

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 027



Number 027 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 28-01-2008**

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



The GLOBAL CARRIER seen in London – Tilbury Docks

Photo : Malcolm Hooley ©

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Paul G. Allen's **TATOOSH** seen moored in Antigua – Photo : Barry Dörr ©

The **Tatoosh** is a 92 m long and 14.9 mtr width private yacht owned by Microsoft co-founder Paul G. Allen, who also owns the 127 m **Octopus**. The **Tatoosh** is now the world's 20th-largest superyacht. Originally built for mobile phone magnate Craig McCaw, **Tatoosh** was built at Rendsburg in Germany by Nobiskrug and completed in June 2000. Design and Construction by Kusch Yachts. She was purchased by Paul Allen in 2001 at a reported cost of \$100 million, the yacht is powered by 2 x 4400 hp for a top speed of 19 knots

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The brandnew 72 mtr long yacht **PREDATOR** seen moored in Rotterdam-Merwehaven,
Photo : Frans Sanderse ©

As can be seen the **PREDATOR** is equipped with a sensational reverse bow. This bow forms part of the aggressive new styling brief at the core of the client's wish-list. The yacht is built at the **Feadship De Vries yard** in Aalsmeer and is a creation of **De Voogt Naval Architects** with an interior by **Bannenberg Designs**. The bow is far more than a styling element alone. Its unconventional shape is designed to slice through the waves and help **Predator** attain a top speed over **25 knots**, an astonishing feat for a yacht of this magnitude. Other speed-related features of the project include the low weight combined with the great strength of a longitudinal-framed steel hull, which was achieved by the most stringent weight-watching program. Four MTU diesels offered a fearsome combined power in excess of **23,000 horsepower**, a bunker capacity of 183 cbm is available.

"Building **Predator** has been the greatest experience of my yachting career," commented build captain **Greg Drewes** at the launch ceremony. "Everyone at **De Vries** has been dedicated to making this the finest Feadship ever and it was a real pleasure to come into the yard every day. I cannot imagine how **Predator** could be any better and I can't wait to drive her!"



The URAG tug **BERNE** seen assisting the **AURA** in the port of Bremerhaven
Photo : Bas van der Wurf ©

Crippled ship is rescued

OCEAN-going tug boat crews from Portland in western Victoria have rescued a crippled fishing factory vessel off the far west coast. The **Mamakhob** is anchored in Portland Harbour after breaking down off the coast near Nelson, 60km further west.

Portland harbour master Capt Vijay Vijayapalan said yesterday the crew were safe. "She was en-route from New Zealand to India to be scrapped when she broke down and Maritime Safety Authorities asked us to take her in tow," Capt Vijayapalan said. "They're working on repairs and should be on their way in a day or two." Source : Herald Sun

NEPTUN VISITED HAL'S RIJNDAM



The ruler of the oceans **Neptune** together with his wife **Neptunia** visited unexpected HAL's **RIJNDAM** as can be seen at the photo's.

Photo's : Crew RIJNDAM ©

In Greek mythology, Poseidon (Greek: Ποσειδῶν; Latin: Neptūnus) was the god of the sea, as well as of horses and, as "Earth-Shaker," of earthquakes. The name of the sea-god Nethuns in Etruscan was adopted in Latin for Neptune in Roman mythology; both were sea gods analogous to Poseidon. Linear B graffiti show that Poseidon was venerated at Pylos and Thebes in pre-Olympian Bronze Age Greece, but he was integrated into the Olympian gods as the brother of Zeus and Hades. Poseidon has many children. There is a Homeric hymn to Poseidon, who was the protector of many Hellenic cities, though he lost the contest for Athens to Athena.

SHOCKING NEGLECT

On Thursday 24, the cruise ship "**Carnival Destiny**" was forced by high winds and high tides to turn back from St. Kitts and travel to some other island in order to berth. This was a large ship with over 2, 500 passengers that would have earned the port alone over \$50,000.00

At this time it is impossible to properly asses that amount of money that has been lost to all the taxi drivers, craft vendors, restaurants and other businesses that were eagerly awaiting the arrival of this ship to improve their income, but we know that the final figure will be quite high. As difficult as this loss of income, as well as revenue for the public coffers, is to accept what is even more difficult to accept is the reason that the ship had to turn back.

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St. Kitts does not have a functioning or operational tug boat to assist cruise ships during the high tides that are as regular and predictable as the full moon. This is simply unacceptable. In this new era of a services based economy that is mainly dependent on tourism it is simply unbelievable that the Government can be so shockingly and criminally neglectful of this most vital sector of the economy. The cruise industry is a major income earner in St. Kitts and the need for tug boats is well established so how is it possible that the Government could allow for this vital facility to be unavailable?

The extent of the incompetence of this Administration is revealed when we consider that at least one million dollars were wasted on an old and decrepit tug boat that lies idle because of malfunction in Half Way Tree. This is compounded by the fact that this Government has rented a tug boat from a man in St. Eustatius but has defaulted on the payments forcing him to rightly refuse his services. **Source : St Kitts & Nevis Democate**



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Club Cruise cosy with Koreans

A Dutch cruise outfit has a scheme in the works for up to six new vessels.

Dutch cruiseship owner Club Cruise has signed a letter of intent with a South Korean shipyard for up to six newbuildings. The company had expected to sign a firm deal by the end of last year but majority shareholder, shipowner Gerard van Leest, says the project was pushed back because Club Cruise had to move swiftly to acquire two secondhand vessels.

These equity-only deals mean Club Cruise is now reorganising its finances but with the aim of possibly concluding a newbuilding deal during the second quarter. The company still plans to list on the London Stock Exchange, although van Leest, who owns around 80% of the stock, says this is unlikely before the fourth quarter 2008 or first quarter of 2009.

Chief executive van Leest's confirmation that he has a letter of intent to build in South Korea will heighten concerns at European yards, which monopolise the market but have seen STX Shipbuilding threaten to spoil the party by taking a 39.2% stake in major cruiseship builder Aker Yards.

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STX is not involved with van Leest but it emerged recently that it is a contender to build a likely 30,000-gt to 40,000-gt vessel of at least 700-passenger capacity for UK-based Saga Shipping.

Van Leest remains silent on which South Korean yard he has lined up to build three firm cruiseships plus options for another three. Previous talk has pointed also to vessels of 700 to 800-passenger capacity, although Club Cruise's focus is switching to larger capacity.

The South Koreans would be responsible for building the hull and installing at least part of the equipment that Club Cruise is acquiring directly. A deal would also be struck in Europe, where most cruiseship-outfitting skills are found, to complete the newbuildings.

Samsung Heavy Industries, which pushed hard a few years ago to win cruiseship orders, Hyundai Heavy Industries and Daewoo Shipbuilding&Marine Engineering are all likely contenders in the hope of eventually securing orders for much larger cruiseships from top players like Carnival Corp and Royal Caribbean. Korea Development Bank has urged that country's yards to get a piece of the \$25bn world cruiseship orderbook.

Van Leest says the price advantage of building in South Korea is the difference between a company like Club Cruise making or losing money in the long term. He talks of a capital investment saving of 20% to 25%.

Crucial to the financial viability of the project appears to be Club Cruise taking over "some of the added value of the shipyard" a reference to the company managing some of the equipment planning and purchasing. The advantages "kick in" with multiple units, Van Leest adds. He says the newbuildings would be identical in terms of hulls and engineering but vary cosmetically and in the number of cabins depending on the charterer's requirements.

A decision is expected in the second quarter of 2008 to order Club Cruise's first newbuildings or buy secondhand its seventh ship. Club Cruise describes itself as a supplier of "private label" tonnage. It has ships on charter or operated in the German, UK and Spanish markets. **Source : Tradewinds**



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Agencies Respond to Multiple Incidents

The US Coast Guard and Washington Department of Ecology (Ecology) continue response efforts in several incidents this week along the Washington coastline.

The first incident occurred Monday evening when the 69-foot fishing vessel **Haeshin** struck a jetty near Westport, Wash. The Coast Guard rescued three crew members before the vessel sank in the navigation channel in 30 feet of water.

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Early reports indicated the vessel's tanks contained at least 540 gallons of diesel when it sank. Attempts to remove fuel from the boat Tuesday and Wednesday were unsuccessful due to strong currents, ocean swells and poor visibility for salvage divers.

A state Dept. of Fish and Wildlife vessel, the G.H. Corliss, used its sonar technology Wednesday and today to try to find the sunken boat. At this time, the **Haeshin** is believed to have drifted from its last known location and has been lost in deep water. A work boat from the Coast Guard Cutter Fir is continuing the search for the sunken vessel. No diesel fuel or sheens have been reported.

The crabbing vessel **Anna Marie** became grounded on the north end of Copalis Beach in the early hours Wednesday morning. None of the four crew members reported injuries and remain on board.

The 78-foot vessel is known to be carrying 2000 gallons of fuel and approximately 200 gallons of other petroleum products. The vessel is not taking on water, and no fuel is leaking.

Attempts to remove the **Anna Marie** from the beach during high tide Wednesday and today were unsuccessful. The vessel's owners have hired a salvage company to pull the boat off the beach using tugs and helicopters during today's high tide.

The Griffiths-Priday State Park on the Copalis River is closed to the public until further notice to accommodate equipment needed for the removal efforts.

Monitoring and salvage efforts for both vessels have been coordinated between Coast Guard Sector Portland and Ecology. Other agencies and parties involved in coordinating the effort include: Washington State Parks & Recreation Commission, Washington Department of Fish & Wildlife, Quinault Nation, Olympic Marine Sanctuary, National Oceanographic & Atmospheric Administration and Department of Interior.

A third incident involved the tugboat **Joe Foss**. The tug, that was carrying 1800 gallons of diesel fuel onboard, reported taking on water from its location 10 miles south and 15 miles west of Neah Bay, Wash. Coast Guard Station Quilayute River sent two 47-foot motor lifeboats to escort the tug safely into La Push, Wash., and the tugboat **Gladiator** was called in to assist.

The crew of the **Joe Foss** made repairs and got back underway but ran into further trouble Wednesday. The vessel sank in 210 feet of water off the Oregon coast near Tillamook. All three crew members were rescued by the fishing vessel **Kilchis** before the tug sank. The crew were then transferred to a 47-foot motor lifeboat from Coast Guard Station Tillamook Bay. The tug had 1300 gallons of fuel onboard when it went down. A Coast Guard overflight did not reveal signs of debris or sheen.

"The time and effort spent training with our local, state and tribal partner agencies allows us to better respond to these types of situations," said Lt. Zeke Lyons, Coast Guard Sector Portland's Incident Management Branch Chief.

Events such as these emphasize the importance of a strong, coordinated response from state and federal agencies," said Jim Sachet, Ecology's regional spills response manager. "We are keenly aware of how quickly an incident can turn into a major environmental disaster." **Source : U.S. Coast Guard**

Greenpeace moet opgeven

Het Greenpeace-schip **Esperanza** heeft een actie tegen de walvisvaart in de Zuidelijke IJzee noodgedwongen gestaakt. De brandstof raakt op en de **Esperanza** moet terug naar Australië om bij te tanken. Het schip heeft twee weken Japanse vissersschepen op de huid gezeten, die in de Zuidelijke IJzee jagen op walvissen.

De **Esperanza** achtervolgde het schip waarop het vlees van de walvissen wordt verwerkt en ingevroren. Nadat het werk op dat schip was komen stil te liggen konden de zes andere schepen van de vloot niets meer doen.

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Greenpeace schat dat daardoor honderd walvissen gespaard zijn gebleven. **Bron : NOS**



The **NORDNES** seen moored in Trondheim near the large Sub-tropical swimming pool, in shelter for a heavy Northwesterly Gale which is present off the Norwegian Coast, the picture is made from a the pool where the crew took a dip.

Photo : Marc van der Stok ©

CASUALTY REPORTING



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Zijpe naar Antwerpse bodem

door Maartje Huijben

De **Zijpe** is gezonken, maar niet op de locatie die de Nederlandse Onderwatersport Bond (NOB) voor ogen had, de Bergse Diepsluis. Nee, gewoon op de plek waar de veerboot al twintig jaar ligt te verkommeren: in de haven van Antwerpen.

De pont zonk zaterdag naar de bodem. De oorzaak is nog altijd niet bekend. Volgende week bergt de Antwerpse havendienst het schip. Daarna volgt een grondige inspectie. "Het is de bedoeling om het schip vlot te krijgen en de gaten te dichten, als dat technisch mogelijk is", zegt Stijn Bosmans van de havendienst. De weggelekte olie is inmiddels uit de haven verwijderd.

Over de oorzaak valt alleen te gissen. "Je vermoedt bijna kwade opzet, maar daar is nog geen enkele aanwijzing voor", zegt Bosmans. Enkele maanden geleden is de romp nog aan een inspectie onderworpen. Volgens Rijkswaterstaat was die toen in prima staat.

Het is wrang voor de Antwerpse havendienst. Die had juist besloten om de pont te verkopen aan een bedrijf, dat het vaartuig wilde opknappen en inzetten voor waterbouwkundige werken op de Schelde. Ook de onderwatersportbond was in de race om het schip te bemachtigen. Deze club wilde het oude pontje naar Tholen halen en vervolgens tot zinken brengen bij de Bergse Diepsluis.



Foto : Willem Kruit ©

Daar zou het dan het dienst doen als duikattractie. Het eerste bedrijf gooide echter roet in het eten door meer geld te bieden.

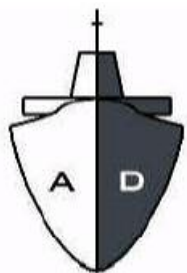
Nu De **Zijpe** is gezonken, is er toch weer een sprankje hoop voor de NOB. De kandidaatkoper wilde het schip opknappen. "Mocht de kandidaatkoper geen interesse meer hebben, omdat het schip in te slechte staat verkeert, dan gaan wij met de duikers om tafel", zegt Bosmans. "In ieder geval willen wij zo snel mogelijk van het schip af. Een schip bergen kost ontzettend veel geld. Dit mag niet nog een keer gebeuren."

De onderwatersportbond wacht voorlopig af, maar kijkt ondertussen ook uit naar een ander object voor bij de Bergse Diepsluis. "We willen hoe dan ook op die plek een duikattractie realiseren", zegt Desmond van Zanten van de NOB. "Die plek is uitermate geschikt voor een duikobject. Er is daar weinig stroming, waardoor zowel de beginnende als gevorderde duiker er terecht kan. Het zicht onder water is goed. Bovendien is er volop parkeergelegenheid."

Bron : BN De Stem

NAVY NEWS

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Nederlands fregat gaat Europese zee grenzen bewaken

Een Nederlands fregat gaat de Europese grenzen bewaken voor grensagentschap Frontex van de EU. Voorwaarde is wel dat goede afspraken op papier worden gezet over hoe om te gaan met vluchtelingen, zodat die niet automatisch door Nederland moeten worden opgevangen.

Nederland heeft tijdens de oprichting van Frontex in 2005 al kennis, mankracht en materieel toegezegd. Staatssecretaris van Justitie Nebahat Albayrak (PvdA) herhaalde zaterdag in Slovenië de toezegging aan Frontex. Onlangs deed ze dat al tijdens een overleg in de Tweede Kamer, laat een ministeriewoordvoerder weten. Het agentschap heeft volgens hem een jaarbudget van zo'n dertig miljoen euro.

Binnenkort maken ambtenaren afspraken over hoe om te gaan met 'opgeviste' vluchtelingen en bootvluchtelingen. Als ze aan boord worden genomen bevinden ze zich op Nederlands grondgebied, zodat ze asiel kunnen aanvragen. De constructie wordt waarschijnlijk dat Nederland op verzoek van een andere lidstaat rondvaart, en eventuele drenkelingen daar aflevert, zegt de woordvoerder.

Het ministerie van Defensie is nog bezig het fregat in te plannen. Het oorlogsschip gaat waarschijnlijk varen in de Middellandse Zee en bij de Canarische Eilanden, maar mag alleen opereren binnen de territoriale wateren van lidstaten van de Europese Unie. Een Nederlands fregat vaart ook al bij Libanon in het kader van de VN-missie Unifil.

Bron : NOVUM



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SHIPYARD NEWS

\$100-million FDPSO conversion awarded

Keppel Shipyard has been awarded a \$100-million contract by Prosafe Production to convert a tanker into an FDPSO. This will be the world's first converted FDPSO, according to Keppel.

Keppel Shipyard will convert a VLCC-size tanker into an FDPSO built with a moonpool and derrick for drilling. The drilling modules and derrick will be integrated into the converted vessel, which will have capacity to store 1.3 MMbbl of oil and process 18 MMcf/d of gas and 40,000 b/d of oil.

Conversion is expected to be completed by late 2008. "We are excited at the prospect of building the world's first FDPSO for our long-time customer Prosafe," says Nelson Yeo, executive director of Keppel Shipyard. "The FDPSO concept represents a cost-efficient solution for drilling and producing in deepwater fields."

Murphy West Africa Ltd. had contracted Prosafe to convert an FPSO to a floating drilling, production, storage, and offloading unit (FDPSO) and to operate on the deepwater Azurite development in the Mer Profonde Sud block offshore the Republic of the Congo. The contract will begin in 1Q 2009 and has a firm period of seven years followed by four 2-year options with an estimated contract value of \$400 million.

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Prosafe says that the FDPSTO technology is a cost-efficient solution for drilling and producing deepwater fields and will be the first time an FPSO is developed to include a mobile drilling rig.

The company will use the VLCC **MT Europe** and after conversion the vessel will have a storage capacity of 1.4 MMbbl of oil and a process capacity of 60,000 b/d of total fluids which includes 40,000 b/d of oil. The vessel will be spread-moored at a water depth of 1,400 m (4,593 ft). **Source : Offshore**

ROTORTUG HULL 818 LAUNCHED IN SINGAPORE



Kooren Shipbuilding & Trading's Rotor tug **Hull# 818** was launched at ASL shipyard in Singapore at 26-01-2008
Photo : Ton Has ©

Geophysical vessel developments

Fugro has contracted BMV (Bergen Yards) in Norway to build a seismic vessel and an ROV/offshore construction support vessel. The seismic vessel will be 108 m (354 ft) long, 28 m (92 ft) in breadth, and have 16 tow points. Delivery is scheduled for August 2010. The second is a DP-2 ROV/construction support vessel 111 m (361 ft) by 24 m (79 ft) for delivery in December 2010.

The contract also includes an option for a third vessel for delivery in 2011. The vessels are of the same design as the recently launched **Geo Celtic** seismic vessel. The two vessels under construction for Fugro at the Bergen Yards are the **Fugro Saltire** for ROV support and the **Geo Caribbean** seismic vessel.

Eastern Echo Holding Plc has signed the shipbuilding contracts with Dubai Drydocks and the design and equipment contracts with Ulstein Design AS, for two seismic vessels, each capable of towing up to 12 streamers. The shipbuilding contracts conclude and replace the original letter of intent (LOI) announced on the Sept. 20, 2007. **Source : Offshore**

Rolandwerft picks up trio

Germany's Rolandwerft Shipyard has secured orders for three more feeder boxships. New client Global Mare Shipping (GMS) owned by Wolfgang Hammann, Wilfred Jens and Jan Nagel is behind the ice-class E3 vessels. The 850-teu newbuildings are similar to a pair ordered last month at the yard by Drochtersen-based Jurgen Ohle.

Rolandwerft in Bremen has a substantial orderbook of feeder containerships through 2010, including owners Tesch Bereederungs, Heinz-GeorgVoge, Aug Bolten and Rudolf Schepers. The yard is part of the Hegemann group, which is building 1,600-teu vessels for Arkas of Turkey and Volkswerft Stralsund. Rolandwerft is also working on a series of 2,500-teu newbuildings for Maersk Line and Safmarine. Volkswerft was previously owned by AP Moller-Maersk. **Source : Tradewinds**

ROUTE, PORTS & SERVICES

PORT QASIM CHARGES REDUCED

To facilitate trade and attract more business to the port, hiring charges in terms of storage areas of Port Qasim have been reduced by 12 percent. Port Qasim Authority sources told APP here on Wednesday that PQA has also introduced long-term hiring for special purposes at flat rate of Rs 100 per square metre per month.

They said that Port Qasim has emerged as a time- and cost-efficient port in the region over last couple of years. The port charges, under various heads, had already been cut down up to 20 percent. Besides, its channels have been widened and deepened, and further dredging is on the cards so that mother ships could visit the Port which would boost the volume of cargo handling, at the port, and increase its earnings, they said. **Source : Imran Farooq**

Russian ports post greater throughput

Russian ports' throughput grew 7.2 percent to 450m tonnes in 2007 compared to the previous year, the press office of the Association of Sea Commercial Ports (ASOP) stated today. Dry and liquid bulk cargo handling amounted to 186.6m tonnes and 264.4m tonnes, respectively.

Russia's northwestern ports increased their tonnage 9 percent to 209.5 m tonnes, while the country's southern ports handled 161.8m tonnes of cargo, up 1.3 percent against the previous year. Far-Eastern ports' throughput rose 15 percent to 79.7m tonnes. **Source : RBC**

Siem Offshore increase Brazilian fleet

Siem Consub SA, a 100% owned subsidiary of Siem Offshore Inc, has entered into an agreement with Petrobras, the major Brazilian Oil & Gas company, to built two Fast Supply Vessels for 8 + 8 years time charter contracts.

The accumulated contract value for the two vessels is approximately USD 45 million for the firm period, and both vessels shall commence operation in first quarter of 2010. The vessels are to be built at yards in Brazil.

The vessels are of GPA150 FSV design and are able to cruise at 28 knots to attend the expansion of very deep water oilfields offshore Brazil.

Siem Consub SA has currently a fleet of 10 vessels in operation with Petrobras as its main client. The company, which has more than 20 years experience from offshore services in Brazil and work for Petrobras, has been awarded with the Petrobras gold medal for excellent HSEQ performance for the years 2004, 2005, 2006 and 2007 among 34 companies that provide such services.

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The new long-term contracts with Petrobras will represent a renewal of the Siem Consub fleet, and we regard these contracts as a confirmation of Siem Consub's excellence in operation. We consider that Siem Offshore is well positioned to support the expected increase in demand for offshore support vessels in Brazilian waters with its local presence and Siem Offshore's controlled fleet of a total 43 vessels, of which 19 are under construction. **Source :** **Marine Norway**



The **SEA PRINCE** seen moored in Durban – **Photo : Neville West ©**

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Deepwater development ship possible

Saipem plans to build a \$547-million deepwater field development ship, **Saipem FDS 2**. The construction order will be placed with a shipyard in 2Q 2008, after completion of the engineering phase. Fabrication will last 36 months.

The new ship will have a maximum length of 175 m (574 ft), molded breadth of 32 m (105 ft), and molded depth of 14.5 m (48 ft). It will be equipped with a DP-3 system, maximum transit speed of 13 knots, and accommodation for 280 people. The vessel also will be fitted with a vertical J-lay tower with a maximum capacity of 1,500 metric tons (1,653 tons) designed for installation of up to 36-in. (91-cm) diameter pipe in up to 3,000 m (9,843 ft) water depth.

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Drillship chartered: Saipem also has a contract from Total for the charter of the deepwater drillship **Saipem 12000** for five years plus a two-year option. The vessel is under construction by Samsung in Korea with delivery set at 1Q 2010. Upon completion, the drillship is scheduled for work offshore Angola in Pazflor field development. **Source : Offshore**



The **CAPE PROVENCE** seen enroute Rotterdam
Photo : Willem Kruit ©

DEME confirms details of Newcastle contract

DEME Group has confirmed that Dredeco Pte Ltd, a subsidiary of the Belgian dredging and hydraulic engineering contractor, has acquired a significant contract for the expansion of the coal export harbour at Newcastle in Australia.

The client is Newcastle Coal Infrastructure Group, a consortium of world's largest coal miners BHP Billiton, Centennial Coal, Donaldson Coal, Peabody Energy, Felix Resources and Whitehaven Coal, and the project will be executed in a JV with Dutch dredging contractor Boskalis.

Said DEME: "This project in Australia is another of a series of large-scale commodity driven projects on the global maritime infrastructure market. The market is driven by long-term factors, such as increases in the global population, the growth of the global economy and international trade volumes and the developments on the energy markets." The project will take 18 months to complete and should be finished in mid-2009. DEME said the contract includes reclamation of land for wharfs, dredging an export harbour and deepening an access channel. A total of 5 million m³ of material will be dredged.

The JV will deploy equipment that includes cutter suction dredgers, backhoes and grab dredgers. **Source : Dredging news online**

BUNKER PRICES Last updated: 23-Jan-08

PORT NAME - COUNTRY	IFO 380	IFO 180	MDO
Tokyo, Tokyo - <i>Japan</i>	<u>535 - 540</u>	<u>545 - 550</u>	<u>790 - 800</u>
Pusan - <i>Korea (South)</i>	<u>452 - 457</u>	<u>480 - 485</u>	<u>790 - 800</u>
Rio De Janeiro - <i>Brazil</i>	<u>444 - 446</u>	<u>484 - 487</u>	<u>865 - 880</u>
Rotterdam - <i>Netherlands</i>	<u>420 - 422</u>	<u>438 - 440</u>	<u>715 - 725</u>
Seattle - <i>United States</i>	<u>466 - 476</u>	<u>495 - 505</u>	<u>850 - 855</u>
Singapore - <i>Singapore</i>	<u>440 - 442</u>	<u>450 - 452</u>	<u>770 - 780</u>
Suez El Suweis - <i>Egypt</i>	<u>460 - 462</u>	S.I.	<u>900 - 905</u>
Piraeus - <i>Greece</i>	<u>425 - 427</u>	<u>458 - 460</u>	<u>798 - 800</u>
Philadelphia - <i>United States</i>	<u>454 - 464</u>	<u>496 - 498</u>	<u>835 - 850</u>
New Orleans - <i>United States</i>	<u>448 - 450</u>	<u>480 - 482</u>	<u>790 - 795</u>
New York - <i>United States</i>	<u>456 - 458</u>	<u>490 - 494</u>	<u>835 - 860</u>
Panama Canal - <i>Panama</i>	<u>450 - 456</u>	<u>498 - 506</u>	<u>850 - 855</u>
Freeport - <i>Bahamas</i>	<u>482 - 492</u>	<u>520 - 525</u>	N/A
Fujairah - <i>United Arab Emirates</i>	<u>462 - 464</u>	<u>485 - 487</u>	<u>820 - 825</u>
Gibraltar - <i>Gibraltar</i>	<u>435 - 437</u>	<u>460 - 462</u>	<u>805 - 810</u>
Houston - <i>United States</i>	<u>426 - 430</u>	<u>456 - 466</u>	<u>775 - 780</u>
Jeddah - <i>Saudi Arabia</i>	<u>450 - 451</u>	<u>510 - 511</u>	<u>895 - 895</u>
Lagos - <i>Nigeria</i>	S.I.	S.I.	S.I.
Los Angeles - <i>United States</i>	<u>445 - 455</u>	<u>468 - 480</u>	<u>820 - 840</u>
Montreal - <i>Canada</i>	<u>490 - 498</u>	<u>522 - 545</u>	<u>990 - 995</u>
Buenos Aires - <i>Argentina</i>	<u>488 - 492</u>	<u>540 - 542</u>	<u>868 - 873</u>
Cape Town - <i>South Africa</i>	N/A	<u>425 - 430</u>	<u>800 - 805</u>
Damman - <i>Saudi Arabia</i>	N/A	<u>462 - 463</u>	<u>822 - 823</u>
Durban - <i>South Africa</i>	N/A	<u>426 - 430</u>	<u>800 - 810</u>
Antwerpen - <i>Belgium</i>	<u>420 - 422</u>	<u>440 - 442</u>	<u>725 - 735</u>

Anadarko contracts Discoverer Spirit

Anadarko has awarded Transocean a \$569-million contract for use of the drillship **Discoverer Spirit** for three years in the Gulf of Mexico. The three-year contract is expected to begin in December 2010, following the completion of the rig's existing contract commitments in the region.

The vessel is a double hulled, DP drillship (Astano FPSO design), capable of operating in moderate environments and water depths up to 3,049 m (10,000 ft) using a 18 ¾-in. (47.6-cm) 15,000-psi BOP and a 21-in. (53-cm) OD marine riser. **Source : Offshore**

\$5m bulker gets \$29m

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 027

Remember when Trustoil Tankers snapped up its first bulk carrier for just over \$5m? Now the quarter-century-old panamax has sold for more than five times that figure, brokers report Friday.

The Greek owner is said to have sold the 63,900-dwt **Akropolis** (ex-Akrop, built 1983) to India's West Asia Marine for \$29m. As TradeWinds has reported, Piraeus-based Trustoil bought the Samsung-built bulk carrier for \$5.3m in 2003, before the dry-bulk market took off. **Source : Tradewinds**

FPU ALIMA FLOATED OFF



Above seen the float off of the **FPU Alima** for Moho Bilondo O.F. from the deck of **Blue Marlin** and (left) **Salvanguard** connecting her main tow wire to the port bow of the FPU. The float off was done at Port Gentil on 24.1.08 with the assisting tugs **Blizzard** and **Typhoon**. The convoy is now en route to Offshore Congo for installation.

Photo's : Capt. Neil Johnston – Master Salvanguard ©

THE S&P MARKET WEEK 3

By the **SCANDINAVIAN SHIPPING GAZETTE**

Bulkers

Fortune Pearl: 45,585 DWT blt 96 Hashihama, 5 HoHa. Sold region USD 58,000,000 to undisclosed buyers incl tc til aug 08 at USD 12,000 pdy.

Avenir: 42,842 DWT blt 85 Mitsubishi, 5 HoHa. Sold region USD 25,500,000 to undisclosed buyers incl tc til aug 09 at USD 22,500 pdy.

Thorseggen: 18,567 DWT blt 82 H&W, 6 HoHa. Sold region USD 13,000,000 to Italian buyers.

Sir Jacob: 10,106 DWT blt 97 Shin Kurushinma, 3 HoHa. Sold region USD 16,350,000 to Turkish buyers.

Walsertal: 6,900 DWT blt 95 Admiralty, 1 HoHa. Sold region EUR 7,000,000 to undisclosed buyers.

Tweendeckers

Hari Bhum: 7,754 DWT blt 81 Sietas, 2 HoHa, Crs 2 x 35t, 584 TEU. Sold region USD 4,000,000 to Indonesian buyers.

Eastern Fortis: 7,025 DWT blt 89 Higaki, 2HoHa, Dr 1 x 30t. Sold region USD 7,200,000 to Korean buyers.

Thor Simba: 5,900 DWT blt 84 Sietas, 1HoHa, Cr 2 x 80t, 323 TEU. Sold region USD 6,000,000 to Russian buyers.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 027

Containers

APL Jebel Ali: 33,817 DWT blt 02 HDW, 7 HoHa, Cr 3 x 45t, 2,470 TEU. Sold region USD 3,000,000 to Syrian buyers.

Tankers

Antigoni: 81,282 DWT blt 82 Oshima . Sold region USD 12,000,000 to undisclosed buyers.

Jag Arpan: 64,000 DWT blt 86 Hyundai. Sold region USD 15,000,000 to undisclosed buyers.

Ismini: 62,278 DWT blt 83 Mitsui. Sold region USD 10,000,000 to Chinese buyers.

A.Prologue: 29,999 DWT blt 85 Greece. Sold region USD 6,800,000 to Chinese buyers.

Demolition

Bangladesh

M/V Raychikhinsk: 6,048 DWT BLT 67, 3,285 ldt, USD 487/ldt

Dart aims for Ostend target

Dart Line is to restart a freight service from the UK to Ostend in Belgium which was halted last year after the takeover of Ferryways. The company will use the Associated British Ports (ABP) West Bank terminal at Ipswich and has scheduled two daily departures each way. Dart is owned by Belgium's Cobelfret, which bought Ferryways last June and stopped the company's service from Harwich to Ostend, which offered three sailings a day.

Ferryways was previously 40%-owned by Geneva-based boxship giant MSC. **Source : Tradewinds**



Rederij Groen's **4-Winds** seen approaching pier 39 in Galveston, Texas for a scheduled crew change. Rederij Groen BV is currently operating 6 vessels in the US Gulf on long term charters to four different seismic companies. - **Photo : Wout van Tellingen ©**

Greek Ferry Prices Rise 8 to 14%

Ferry transportation prices in Greece will rise between 8 and 14 per cent during the upcoming summer season.

According to Greek media, national authorities have allowed operators to increase their rates due to higher fuel prices and the significant tourist interest in this type of transport.

This is made obvious from the fact that the biggest price increase concerns the most popular routes on the Aegean Sea - those to the Cyclades Islands. In 2007, a ferry ticket for a car and a passenger from Piraeus to the island of Santorini cost 128 euro. According to the new rates, it will cost 150 euro.

The price hike on ferry routes from Igoumenitsa to Southern Europe is expected to be lower, but not insignificant. According to Greek media, it will be between 5 and 8 per cent.

Hanjin pursues 'mega' vessels

Hanjin Shipping is working on a deal with German KG (limited partnership) financiers that will make it the second South Korean carrier to obtain mega-12,500-teu tonnage.

South Korean's biggest container line is talking to Hamburg-based MPC Capital about an order for between eight and 10 boxships of 12,500 teu to be ordered at Hyundai Heavy Industries, according to broking sources. If the order goes ahead, MPC will pay about \$167m each for the vessels, which would be delivered in 2010 and 2011, and Hanjin Shipping would charter the ships for 12 years at \$59,950 per day, say market sources.

Deliveries from 2010 are possible because the shipyard slots were freed up when leading German containership owner Claus-Peter Offen decided not to pursue plans to order nine 12,500-teu newbuildings at Hyundai because charters were not agreed with the carrier first interested in the ships. TradeWinds reported on Offen's decision not to go ahead with the order last November.

MPC declines to comment on the potential order but brokers believe a deal is being discussed. Hanjin does not currently operate any containerships larger than 6,600-teu capacity but it does have five 9,500-teu vessels on order at South Korea's Samsung Heavy Industries and another five 8,500-teu ships at Hyundai. All the ships are due in 2010.

The carrier has also agreed to charter three 10,000-teu ships for 12 years at \$54,000 per day from Greek owner Danaos Shipping when they are delivered from Hyundai in mid-2011. The credit crunch and economic turmoil that has led to fears the US and major European countries such as the UK could enter a recession has cooled interest in ordering mega-containerships. However, Hanjin has slipped out of the rankings of top 10 carriers in the past year, falling to 11th place after being narrowly eclipsed by OOCL, according to AXS-Alphaliner league tables. Its orderbook will regain its 10th placing but it could still be overtaken by the likes of Zim unless it adds more large capacity.

Hanjin Shipping is also one of the more cash-rich carriers at this point as it has recently profited strongly from its bulk-shipping operations. Market sources say Hanjin's move shows confidence in the future strength of container-shipping markets, and although many analysts argue that now is not the time to order new ships at high prices, others believe a downturn could easily have passed by the time the newbuildings are delivered.

Not all interest in 12,500-teu vessels has evaporated, either. Evergreen says it is still negotiating charters for a batch of 13,000-teu ships, although market sources believe a \$51,000-per-day bareboat charter of newbuildings ordered by Niki Group of Greece at South Korea's STX Shipbuilding in 2011 is already a done deal.

Hyundai Merchant Marine was the first South Korean carrier to do a deal for mega-boxships. Last September, it agreed to charter five 13,100-teu ships built at Hyundai from Greek-US containership Danaos Corp. It fixed them for 12 years at rates said to be near \$58,700 per day from delivery in 2010 onward. **Source : Tradewinds**

Cruise liner passenger traffic increases by nearly 20% in 2007 in Malta

Total cruise passenger traffic in December amounted to 4,913, a decrease of 366 passengers or 6.9 per cent over the same month in 2006. There were no embarkations from and landings in Malta during the month.

In 2007, total cruise passenger traffic amounted to 488,170, an increase of 19.6 per cent over 2006. Same-day visitors from EU countries accounted for 84.0 per cent of total traffic, the main markets being Italy, Spain, and Germany. The American market remained substantial, accounting for virtually half of all non-EU cruise passengers.

Overall, the growth recorded in 2007 was characterised by increases in the Spanish and Italian markets. Cruise passengers residing in Malta decreased by 4,007 compared to 2006, implying a fall of 26.5 per cent.

On a gender basis, male passengers exceeded female ones by 1.8 per cent. All age groups registered increases, with the largest passenger rise being recorded in the 40-59 age group, who also made up 34.3 per cent of all cruise passengers. In December, cruise liner calls decreased by three when compared to the same month in 2006. On an annual basis however, these increased by 13, bringing the total of cruise liner calls in 2007 to 369. **Source : The Malta Independent**

MOVEMENTS



Above seen the **QE2** tied-up along side in sunny Barbados during her final World Cruise.

Photo : Don Macleod - MV Veendam ©

Lawrence Dalli from Malta reports:

From Saturday 9th - Tuesday 12th the Royal Navy Invincible Class aircraft carrier **HMS ILLUSTRIOUS R 06** is visiting Valletta.

From Saturday 9th - Tuesday 12th the United States Navy Arleigh Burke Class destroyer **USS COLE DDG 67** is visiting Valletta to berth @ Magazine Wharf.

From Friday 8th - Wednesday 13th the Royal Navy Hunt Class mcm's **HMS CHIDDINGFOLD M 37 & HMS ATHERSTONE M 38** together with the repair maintenance ship **RFA DILIGENCE** to visit Valletta.

From Friday 15th - Monday 18th the United States Navy Oliver Hazard Perry Class frigate **USS JOHN L HALL FFG 32** is visiting Valletta.

OLDIE – FROM THE SHOEBOX



The above seen **CAVIMA** was built under yard number 212 at the Holst Shipyard in Hamburg during 1957 as the **ELISABETH BROOKER** and sailed under the German flag, the vessel was powered by 1 Deutz 6-cylinder 4-stroke engine of 500 hp, for a max speed of 9,5 knots, in 1972 the vessel was renamed in **CARL FRIGAST** and during 1982 in **CAVIMA**, at January 10th the vessel sunk after a collision with the bulker **KOZNITSA** in the Kieler Fjorde, during this accident 2 persons lost their lives, January 17th the wreck was raised and the ship was scrapped in Kiel

Photo : Wim Koster – www.maritimephoto.com ©

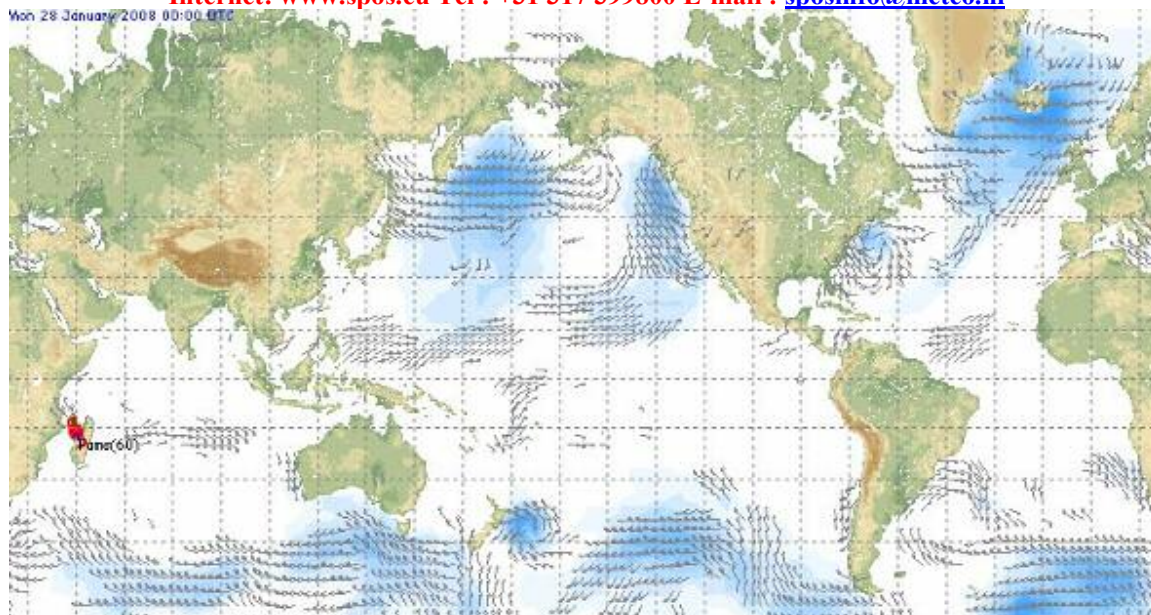
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.... PHOTO OF THE DAY
JERNEH B INSTALLED



The **LEWEK CHAMPION** installed the **JERNEH-B** Topside in the Gulf van Thailand
Photo : Flip Geerling - EMAS ©

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