

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 011



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**Above seen the Belgian tug FIGHTER towing the Hull 210 to be renamed ISLAND VALIANT arrived Valletta for technical stop & fuelling from Tulcea (Romania.)**

**Photo : Lawrence Dalli ©**

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## EVENTS, INCIDENTS & OPERATIONS



**Hull 210 (ISLAND VALIANT)** seen moored in Valletta

Photo : Lawrence Dalli ©

## Hormuz 'normal' after collision

Vessel movement through the strategic Strait of Hormuz has been reported as normal following Monday's collision between a US nuclear submarine and 'K' Line VLCC **Mogamigawa**. According to an unnamed Omani government official, the collision occurred outside Omani waters and satellite images showed no signs of a spill. An official statement issued by the US Naval Central Command in Bahrain confirmed the collision and said the submarine's nuclear propulsion plant was not damaged. "The **USS Newport News** was under water when it hit the oil tanker. Apparently, there were no injuries," said Lieutenant Denise Garcia, spokesman of the US Navy in Bahrain. The double-hull **Mogamigawa** arrived at Khor Fakkan at 1310 yesterday and inspection by a diver commenced two hours later. A 1m x 5m dent was found on the bottom of No 5 ballast tank, with a hole measuring 10cm x 35cm. There were

additional scratches. Temporary repair work was made to stop sea water flowing into the ballast tank. Further inspection was carried out by a diver this morning and a repair plan was to be determined after this inspection.

## Grisly Death

A Russian seaman was killed in a grisly accident Thursday night (11 Jan) after being caught in machinery on board a ship berthed at Tauranga Harbour, NZ. The 56-year-old man was dismembered after it was believed he had become trapped in equipment on board the ship "**Tasman Resolution**".

Emergency services were told of the accident about 11.30pm last night but it is not known how long the man had been trapped before he was found. St John Ambulance were called to the scene but the man was already dead.

"From what I understand, he got caught in some machinery of a crane. There was just his body lying down obviously where he fell. There was nothing we could do," a spokesman said.

He said the man was "badly dismembered" after receiving "major injuries" from a gantry crane used for loading and unloading cargo. He was told the man was a bosun on the ship, responsible for preparing the vessel for stevedores to unload.

Sergeant John Hicks, of Tauranga police, said Victim Support were helping crew members who found the man.

"He was caught in cogs of a crane on board the ship ... it must have been grisly," he said. Port of Tauranga corporate services manager Terry James said staff were shocked by the accident.

"They're all upset and concerned, obviously. I can't say much more than that. "We're certainly shocked. It's currently being investigated by Maritime New Zealand so the details of the accident are pretty sketchy.

The consequences are obvious but what happened is still very much unclear." Inquiries into the exact cause and circumstances of the accident would continue.



## Near Miss at North Sea

A cargo ship adrift in the North Sea, carrying thousands of tons of fertilizer, narrowly missed crashing into two gas platforms, Britain's coast guard said on Friday (12 Jan).

The ship, "**Vindo**", broke down on Thursday in bad weather. Its crew managed to restart the engines as it came within a mile (1.6 kilometers) of the Murdoch gas platform, 75 miles (120 kilometers) off England's eastern Lincolnshire coast, the Maritime and Coastguard Agency said in a statement.

But no sooner had that threat passed than the **Vindo** lost power again and began drifting toward a second platform, the unmanned **Caister**. The ship missed the second platform by 700 yards (640 meters), the coastguard said.

The **Vindo**, carrying 4,200 metric tons (4,600 US tons) of fertilizer, was drifting in open sea Friday morning, waiting for a tug to tow it to a port.



## Finger Points At Sub Standard Skipper

The captain of a United States nuclear submarine was probably to blame for a collision with a Japanese tanker in the Arabian Sea, a Russian naval expert said Tuesday (09 Jan). The **USS Newport News** collided Monday night with Japanese oil tanker **Mogamigawa** near the Strait of Hormuz. The vessels suffered minor damage but no injuries, fuel spills or radiation have been reported.

The incident involving the American submarine and the Japanese vessel in the Arabian Sea was due to intensive traffic of vessels in this region, which demands a high level of caution from captains of navy vessels, in particular from captains of nuclear submarines, the expert said. Most likely, the captain of the American vessel inadequately assessed the underwater and surface situation while the submarine was surfacing.

The collision is not the first between a U.S. submarine and a Japanese vessel. In February 2001, U.S. nuclear submarine **Greenville** ran into and sunk a Japanese fishing vessel near Hawaii, killing all nine people on board the Japanese boat.



Taken from the **ms Zuiderdam** on departure from Fort Lauderdale on 6th January, 2007, the **QM2** funnel 'ablaze' in the sunset.

Photo : Dean Newman ©

## Rice Ship Arrested in India

Exercising its admiralty jurisdiction, the Madras High Court has ordered the "arrest" of a foreign ship, flying the Maldivian flag, berthed at the Tuticorin Port.

Justice K. Chandru granted the plea made by the Pakistan-based Garibsons (Private) Limited and directed the Registry to issue a warrant for the arrest of "**M.V. Asian Express**", formerly known as "**M.V. Ocean Venture**".

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Counsel for the petitioner-company S. Vasudevan and Abdul Quddhose submitted that the vessel was transporting a cargo of 5,500 metric tonnes of bagged rice from Karachi in Pakistan to Illychevsk in Ukraine.

It sailed out of Karachi on August 29, 2006. "The vessel, instead of prosecuting her voyage from Karachi to Ukraine, remained off Jeddah, and clandestinely travelled to Colombo," they submitted, adding that it had offloaded around 4,000 tonnes of rice at Colombo.

The petitioner-company said while it acted properly and in good faith, the vessel owners had acted fraudulently and in bad faith. Even before an arrest order obtained in a Sri Lankan court could be executed, the ship sailed out of Galle with a view to "frustrate and defeat the execution of the order and thereby exhibited complete disrespect and disregard to the orders passed by the court."

Claiming that over \$ 17 lakh was payable by the ship owners, the petition said unless the plea to arrest and detain the vessel was granted it would sail out of the court's jurisdiction. As the 30-year-old vessel had already reached the end of its commercial life and it was likely to be beached, broken and sold as scrap, the court should order that the vessel to be condemned and sold, it said.

The vessel, together with her hull, tackle, engines, machinery, apparel, equipment, stores, articles, things and other paraphernalia, should be arrested and detained by a warrant of arrest, it said.

## DCV Balder to re-start work in Gulf of Mexico in February

Heerema Marine Contractors expects that the Deepwater Construction Vessel (DCV) **Balder** will restart its work in the Gulf of Mexico in the first half of February.



**Balder** has been out of service since December 28th when part of the vessel was flooded. Two thrusters were damaged and water came in via a cooling water pipe. No one on board was hurt during the incident and no harm to the environment occurred.

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The cause of the incident was the inadvertent opening of a cooling water valve during maintenance. Heerema's other DCV, **Thialf**, is en route to the Gulf of Mexico from Brazil and is due to arrive in February. The schedules of both vessels will be optimized to minimize the impact on upcoming projects.

**Balder** will not be fully operational at first so **Thialf** will assume responsibility for some of **Balder's** duties.

### MASTER FINED FOR HAVING NO LOOKOUT

THE master of the 2,652-dwt Norwegian flag cargo ship **Sunna** which grounded on the island of Swona in the Pentland Firth on 2 January has been fined £2,500 (US\$4,893) for not posting lookouts as required by IMO's STCW Code. The chief officer on watch at the time admitted that he had fallen asleep shortly after altering course to transit the Pentland Firth on route to Iceland from Humberside with a cargo of 1900 tonnes of ferrosilicon.

An investigation by the UK's Maritime and Coastguard Agency (MCA) revealed that although the ship only had a crew of seven, the master, Edward Pawlus, had instructed that the seaman were to be used as day workers and not stand a watch.

The ship was re-floated as the tide rose the next morning with the help of an Orkney harbour tug and the Longhope Lifeboat, it was towed into Lyness.



The new **STELLA ORION** of Theodora tankers in Dordrecht seen anchored off Alger, the Bitumen tanker is the former **ETOILE LAVA** built in 2004, purchased during November 2006 by Theodora tankers.

Photo : via Huug Pieterse

## CASUALTY REPORTING

### Stewardess Search

An air and sea search is under way for a woman who has fallen overboard from a Russian ship off the coast of Cornwall. The stewardess fell from the 24,000 tonne bulk carrier "**Vera Maretskaya**", near Falmouth in gale force winds on Thursday morning (11 Jan).

Two Royal Navy helicopters from RNAS Culdrose, the Falmouth and Lizard lifeboats and a coastguard tug were all called to join the search. Falmouth Coastguard is co-ordinating the search seven miles from Falmouth.

A coastguard spokesman said: "Conditions are currently extremely poor with south westerly gale force nine winds.

"We will continue to search for this woman using our search and rescue resources until all search areas are covered."

## Tanker Blaze off Thailand

The crew of a Singapore-flagged vessel had to be rescued by a passing bulk carrier after a fire broke out onboard off the coast of Thailand. The 19 crew members of the 6,089-dwt bitumen & asphalt carrier "**Bitumen Glory**" (built 1985) were plucked from the Andaman Sea by the Romania-flagged "**Valeria**" (built 1976) after the ship went ablaze some 60 miles off the western Thai resort of Phuket, TradeWinds cites Thailand's Andaman News reported.

It is not clear how much damage was caused to the vessel or if there were any injuries from the incident.

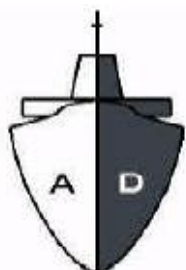
Andaman News also reported that the ship was now on its way to either Penang or Singapore but that the cargo was unknown. Singaporean authorities apparently reported the blaze to Thailand's navy before the "**Valeria**" came to the rescue.

The vessel, which is owned by Singaporean interests, has apparently been involved in two incidents off the Japanese coast in 2003 and 2006, Andaman News reports. The "**Bitumen Glory**" is classed by Germanischer Lloyd and has insurance cover with the Ship Owners' Mutual P&I Association of Luxembourg.

## NAVY NEWS

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The **ATC 131 MOLLEND**O (former **ILO**) seen at Callao anchorage, Typed as a *Buque Transporte de Carga*, (renamed from **Ilo** in **Mollendo** 10-3-2000) is used primarily to carry commercial cargo by the Oficina Naviera Comercial. Engine room flooded during January 1991 off the Spanish coast while carrying 11,000 tons of sugar, and she has had numerous engineering problems since.

Photo : Sandra Alvarez ©



## Military to Buy British Submarine Rescue Ship

In an effort to bolster its maritime rescue operations, South Korea has recently agreed to buy a British-made rescue submarine for 20 billion won (\$21 million), defense procurement officials said Tuesday.

The deal struck by the Defense Acquisition Program Administration and the British defense contractor, James Fisher Defence Limited, is part of the South Korean Navy's bid to create an independent submarine rescue command by 2015, the officials said.

The submarine, ``DSAR-5," is capable of locking onto the hatch of a stranded submarine and transferring up to 16 people in waters as deep as 300 meters before returning to the surface, the officials said.

South Korea plans to speed up its preparation for the separate rescue command by purchasing eight more of the 1,800-ton submarines by 2014, the officials added.

## SHIPYARD NEWS

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## Aker re-engines links with Celebrity

Aker Yards France is working hard to build its relationship with Celebrity Cruises and hopes the installation of Aker-built Wärtsilä Diesel engines in two of the four Millennium-class vessels will help. Aker took over Alstom-Chantiers de l'Atlantique last year at a time of tension between Alstom and Celebrity over problems with podded propulsion units. Now the French ship and engine builder is constructing diesel engines to be installed into Celebrity's Millennium and Constellation at Sobrena ship repair yard in Brest, France, in April and May. The new engines will enable Celebrity to make considerable cost savings by burning fuel oil in port instead of expensive diesel oil. Four Millennium-class ships built by Alstom-Chantiers de l'Atlantique between 2000 and 2002 were powered by Co-Gaz Electric Stream engines, featuring General Electric gas turbines burning diesel oil. Aker is confident it will also win the contract to install diesel engines on the third and fourth ships in the series, the **Summit** and **Infinity**; Royal Caribbean's Radiance-class ships – **Brilliance of the Seas**, **Jewel of the Seas**, **Radiance of the Seas** and **Serenade of the Seas** – are also to have a diesel engine installed.

## Aker Yards in Vietnam OSV yard venture

Aker Yards is taking a strategic position in the fast growing Asian market for offshore vessels by setting up a shipyard in Vietnam.



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The shipyard will be a joint venture between Aker Yards (70%) and Amanda Group (30%). The Amanda Group with headquarter in Singapore has extensive industrial experience in Vietnam.

The shipyard will be located in Vung Tau, centrally located in the heart of Vietnams growing offshore operations. The new yard in Vietnam will strengthen Aker Yards ability to serve its international customers in the region.

Aker Yards will invest \$16 million over a period of three years. The yard will deliver the first vessel in 2009, and will in full operation have an annual capacity of 3-4 vessels, dependent on type and size.

### Aker in \$1 billion Smart FPSO deal

Aker Floating Production ASA (AKFP) has signed a Letter of Intent with a non disclosed client for the provision and operation of the FPSO Aker Smart 1 together with associated subsea equipment for an oil and gas field offshore India. A five year FPSO charter contract running from February 2008, with purchase options, and subsea hardware and installation contracts will generate estimated revenues for the Aker Group of approx. US\$ 1 billion, or about NOK 6.35 billion, of which approx. US\$ 600 million represents the FPSO lease part.



Aker Floating Production's business is to own, operate, and charter out converted tankers equipped for offshore oil and gas production and storage.

The FPSO Aker Smart 1 is currently being converted at Singapore's Jurong Shipyard under a contract that will see the two NASSCO-built former ConocoPhillips tankers Polar Alaska and Polar California become the first two Aker Smart FPSO's. Both ships were acquired last June for \$55 million en bloc. A third ship is also under conversion at Jurong.

The concept behind the Aker Smart FPSOs is to convert existing tankers based on a flexible modular design that allows functions to be added offshore and enables AKFP to start building its FPSOs before it has secured a lease contract--giving clients an opportunity to produce earlier.

The charter contract for FPSO Smart 1, including options, will have a duration of five to ten years with first oil 15th February 2008. The client has an option to buy the FPSO at different stages during the contract period. The FPSO Aker Smart 1 will operate offshore India in 1100 to 1400 meters water depth.

"We are very pleased to have been given this opportunity, says Aker Floating Production President and CEO Svein Olsen, as this is a strong example of Aker Group of Companies ability to cooperate in providing total field solutions. Aker Kvaerner will be responsible for the provision of the sub-sea facilities, while at the same time undertaking the mooring installation and hook-up of the FPSO through its subsidiary Aker Marine Contractors AS.

FPSO Aker Smart 1 has a daily production capacity of 60,000 barrels of oil, while substantial gas treatment, injection and export facilities will be installed with 3 million cum (or 100 million cuft) per day compression capacity. To meet field specific needs, Aker Floating Production expects to invest USD 300 million in addition to the base cost of the generic FPSO Aker Smart 1.

## IHC Holland Merwede gains access to more capacity

IHC Holland Merwede, which is currently building a number of pipelay, construction and dive support vessels for various customers in the offshore industry, has announced that the Group has decided to rent the former Alblas Scheepsbouw BV shipyard on the river De Noord in Hendrik Ido Ambacht, thus gaining access to still more capacity.

The staff at the Alblas yard joined IHC Holland Dredgers in Kinderdijk a while ago, but continued working at Hendrik Ido Ambacht.

The Group said it intends to use the IHC-Alblas facility to build sections for the other IHC yards in the group, and in time the slipway (which measures 90m x 25.3m) could also be used again.

The yard has a cutting hall, a preparation hall, a section hall and an office, and IHC is also renting the fitting-out quay – which is some 110m in length, making it a valuable addition to the four covered slipways it can now use for newbuildings, at Kinderdijk, Hardinxveld-Giessendam, Krimpen aan den IJssel and Sliedrecht.



The tug **SALVALOUR** – Photo : Mike Skinner ©

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The **BERTI K** – Photo : Joerg Eden ©

## **GWU to hold meeting for Tug Malta workers**

The General Workers Union (GWU) has warned it could instruct industrial actions at Tug Malta should the company's management persist in not replying to the proposals made by the union for the workers' collective agreement.

In this regard, the Maritime and Aviation Section of the GWU will be holding a meeting for its members who work at Tug Malta on Tuesday, during which the workers will be informed of the latest developments.

The union will also inform the workers on any actions that might be taken in order to safeguard their interests should the management not make the counter-proposals.

## **Antwerpse haven moet groter deel Chinese staalexport binnenhalen**

"De volgende jaren zal China jaarlijks 45 miljoen ton staal extra produceren. Dat is de jaarlijkse productie van Duitsland. Wij moeten als haven de ambitie hebben om een groter deel van de Chinese staalexport naar Europa te halen."

Dat zei Paul Valkeniers, gedelegeerd bestuurder van CEPA, dinsdagavond tijdens de gezamenlijke nieuwjaarsreceptie van CEPA en Alfaport in het Hilton hotel van Antwerpen.



Valkeniers vindt de tijd rijp om de komende jaren, naar het voorbeeld van onder meer de Nederlandse haven Rotterdam, de "markt agressiever te benaderen en de troeven van de Antwerpse haven beter aan de man te brengen." Voorwaarde is echter dat de Vlaamse zeehavens bereikbaar blijven en daarvoor zijn een aantal infrastructuurwerken broodnodig. "De inkomsten van Vlaanderen zijn de voorbije jaren fors toegenomen maar de investeringen in infrastructuur zijn in relatieve termen gedaald. Wij roepen de Vlaamse regering nogmaals op om die trend te keren", aldus Valkeniers.

Toch mogen de bijkomende infrastructuurwerken geen nadeel vormen voor de gebruiker ervan. Valkeniers haalde het voorbeeld aan van de Liefkenshoektunnel waar de tolgelden "concurrentieverstorend" werken. "Wij herhalen dan ook onze vraag om havengerelateerd verkeer in de toekomst vrij te stellen van tol op zowel de Liefkenshoektunnel als de Oosterweelverbinding", herhaalde Valkeniers.

Vlaams minister-president Yves Leterme, die ook aanwezig was op de nieuwjaarsreceptie, riep tot slot het havenbedrijf op om werk te maken van samenwerking met de drie andere havenbedrijven in het land. "Gebrek aan samenwerking tussen onze zeehavens is een bedreiging voor de slagkracht van de Vlaamse logistieke poort. Ik roep onze vier havenbedrijven met aandrang op om hier werk van te maken. In samenspraak met minister Peeters wil ik hier de eerstvolgende weken en maanden zelfs de eerste stap voor zetten", besloot Leterme. Vanuit Antwerpse havenkringen werd daar alvast instemmend op gereageerd.

## Shanghai moved 20% more boxes in 2006

Shanghai, China's busiest container harbour, moved 20 per cent more containers last year, as the nation's increasing trade boosted demand for sea traffic. Shanghai port's volume rose to 21.7 million 20-foot standard boxes in 2006, the local authority said in a statement which appeared on its website. Total cargo that was handled by the port increased 21 per cent to 537.4 million tons.

China's trade surplus probably swelled 74 per cent to a record US\$177 billion last year, according to the median estimate in a Bloomberg News survey of 20 analysts.

Exports to the United States and other overseas markets have made Shanghai the world's third-largest container port after Singapore and Hong Kong.

Shanghai handled 1.92 million containers in December, a 23.2 per cent increase from a year earlier. Cargo volume rose 19 per cent to 46.4 million tons.

Shanghai International Port (Group) Co, the operator of the Shanghai port, is in talks with overseas companies including PSA International Pte and Hutchison Whampoa Ltd about investing in the third phase of Shanghai's Yangshan Port, president Chen Xuyuan said on Dec 7.

The new US\$16 billion port will double the city's container capacity. It boasts a depth of 16 metres, double the city's old ports, which is big enough to accommodate the world's largest container vessels. The port is on the East China Sea and is linked to the mainland by a 32.5-kilometre bridge.

Singapore, which overtook Hong Kong as the world's biggest container port last year, handled 22 million boxes in the first 11 months, 6.6 per cent more than a year earlier.

Throughput in Hong Kong rose 3.5 per cent to 21.4 million containers during the first 11 months.



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## Fears over P&O's Bilbao route

An announcement is expected next week regarding the future of P&O Ferries' Portsmouth-Bilbao route against the background of growing fears that it might be axed. The vessel employed on the route, the **Pride of Bilbao**, is chartered from Irish Ferries' parent, the Irish Continental Group, and the current charter period ends in October. Both parties are required to make clear their plans in terms of whether P&O wishes to continue the service or whether ICG is open to the ship continuing to be chartered out. There are reports that P&O is only breaking even or at best making a small profit on the route. If ICG does not want the ship back, the future could hinge on agreeing a charter rate that reflects the economic situation and the increased competition on the northern Spain-UK route from Acciona Trasmediterranea and Brittany Ferries. This will be the first ferry-related challenge for DP World, the new owner of P&O following their take over last year.

## LR TO CLASS CANADIAN CRUISE SHIP

LLOYD'S Register (LR) is class a Canadian-built cruise ship newbuilding. Pearl Seas Cruises LLC has selected LR for classification and design appraisal services for the new 300 ft long vessel which will carry about 165 passengers to destinations worldwide, beginning in 2008 with the Canadian Maritimes and the Caribbean.

The ship will feature the latest navigation and communication technology and will meet stringent regulations for safety, fire prevention and detection, and stability. Classification and design support services will be provided by Lloyd's Register Group offices in Miami, Toronto, London, and Halifax and will include review and approval of plans for the ship's structure, machinery, safety equipment, and navigation and control systems as well as on-site supervision during construction.

"This is our first vessel for the international cruise trade, and we chose to work with Lloyd's Register for its vast international experience," says Charles A. Robertson, Chairman and CEO of Pearl Seas Cruises and its affiliated maritime companies. "We are confident that Lloyd's Register's systematic approach to design appraisal will help ensure our ship meets all the relevant regulations and design requirements."

Meanwhile LR Group has appointed Lloyd's Register EMEA director Richard Sadler as chief executive officer, taking over the executive responsibilities of executive chairman David Moorhouse. An LR statement says: "The appointment will come into effect on July 1, 2007, with transfer of day-to-day operational responsibilities to Sadler beginning immediately, such that by July he will have full executive responsibility for the organisation. Moorhouse will remain a vital part of the Lloyd's Register Group as its Chairman."

## MOTIA'S TWO NEW PRODUCT TANKERS

ITALY-based tanker operator Motia Compagnia di Navigazione has taken delivery of two 35,000 dwt IMO Type II chemical/product tankers. The vessels, named **Alice** and **Aurora**, were built by Korea's STX Shipbuilding Co and will enter service with the Handytankers pool.

Antonio Zacchello, managing director of Motia, says, "We are proud to welcome these two new vessels to our fleet. They are visible evidence of our commitment to provide top quality charterers with the safest, cleanest and newest tonnage available. Our US\$700m newbuilding programme includes nine more product tankers from China, ranging from 38,000 dwt up to 74,000 dwt, two panamax bulk carriers from Japan and three more aframaxs from China - all due for delivery between 2007 and 2009. At the end of the newbuilding programme the Zacchello Group will be controlling about 62 ships including a fleet of 16 long-term time chartered ships, in addition to 50 per cent of the ten SynerGas gas carriers."

The Italian-flag **Alice** and **Aurora** will be managed from Venice by Motia. The 180 m LOA vessels have six pairs of coated cargo tanks with a total cargo capacity of 45,000 cu m served by twelve single stage submerged hydraulic self-stripping centrifugal pumps providing a total discharge capability of 2,700 cu m/hr with six segregations. The STX MAN B&W 6S50MC-C main engine provides 10,965 BHP at 85% MCR to give a service speed of 14.6 knots.

## Sealion orders again in China

Sealion Shipping Ltd has announced that, on behalf of Toisa Ltd, two new orders having been placed with Wuchang Shipyard in China. The first order placed is for the construction of three VS4616 design AHTS, whilst the second order is for two DP2 ROV improved support versions of the VS483 (Mk 3) design of large PSV.

"The AHTS order demonstrates the clear intention of Toisa to increase its capability in this market and comes on top of the three VS4612 (D-Class) AHTS vessels that have already started to be delivered by the same yard. These new vessels will be operated world-wide and will help to meet the demand for higher horsepower AHTS vessels. The first vessel will deliver to Toisa in September 2010 with the following two vessels delivering at six month intervals thereafter," said the company in a statement.

The PSV/ROV Support vessel order is in addition to the three VS483 (Mk 3) large PSVs already under construction at the same yard.

These two new vessels will retain similar cargo capabilities to the current order but will in addition have DP Class 2 and additional accommodation for a total of 60 persons. The vessels will also be pre-prepared for the installation of a 50 tonne crane and a helideck. These features will allow the two vessels to operate in both the supply and ROV vessel markets.

The first vessel will deliver to Toisa in August 2010 with the following vessel delivering six months later.

Op 14 februari 2007 organiseert **Vereniging Holland Marine Equipment** het seminar '**Snelle(re) schepen**'. In dit seminar krijgt u inzicht in de ontwikkelingen van snelle(re) schepen, de gevolgen voor apparatuur aan boord en reeds opgedane ervaringen. Tevens komen de beperkende menselijke factoren aan bod, waarvoor de techniek een oplossing zou moeten bieden.

Voor meer informatie verwijst ik u graag naar de bijlage, waarin u tevens het programma en uw inschrijfformulier aantreft. U kunt zich tevens digitaal aanmelden via de website

([http://www.hme.nl/Activiteiten/Seminar Marktinzicht Snelle re Schepen/Default.aspx?catId=2&rId=60](http://www.hme.nl/Activiteiten/Seminar_Marktinzicht_Snelle_re_Schepen/Default.aspx?catId=2&rId=60)).

**HOLLAND MARINE PROJECTS BV**

## New Brostrom Vessel to Be Named

On Wednesday 17 January the vessel "**Bro Distributor**" will be named by Sweden's Minister for Enterprise, Energy and Communications Maud Olofsson at a ceremony in Goteborg.

The vessel, of 14,900 dwt, is the third one in a series of four D-class vessels built at a shipyard in China. The vessels are a new generation of product tankers according to Brostrom's own design and specification, which is developed in dialogue with the company's customers.

The D-class vessels are the first tankers built according to the classification society DNV's "Clean Design" class. Qualification for this class requires reduced emissions to the air and sea during operation as well as in the event of an accident. The vessels are equipped with twin propulsion systems which enhance safety in narrow and heavily trafficked shipping lanes.

The first of Brostrom's four D-class vessels has been named "Ship of the Year 2006" by Lloyd's List, the internationally leading daily journal of the shipping industry. As a basis for its decision the jury studied a range of factors, including innovativeness, safety, environmental aspects and operational efficiency.



"**Bro Distributor**" is flying the Swedish flag and is the seventh vessel during last year that Brostrom has decided to operate under the Swedish flag. Brostrom's current commercial fleet amounts to 79 product and chemical tankers and 14 additional vessels are on order by Brostrom and its partners.

## **Damen Wins Tug Deal**

Dutch owner Femcoborg has ordered two tugs for operation at the Rosneft oil terminal in Murmansk, Russia. Damen Shipyards in Gdynia, Poland, will deliver the ASD 2810 vessels in May and August 2008.

Femcoborg is the joint venture between Dutch shipowner Wagenborg and Rosneft subsidiary Femco, based in Moscow. No price was given for the contract.

Last month, Unisea Shipping of the Netherlands returned to Damen for a pair of multipurpose (MPP) containerships for delivery in 2008.

## **MOVEMENTS**

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The **ARIES GAS** seen at approaching Callao port

**Photo : Henk Doornhein ©**



The **WALKA MLODYCH** seen in Amsterdam – Photo : Piet Cevat ©

## AIRCRAFT / AIRPORT NEWS

### Reclame moet kosten controle luchthaven betalen

Om de steeds stijgende kosten van de veiligheid in de Amerikaanse luchthavens de kop in te drukken, zal op de bodem van de fouilleerbakken reclame geafficheerd mogen worden.

Het gaat om de bakken waarin de reizigers hun schoenen, gsm's, laptops, uurwerken en dergelijke moeten deponeren alvorens door de metaaldetector te stappen.

Voor een luchthaven zoals die van Los Angeles betekenen de bakken een jaarlijkse meerkost van 250.000 dollar

### Wreckage of crashed jet liner found in Indonesia

Parts of a jetliner that crashed while carrying 102 people were found by fishermen or washed to shore Thursday in northeast Indonesia, 10 days after the plane disappeared in stormy weather without a trace.

Though no bodies or survivors were found, family members said they were relieved as a section of the Boeing 737's tail, parts of the cockpit, seat and fuselage were pulled from waters off Sulawesi Island's western coast.

"I cried when I heard, but I am now relieved," said Rosmala Dewi, whose daughter was a stewardess on the Adam Air flight that vanished New Year's Day, baffling crash investigators and sparking a massive search.

"At the very least, we now have a sign (where the aircraft fell)."

With no emergency locator beacon to guide rescuers, nearly 3,000 soldiers, police and civilians were deployed across a huge swath of Sulawesi's dense jungles, while sonar-equipped ships and planes spent days scouring the seas.

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After several false sightings, including one that prompted authorities to wrongly claim the plane's wreckage had been found with a dozen survivors, a fisherman pulled the tail's stabilizer from waters 300 meters (yards) off Sulawesi's coast.

Eddy Suyanto, the head of search and rescue operations, said Thursday the serial number on the tail confirmed it was part of Adam Air Flight KI-574.

Hundreds of people flocked to beaches close to the coastal town of Parepare, watching and in some cases joining in as soldiers, police, marines and fishermen searched the sea and combed the shore.

A piece of a chair that said "fasten seat belt," a food table and part of a tire were among the objects handed over to authorities.

The jetliner left Java island for the North Sulawesi provincial capital of Manado on Jan. 1. The pilot twice changed course after battling 130 kph (80 mph) winds, but did not issue a mayday or report technical difficulties before dropping off the radar as it approached the western coast of Sulawesi.

News that the plane's wreckage had been found comforted relatives.

"Dead or alive, I just hope they find my brother," said Eki Rumaser, among dozens of anguished family members who have been waiting at airports and hotels since the plane disappeared.

On Tuesday, authorities said a Navy ship had detected large pieces of metal on the seabed off Sulawesi, north of where debris washed up Thursday, but were unable to say whether they were from the downed plane.

The USNS Mary Sears, which has sonar and satellite imagery capabilities, was taking part in the probe. But it was not clear if it would be able to definitely state what the metal was because of the water's depth.

Local fisherman told authorities they had spotted a low-flying, unstable aircraft in the area but lost sight of it after hearing a loud bang.

Suyanto said wreckage from the plane could have drifted hundreds of kilometers (miles) over the last 10 days.

Three Americans - a man from Oregon and his two daughters \_ were among the plane's 96 passengers. They were believed to be the only foreigners on board.

Adam Air is one of dozens of budget carriers that sprang up in Indonesia after the industry was deregulated in the 1990s. The rapid expansion has led to cheap flights throughout Indonesia, but has raised concerns about maintenance.

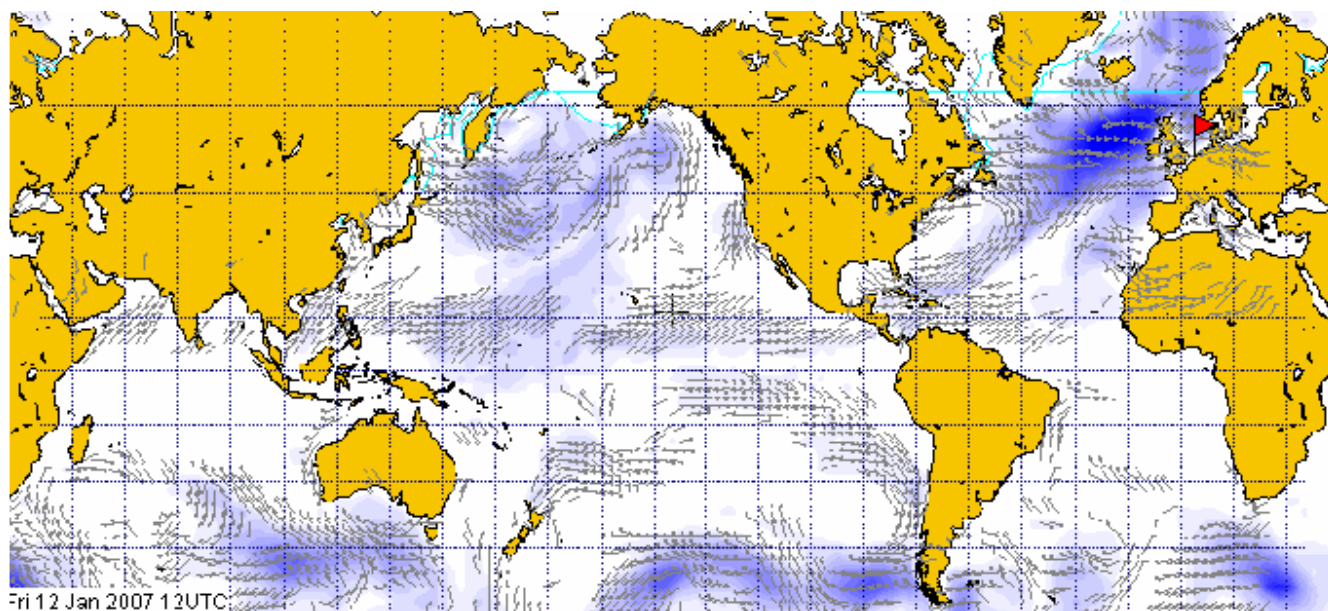
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

## .... PHOTO OF THE DAY ....



The pilot tender **APOLLO** seen operating at the Westerscheldt River  
Photo : Willem Kruit ©

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