

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 174



Number 174 COLLECTION OF MARITIME PRESS CLIPPINGS ***Wednesday 13-09-2006**
News reports received from readers and Internet News articles taken from various news sites.

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Telephone: (+31)105018000

(+31) 105015440 (a.o.h.)

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**The new PELIKAAN (A 804) seen arriving for the first time in Curacao
Photo : Royal Dutch Navy ©**

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

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EVENTS, INCIDENTS & OPERATIONS



The **GOLDEN PRINCESS** visited for the last time this season the Port of Rotterdam, the vessel is seen departing in the late afternoon.

Photo : Henk van der Heijden ©

Overloading Leads To Disaster

Thirty-three people are missing after a ship heading from Madagascar to the Comoros Islands sank in the Indian Ocean in bad weather.

Of the 76 people on board, 43 people were rescued after the boat sank on Saturday (09 Sept). The boat, which left Madagascar on Friday, may have been overloaded, a possible reason for the sinking.

The commander and three crew members of the **Moubarak** were taken into police custody for questioning.

The rescue effort was led by officials from Reunion Island, which contributed three boats. Five people are still in hospital with fatigue. Search efforts continue.

Ohio Woman Missing From Cruise Ship

Authorities are investigating the disappearance of an Ohio woman who was reported missing Monday from a Carnival Cruise Lines ship.

The 36-year-old woman, whose identity was not released, had been on a four-day cruise to Key West and Mexico.

The Miami-based cruise line said relatives last saw the woman early Sunday but did not report her missing until Monday, when the ship returned to Miami. FBI spokeswoman Judy Orihuela said, however, that she was not aware of any delay in reporting the disappearance.

"It doesn't look like foul play," said Orihuela, whose agency is investigating the case.

The disappearance from the Carnival cruise ship **Imagination** was the latest missing person case involving a cruise this year. Elizabeth Galeana, 22, of Naples, Fla., apparently fell off a cruise ship in July and drowned. Her body was found off the coast of Italy last month. In May, Daniel DiPiero, 21, of Canfield, Ohio, fell off a cruise ship to the Bahamas after a night of heavy drinking with friends.

The International Council of Cruise Lines, an industry lobbying group, reported earlier this year that a review of data from 15 lines showed 24 reports of missing people between 2003 to 2005.

One of the highest-profile cases involving a cruise ship disappearance occurred last summer, when George Allen Smith IV, 26, of Greenwich, Conn., vanished from his honeymoon cruise in the Mediterranean after an apparent late night of drinking. Bloodstains were found on a canopy that covers lifeboats. No one has been charged and no body has been found.

Endless Dispute Ends

A group of 18 Filipino sailors aboard a cargo ship berthed at the Port of Long Beach have agreed to settle a labor dispute over back pay that led to a four-day strike, a union official said Monday (11 Sept).

"We have a settlement. The crew is going to take the ship to anchor ... disembark, and fly home tonight," said Jeff Engels, West Coast coordinator of the International Transport Workers Federation, and one of the negotiators who represented the sailors.

The crew members aboard the ship "**Endless**" had refused to work since Thursday night, when an inspection by the union found a discrepancy in the ship's books that showed the sailors were due more than \$300,000 wages.

The sailors demanded they get paid before returning to work. In a show of solidarity, dockworkers assigned to load the ship with petroleum coke refused to continue doing so, leaving another cargo ship stuck while waiting to dock in the Endless' berth.

Engels said the sailors would be receiving a cash payment of a "compromise amount" as part of the settlement, but declined to give specifics. The sailors were expected to move the ship out of the berth to allow a ship waiting to enter to dock. A replacement crew was going to be brought in to take over the "Endless" and sail it back to port later to complete its cargo operations, Engels said.

ARMED ROBBERIES PLAGUE CHITTAGONG

CHITTAGONG anchorage, Bangladesh, has been the scene of at least two robberies from merchant ship and two thwarted attempts within seven days, according to the latest weekly report from the ICC International Maritime Bureau. All the attacks took place in darkness and all but one in the early hours.

Last Sunday eight robbers armed with knives boarded a bulk carrier over the stern from four boats as the ship was preparing to anchor. Crew members confronted the robbers but they stole ship's stores and escaped.

On Thursday ten individuals in an unlit boat came alongside a container ship and attempted to board. The duty officer raised the alarm, the crew mustered and boat moved away.

Three days previously six robbers armed with long knives boarded a general cargo ship from the bow. They broke open a forecastle locker and stole ship's stores. The day before that robbers boarded a general cargo ship twice from stern and bow. Alert crew members mustered and the robbers jumped overboard and escaped empty handed.

Assets Seized



A Greek shipping magnate who bought the **Christina O** yacht on behalf of Irish investors is to have his Irish assets seized.

John Paul Papanicolaou was successfully pursued through the Greek courts by the former owner of the boat. The action was moved into the Irish courts last week. Peter Tauck – an international tour operator – sold the 324-foot yacht to Papanicolaou and his team of Irish investors, including truck dealer Robert 'Pino' Harris. The investors

have since spent €50 million refurbishing the boat. – **Photo : George Grekos ©**

Tauck took the case against Papanicolaou after he failed to settle a multimillion euro debt. Tauck – through his company Tauck Inc – secured an "arrest and seize" order against Papanicolaou's assets. An "arrest and seize" order is particular to admiralty law.

Tauck is now attempting to seize significant cash reserves held by Papanicolaou in Ireland. The ex-parte application was made during a vacation sitting of the High Court last week.

Papanicolaou has a stake in the Christina O through an offshore company in the Cook Islands, an offshore Pacific tax haven. It is not clear how the new court action affects ownership of the yacht, although legal sources said the matter was likely to be addressed by the High Court.

Papanicolaou put together his Irish consortium after meeting Dublin solicitor Ivor Fitzpatrick. Harris is one of a number of Irish residents who participated in the Christina Limited Partnership.

The investors bought the yacht for about €3 million and spent €50 million on its refurbishment. The purchase attracted some controversy when it emerged that Harris could claim capital allowances on the yacht for tax purposes.

Last year, the Revenue Commissioners had to pay back Harris €9.1 million after attempts to disallow tax breaks on his investment in the yacht were ruled out on appeal. Harris recently put the boat on the market with a price tag of about €60 million.

Papanicolaou is also involved in a court action in Croatia in relation to the sale of the "**Galeb**", the yacht used by former Yugoslav dictator, Josip Broz Tito. Papanicolaou owned the yacht but it was seized by authorities in the Croatian port of Rijeka after he failed to cover berthing costs of about €450,000.

Cyprus finds air defense systems on Syria-bound ship

A ship bound for Syria from North Korea and detained in Cyprus on an Interpol alert for suspected arms smuggling was carrying air defense systems, Cypriot authorities said on Monday.

The shipment was billed as weather-observation equipment on the freight manifest of the Panamanian-flagged **Grigorio 1** and officials said the Syrian government had asked Cyprus to release the seized consignment.

"To my knowledge their name doesn't appear anywhere on the manifest as the consignee, but they have got involved," a senior shipping industry source in Nicosia told Reuters.

He said the vessel had been tracked over a long period of time. The ship was carrying 18 truck-mounted mobile radar systems and three command vehicles. "The radars on the 18 trucks appear to be part of an air defense system," a police spokeswoman said. Pipes also found on board were irrigation pipes, she added.

Senior government officials said the Foreign Ministry would decide what to do with the cargo in consultation with legal authorities. Customs became involved because of the apparent discrepancy on the ship manifest, which spoke of meteorological equipment.

The Commerce Ministry was also called to decide on whether an export permit was required for the cargo in the event of it being released to Syria.

"We will implement the law, nothing more and nothing less. And the political position will be expressed by the foreign minister," said Justice Minister Sophocles Sophocleous. There are no restrictions on arms supplies to Syria. Neighboring Cyprus, which has friendly relations with Damascus, intercepted the vessel on an Interpol tip.

Interpol, contacted by Reuters, declined to elaborate on the nature of its alert to the Cypriot authorities on Monday, referring queries to Nicosia instead.

Both Nato's Allied Joint Force Command and U.S. Naval Forces Europe, which work together on maritime security issues out of Naples, said that neither had been involved in the operation or the tracking of the ship.

Ahoy! Australia plans first all-gay cruise



"Bingay" will replace bingo when Australia launches its first all-gay cruise ship charter next year.

Tour group All Gay Cruises said it had finalised charter details with P&O Cruises Australia for the three-day cruise aboard **Pacific Sun** out of Sydney next March, which it hopes will attract up to 1 800 passengers, including 600 from overseas.

All Gay Cruises director Dave Drummond said Bingay was among a number of onboard activities being planned.

Other options included gift bags containing condoms, he said, as

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well as dance parties, special guests, comedians and cabaret shows during the "NaviGAYtion" cruise. All Gay Cruises had originally booked 300 berths on board a scheduled cruise before P&O contacted the group and began negotiations for charter of an entire ship.

"If a particular group wants to be dominant we would prefer a charter because we don't wish to have people who may have booked a particular cruise thinking it is just a normal product when it isn't," said a P&O spokesperson quoted by the Sydney Daily Telegraph.

Families who had already booked places on the cruise have been changed to other ships.

Drummond said the NaviGAYtion cruise was inspired by successful gay cruises in the United States and Europe and 600 tickets had already been purchased. Suites with jacuzzis have sold out.

Australia hosts what is said to be the world's largest annual gay event. The Gay and Lesbian Mardi Gras began in Sydney in 1978 as a protest march against discrimination and now also celebrates homosexual lifestyles.

It has been estimated that the street parade attracts 10 000 visitors each year and boosts the New South Wales state economy by AUS\$100-million (about R550-million).

SECOND PART OF MICHELLE RECOVERED



A Salvage team of **SMIT Salvage** lifted with the shearlegs **TAKLIFT 7** the 2nd hull part of the **Michelle** from the seabed off the Dutch coast and placed the section on a barge for further transportation

Foto : Bertus Harte ©

Russian Ship Arrested Near Batumi

On September 11 the "**Patrushevo**" dry-cargo ship flying the Russian flag, registered in the port of Taganrog, was arrested in the territorial waters of Georgia near the village of Sarni, ten kilometres south of Batumi, a representative

of the frontier-guard police service of Georgia told Itar-Tass on Monday. The ship was escorted by Georgian frontier guards to the outside roadstead of the port of Batumi.

According to preliminary information, the "**Patrushevo**" was sailing empty from Turkey to the Russian port of Azov. "The Russian dry-cargo ship violated the rules of navigation in the territorial waters of Georgia, near the village of Sarni, and entered the zone which is closed for navigation," said a representative of the Batumi regional office of the frontier-guard police service. According to his information, the crew of the ship is made up of 14 Russian citizens. "The crew members are not under arrest. They may leave the ship and go to Batumi. The owners of the ship, however, will have to pay a fine amounting to 50,000 lari (28,700 dollars), in accordance with the Georgian legislation," he added.

Carriers scramble to man growing fleets

They are seeking some 10,000 officers in the next three years to operate vessels

AS shipping companies around the world expand their fleets, qualified sea officers are in high demand. Rising global consumption of everything from oil to iron ore and televisions means shipyard order books are full and ship operators are scrambling to hire crews for thousands of bulk carriers and container ships due to enter service in the next few years. That means finding more than 10,000 qualified officers and up to 60,000 regular crew members over the next three years to man these vessels.

'This is a significant challenge moving forward,' said Bjorn Moller, tanker operator Teekay Shipping's chief executive. To meet it, the company provides a 'career path, good pay and benefits', he said. Nassau, Bahamas-registered Teekay runs a fleet of about 150 tankers that carry more than 10 per cent of global ocean-going oil and refined products. The company has 21 tankers on order - worth US\$3 billion - for delivery from this year to 2009.

Some 4,700 oil tankers, bulk carriers and container ships are on shipyard order books worldwide, according to estimates by Omar Nokta, a maritime analyst at Dahlman Rose in New York. 'Around half the new vessels will replace existing ships,' he said. 'The rest will be new and require crews. Some shipping companies are not ready for this challenge.'

The average ship has a crew of 25 to 30. A typical merchant ship has four qualified deck officers and a chief engineer, according to the US Bureau of Labour Statistics.

In their search for crews, reputable shipping companies like Teekay and New York-based Overseas Shipholding Group, which ships oil and petroleum, have teamed up with maritime academies. But the companies also complain of poaching by desperate rivals caught short without trained officers.

In addition to increased demand for oil, its byproducts and other raw materials, the shift of the US manufacturing base to developing nations such as China and India requires many finished goods to travel much farther to reach US consumers. Most of these products must move at least some distance by ship.

'It is a good time to be in maritime transportation,' said Kevin Kennedy, chief financial officer at Hong Kong-based container ship operator Seaspan Corp which has a fleet of 16 container ships, with 21 on order for delivery in the next three years.

Mr Kennedy said Seaspan is increasingly looking to India's maritime academies for officers and to the Philippines and China for crews. 'India has fine maritime academies for officers,' he said, adding that 'our experiences of crews hired in the Philippines have all been positive'.

Crews from these developing countries are willing to work long hours for less money than European or American crews. Mr Nokta said US officer salaries can exceed US\$150,000, and deck hands make US\$20,000 to US\$60,000 a year. Internationally, officers earn US\$75,000 to US\$150,000 and crew wages range from US\$10,000 to US\$40,000, he estimates.

Some 80 per cent of OSG's vessels are entirely manned by Philippine crews; like Teekay, OSG provides career planning to foster company loyalty, said shipping operations director Captain Robert Johnson. OSG works closely with Philippine maritime academies. Captain Johnson said OSG also looks carefully at new crew members for officer potential. OSG is also looking to the future to man liquified natural gas (LNG) tankers. This market has significant global potential as the gas is becoming popular in the US and Europe, where local production is declining. LNG is supercooled to -163 deg C, a temperature that reduces its volume. But the gas is also volatile, requiring experienced tanker personnel.

'Shipping a product like this that can be dangerous means there will be a premium on quality officers,' Mr Nokta said. That poses a problem when competitors lure away qualified staff that reputable shippers spend years training, Captain Johnson said. 'We go to a lot of trouble developing crews, and the biggest problem we have is poaching,' he said. 'Some companies don't want to spend time and money on training and dangle a big salary at qualified employees instead,' he added.

Nog geen oplossing voor asbestschip Otapan

Het asbestschip **Otapan** vaart na bijna vier weken nog altijd rondjes ten zuiden van het Griekse eiland Lesbos. Het ministerie van Vrom zoekt nog steeds naar een haven aan de Middellandse Zee waar het schip kan worden schoongemaakt. Dat zegt een woordvoerder van het ministerie dinsdag. Hij kan niet zeggen wanneer een oplossing in zicht is.

De **Otapan** werd vorige maand naar Turkije gestuurd om gesloopt te worden, nadat het zeven jaar in de Amsterdamse haven heeft gelegen. Twee weken geleden liepen de onderhandelingen tussen staatssecretaris van Milieubeheer Pieter van Geel (CDA) en de Turkse autoriteiten vast. Op de door Nederland afgegeven sloopvergunning stond dat het schip duizend kilo asbest bevatte. Bij nader inzien bleek het schip 54 duizend kilo asbest te bevatten. Dat was reden voor Turkije het schip niet toe te laten.

Nederland zoekt naar een milieuvriendelijke oplossing voor het schip, zegt de woordvoerder van Vrom. "We zoeken nog steeds naar een net bedrijf en een lokale overheid die de **Otapan** willen ontvangen. Daar gaat veel tijd in zitten."

Volgens de reder van het schip dat de **Otapan** op sleeptouw heeft, heeft het ministerie hem eerder beloofd dat begin deze week een haven gevonden zou zijn. "Het zal wel een haven aan de noordkust van de Middellandse Zee worden, want ik kan me niet voorstellen dat ze dit laten afhandelen door een niet-EU-land", zegt reder Joop Keesmaat van de **Thomas de Gauwdief**, die de **Otapan** op sleeptouw heeft. Keesmaat hoopt op een snel einde.

Aan boord van de **Thomas de Gauwdief** zijn zeven bemanningsleden in dienst van Keesmaat: drie Nederlanders en vier Filippijnen. De bemanning is vorige week vervangen. Later deze week krijgt het schip weer eten en drinken in de Griekse havenplaats Piraeus. Het Mexicaanse bedrijf Basilisk is opdrachtgever van de operatie en moet zeventuizend euro per dag betalen aan Keesmaat. Hij heeft er vertrouwen in dat dat gebeurt. "Ze hebben geld, want ze hebben immers de **Otapan** verkocht."

Milieuactivist Derk Byvanck van de European Platform on Shipbreaking vindt het 'onbegrijpelijk' dat de kwestie nog niet is opgelost door Van Geel. "Van Geel moet snel zijn verantwoordelijkheid nemen. Dit kan zo niet langer."

CASUALTY REPORTING

Ore Carrier Runs Aground

An iron ore ship has run aground at Australia's largest tonnage port at Port Hedland in WA's Pilbara region.

The 290-metre long vessel "**Creciente**" ran aground after breaking its moorings while loading ore in the early hours of this morning. Port Hedland resident Vic Watson says tidal conditions are creating problems for the full carrier.

"It was like a big bang woke us up, like someone belting a big empty drum with a sledge hammer," he said.

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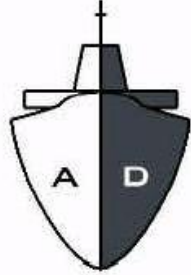
"And then there was lots of pushing and pulling with tugs and then the next thing they actually pulled the ship back probably three of four hundred metres into the harbour.

"Then the next thing they brought it back out to where it is now where it's stopped. "There's seven metres less water under it now than when it first got into trouble."

NAVY NEWS

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ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax :+ 32 3 297 20 70
e-mail : anglodutch@pandora.be

MODERN MUNTINIES

The 20th century was no exception when it came to sailors uprising against their officers and/or regimes from fleet-wide mutinies such as in Germany in 1917 and 1918, to single-ship episodes that achieved much notoriety and bloodshed.....

In this issue of the "Maritime news clippings" the Mutiny onboard the **ZEVEN PROVINCIE** is highlighted in a few words.

The armored ship HNLMS **De Zeven Provinciën** (Dutch Hr.Ms. **De Zeven Provinciën**) served in the Royal Netherlands Navy from October 6th, 1910 to 1943. She was armed with 2× 280 mm, 4 × 150 mm, 10 × 75 mm and 4 × 37 mm guns. Additionally it also had a 75 mm mortar.[1] She Was 101.5 m long, had a beam of 17.1 m, a draft of 6.15 m and displaced 6,530 t. She

had a crew of 448 and was able to reach 16 knots. She served part of her career in the Dutch East Indies, in the periods 1911-1918 and from 1921 until she was sunk by Japanese bombers. On 5 February 1933 there was a 5-day long mutiny on board, which was ended by a bombardment authorized by the Dutch government. The ship itself was damaged and repaired, but the navy no longer found it worthy of carrying the name **Zeven Provinciën** and renamed her **Soerabaia** in 1936. She converted to a training ship with a wartime role in the defense of the naval base in Soerabaja. In December 1941, she was in the vicinity of Timor, as the Dutch had the plan to occupy Portugese Timor, to eliminate the weak link in the chain of islands. She returned to Soerabaja after landing troops and equipment at Dilly, and then served as an AA-battery in Soerabaja. On February 18, she was hit by a bomb which penetrated the ship and exploded near the bottom, wounding over 20 men, of whom several died. She sank upright, leaving the machine guns operable. During the Japanese occupation, she was raised and used as a battery ship for some time, but scuttled later in the war. The wreck was never removed.

OTTAWA ENROUTE GULF REGION

Hundreds of people said goodbye to their loved ones as **HMCS Ottawa** left Esquimalt, B.C., en route to the Persian Gulf. The 250 crew members will take part in a six-month deployment dubbed **Operation Altair**. The mission includes patrols and inspecting ships for illegal weapons and cargo.

B.C. Lt.-Gov. Iona Campagnolo was on hand for the departure and said it's been almost five years since the fleet's first ship left CFB Esquimalt to help fight the so-called war on terror.

Commanding Officer Darren Hawco said even though it was his fourth deployment overseas, it doesn't get any easier to leave his family.

Hr.Ms. Pelikaan arriveert op Curaçao

Het nieuwe ondersteuningsvaartuig van de Koninklijke Marine in het Caraïbisch Gebied, **Hr.Ms. Pelikaan (A804)**, liep Maandag voor de eerste maal Willemstad binnen. Dit gebeurde onder het afgeven van ceremoniële saluutschoten aan de koninkrijksvlag en de Gouverneur van de Nederlandse Antillen. Het saluut werd vanaf Fort Krommelijn beantwoord.



Foto : Kees Bustraan ©

Ook twee havensleepboten van het KTK gaven voor de haveningang met bluskanonnen een watersaluut aan de **Pelikaan** en Boston Whalers van het Korps Mariniers begeleidden het ondersteuningsvaartuig door de Annabaai naar Marinebasis Parera. Zowel in Punda als bij de Rima steiger op Marinebasis Parera verwelkomden talloze familieleden, vrienden en collegae het nieuwe schip. Eenmaal afgemeerd, heette de Commandant der Zeemacht in het Caraïbisch Gebied, commandeur Frank Sijtsma, de bemanning en het schip welkom op de Nederlandse Antillen. Vervolgens begeleidde hij de minister-president van de Nederlandse Antillen, mevrouw Emily de Jongh-Elhage, aan boord voor een rondleiding over het nieuwe schip.

Hr.Ms. Pelikaan gaat hier verschillende taken vervullen, zoals het ondersteunen van operaties en oefeningen van het Korps Mariniers en de Kustwacht voor de Nederlandse Antillen en Aruba. Verder levert het schip bijstand aan operaties van het stationsschip van de marine dat permanent in het gebied is gestationeerd voor rechtshandhaving, kustwachtoperaties en drugsbestrijding. Bij natuurrampen kan de **Pelikaan** bovendien snel te hulp schieten met noodzakelijk materieel, personeel en humanitaire hulpgoederen.

Achtergrondinformatie Hr.Ms. Pelikaan (A804)

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In de zomer van 2004 besloot de Koninklijke Marine om de toenmalige **Pelikaan (A801)** – dat oorspronkelijk tot 2009 in de vaart zou blijven – te vervangen door een nieuw exemplaar. De oude pelikaan was oorspronkelijk gebouwd als bevoorradingsschip voor de offshore en bleek niet optimaal geschikt voor operaties in de Caraïbische wateren. Op 29 december 2004 kreeg Damen Shipyards uit Gorinchem de opdracht om het nieuwe ondersteuningsvaartuig te bouwen. Het casco van de **Pelikaan** werd gebouwd op de Scheepswerf Galatz te Roemenië, om vervolgens op de scheepswerf in Gorinchem te worden afgebouwd.

Bij het ontwerp hield de scheepsbouwer de hoofdtaak van het schip – het verplaatsen van mariniers, inclusief uitrusting en materieel binnen het Caraïbisch Gebied – goed voor ogen. Het schip is bijna twintig meter langer dan zijn voorganger, met moderne accommodatie op het achterschip. Ook is het schip – met onder meer een eigen watermakerinstallatie – selfsupporting. Qua hotelcapaciteit is de **Pelikaan** zo ontworpen dat het 21 dagen aaneengesloten op zee kan blijven, waarvan vijf dagen met het maximale aantal opvarenden. Qua laadcapaciteit hield het ontwerp rekening met het vervoer van materieel dat benodigd is voor hulpverlening na een orkaanpassage. Dat betekent dat het schip de maximale capaciteit heeft om vier viertonners, vier landrovers, een wateraanhangwagen, een generator, een vorkheftruck, een shovel, twee containers en zes 'Rigid Raiding Crafts' te vervoeren. Laden en lossen vindt plaats door middel van een grote kraan op het dek. Deze kan 25 ton tot 11 meter verplaatsen en 7 ton tot 14 meter.

Technische Gegevens Hr.Ms. Pelikaan

Lengte	:	65,4 meter
Breedte	:	13,2 meter
Diepgang	:	3,25 meter
Voortstuwing	:	2 x Caterpillar 3516B TA. 1491 kW
Max. Snelheid	:	16 knopen
Accommodatie voor:	:	14 man vaste bemanning 63 opstappers
Bewapening	:	2 mitrailleurs .50 op het achterschip 2 mitrailleurposities op het voorschip

USS Columbia Recognized for Last Deployment

USS Columbia (SSN 771) received the Meritorious Unit Commendation for its last deployment, Sept. 5, just minutes before setting the maneuvering detail and departing for another.

Commander, Submarine Squadron 3, Capt. Joseph Tofalo, presented the Meritorious Unit Commendation to Columbia's crew as they said their goodbyes to their loved ones at Pearl Harbor and prepared to leave for a surge deployment to the Western Pacific. In the award citation, Chief of Naval Operations Adm. Mike Mullen praised Columbia for conducting an operation "of great importance to national security" and for providing "invaluable lessons for future operations and directly (enhancing) fleet, theater and national objectives."

Cmdr. Gene Sievers, Columbia's commanding officer, said his crew did an "extraordinary" job keeping the submarine in a ready status, despite returning from the deployment only six months ago. "Normally after you return, you stand down and move into maintenance period," said Sievers. "But the crew has maintained the ship in top shape, immediately going through the certification process." During that time, Columbia was called upon at the last minute to participate in RIMPAC (Rim of the Pacific) 2006 exercises, where his crew spent three weeks in July operating as part of the binational force with the Japan Maritime Self Defense Force. Sievers gave particular credit to the Pearl Harbor Naval Shipyard for helping Columbia meet her deployment schedule. He said an emergent maintenance issue just one month before Columbia was due to deploy was fixed by Shipyard divers rather than by putting the submarine into dry dock. "They turned what otherwise would have been an emergent docking into a minor four-day pierside repair," he said. Columbia's award comes on the heels of another significant recognition. Just two weeks ago, U.S. Pacific Fleet Commander, Adm. Gary Roughead presented Columbia's crew with the Arleigh Burke Fleet Trophy, presented annually to the most improved operational unit in the fleet.



The **R 06 ILLUSTRIOUS** seen departing from Gibraltar
Photo : Wouter van der Veen ©

SHIPYARD NEWS

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Postbox 1082
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Tel + 31 (0)33 461 4844
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On Tuesday 12 September 2006, members of the CalMac board performed the ceremony of launching of the CalMac new ferry at the Northern Shipyard, member of the Remontowa S.A. Group, Gdansk, Poland.

New ferry **Argyle** its a second ferry from 833 series, sister ferry to **Bute**.

Photo : Jakub Bogucki "Nasze Morze" ©

ROUTE, PORTS & SERVICES

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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

Website : www.workships.nl



Willem Knoppert maneuvers the SWATH pilot cutter alongside the **RMS SCANLARK** to transfer the pilot at Maaspilot station
Photo : Eric Hoogvliet ©

Six operators interested in KPT terminal

Five leading international and one Pakistani terminal operator companies have shown keen interest in Pakistan Deep Water Container Port being constructed by the Karachi Port Trust (KPT) at Keamari Groyne area.

The KPT had invited Expressions of Interest (EoIs) last month for operating and managing the first terminal consisting of four berths at the Pakistan Deep Water Container Port with 18-metre draft.

However, the date for submitting EoIs has been extended on the demand of Federation of Pakistan Chambers of Commerce and Industry (FPCCI) to September 19, 2006.

Sources said so far the six companies had shown keen interest in the first phase of the terminal comprising four berths with 1,500-metre long quay wall.

PSA International, Singapore; Hutchison Port Holding, Hong Kong; A P Moller-Maersk Group Company; Dubai Ports World; International Container Terminal Services, Philippines; and Pakistan International Container Terminal (PICT) have shown interest in the first phase of the terminal to be built on Build-Operate-Transfer (BOT) basis at a cost of \$550 million, sources said.

According to technical details contained in bid documents the successful bidder will build and equip the 65-hectare backup area as a high throughput terminal, including container yards, storage and transfer areas, operational buildings, STS cranes, RTGs and all supporting equipment and facilities to handle a minimum of 1.5 million TEUs per annum.

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The terminal will be capable of receiving and handling Super Post-Panamax container ships with a total capacity up to 14,000 boxes.

However, the 1,500-metre long quay wall, together with the navigable approach channel, 700-metre wide harbour basin, navigational aids and the protection works will be constructed by the KPT.

The lease of the terminal will be for an initial period of 25 years extendable for another 25 years, on mutually agreed terms and conditions. The technical document further says that the concession holder will be required to develop the site into a full-fledged state-of-the-art container terminal.

Sources said that the KPT would be investing around \$350 million and the private sector operator \$200 million towards the first phase under which four berths would be completed. The terminal will start operations from June 2009, with second phase taking total number of berths to 10 will start functioning by 2012, sources added.

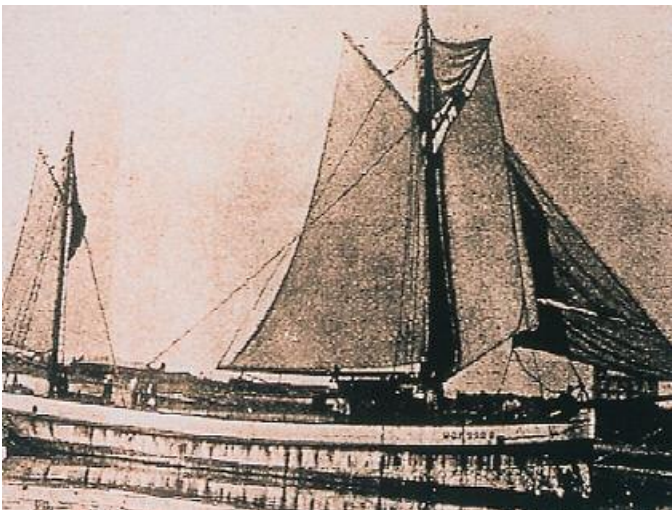
This terminal will be first on the map of world ports to have 18-metre draft and could bring in far reaching changes in the region where presently a number of ports are already operating as hub ports.

Veer Breskens tot 1 november in uurdienst

De Fast Ferry Vlissingen-Breskens blijft zeker nog tot 1 november beperkt tot een uurdienst. De reparatie van de tweede boot blijkt enkele weken langer te duren dan verwacht. Gedeputeerde M. le Roy maakte dit gisteren bekend. Het provinciebestuur laat ondertussen onderzoeken of de twee veerboten, waarmee de fiets- en voetverbinding wordt onderhouden, voldoende bedrijfszeker zijn. „Hebben we te maken met opeenvolgende pechgevallen of voldoen de schepen niet?“, zo luidt de vraag die de provincie beantwoord wil zien.

Statenfracties deden de suggestie een reserveboot aan te schaffen voor het geval de twee ferry's mankementen blijven vertonen. Maar ze legden zich uiteindelijk neer bij het dringende verzoek van de gedeputeerde te wachten op de uitkomsten van het onderzoek. Die worden in november verwacht.

100 Years global ship delivery in 2006



Redwise Maritime Service from The Netherlands is celebrating its first centenary of global ship delivery. What started 13th October 1906 with the delivery of the steam driven tug "MOB 222 B" by founder John Wijsmuller has been developed into a truly professional global operator under the inspiring leadership of Evert van Tellingen in a very specialized market.

Steam tug MOB 222 B, with a length of 22 mtr and 87 Brt delivered from Rotterdam (the Netherlands) to Bahia Blanca (Argentina).

The first vessel was significantly adapted to make its ocean crossings with propeller removed, boiler used for potable water and a sailing rig erected to enable the vessel and her skilled crew to deliver the vessel on her

own keel with such a limited bunker capacity. Till well after the Second World War, sail assist was practised to allow vessels with limited (bunker) capacities to be mobilized across the world.

Redwise anticipated well to numerous trends over the years including the diminishing of overseas colonies of Western Countries, the reduction in ship building in Europe after the 1980's, consolidation of the (harbour) towage and dredging industries, etc. and started to deliver more and more vessels towards Europe then from Europe while significantly expanded its customer base and has been constantly alert on market trends. Be it

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the phenomenal boost in infrastructural project in the Middle East in the eighties for which tugs, pilot boats and even three self propelled cranes were delivered from Germany to Saudi Arabia or very small launches to support oil exploration campaigns.

In 2004 Redwise became independent from it's former parent company and was bought by the management team of the company, who have been working for more then twenty years with Redwise. Currently the company is riding the high waves in the shipping Industry and has a healthy portfolio of contracts from the towage, dredging and offshore companies as well as shipyards.

Being specialized in delivering all kinds of vessels, Redwise is often faced with vessels that need to be prepared for seagoing voyages, equipped with additional (temporary) equipment or that need to be brought (back) under classification requiring a high degree of ingenuity from the crew and superintendents, who can bank on a century of experience.

Redwise is naturally ISO and ISM certified has a reputation to be upheld. One of the smallest vessel ever delivered coincidentally also had the longest name and we have included a picture of her for visualization. She needed to be delivered fro Western Australia to Irian Jaya through a combination of road transport to Darwin and a sea passage from their onwards. However, also large vessels are delivered, sometimes those running on their last legs to their final destination for demolition and recycling, at other times for conversion to FPSO or to a new trading area. Examples of these are the FPSO Terranova from the new building yard in Korea to her working area in Nova Scotia, the Aframax tanker Glas Dowr from her new building yard in Japan, including Owners trials upto redelivery at the renown Harland and Wolff yard in Belfast for conversion to FPSO.

In the dredging industry, Redwise has a long standing relation with the IHC yard, dating back to the early days, moving all kinds of self propelled dredgers for the export market and provides regular delivery services for the various dredging companies in The Netherlands, Belgium and Korea. Most recently the "Rocky Giant" and "Heron" of Van Oord and the "Arca" of Boskalis.



New building hopper dredger Yasin, delivery voyage from Kinderdijk (the Netherlands) to Bandar Anzali (Iran)

REDWISE MARITIME SERVICES B.V.
REDWISE MARITIME RECRUITMENT B.V.
Amersfoortseweg 12-E
3751 LK Bunschoten-Spakenburg
The Netherlands

T + 31 (0)33 - 421 7860

F + 31 (0)33 - 421 7879

E info@redwise.nl

W www.redwise.com

Grampian Courageous launched

Grampian Courageous, the fifth vessel in North Star Shipping's newbuild programme of eight ERRVs, was launched on August 11th 2006.

The vessel was named by Mrs Joanne Lamb, wife of Brian Lamb, North Star Shippings' Operations Director.

The vessel will be delivered in mid-October 2006, and will thereafter commence operations in the UKCS.

ZIM introduced fourth Service from Northern Europe to the USA

With the first call of container vessel "**Marseille Star**" at the HHLA Container Terminal Burchardkai on 22 August 2006 at the Port of in Hamburg, ZIM Integrated Shipping Services Ltd. has started its fourth service to the USA. The service is being offered together with Italia Marittima, formerly Lloyd Triestino.

The ports of Antwerp, Hamburg, Liverpool, New York and Savannah will be called weekly.

For the new service four ships of 1900 to 2000 TEU are being used. They call at Northern European and American ports in a weekly rhythm.

In addition to this ZIM provides more USA services:

- from Bremerhaven to the US East Coast
- from Hamburg to the US East and West Coast
- from Hamburg by transshipment via Bremerhaven to the US Gulf Ports by transshipment via Kingston.

Thus, at present ZIM offers up to three daily departures from Northern Europe to the USA.

Contact person for the new ZIM service at Hamburg is Mr. Torben Wohlers, sales@zim-germany.com

Background of the shipment development to and from the USA via Hamburg:

Compared to 2004, in 2005 total shipments between Hamburg and the USA have been risen by 1.3 per-cent from 250,386 TEU to 253,554 TEU. With its new service ZIM is contributing to further growth for the Port of Hamburg and to strengthen Hamburg's competitive position.

Oceanteam plans third construction vessel

Oceanteam Power and Umbilical AS (OPUA) is issuing a new bond with a loan amount of NOK 420 million (about US \$64 million).

The proceeds from the bond issue will mainly be used to exercise an option at the Metal Ships & Docks yard in Vigo, Spain for the construction of a third construction support vessel for delivery in the third quarter of 2008. A minor part of the financing will be used to purchase or long term charter a Power Cable Installation vessel on contract.



The newbuild vessel will be 137 meters long and 27 meters wide, with more than 2 400 sq. m of free deck, a deadweight of 10 000 tonnes, 2 x 100 tonnes crane installed and will be able to load, transport and install 7,000 tonnes of flexible product worldwide with a transit speed fully loaded of 15 knots.

Oceanteam Power & Umbilical AS describes itself as a niche services provider focused on servicing, installation, trenching and IMR of flexible pipelines, umbilicals and power cables up to a water depth of 400 meters. It has 48 employees located in Bergen, Aberdeen and Amsterdam. The company's target markets are Oil & Gas, Offshore Renewable Energy and Power Distribution

Olympic Commander chartered by Canyon Offshore

Seascope Offshore reports that Canyon Offshore has chartered the MPSV **Olympic Commander** (MT6016) for 3-5 years from April 2007. The vessel will undergo conversion this winter after completion of a seasonal pipe haul charter with Statoil.

Canyon has also recently extended **Northern Canyon** (UT745) until July 2007 on a contract that originally commenced in 2002.

de Moulin Tide secures charter from Chevron

Tidewater's newbuild anchor handler de **Moulin Tide**, recently delivered by Remontowa shipyard in Poland, has been term chartered for three years to Chevron.

Seabrokers said in the latest issue of its monthly report Seabreeze that the newly delivered 10,000bhp vessel will be working out of Angolan waters.

Maersk to Order 25 Vessels from China

AP Moeller-Maersk AS will order 25 vessels from Chinese shipbuilders including Qingdao Qianjin Shipbuilding Co within the following 12 months, AFX International Focus reported.

Citing a media officer from Maersk's China office, the newspaper said that the world's largest shipping company signed two agreements last week to buy four 1,800 TEU container ships from Dalian Shipbuilding Industry Co Ltd and four 80 DWT tugs from Qingdao Qianjin.

Since 1996 Maersk has bought 75 various vessels from China worth around three bln usd, becoming the country's largest overseas ship buyer.

Shell moves for Magnus

Seabrokers reports that, after an extensive period of high rates for rig moving vessels, Shell EPE has decided to take the bull by the horns and hire another term vessel to conduct in-house rig moves.

Shell currently has 12 rigs on hire, and the hectic rig move schedule has left them at the mercy of the market more often than they would like, hence the timely addition to the Shell fleet.

Magnus is an AHT with 200 tonnes of bollard pull and DP2 and was due to be delivered to Shell by owner Harms Offshore in early September. Said Seabrokers: "This will now give Shell EPE three term rig move vessels, and as a result will reduce spot market exposure, and improve efficiency. Shell EPE are now a European team, thus the vessel will be put to work in UK, Norwegian and Dutch waters."

This will be the owner's third vessel working on a term charter in the North Sea, expanding their reputation of being a quality supplier of offshore tonnage.

Grootste containerschip ter wereld in Rotterdam

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In de haven van Rotterdam vaart in de nacht van dinsdag op woensdag het grootste containerschip ter wereld binnen: de **Emma Maersk**. Het schip van de Deense rederij Maersk Line kan 13.500 containers vervoeren. Vanmiddag om vertrekt de **Emma Maersk** weer.

Bij APM Terminals op de Maasvlakte krijgt het schip een containerlading met bestemming Verre Oosten. Het schip werd in augustus gedoopt in het Deense Odense. De naam is afkomstig van de vrouw van topman Maersk Mc-Kinney Moller, die onlangs overleed.

De **Emma Maersk** is 397 meter lang en 56 meter breed. Het anker alleen al weegt 29 ton. „Vergelijkbaar met vijf volwassen Afrikaanse olifanten,” aldus de website van de rederij. Het schip heeft de paardenkrachten van ruim duizend personenauto's. Maar Maersk is vooral trots op de milieuvriendelijke aspecten van het schip. Het hergebruik van restwarmte bespaart ongeveer 10 procent brandstof.

Het publiek kan de **Emma Maersk** zien als het Rotterdam weer verlaat. Dat kan het beste bij de zogenoemde Papegaaienbek bij de Maasvlakte Olieterminal. Het schip draait daar en vaart dicht langs de kust. Het vertrekt naar verwachting om 15.00 uur.

Cosco In Pole Position

A report from Greece is claiming Chinese shipping giant Cosco has won the race to manage three Greek ports, including Piraeus, reports Tradewinds. The Imerisia daily said Cosco will begin negotiations with the Greek government this month, without citing a source. The deal will include Thessaloniki, the second biggest port after Piraeus, and Iraklion on Crete, which includes the port of Tympaki.

The concession will run for between 20 and 30 years. China's China Shipping Container Lines (CSCL) were also among the runners, as were Hong Kong's Hutchinson Port Holdings, Dubai Ports Authority, AP Moller-Maersk, Zim and Hanjin, other reports have claimed.

MOVEMENTS

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MULTRASHIP

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 Saudi Arabian Royal Yacht **PRINCE ABDUL AZIZ** is visiting Valletta today to receive fuel/stores and she's berthing at Pinto 5.



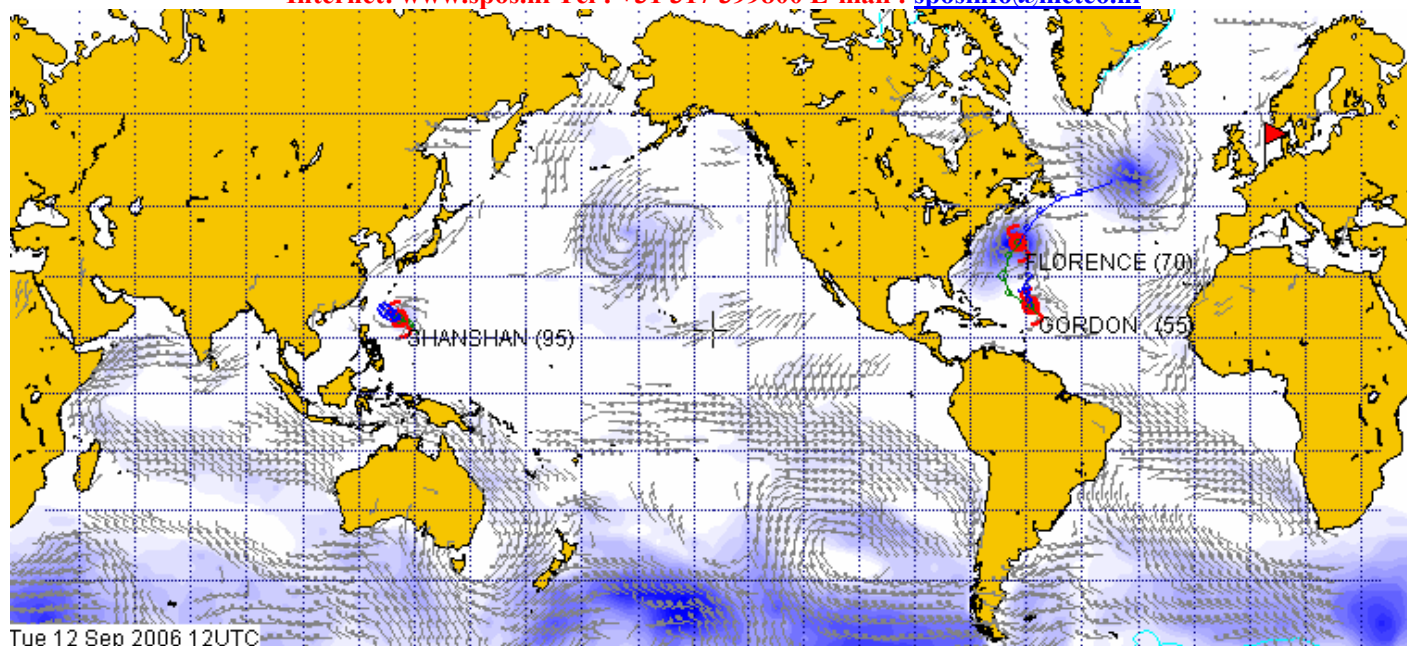
The **YM UNITY** seen arriving for the first time in Rotterdam-Europoort
Photo : Bas van den Bos – RPA 16 ©

MARINE WEATHER

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

.... PHOTO OF THE DAY



The **MERWEDIJK** seen during sunrise shifting from the Amazone harbour to the Alexander harbour in Rotterdam-Europoort.

Photo : Eric Hoogvliet ©

100th Anniversary of the Royal Netherlands Association 'Onze Vloot'

By : Marinus and Maurice van Ginneken



The Royal Netherlands Association '**Onze Vloot**' was founded in 1906 and is committed to affairs which involve the Netherlands as maritime nation. The main issue for this dedication is because we as nation owe our prosperity and freedom for a great important part to the 'Sea'.

This is what the association wants to highlight and share by organising lectures with as subject the maritime infrastructure. Eight times a year members receive a magazine called '**Maritiem Nederland**' containing information on the location of the maritime branch in the Netherlands.

At different times excursions to maritime companies or maritime objects are organised. On august 23rd the association was offered a very special excursion by the Royal Netherlands Navy because of the 100th anniversary. The excursion contained an exclusive sailing journey for at least 150 members from Den Helder to Hoek van Holland with one of the newly buildt LCF-type frigates, '**Hr Ms Zeven Provinciën F802**'.

Everyone invited had to be on board before 10am as we all were welcomed by the ships commander, KTZ M.Stenvert. At 11:00am the **F802** set sail for sea. However, before we reached sea we were treated to a SAR demonstration attended by the navy en Netherlands coast guard.

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After the demonstration and a small appetizer we were ready for 'the grand tour', after all it is not something you experience every day. The tour started in the ships kitchen where we were treated to a traditional meal, better known as: 'Blauwe Hap'. The tour went on and we saw some very interesting places such as the torpedo storage room, the engine room, the command room, the inside of the canon, the bridge and many more.

As the tour ended, the **Zeven Provinciën** was entering Hoek van Holland and a very exclusive experience came to it's end.



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