to develop a multi-use cruise liner terminal.

However, Mr Grindrod said cruise liner terminals were not profitable investments on their own, but "given this position trend worldwide would construct a multi-purpose use facility" that can be used as a cruise liner terminal as well as for other use.

Durban is also planning to build a cruise liner terminal as part of the re-development of the Point. "If destination-based cruise liner business is to expand in this region, then terminals at the potential home-ports of Cape Town and Durban is probably essential.

"It is stated that in the KwaZulu-Natal commissioned work that more than 85 percent of cruise passengers believe that cruising is an important vehicle for sampling destinations to which they may return," Mr Grindrod said.

He said approximately there were 50 percent of people who were expected to return to places that they have visited while on a cruise.

Mansoor Mohamed, the City's Executive Director for Economics, Social Development and Tourism said the industry was dominated by a few major operations.

"We need to contact the cruise liner operations to market the region to these countries to assess what is required to induce them so that Southern Africa can be included on their list of cruise destinations.

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"Our marketing bodies also need to be prominent at the relevant trade shows around the world to promote the region as a cruise liner destination, Mr Mohamed said.



The **PACIFIC PRINCESS** seen in Cape Town – Photo : Ian Shiffman ©

Developing Cape Town as a home-port for destination-based cruises, he said will have a major positive impact on the growth of the tourism industry and therefore jobs in the city.

"However, although Cape Town can play a key role, it is unlikely that one city or region can develop the market alone.

"It is therefore essential that all appropriate organisations in the region work together to help devise a strategy that will ensure the success of this venture," Mr Mohamed said.

The cruise liner industry is the fastest growing global tourism sector and the average growth rate of the sector has been 8 percent per annum since 1980.

Over 12 million people went cruising in 2006 and the number is expected to grow to 16 million by 2009. The industry is estimated to be worth some \$29 billion and it sustains approximately 559 000 jobs. **Source : All Africa**

## 12 Years to Build Vessel

On October, 16 the dry cargo vessel "**Kozak**" of river-sea type left the port of Ilyichevsk.

According to the Maritime Engineering Bureau (projected the ship), the vessel was delivered to the customer on October, 14.

It should be pointed out that the vessel was laid about 12 years ago (on January, 1 1996) at the Rybinsky Shipyard. When the hull of the ship was launched it was delivered to Holland, where the vessel used to stay near a berth till Marco Ltd bought it in 2004.

The vessel is to transport general cargo, solid bulk cargo, timber and logs, grain, containers and other kinds of cargo.

Technical characteristics: length – 88.90 m, breadth – 12.20 m, deadweight – 2160 tons, speed – 10.5 knots, crew - 12 members, cruising capacity – 10 days. **Source : Seanews**

## Deurganckdok stuwt containerverkeer

In de Antwerpse haven is van januari tot en met september de containertrafiek met 16,9 pct toegenomen in vergelijking met de eerste negen maanden van 2006.

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De groei van de trafiek aan het Deurganckdok blijft de cijfers de hoogte induwen, zo meldt het Gemeentelijk Havenbedrijf Antwerpen vrijdag in een persbericht.

Net zoals de containertrafiek nam de goederenoverslag toe tijdens de eerste negen maanden van dit jaar. Van januari tot en met september heeft de Antwerpse haven bijna 135 miljoen ton goederen behandeld. Dat is een groei van 8,4 procent in vergelijking met de eerste negen maanden van 2006. De motor van de trafiekgroei is het stukgoed, met hoge groeicijfers voor containertrafiek maar ook voor roro (rol on-rol off, rijdende vrachtwagens) en conventioneel stukgoed.

Aan het Deurganckdok is de voorbije negen maanden 1.112.216 TEU (twintigvoetcontainers) behandeld. Dat is een verdubbeling in vergelijking met dezelfde periode in 2006. "De grootste groei wordt gerealiseerd door trafieken van en naar China, Brazilië, Maleisië en de Verenigde Staten", luidt het in het persbericht. **Source : Gazet van Antwerpen**

## Costa Cruise Crews

An Italian shipping company plans to recruit 7,000 to 10,000 Filipino seafarers in the next five to eight years.

Cheryl Cordura, fleet head of Costa Cruise Lines, said the hiring of Filipino crew members for 12 ships of Costa Lines will start next year and end in 2015.

"[It may be ambitious but] we are targeting at least 7,000 to 15,000 Filipino crews to be deployed to the 12 ships of Costa," Cordura said. According to her, the shipping line has 4,690 Filipino crew onboard cruise liners of Costa.

Cordura admitted that the owner of Costa Lines preferred Filipino crews for its vessels because of their edge in English language speaking and ability to relate to foreign guests. "It's actually the guest interaction at alam mo naman tayong mga Filipino carinosa tayo eh," added Cordura.

Filipino seafarers employed in Costa cruise vessels are assigned in bars, casino, restaurants, housekeeping, gallery and pastry, deck and engines.

Costa ships are cruising in Asia, Europe and American shores. Filipino crew and staff in Costa ships earn an average of P120,000 to P200,000 monthly while those occupying supervisory level such as food and beverage managers are earning from P200,000 to as high as P300,000.

Leading manning agent Magsaysay Lines handles the recruitment of Filipino seafarers for Costa and has put up a new training facility to upgrade the skills of the crew.

Jay Fernando, institute director for Magsaysay Institute of Hospitality and Culinary Arts (MIHCA), noted that since it opened last January, it was able to train around 1,200 students, many of whom were eventually hired by Costa Lines.

"We've trained already 1,200 and about 700 of them are now on board," Fernando said.

The company charges P30,000 to P50,000 fees for a month of training for those hired by Costa Lines. This translates to P6 million monthly revenues to the company.

Magsaysay Lines has invested \$2 million [or P90 million] for the training facility, Fernando said.

Aside from training for cruise ship crew for Costa Lines, MIHCA is also offering classes in culinary arts, baking and pastry, food and beverage, house keeping and frontline office management to non-Costa crews.

"The people we train have the feel of really working in the ship because of the facilities," Danella Yujuico, MIHCA's marketing manager said in an interview. **Source : Shiptalk**

## MOVEMENTS



The **NEFTEGAZ 55** seen in Rotterdam-Europoort for bunkers - Photo : Nico Alsemgeest ©

## MARINE WEATHER

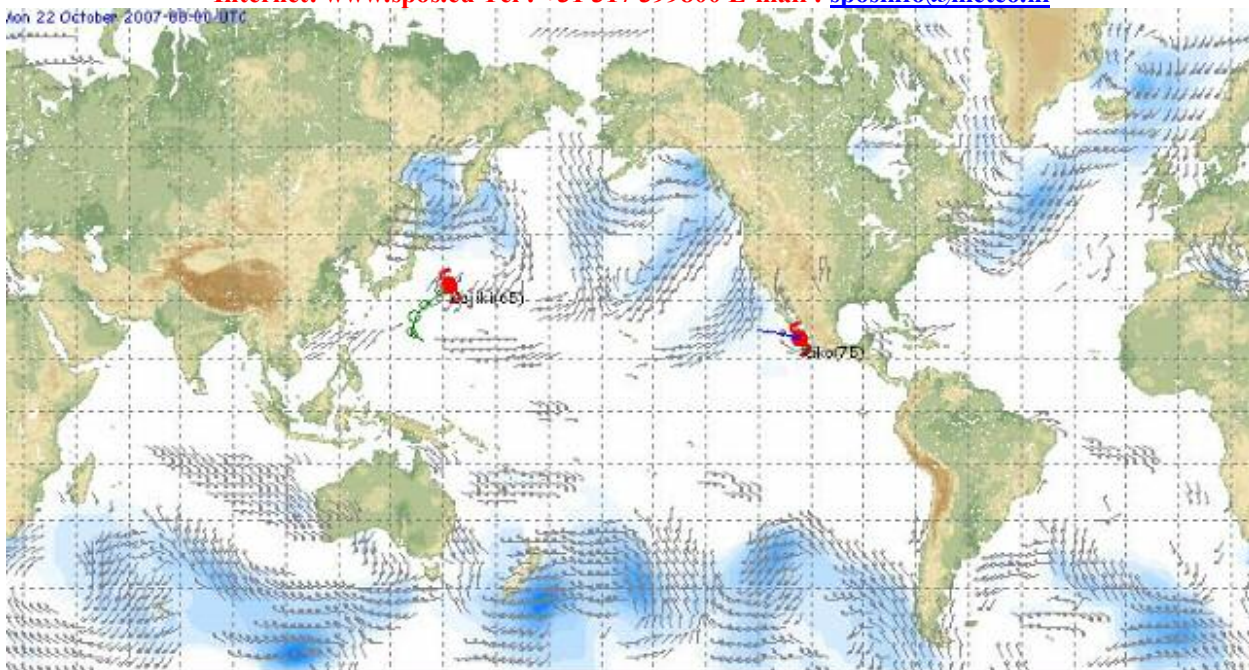
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Mon 22 October 2007-00:00 UTC



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 latest newbuilding for **Harms Bergung** is the **220 ton BP AHT JANUS**, which was christened yesterday in Cuxhaven.

For the tugspotters in Rotterdam area, the **JANUS** will arrive around the 26 October in Rotterdam, for her first assignment, the tow out of the **SEVAN HUMINGBIRD** from Keppel-Verolme in Rotterdam-Botlek.

**Photo's : Piet Sinke ©**

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