

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 022



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

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HAL's AMSTERDAM visited during her "around the world cruise" the port of Callao (Peru) and made a stop-over of 2 days, the Amsterdam departed Monday evening, bound for the Easter Islands.

Photo : Piet Sinke ©

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EVENTS, INCIDENTS & OPERATIONS

Inchcape Angel's Guardian

The Mission to Seafarers in Dubai, part of the international organisation that cares for seafarers regardless of race or religion in over 300 ports around the world, has announced that Dubai-based Inchcape Shipping Services (ISS), owned by Istithmar PJSC, has signed a Memorandum of Understanding (MOU) to manage and operate 'The Angel', the seafarers' support vessel, currently under construction in Dubai.

Chris Stone, ISS Middle East Regional Managing Director said, "The welfare of all seafarers is fundamental to our corporate social responsibility and this represents a significant investment. We are delighted to be able to contribute towards such a worthwhile cause by offering our services free of charge to ensure that 'The Angel' will be operational well into the future."

The aim of the Angel Appeal is to raise over US\$ 1 million to build and equip the vessel appropriately named 'The Angel' to support some of the estimated 140,000 seafarers using anchorages off the East Coast of the UAE each year.

Between 100 to 150 ships can be offshore at any given time and many seafarers cannot afford or do not get the opportunity to come ashore sometimes for months at a time, leading to isolation and loneliness, which 'The Angel' is designed to alleviate. Reverend Stephen Miller of The Mission to Seafarers in Dubai, commented, "This is an exceptional commitment by Inchcape Shipping and is indicative of the support we have received so far from the UAE business community. ISS is the world's largest marine management services provider and their expertise will now secure the long-term future of 'The Angel'.

The customised vessel, constructed by Albwardy Marine in Al Jadaf, Dubai, is due to be launched at the end of February. The vessel boasts an Internet Café, a library with both educational and entertainment DVDs and books, a medical clinic with a fully trained paramedic, access to telecommunications and pastoral and spiritual support with a dedicated Welfare Officer. The service will operate by sailing out to the ships using the East Coast Anchorage at Fujairah, allowing seafarers to step off their ships for a period of rest and relaxation as well as education and support. Following the order for 'The Angel' which was placed in February 2006, a VIP reception was organised where, as a unique gesture of good luck, a rare 50 Fils coin dating back to 1971, the year the UAE was formed, was ceremoniously placed on to the keel.

The Angel Appeal has so far raised US\$ 850,000, still US\$ 150,000 short of its million dollar target, to build and fully equip the vessel. To this end, further activities have been planned, such as a Fun Day organised at the Al Aqah

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Meridien in Fujairah on Friday 26th January. In addition a gala dinner has been arranged at the Fairmont Hotel in Dubai on the 10th February.



The editor of the shippingnews clippings **Piet Sinke** seen with a part of the "navigation" officers team of the **Amsterdam**, all regularly readers of the daily newsclippings !!
Guys, thanks for the hospitality and the lunch onboard, it is appreciated !!!

Crews To Remove Fuel from Listing Container Ship

Scavengers on the beach in southwest England and carted away motorcycles, wine barrels, car parts and tennis shoes spilling from a container ship damaged in recent storms and listing about a mile off shore. The British cargo ship was deliberately run aground close to the Devonshire resort of Sidmouth, 165 miles southwest of London after it was damaged during a storm Thursday. Its crew of 26 was rescued. French officials said that of the 41,700 tons of merchandise, 1,700 tons were considered dangerous, including battery acid and flammable material. The containers also hold motorcycles, car parts, oak barrels and household possessions being moved to new homes.

Oil and other toxic materials leaking from the ship threatened Sidmouth and Branscombe beaches, part of 95 miles of coast designated by UNESCO as a World Heritage site because of the rich fossil beds found along the shore. Small fishing ports along the Devon and Dorset coast rely on the tourist trade to survive.

At least 200 containers went overboard, including three carrying toxic materials such as battery acid and perfume. Tony Redding of Zodiac Maritime Agencies, manager of the stricken **MSC Napoli**, said that some oil had leaked from the ship but the main tanks were secure. The Royal Society for the Protection of Birds said some birds affected by oil had been rescued. Booms were placed in the River Axe and River Brid to prevent fuel getting into the fresh water system.

British beach near listing ship sealed off after scavengers loot spilled containers

Police set up roadblocks and contractors erected fences Tuesday to prevent scavengers from reaching beached containers washed off the deck of a cargo ship stricken during a recent storm.

Treasure hunters were largely kept away from southwest England's Branscombe beach a day after thousands braved rising tides and gale force winds to pick through the **MSC Napoli's** waterlogged cargo. Police condemned the looting as despicable, but said they had no grounds for arresting the scavengers.

"No matter what people think about it, there have been no public order offenses, and people are going about it in a good-natured way," Devon and Cornwall police spokesman Terry Hodgson said. Under British maritime law, the public is entitled to gather wreckage from shipping disasters on condition they declare it to a British office which handles the return of such lost property and they hand it in within 28 days. If they do not, they could be charged with theft.

Fewer than 30 police officers were patrolling the beach Monday while the looting was under way. But they had no legal grounds to intervene, Hodgson said. Instead, they took names and other information of some of those sifting through the wreckage.

Police said some of the items had already begun appearing on eBay.

"Frankly, the scenes that I witnessed on the beach late last night were despicable," said Mark Rodaway, the official in charge of keeping track of such wreckage. "I spoke to a Swedish woman this morning who witnessed, on television, family heirlooms that were cast aside," he said. "There was no intent to store those goods faithfully and there was no intent to return them to their owners."

Authorities had no legal grounds for closing the beach until the contractors arrived, British Coastguard and Maritime agency spokesman Peter Conley said. Now that the beach has been declared a work site, scavengers can be arrested for trespassing.

The British cargo ship was deliberately run aground close to the Devonshire resort of Sidmouth, 165 miles southwest of London, after it was damaged during a storm Thursday. Its crew of 26 was rescued, but more than a hundred containers were knocked overboard.

Dutch salvage company Smit, a contractor for the ship's owners, managed to plug a leak in one of the ship's smaller fuel tanks. They welded metal plates over a fissure which had released 60 tons of engine oil off the coast, 95 miles of which is designated by UNESCO as a World Heritage site.

None of the slick has yet reached the shore, although more than 900 seabirds have been coated by oil and will likely die, according to the Royal Society for the Protection of Birds.

Smit has also begun draining the ship of thousands of tons of fuel, using specially heated tubes to suck the viscous oil into a nearby tanker, the **Forth Fisher**. The process is expected to last through the weekend.

Once the fuel is removed, two crane-equipped barges will arrive to pluck the ship's 2,291 containers off the deck one by one, and ferry them toward their final destination

Cubans picked up by CORAL PRINCESS

Sixteen Cuban refugees picked up at sea by a cruise liner are now in the custody of authorities.



The Captain to the "**Coral Princess**" cruise ship made a detour at sea to pick up the Cuban refugees that were 28 miles off the coast of Cuba. The Cuban immigrants were picked up at sea from a disabled wooden boat at around 5 p.m. The Coral Princess was en route from Cozumel to Port Everglades when the disabled vessel signaled the "**Coral Princess**".

Photo : Willem Kappert ©

A passenger on the "**Coral Princess**" caught the rescue on video. "They were frantically waving their hands in the water, and it took awhile for the rescue teams to get out to them," said Al Charmelo.

The **Coral Princess** notified the U.S. Coast Guard who asked them to pick up the passengers. While onboard, the refugees received food, clothing, a medical assessment and treatment. The **Coral Princess** said that none of the immigrants were seriously ill.

The Coast Guard dispatched one of their vessels to meet the cruise liner. The refugees were transferred to the Coast Guard and the cruise ship continued to the Port Everglades.



Bag Polluters fined

A unique, single piece of rubbish found floating off a Queensland beach has led to a \$23,000 littering fine for the owners and master of a Russian ship.

The Far Eastern Shipping Company and master Alexey Gubar of the container vessel "**Khudozhnik Zhukov**" pleaded guilty yesterday in Brisbane Magistrates Court to polluting a beach with a large plastic bag at Teewah Village, near Noosa, on Queensland's Sunshine Coast in February 2005.

They were charged with illegally disposing of garbage (plastic) in the sea under commonwealth legislation. The Far Eastern Shipping Company was fined \$20,000, while Mr Gubar was fined \$3000.

A fisherman had found the bag floating in the ocean just off the beach, and an Australian Quarantine and Inspection Service numbered seal allowed it to be traced to the Russian vessel, where it had been used to seal meat products.

Australian Maritime Safety Authority chief executive Clive Davidson said the case sent a clear message that no amount of ocean pollution could be tolerated.

"This is a significant fine for a single plastic bag and emphasises the importance placed on protection of the environment," he said.

Coast Guard Responds to Damaged Oil Wellhead in Bayou Report

A ruptured oil wellhead here discharges a 90-ft. stream of sweet-medium crude oil Sunday, Jan. 21, 2007. The Coast Guard is working with contractors and local, state and federal agencies to contain and cleanup the spill. U.S. Coast Guard photograph courtesy of Air Station New Orleans personnel.



The Coast Guard is working with local, state and federal agencies today to respond to an oil spill in Bayou Perot La. The oil spill is the result of a damaged sweet medium crude oil wellhead near mile marker 20 of the Gulf Intercoastal Waterway, which was discovered shortly after midnight Saturday. Crews from Coast Guard Sector New Orleans, and Marine Safety Units Morgan City, La., and Houma, La., are responding to the spill. The owner of the well, ExPert Oil & Gas LLC of Covington, La., is working with Environmental Safety and Health Consulting and Training Group (ES&H) and Wild Well Control to locate and secure the source of

the spill and to conduct cleanup operations. More than 3,200 feet of oil containment boom has been deployed to prevent the oil from spreading, although it has not yet been determined how much oil has entered the water.

HH-65 Dolphin helicopter crews from Coast Guard Air Station New Orleans conducted two overflights Sunday to monitor and assess the situation. The captain of the port for the Port of New Orleans has closed the GICW between mile markers 16 and 35.

Ghana: Mysterious Death At Takoradi Harbour

THE Takoradi Port this week Tuesday mysteriously recorded the death of an unidentified fifty-eight year old individual whom together with two others were working on a Syria Damascus based vessel docked at the harbour.

The vessel named **Diana Muhuid** was said to be concealing teak trees in one of the hatches of the vessel. Information has it that the death of the unidentified individual came after the deceased together with two others were believed to have missed their way to one of the hatches in the vessel they were supposed to have work on.

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The information also has it that though the three were to work on hatch one and three out of the five hatches in the said vessel, they rather found their way to hatch four in the same vessel, which the said teak trees were said to be chemically concealed.

The Takoradi Harbour Police Commander, Mr. George Otinkorang confirmed the story and added that as soon as the door of the mentioned hatch was opened, the three in the process inhaled the vapour stored in the said hatch leading to the death of the unidentified deceased on the spot and the two others felling unconscious in the process.

He said the traditional process has been that the vessel should have been opened for a day to allow the vapour stored in the hatches fade out but that was not done. The Police Commander said the said hatch where the deceased found his untimely death was a tunnel and twenty-four yards away from the entrance of the vessel. He said the body of the deceased has since been deposited at the Takoradi Hospital awaiting postmortem. According Mr. Otinkorang, though the Police have taken statements from both the Captain of the vessel and the two others he named as Francis Botchwey and Ekow Wayafari who felt unconscious as a result of the inhalation of the vapour, there was no room for foul play on the part of the Captain of the Vessel.

However, the vessel he noted would not be allowed to move if the Police had not concluded their investigations into the case.



The **OOSTVOORNE** seen discharging engines at the Damen-Galati shipyard

Photo : Huib Lievense ©

CASUALTY REPORTING

56-inch crack in hull forces Chinese ship to stop in isles

The 485-foot Chinese cargo ship **Tong Cheng** was forced yesterday to make an unscheduled stop here to repair a 56-inch crack on its hull below the waterline. Coast Guard Petty Officer Russ Tibbets said it was not immediately known how long the repair will take.

Its crew of 26 will not be allowed to leave the ship while it is anchored off Honolulu Airport's reef runway. Tibbets said the ship's cargo consists of steel, plywood, diesel engines, PVC resin, clothing and ammunition. The ship had left South Korea and was on its way to the Caribbean.

The ship is owned by the Shanghai Ocean Shipping Co. It notified the Coast Guard on Jan. 13 that rough seas on Dec. 26 had damaged its No. 2 cargo hold below the waterline on its port side.



A Coast Guard C130 aircraft and an assessment team were dispatched to the **Tong Cheng** to conduct a preliminary assessment of the damage and to determine if there was any pollution as a result.

Tibbets said a sheen of oil was initially observed Friday when the cargo ship was 75 miles west-southwest of Honolulu. However, the source could not be identified, he said, and nothing else was reported after the first sighting.

On Sunday a team of technical experts and divers from the Coast Guard's salvage engineering response team, Navy Mobile Diving Salvage Unit One from Pearl

Harbor, and commercial companies assessed the damaged hull and placed a temporary patch, Tibbets said.

Offen Ship Grounds in France

A Maersk-chartered container vessel grounded in the French port of Le Havre on Tuesday, reports TradeWinds.



The **MAERSK DENTON** seen under her previous name **P&O NEDLLOYD MAIRANGI**

Photo : Frits Janse ©

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The 4,112-TEU "**Maersk Denton**" (built 2002, previously "**P&O Nedlloyd Mairangi**" and "**Santa Rufina**") ran aground at about 07:00 local time as it was preparing to set sail for New York.

Three tugs were dispatched to try to re-float the ship during high tide. The ship was eventually freed at 09:00 on Tuesday.

There are no reported injuries and the ice-strengthened vessel, which is owned by Claus-Peter Offen of Germany, did not sustain any damage. There was no pollution as a result of the incident.

The vessel is being subjected to routine inspections by authorities in charge of maritime affairs in this part of the English Channel and the North Sea.

When TradeWinds contacted Offen's Hamburg office on Tuesday it was told there was nobody available to comment on the situation until next week and that no external company handles press enquiries.

The Germany-flagged **Maersk Denton** is classed by Germanischer Lloyd and has insurance cover with the Standard P&I Club.

Ship Blaze off Japan

All 10 Chinese crew members have been rescued from a burning general cargo vessel off the coast of Japan on Tuesday. The men were rescued by Japan's Coast Guard after a fire broke out onboard their Belize-flagged vessel, the 1,424-gt "**Ping Yang No 8**" (built 1987), some 70 miles off the coast of Nagoya in southeast Japan on Tuesday afternoon.

It is unclear if any of the crew members sustained injuries. Six patrol boats were trying to douse the flames onboard and secure the vessel which continued to drift in the Pacific Ocean.

An investigation has begun into the cause of the fire. The ship was sailing from Funabashi, near Tokyo, to Haimen, just north of Shanghai with a cargo of scrap metal, rubber and other goods.

The ship is owned by Yantai Ping Yang Shipping of China, reports TradeWinds.

Another Bulker Aground

Another bulk carrier is aground off Spain as severe weather produced another casualty.

The 43,000-dwt "**Ocean Globe**" (built 1995) is carrying a cargo of 38,000 tons of coal but salvage efforts are focussed on removing the 600 tons of bunkers to prevent an oil spill.

Four tugs are reported to be attending the Greek controlled "**Ocean Globe**" which is aground in the Bay of Cadiz.

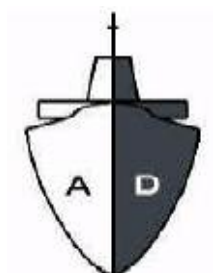
According to TradeWinds, the handymax bulker is controlled by George Fidakis and operated by Globus Shipmanagement. The "**Ocean Globe**" was one of two sisterships sold by the Restis group to Fidakis 6 months ago. The vessel then named the "**Ocean Ranger**" changed hands for something over \$25 mn.

According to the Equasis shipping database the "**Ocean Globe**" is classed by Bureau Veritas, has a safety management certificate from Lloyd's Register and protection and indemnity cover from the Norwegian Skuld club.

NAVY NEWS

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New warship launched on Clydeside

Thousands of people watched as the Royal Navy's latest warship was launched on the River Clyde. **HMS Dauntless**, one of a new generation of warships, was officially launched at the BAE Systems shipyard in Govan in the south of Glasgow.



Photo : Dave Wilkinson ©

The Type 45 is the second vessel of its kind to be built in the city as part of a £6bn programme.

About 8,000 people attended the launch which saw a parade of local sea cadets release a flurry of balloons. Armed Forces Minister Adam Ingram said the launch of the Dauntless marked a historic day for the people of Glasgow and the Clyde.

Mr Ingram said: "We are currently investing in the biggest shipbuilding programme in decades, and the launch today of **HMS Dauntless** shows the world class ships we are proud to be delivering for the navy.

The Royal Navy will be here for a very, very long time, well beyond the 20-year horizon and the future for young people is here on the Clyde



Photo : Tommy Bryceland – Scotland ©

The Type 45 will replace the navy's ageing fleet of Type 42 destroyers and six in total have been commissioned to be built and launched in Glasgow.

Like the **Dauntless**, which will come into service in 2010, the Type 45 will be fitted with state-of-the-art technology, including the Principle Anti-Air Missile System, which can provide air space cover for hundreds of miles.

SHIPYARD NEWS

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Gulf Craft to build Incat Crowther cat for SEACOR

Incat Crowther, Newport, NSW, Australia is to design a 165 ft catamaran crewboat for worldwide operator, SEACOR Marine. Incat Crowther Managing Director, Brett Crowther believes the success of this vessel will open a whole new industry for the catamaran.

"The speed and stability the catamaran offers to the crew boat market, will enable operators to provide a higher level of service, which today has only been available via expensive aviation options," he says.

To be named SEACOR Cheetah, the vessel will be built by Gulf Craft, Inc. It will be the fourth Incat Crowther design that the Paterson, La., specialist in aluminum vessels has built in the last three years. It is slated to enter service late this year.

The high speed catamaran crewboat will be capable of carrying 150 passengers at speeds between 36 and 42 knots with up to 152 tonnes deadweight.



The main cabin contains seating for 150 passengers with toilets, kiosk and flat panel entertainment screens.

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Crew accommodations are sited on the mid deck with cabins, heads, galley, mess and laundry facilities to support up to 10 crew. The upper deck contains a large fully equipped wheelhouse offering full 360 degree vision including direct visibility of the aft deck.

The vessel will be capable of carrying 150 tonnes of deck cargo on a 2,700 sq ft deck including 13,150 gallons of cargo fuel. SEACOR Cheetah will also be built to meet ABS DP2 guidelines.

The vessel will be powered by four MTU 16V4000 diesels driving four Hamilton HM811 water jets. Two 200 hp retractable azimuthing bow thrusters are incorporated forward in each hull.

The new vessel is expected to join the SEACOR operation in the Gulf of Mexico.

Details:

Length overall: 50.29 m

Length waterline: 43.89 m

Beam: 11.58 m

Draft hull: 2.13 m

Fuel capacity: 52,314 liters

Fresh water capacity: 14,000 liters

Service speed: 41.5 knots

Max Deadweight: 152 tonnes

Survey: USCG Sub Chapter 'T'--Ocean Service

Classification: ABS +A1 HSC Crewboat + AMS + DPS-2

Construction material: Marine Grade Aluminum

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Wartsila and HHI in dual fuel engine venture

Wartsila and Hyundai Heavy Industries Co. Ltd (HHI) are to set up a 50/50-owned joint venture in Korea to manufacture dual-fuel engines for LNG (Liquefied Natural Gas) carriers. The total investment in the company will be EUR 58 million, Wartsila's share being EUR 29 million.

The technology shift towards dual-fuel machinery in LNG carriers has significantly increased demand for Wartsila's dual-fuel engines. The main market is Korea. To date Wartsila has received orders for 206 Wartsila 50DF dual-fuel engines for 52 LNG carriers, most of which will be built in Korea. The global market share of Korea in the LNG shipbuilding market currently exceeds 70%.

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"This joint venture will accentuate the strengths of two companies that are already partners; the vast know-how of the world's biggest shipbuilder with the expertise and experience of a global leader in engine design and ship machinery. The joint venture marks a major step in Wartsila's strategy to accelerate growth in the continuously expanding Asian market", says Ole Johansson, President and CEO of Wartsila when signing the contract today in Korea with Ph.D. Min, Keh-Sik, Vice Chairman and CEO of HHI.

The joint venture will manufacture Wartsila 50DF dual-fuel engines for the Korean, Japanese, Chinese and Taiwanese shipbuilding markets. Focusing on assembly and testing of the engines, the joint venture is scheduled to deliver its first engine in the second half of 2008. The total capacity of the factory will be some 100 engines a year.

Wartsila's sales organization will continue to serve the Japanese, Chinese and Taiwanese markets. The Korean market will be served by the joint venture company directly.

The joint venture will utilize the established global service networks of Wartsila and HHI to take complete care of customers' ship machinery needs at every stage in about 70 countries.

The Trieste factory in Italy will continue to manufacture Wartsila 50DF dual-fuel engines for marine markets outside East Asia and the growing worldwide power plant market.

Wartsila and Hyundai Heavy Industries have a long history of close co-operation. Wartsila and HHI have a license agreement to produce low-speed engines.. The deal is subject to the approvals of the relevant regulatory authorities.

The Wartsila 50DF dual-fuel engine has pioneered an industry change from the traditionally-applied steam turbine machinery to a dual-fuel-electric concept with the benefits of much better operating economy and lower exhaust emissions.

The Wartsila 50DF is a lean-burn dual-fuel engine with a high power concentration of 950 kW/cylinder at synchronous speeds of 500 or 514 rpm. Running on natural gas, the engine operates in a lean-burn Otto cycle. Natural gas is mixed with air in the inlet channels of the individual cylinders and ignited in the combustion chambers upon injection of a small quantity of diesel oil. The injection of this pilot fuel is regulated by an electronic control system which also adjusts the air-gas ratio to keep each cylinder at its correct operating point between knocking and misfiring limits.

In the diesel mode, the engines run on liquid fuel oil such as heavy fuel oil or marine diesel oil as a conventional diesel engine. The engines switch from gas to back-up liquid fuel instantly and automatically should the gas supply be interrupted or in the event of any other alarm, while maintaining power and speed. When the situation returns to normal it is then possible to switch back to gas mode.

ACCIONA's BREAKING NEWS



Gary Davies reports that Acciona Trasmediterranea has suspended sailings on its Portsmouth to Bilbao route with **immediate effect**. The ferry '**Fortune**' has been diverted to one of the company's Mediterranean routes for 'operational reasons'. Portsmouth Port manager Martin Putman said: 'It's unfortunate they didn't let us know early and for the customers who booked in the intervening period.' But he added: 'They say they've every intention of coming back to the port in April.' The last sailing from Portsmouth to Bilbao took place on Monday 19 January. Passengers booked on the route have been left high and dry with rival ferry '**Pride of Bilbao**' currently in refit.



New Spanish Coast Guard vessel has Rolls-Royce design and equipment

The first of two coastal protection vessels has been handed over to Spain's Maritime Safety Authority SASEMAR.

Don Inda has emergency towing as its main role, and the vessel is equipped with a full range of equipment for recovering oil.

Rolls-Royce has developed the design for these vessels and provided the main equipment. Astilleros Zamakona, based at Santurce-Bilbao, was selected to build the Spanish vessels.

They have the UT-Design type name UT 722 L because they are derived from the anchor handler of the same type number, although they differ from an offshore AHTS in many respects.

The new vessels for SASEMAR have a significant level of installed power and very powerful towing winches. They are, however, flexible enough to take on many other roles including pollution clean-up, escort towing, rescue of ships and their crews, emergency co-ordination, firefighting and salvage.

A primary role is the emergency towing of tankers of unlimited size under adverse conditions. The bollard pull of about 220 tonnes makes these vessels the most powerful coastguard vessels in Europe when it comes to towing.

The UT 722 L design is extremely well proven offshore and was an ideal starting point for the Spanish Authority's requirements.

Don Inda is 80m long, with a beam of 18m and a draft of up to 6.8m. Hull depth to main deck, however, is considerably larger than the normal UT 722 L at 8.25m.

An important feature is the extremely large tank capacity for recovered oil of approximately 1,730m³. But compared with other vessels with recovered oil capacity, this figure can be multiplied, because an oil/water separation system is built in.

The recovered oil tanks will be filled with about 95 per cent oil and 5 per cent water, the separator discharging water of a cleanliness meeting environmental regulations back to the sea, whereas normally oilrec tanks would contain a mixture of about 50/50 oil and water.

Because the recovered oil may have a high viscosity, all these tanks are heated, enabling oil to subsequently be pumped to another vessel or ashore. This feature means that the SASEMAR vessels can act as pumping stations in the event of a massive oil spill.

Four Bergen eight cylinder B32:40 long stroke engines produce a total of 16,000kW. Two engines are coupled to each propeller shaft turning a CP propeller, and a fire pump is geared to the forward end of the inner engine of each pair.

This propulsion system provides a maximum speed of 17.6 knots and a bollard pull of about 220 tonnes. Depending on the operating mode, either all four engines can be run, or just one on each shaft line.

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In addition, there are powerful auxiliary generator sets, and the swing-up azimuth bow thruster has its own independent 736kW diesel engine. Manoeuvring is enhanced by high lift rudders, twin stern tunnel thrusters and an additional bow tunnel thruster supplementing the azimuth unit.

The vessels are being built to Bureau Veritas Class and have dynamic positioning notation AM/ATR, which corresponds to IMO DP2 standard. The towing winch on **Don Inda** is designed to use the full bollard pull capability. This main winch is a two drum hydraulic Rauma Brattvaag unit sized for 83mm wire and capable of pulling 300 tonnes with a 550 tonne brake holding load.

For escort work there is a winch on the foredeck with a 45 tonne pull/250 tonne brake load equipped with synthetic rope towlines. A strongly fendered reinforced bow allows the SASEMAR vessels to push disabled ships. Deck layout aft is designed to give a clear lead for towlines, but the vessels will be prepared for an A-frame at the stern which can be put aboard when required, for example to undertake salvage of sunken vessels.

A comprehensive range of oil booms and skimming equipment enable **Don Inda** to clear oil pollution both on the open sea and in more confined waters. There are two oil booms, one with a 100mm freeboard, the other 600mm freeboard, to enclose oil spills under different sea conditions. Oil can be transferred from the booms by a Transrec 150 system to the recovered oil tanks.

For more confined waters, two 15m long floating arms can be deployed from the ship's side in a wide vee-shape. The vessel moves through the oil spill, sweeping oil towards the recovery pumps.

Two small craft are carried – a MOB/boarding boat and a 9m craft with a bollard pull of two tonnes mainly intended to tow the oil booms. An oil dispersant system will also be installed.

Don Inda is equipped to FIFI II fire fighting standard with three main water/foam monitors plus a self-drenching system. **Don Inda** will be stationed in north west Spain, and with its sister ship will give SASEMAR an enhanced coast protection capability.

Superior Offshore International to upgrade Superior Endeavour

Superior Offshore International in the US is to upgrade the DPII dive support vessel **Superior Endeavour** beginning the first week of February 2007.

The 265ft **Endeavour** will be fitted with a 50 ton knuckleboom crane, a more powerful below-deck generator which will dramatically increase the vessel's electrical on-deck power supply, and a completely rebuilt saturation diving system rated to a maximum depth of 1,000ft.

The upgrade includes:

- **Superior Endeavour's** new Amanda GB 50 ton knuckleboom crane will have a maximum reach of 95ft, allowing the crane full access to the aft sections of the vessel.
- **Superior Endeavour** will be able to provide greater generator capacity with the installation of a 480 volt at 3,600kW generator for aft deck usage which increases the vessel's electrical capabilities for various dive, ROV and pipelay systems and electrical project applications.
- **Superior Endeavour** will be equipped with a 12-man saturation diving system and a hyperbaric rescue chamber allowing divers to work simultaneously at different water depths up to 1,000ft.

"As a deepwater subsea construction service provider, it is vital to this company to continuously maintain and improve upon our marine assets and equipment, ensuring that each DP vessel can confidently perform for our clients," said Joe Glass, General Manager of Superior Offshore International's Marine Department.

"Our continued upgrading of our vessels reflects our commitment to our clients and to the industry that we are willing to put back capital investment into our equipment."

Limarko Chases Trio

Lithuania's Limarko is set to continue the renewal and expansion of its fleet this year with the acquisition of 3 more vessels, reports TradeWinds quoting the Verslo Zinios business daily.

The owner is looking to buy two reefers and a bulkier. "These investments are a long-term process, and we expect a good quality-to-price ratio. We have mapped out a long-term fleet renovation and expansion strategy until 2010," Limarko president Vytautas Lygnugaris said.

The Klaipeda-based company has purchased 6 ships in the past 3 years, with investments in fleet renewal reaching more than 40 mn euro (\$51.74 mn). It bought 2 ships from fruit-exporter Denadai last year: the 344,200-cbf "**Pluto**" (built 1988) and 342,700-cbf "**Uranus**" (built 1989) for a reported \$18 mn en bloc.

Limarko is expecting a pre-tax profit of up to LTL 11 mn (\$4.12 mn) on revenue of LTL 110 mn for 2006.

ICG Acquires Passenger RoRo Cruise Ferry

Irish Continental Group plc (ICG) announced that its ferry division Irish Ferries has entered into an agreement for RoRo cruise ferry **Kronprins Harald** from its current owners and operators, Color Line of Norway, for an investment, including modification and delivery costs. The vessel is being purchased for use on Irish Ferries route between Rosslare in Ireland and Cherbourg and Roscoff in France.

With its current vessel Normandy Irish Ferries carries approximately 50,000 cars, 170,000 passengers and 2500 Freight Units on approximately 270 annual sailings on this route. The **Kronprins Harald**, which was built in Finland in 1987, has a gross tonnage of 31914 tons, and can carry a total of 1458 passengers in 468 cabins as well as 580 cars or 1220 lane metres of freight. It will offer additional passenger and freight capacity and substantially higher levels of comfort compared with the current vessel on the route.

Under the terms of the purchase agreement title to the vessel will pass to ICG in early February 2007 and the purchase consideration will be paid in cash on completion. The vessel will then be chartered back to Color Line for service on the Oslo to Kiel route until the autumn of 2007. The vessel will then enter Irish Ferries service at which time the current vessel (**Normandy**) will be sold or chartered.

MOVEMENTS

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The **STENA DISCOVERY** seen departing 23-01 for the last time from Hoek van Holland bound for Belfast
Photo : John van der Linden ©



ITC's **BOULDER** seen arriving at Shipdock in Amsterdam for drydocking
Photo : Joop Marechal ©

OLDIE – FROM THE SHOEBOX



The tug **SMJELI** seen passing Hoek van Holland July 14th 1971 enroute Rotterdam.

This "Empire" tug of the **Englishman/Larch** design was built during 1941 at the Goole SB under number 353, she was sold in 1946 to United Towing and named **MASTERMAN** and was resold during 1962 to Brodospas in Yugoslavia and renamed **SMJELI**, during November 1973 the tug was scrapped

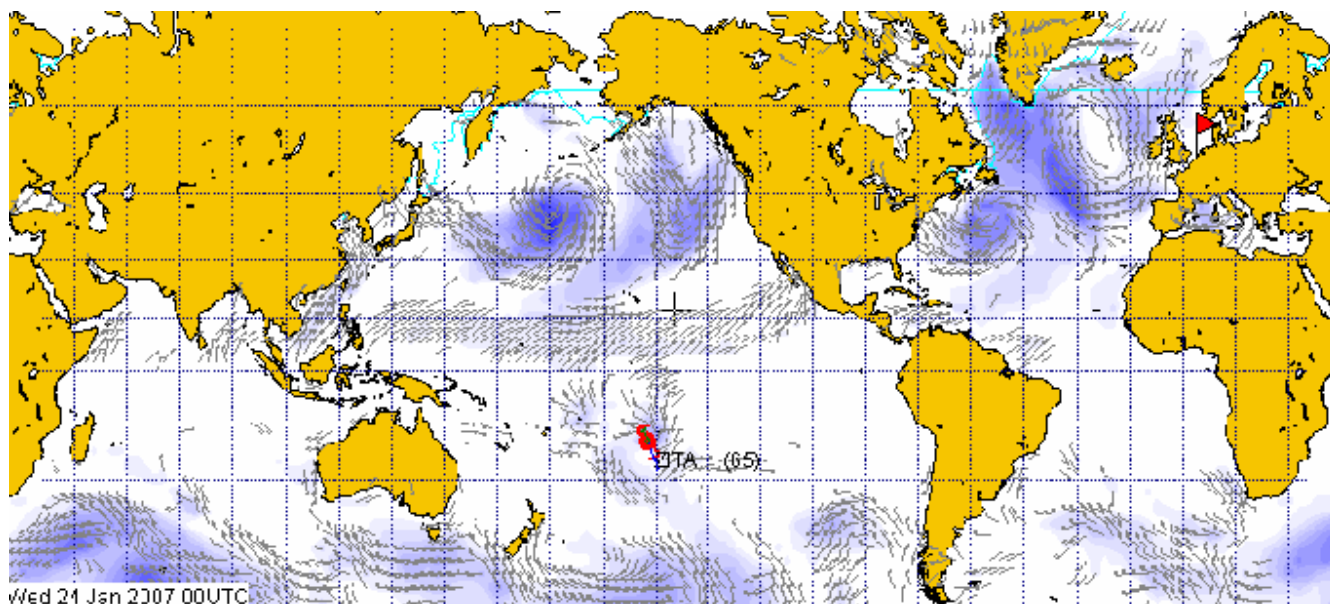
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

.... PHOTO OF THE DAY



The **L 800 ROTTERDAM** completed her dry-docking in Amsterdam and left Shipdock again under tow bound for Den Helder

Photo : Cor van Niekerken ©

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