

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 081



Number 081*** COLLECTION OF MARITIME PRESS CLIPPINGS ***Thursday 31-03-05

THIS EDITION IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.



**Fred Gorter, MD of OPDR Netherlands Agencies Rotterdam and rep.Europe for Curacao
Towage Company/Ports of Curacao on the invitation of Inchcape Shipping Services and Port
Authority Rotterdam on board of the Nieuwe Maze in front of the m.v. FOCS TENERIFE of
OPDR Hamburg prior loading at RST**

Photo : Piet Sinke ©

Save the ELBE



[Giro rekening No 8145443](#)

Att : Piet Sinke - Stationsweg 21 - 3151 HR Hoek van Holland

The score until today : 49.075 Euro

EVENTS, INCIDENTS & OPERATIONS

Multraship completes Swedish salvage

Multraship Salvage from Terneuzen, Holland, successfully refloated the Dutch cargo vessel “**Steel Queen**” (2540 grt, built 2003).

The **Steel Queen**, loaded with 3157 tonnes of steel, grounded on rocky shoal outside the port of Oxelösund, Sweden, on Tuesday 23 March.

Multraship immediately sent a salvage team on site, including salvage master and diving team, and two tugs amongst which Multraship tug “**Barracuda**”. Also a barge and crane were mobilised to discharge part of the cargo of steel coils.

Upon arrival on site the salvage team carried out a diving inspection during which was found that the vessel sustained damage to her propeller, keel plate and 4 ballast tanks.



1.080 tonnes of steel coils were discharged (**Photo top**) and the damaged ballast tanks were kept under pressure with air, after which the vessel could be refloated with “**Barracuda**”, early Saturday morning, 26th March. “**Steel Queen**” was subsequently towed into the port of Oxelösund where another diving inspection was carried out.

The vessel is now being further discharged, after which “**Barracuda**” will tow the “**Steel Queen**” to Gdynia, Poland, where the vessels’ damages will be repaired.

Multraship is a leading independent Dutch towage and salvage company. Run by the Muller family, it draws on more than 90 years of experience. Multraship’s core operations include salvage, wreck removal, harbour towage, coastal and deep sea towage, services to the dredging and offshore industries and support for inland navigation. It operates and manages a fleet of 26 tugs, salvage vessels, floating sheerlegs and other craft equipped with modern towage, salvage and fire-fighting equipment and manned by experienced and highly-trained masters and crew.

Puffer to build new head of steam

The final working coal-fired **Clyde Puffer** is to be restored to its former glory thanks to a £105,000 grant. The Heritage Lottery Fund award will be used to install a new boiler in the vessel which is currently moored on the Crinan Canal in Argyle.

Known as **Vic 32**, it was built in 1943 and named after the Victualling Inshore Craft (Vics) fleet it belonged to. In their day, Puffers served the west coast islands where they carried coal, grain, stone and whisky.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 081

Nick Walker, maritime enthusiast and director of the Puffer Preservation Trust, explained the vital role they played serving as a lifeline to the islands' remote communities.

Island hoppers

He said: "Their standard trade was coal from Glasgow through the Crinan Canal out to all the west coast islands. "They used to beach themselves and a horse and cart would come alongside.

"All the locals would come out and unload the coal and on the way back the puffers would perhaps pick up glass-making sand or builders' sand.

"They were very useful people Puffer skippers because they could bring everything and anything to the islands."

The **Vic 32** is the last ship of its kind in operation and was involved in an historical re-enactment recently when it was used in the filming of the popular BBC drama Para Handy, based on the lives of a fictional crew.

During the war she carried cement, ammunition and aviation fuel to the fleet, as far away as Scapa Flow and is now listed in the National Register of Historic Vessels.

About £40,000 of the Lottery grant will be used to provide its new boiler so that it can return to the seas.

Once the work is complete, the public will be able to holiday on board and take part in the running of the vessel. It will also be used for educational visits to help children learn about the past importance of the Puffer in Scotland's maritime heritage.

Colin McLean, Heritage Lottery Fund Manager for Scotland, said: "Whether your memories are first hand or from Whisky Galore or Para Handy, Puffers are remembered with so much affection that we are delighted to make sure that this one is kept in working order.

"It's one of those parts of Scotland's heritage, at one time a vital lifeline for rural communities, that puts a smile on people's faces." Mr Walker added: "Everyone involved with the Puffer is absolutely delighted and extremely grateful that the Heritage Lottery Fund has stepped in to enable her to be restored.

"Without this generous grant it is unlikely that the **Vic 32** would ever have sailed again and at best she would have just become a static museum piece."

Norwegian ships attacked by pirates

Seven Norwegian vessels were attacked by pirates last year, with Indonesian waters being the riskiest on the seven seas. Small bands of pirates dared to take on large vessels, and attacks and attempts to board were recorded on seven Norwegian ships, as well as a range of foreign ships with part Norwegian ownership, newspaper VG reports.

The 48,000-ton "**Syrena**" was stormed by seven pirates armed with jungle machetes, who made off with valuables and supplies after threatening three crew members. The Syrena was boarded at night, when the ship anchored in Kalimantan in Indonesia.

Ugland Shipping's 38,000-ton "**Jorita**" was attacked in the Gelasa Straits. Six masked and heavily armed buccaniers drew up alongside the vessel in a small speed boat, fired on the bridge and ordered the ship to halt, but were frustrated after the captain sounded the alarm, turned floodlights on them, and took evasive action.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 081

Indonesian waters saw 93 of 325 acts of registered piracy last year, with Nigerian waters a distant second with 37 attacks.

The International Maritime Bureau believes the tsunami disaster in Southeast Asia was directly responsible for a lull in piracy in that region at the end of 2004. Attacks dropped to zero in the wake of the earthquake but began again in early March.

Ship crew blamed for fatal collision

POOR crew practices on board a bulk ore carrier led to a fatal collision with a fishing boat in north Queensland, a report has found.

The Australian Transport Safety Bureau (ATSB) released a report of its investigation into the 2003 collision between the ore carrier, [Asian Nova](#), and the 15m Townsville fishing vessel, [Sassenach](#).

Sassenach's skipper, Townsville man Ron David, 55, died when the fully loaded 225m ore carrier fouled the trawl lines of his prawn boat, dragging it against its hull and causing it capsize.

A deckhand jumped clear and was rescued up by a searching fishing boat five hours later.

Divers later recovered Mr David's body from the sunken fishing boat. The ATSB report said poor watch handover practices and a poor lookout on the bulk carrier were key contributing factors in the collision which happened just after midnight on May 29, 2003.

The report concluded that the handover of watch should not have been made until the ship had passed the fishing vessel and that neither of the officers on watch had followed internationally recommended practice or company requirements when changing watch.

In addition, the oncoming officer of the watch did not adequately assess the navigational and traffic situation before altering course as he approached the fishing vessel.

Two Chinese seamen were later charged with manslaughter but they disappeared after being allowed to return to China. Their shipping company lost the \$20,000 bail it had posted for them.

HONG KONG CLAMPS DOWN ON FAST FERRIES

THE Hong Kong marine Department has introduced new measures aimed at ensuring the safe navigation of high-speed craft in restricted visibility and has revoked speed exemptions on two vessels allegedly exceeding safe speeds in fog. The moves follow last month's [Nan Sha 38](#) accident when the high-speed ferry collided with a cargo barge in injuring 15 people. At the time officials put visibility at 100 metres.

As part of new initiative the Marine Department will: remind craft operators that speed-restriction exemption permits will be invalid when visibility is below one nautical mile; alert masters that the permit granted to their vessels are invalid, and they need to navigate at a safe speed before they are issued permission to leave berths; and require all high-speed craft to install automatic identification system equipment to facilitate better monitoring of their movement.

The department warns that, if masters fail to observe permit conditions, their permits will be withdrawn immediately. It has already withdrawn permits for two craft, the [Nan Hua](#) and [New Ferry LXXXIII](#) for failing to navigate at a safe speed in restricted visibility.

Alexia M refloated

Wijsmuller Salvage has refloated Eurocarriers' 25,452-dwt bulk carrier **Alexia M** (built 1979) which went aground in Denmark's Great Belt on Tuesday last week.

The handy sized vessel was refloated after some 5,050 tons of cargo was lightered this morning. The operation involved three SvitzerWijsmuller tugs, the **Sigyn**, the **Skuld** and the **Svitzer Marken**.

The **Alexia M**, part of the fleet of Athens based dry cargo specialist Eurocarriers, is in the process of being moved to Kalundborg Fjord for further inspection and possible back-loading of cargo.

The Cyprus flagged handysize bulker was en route from Ventspils to Amsterdam with 23,000 tons of coal when it went aground at 55° 54'N, 10° 57'E. Following the contract award Wijsmuller Salvage instructed a 9.600-dwt self-gearred lighterage vessel to proceed towards the grounding site.

Two years ago the **Alexia M** limped into the Azores after water started to enter one of its holds during a voyage from Cuba and St Petersburg with a cargo of sugar.

CASUALTY REPORT

Ship Runs Aground Off St. Croix



Less than a half-mile west of the channel entrance to Krause Lagoon, the freighter **Sea Cloud** remains hard aground in the amidships area after a failed attempt to enter the channel yesterday morning. A Coast Guard team from St. Croix immediately responded to the incident and was assisted by a second team from San Juan, Puerto Rico.

NAVY NEWS



The **USNS BRITTIN** (T-AKR 305) visited the Port of Cape Town
Photo : Ian Shiffman ©

SHIPYARD NEWS



At the Damen Shipyard in Gorinchem the Stan Patrol 2005 **WYCKER MEER (RV 160)** was christened Wednesday March 30th by Dutch Minister Verdonk , the ship will be used by the Military Police (Koninklijke Marchaussee.)

Photo's : Hans van der Ster ©



Keel laid for National Security Cutter

A keel laying ceremony for the Coast Guard's new National Security Cutter (**WMSL 750**) was held March 29th at Northrop Grumman's Pascagoula, Miss., shipyard.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 081

The National Security Cutter is the largest cutter in the Coast Guard's Deepwater modernization program. It will be the most technologically advanced, multi-mission cutter in the Coast Guard fleet.

The principal speaker at yesterday's event was Homeland Security Secretary Michael Chertoff. Secretary Chertoff's wife, Meryl Chertoff, is the sponsor of the first-of-the-class ship.

"This National Security Cutter, the keel of which we lay today, is a visible symbol of the new generation of equipment that we are going to provide to the men and women of the Coast Guard," said Secretary Chertoff. "Importantly, this cutter is not just a ship, but it is an integrated system--a system that is designed to perform in the defense of this country. In a way, that's emblematic of the Deepwater program itself, which is not simply a collection of individual assets, cutters, ships and aircraft, but is part of a capability...part of a performance-based effort designed to deliver a result, a successful mission of protecting these United States."

Philip A. Dur, president, Northrop Grumman Ship Systems said the keel laying ceremony marked a "beginning and a culmination. The beginnings of the first Coast Guard cutter built here in Pascagoula, and the culmination of countless hours of research planning and commitment to making the National Security Cutter a formidable asset in America's homeland security effort. We are proud to be part of this program, the largest recapitalization effort in the Coast Guard's history. We are committed to making this ship the best first-of-the-class ship ever built by Northrop Grumman or its antecedents."

The National Security Cutter will be 418 feet long, sustain speeds of 28 knots, be capable of 29 knots sprint speeds and will have an endurance of up to 60 days.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
E-mail : mail@workships.nl
Telex : 24390 wosh nl



Onboard the **Nieuwe Maze**, the promotion vessel of the Rotterdam Port Authority **Ruud Meuldijk** Commercial Manager of Inchcape Rotterdam, during the relation day of Inchcape shipping and the Port of Rotterdam, whilst in the background the SMIT tugs **SMIT ZWEDEN** and **SMIT PORTUGAL** gave "act the presence" at the stern of the **Nieuwe Maze** for some time.

Photo : Piet Sinke ©

Strike on train ferries ends - ships flagged out to Finland



A new name was hastily being painted on the hull of a train ferry in Turku's Pansio harbour on Tuesday.

The **Runner**, owned by a Norwegian shipping line, now has Helsinki as its port of registry. That same evening the ship was leaving for Travemünde. On Thursday, its sister ship, the **Rider**, will undergo the same transformation when it arrives in Turku.

The **Runner's** old name, Railship, could still be discerned under the new paint, and beneath the name of the new home port, the names of two other cities, Oslo and Lübeck, could also be made out by a sharp-eyed observer. A strike that had stopped rail ferry traffic between Finland and Germany concluded during Easter.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 081

Each ship also got a Finnish ship's master and a Finnish crew. The Finnish Seamen's Union and the Transport Workers' Union (AKT) did not object to out-flagging the vessels to Finland. In Germany, local stevedores gave their support to the strike by the Polish crews.

The ships were originally owned by the Finnish company Finnlines, which later sold the German-flagged vessels to the Norwegian Barber Shipping, which leases them to Finnlines for service between Germany and Finland. The strike began when the Norwegian owners decided to pay the Polish crew according to Polish pay scales rather than those of Germany. This amounted to a cut in pay of more than 60%.

A dispute over the wages of the crew cropped up already when the ships were flagged out from Germany to Norway, and attempts were made to get rid of the expensive German crew members. It was agreed at that time that the ships would observe German national contracts, no matter where the crew members were from. The current strike was over the same issue.

Of the 17 members of the crew on board the **Runner**, 14 were from Poland. The strike had the support of the German Verdi trade union, which felt that as the ships operate between Finland and Germany, the labour contracts for the crew should follow German rules.

The issue was resolved by placing the ships under the Finnish flag, and replacing the Polish crews with Finnish seamen. The Finnish Seamen's Union nevertheless denies that it helped break the Polish strike.



Captain L. Verhoef in the white shirt is hoisting the Dutch flag onboard the **STELLA MARIS** March 17th during the hand over of the vessel, the ship was original named **SCIPION** and built during 2004, and is now purchased by TARBIT shipping renamed **STELLA MARIS** and is under management by Theodora tankers.

Photo : via Huug Pieterse ©

Haji-Ioannou's no-frills cruise set to sail

After undergoing six months of extensive refurbishment at Keppel Shipyard in Singapore, Greek entrepreneur Stelios Haji-Ioannou's latest venture, easyCruise, is set to sail the French and Italian Rivas.

S'pore connection: easyCruise plans to base the ship in Singapore during the winter months in Europe. Though the ship, formerly a 15-year-old Italian luxury cruise liner called **Neptune 2**, will be based in the Mediterranean during the European summer, it could spend winters in Singapore.

Last year, during a visit to Singapore, Mr Haji-Ioannou told BT that he was looking at having the 170-passenger ship based in Singapore during the year-end, when the European cruise business comes to a standstill because of the winter months.

'Singapore is a natural base for regional budget cruises,' he said. Contacted, Mr Haji-Ioannou said that a Singapore-based regional budget cruise operation was still in his plans.

'We will see how the summer goes in the Mediterranean first, and then make a decision,' he said. 'Singapore is still part of my long-term expansion plans if the concept works and we scale it up.'

Mr Haji-Ioannou said it cost him about US\$20 million to buy and refurbish the vessel. He declined to predict how many ships easyCruise.com would have five years ahead.

Meanwhile, easyCruiseOne, which will be the first vessel on the easyCruise.com fleet, will set off on its maiden European cruise on May 6.

The 38-year-old businessman, who comes from a Greek shipping family and whose business card reads Serial Entrepreneur, founded easyJet - Europe's second-biggest low-cost airline - in 1995, when he was 28. Since then, his easyGroup has ventured into myriad travel-related businesses, including car rental, coaches, Internet cafes and credit cards.

Mr Haji-Ioannou said easyCruise ships would be 'modern, casual and minimalist' and would cater to young travellers who enjoy on-shore holidays in more than one destination.

In Europe, he said easyCruise would offer travellers a unique 'luxury for less' opportunity to visit the playgrounds of the rich and famous via flexible one-week itineraries that allow passengers to embark and depart at any port along the route, provided they stay on board for at least two nights.

It will be the first no-frills cruise liner in the industry, with fares that do not include anything except the cabin - passengers pay for anything else they would like to buy on board.

And at the indicative price of around US\$60 a night per couple, easyCruise fares would be about a quarter of those charged by most other cruise operators.

Rigdon Takes Delivery of Seventh PSV



Rigdon Marine recently received the M/V **Conti**, the seventh of ten GPA 640 platform supply vessels being built at Bender Shipyard in Mobile, Alabama.

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>



The **TOUBKAL** seen here anchored off Algeciras – Photo : Piet Sinke ©



The **SMITWIJS LONDON** arrived in the port of Cape Town

Photo : Aad Noorland ©

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2005 – 081



Adsteam Ferriby during the unloading from the **Fairload** on 27-03-2005 in Rotterdam
The tug will go on trails on Monday April 4th from the Eemhaven to the Europort.
Photo's : R & F van der Hoek ©



MARINE WEATHER

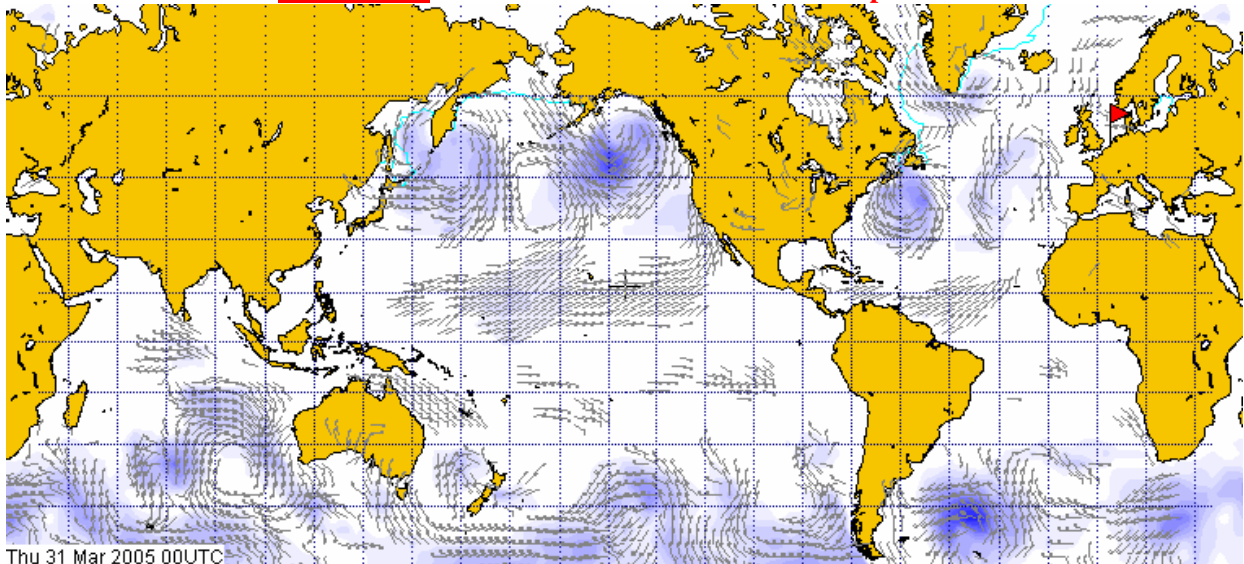
THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.nl

Tel : +31 317 399800

E-mail : sposinfo@meteo.nl



Thu 31 Mar 2005 00UTC

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

PHOTO OF THE DAY



A Replica, under construction from steel and wood in the port of Algeiras

Photo : Piet Sinke ©

SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com