

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 026



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**The tug ONA TEMPLE seen in the port of Buenos Aires
Photo : Pieter Kersseboom – Rotterdam ©**

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EVENTS, INCIDENTS & OPERATIONS



Australiaday 2007 celebrations seen in the port of Sydney – **Photo : Martin Grant ©**

NS Savannah to Depart Shipyard

The National Historic Landmark vessel, the **NS Savannah**, which was the United States' first nuclear-powered commercial ship, will be towed from Colonna's shipyard in Norfolk, VA, to a Maritime Administration facility at Pier 23, Newport News, VA. The **Savannah** will remain there, undergoing routine maintenance, until a contract for drydocking is awarded. MarAD has begun preparations for decommissioning the ship's nuclear reactor. All fuel was removed more than 30 years ago.

Kustwacht onderschept 44 kilo cocaïne in gezamenlijke actie



De Kustwacht voor de Nederlandse Antillen en Aruba in samenwerking met het Korps Politie Curaçao hebben donderdag avond 25 januari tijdens een patrouille, ongeveer 44 kilo cocaïne onderschept. De cocaïne was verpakt in een jug en werd vervoerd in een vissersboot. De verdovende middelen en het bootje zijn in beslag genomen. De twee opvarenden zijn aangehouden.

Omstreeks 17.00 uur nam een eenheid van de Kustwacht een vissersboot waar ter hoogte van Piscaderabaai. Tijdens een routinecontrole werden op het bootje ongeveer 44 kilo cocaïne aangetroffen verborgen in een koel jug. De Kustwacht heeft de verdovende middelen en de twee opvarenden, één lokale man en één van Venezolaanse nationaliteit, overgedragen aan het Korps Politie Curaçao. De boot is opgebracht naar de kustwacht steiger te Parera. Het Korps Politie Curaçao heeft de zaak nog in onderzoek



Australiaday 2007 celebrations in the port of Sydney – Photo : Martin Grant ©

Napoli's cargo to be off-loaded

Preparations are under way to lift off more than 2,000 containers from the cargo ship **MSC Napoli** as she lists heavily a mile off Sidmouth, Devon. Specialist crane barges are expected alongside the vessel and will lift off the containers in an operation which could take several months.

The Maritime and Coastguard Agency has warned scavengers they face arrest if they take goods that wash up ashore.

And the RSPCA said many oil-covered birds it had found could die. Meanwhile, salvage teams are continuing to pump out 3,500 tonnes of oil from the ship's fuel tanks. So far more than 1,700 tonnes of fuel oil has been pumped into a waiting tanker.

The containers, which are holding many goods from BMW motorcycles to nappies, as well as fuel oil, will be lifted off in priority order.

Mark Clark, Maritime and Coastguard Agency (MCA) spokesman, said of the task of removing the containers: "It's a bit like a game of jenga because you have to remove all the items very, very carefully without everything else falling."

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Two barge cranes which have sailed from Rotterdam will be positioned alongside **MSC Napoli**.



The RSPCA has said the 760 birds in its care covered with oil spilled from the **MSC Napoli** have "only a slim chance of survival".

Rupert Griffiths, manager of RSPCA West Hatch, said: "Being covered in oil like this is a life-threatening event for them. It stops them being able to fly or dive for food.

"It also reduces their buoyancy. By the time they are washed up on the beach they may be less than two-thirds their original weight and suffering from extreme exhaustion after paddling a long way."

The birds, which are mainly guillemots, have now been taken to the RSPCA's West Hatch Wildlife Centre near Taunton, Somerset. The Royal Society for the Protection of Birds

warned on Thursday that up to 10,000 seabirds could be caught in the oil slick from the wrecked ship.

About 1,000 affected birds have been collected, but the charity said the final total could be much more.

RSPB volunteers will comb a 100-mile stretch of beach looking for more affected birds this weekend. The 200 tonnes of oil which had leaked into the sea has now been treated.

But officials said on Friday it could take another week for all the fuel to be pumped to a second vessel from two of the ship's fuel tanks, which still remain under water.

The 62,000-tonne **MSC Napoli**, which was holed in storms on 18 January, was deliberately run aground following "serious structural failure". Hundreds of scavengers descended on the beach at Branscombe after 50 of the ship's containers washed ashore.

A depot is being set up locally for anyone wanting to return items already taken from the beach. The ship had been meant to unload almost half of the containers at South African ports.

The **Napoli's** containers will be unloaded from the stern first by crane barge **Big Foot**, A second crane on **Big Foot** will then transfer containers to shuttle barge **Boa Barge 21**

Shuttle barge will then transfer containers to Portland Harbour, where they will be offloaded, Lightering vessel **Forth Fisher** is positioned on the other side of the ship pumping off its remaining fuel oil

A decision will be made over whether to re-float the ship after all the oil and containers have been removed

Grote klus voor twee mammoetslepers

Door **ANTOON OOSTING**

Dit weekeinde staat er in de haven van Rotterdam weer een ouderwets grote sleepklus voor de deur. Het Noorse olieproductieplatform **SSP Piranema** vertrekt dan bij de werf Keppel Verolme in de Botlek naar zee.



Foto : Hans Hoffmann ©

Het drijvende platform van Sevan Marine moet een plek innemen voor de kust van Brazilië waar het in opdracht van de Braziliaanse oliemaatschappij Petrobras ruwe aardolie naar boven gaat halen en verwerken voor verder transport.

Het platform in de vorm van een reuzenkoektrommel met opbouw wordt eerst door havenslepers van Smit en Kotug uit de haven van Keppel-Verolme gesleept om daarna te worden overgegeven aan twee voormalige mammoetslepers van Smit Internationale, de **SmitWijs Singapore** (1984) en **SmitWijs Londen** (1975). Beide slepers zijn deze week aangekomen in Rotterdam.

Aanvankelijk zou de sleep al gisteren op weg zijn gegaan maar dit is uitgesteld. Het transport staat nu gepland voor morgenmiddag. De definitieve beslissing daarover valt vanavond.

304 aboard famed cruise ship hit by stomach flu

A highly contagious form of the stomach flu sickened hundreds of passengers during a voyage on the famed **Queen Elizabeth 2** cruise ship in what health officials have called an unusually large outbreak.

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The Centers for Disease Control and Prevention (CDC) reported 276 passengers and 28 crew members had come down with norovirus by the time the ship docked in San Francisco on Wednesday for a regularly scheduled stop, although only four passengers remained sick.

The infections amounted to nearly 17 per cent of the ship's 1,652 passengers - a particularly high percentage, said Jaret Ames, acting chief of the CDC's vessel sanitation program. By comparison, a norovirus outbreak last month aboard the world's largest cruise ship, Royal Caribbean's Freedom of the Seas, infected 338 passengers out of 3823, or less than 9 per cent.

The CDC boarded the **Queen Elizabeth 2** on Friday in Acapulco, Mexico, to investigate the infections. The agency defines an outbreak as an illness that affects more than 3 per cent of a ship's passengers.

Investigators determined the emergency sanitation measures put in place by the crew - from disinfecting casino chips to halting self-service at the ship's buffet - were containing the outbreak.

'This one was a good example where they had a lot of cases but they did gain control over the spread of infection,' Mr Ames said. In rare cases, the elderly and young children can die from dehydration caused by norovirus symptoms. The infection, which ranks second only to the common cold in reported cases, usually clears up in two or three days with no lasting effects.

CASUALTY REPORTING

Ship sinks after collision, crew rescued

A ship carrying 2,000 tonnes of iron ore sank off Panaji port after being hit by another ship on Saturday, the port authorities said. No casualties were reported in the accident as all the crew members were immediately rescued by another boat, they said. The authorities also ruled out possibility of any major pollution in the sea.

The ship, 'MV **Warren**', was hit at the rear end by the vessel 'MV **Sea Horse**', also laden with iron ore, while they were proceeding to unload the material in the transhipper anchored in the port.

"Water gushed into the engine room of the ill-fated ship after it developed a crack. The entire ship sank within an hour," Sankulp Amonkar, Executive Member of Goa Barge Owners Association said.

Around 300 ships operate in Goan waters, all of them carrying iron ore from different destinations across the state.

"There was no obstruction to the ship movement as the accident did not occur in the channel but in the sea," Amonkar said. Goa, which has mining as the second largest industry, saw six ships sinking last year. "Most of these accidents took place during monsoon due to bad weather," Amonkar said.

Incidentally, both ships involved in the accident are hardly three-year-old while the average life of a vessel is 35 years.

Bulker blaze in Canada

Workers onboard an Algoma Central Corporation bulk carrier had to flee the vessel after a fire took hold in the engine room during repairs in a Canadian port on Thursday. The 12 workers were using a steel-cutting torch to replace the engines on the 28,400-dwt **Algoville** (built 1967) when the blaze broke out on Thursday morning in the Great Lakes port of Hamilton.

There were no reported injuries but it is unclear how much, if any, damage the ship sustained in the fire.

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Calls to Ontario-based owner Algoma relating to the **Algoville** were directed to the vessel's manager, Seaways Marine Transport, where there was nobody available for comment on Friday.

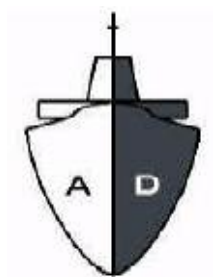
According to reports 21 fire fighters had to battle billowing smoke as engine oil and lubes were set alight. There was nobody immediately available for comment either at Hamilton Port Authority. Hamilton is Canada's largest Great Lakes port. According to Hamilton Port Authority's website the **Algoville** arrived at the port in late May and has been laid-up or under repair ever since.

The Canada-flagged **Algoville** is classed by Lloyds Register and has insurance cover with the UK P&I Club. According to the fleet list on Algoma's website the group controls about 25 bulkers and five product tankers.

NAVY NEWS

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The Dutch Guided Missile frigate **F 803 TROMP** made a port visit to Port Kelang in Malaysia.
Photo : Dennis Brouwer ©

Sri Lankan Navy Sinks Three Tamil Tiger Boats

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Sri Lankan officials say military forces sank three Tamil Tiger rebel boats trying to attack the main port of Colombo.

They say naval craft blew up one boat after it entered a restricted zone around the port Saturday. The other two were destroyed as they tried to flee the scene.

There was no immediate casualty figure. But a Navy team detained three men found alive in the water. Officials say they believe the men were on one of the boats. Sri Lankan officials say a foreign container vessel was slightly damaged during the incident.

Earlier this week, Tamil Tiger boats attacked a foreign merchant ship off the northern coast, sparking a fierce battle with the Sri Lankan navy. The military says about 20 Tamil Tiger gunboats, including a suicide boat, were involved in the attack. The Sri Lankan navy called in air support and at least one Tamil vessel was sunk.

Fighting between Tamil rebels and government troops has escalated in recent months, despite a 2002 peace deal.

The rebels have been fighting since 1983 for an independent homeland in northern and eastern Sri Lanka. They say Tamils have been victimized for decades by the country's Sinhalese ethnic majority.

Some 67,000 people have died in the violence.



The **Jaguar Tide** at the Bunga Rays Complex, Malaysia.

Photo : Capt Jelle de Vries ©

SHIPYARD NEWS

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BIJLBOEG SNIJDT EN VOORKOMT PAALTJESPIKKEN

Oude rotten herkennen er een klassieke bakdekkruiser in en voor wat betreft de contouren van de steven zitten ze er niet ver naast. De bijlboeg van het opvallende Damen-ontwerp **Fast Crew Supplier 3507** snijdt, net als de toenmalige bakdekkers, het water doormidden. Voordeel is dat het aluminium vaartuig minder gevoelig is voor

golfbewegingen en geen last heeft van paaltjespikken.

Op vrijdag 19 januari kreeg een select gezelschap, bestaande uit potentiële klanten van Damen Shipyards en een ploegje maritieme journalisten, de kans om aan de Maasboulevard te Vlaardingen kennis te maken met de vaareigenschappen van de enigszins hoekige maar supersnelle crew supplier **Sea Axe**.

Foto : Jan Oosterboer ©

Damen Shipyards telt ongeveer vijftien productgroepen met elk zijn specialiteit. High Speed Crafts is één van die productgroepen en daaronder ressorteert de range aan zogenoemde Fast Crew Suppliers. De **Fast Crew Supplier** is een baanbrekend ontwerp, bedoeld om de ontwikkelingen in de offshore bij te benen. Jaap Gelling, directeur van de productgroep High Speed Crafts: 'De offshore is voor wat dit schip betreft onze belangrijkste doelgroep. Wij constateren dat de boorplatformen steeds verder van de kust verwijderd staan en dat de karakteristieke robuuste supplier relatief traag is. Dergelijke vaartuigen kunnen weliswaar veel gewicht meenemen, maar ze zijn veel langer onderweg. Het komt steeds vaker voor dat op een platform



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plotseling materiaal nodig is of dat personeel snel afgelost dient te worden. Wij hebben daar op ingespeeld door met een ontwerp te komen, dat twee keer zo snel is en ook nog een behoorlijke vracht kan meenemen.'

De kracht van de **Sea Axe** is de bijlboeg, die ervoor zorgt dat de snelheid bij ongunstige weersomstandigheden op hetzelfde niveau blijft. De wrijving van de bijlboeg is gering en dat garandeert een snelle doortocht zonder problemen te hebben met het fenomeen paaltjespikken.

De **Sea Axe** is 35,95 meter lang, 7,33 meter breed en heeft een diepgang van 3,30 meter. De bunkercapaciteit bedraagt 28 ton. Aan boord is ruimte voor veertig ton materiaal en de accommodatie is geschikt voor het vervoer van dertig passagiers. Verder bestaat de accommodatie uit twee eenpersoons en twee tweepersoons hutten. Uitgerust met drie Caterpillars C32C, goed voor een gezamenlijk vermogen van 4200 pk, haalt de **Fast Crew Supplier 3507** op volle snelheid ruim 22 knopen. Met minder gewicht aan boord bereikt de **Sea Axe** gemakkelijk 28 knopen. In een bedrijfstak waar tijd geld kost, is snelheid van belang. Damen biedt zes verschillende afmetingen in de range van supersnelle crew suppliers. Die varieert van 11,80 meter tot 58,50 meter lange crew suppliers. Recentelijk zijn er zo'n zes supersnelle crew suppliers in de range van veertig tot vijftig meter lengte aan verschillende opdrachtgevers afgeleverd. De werf verwacht in de naaste toekomst meer van dergelijke vaartuigen te kunnen bouwen voor de offshore. 'Het gaat hier om een groeimarkt', zegt Gelling

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The **MAERSK VOYAGER** seen at the Norfolk Line terminal in Vlaardingen
Photo : Frans Bausch ©

Sri Lanka's state petroleum utility to purchase its own tug boat for US \$ 5 mn

Ceylon Petroleum Corporation will purchase a tug to support tanker operations at its offshore petroleum unloading facility, a top official said.

CPC Chairman Asantha de Mel says the tug is estimated to cost five million US dollars.

"We will save about two million dollars a year that we are now paying to hire these services from outside," de Mel told LBO. The Ceylon Petroleum Corporation has a single point buoy mooring facility to unload oil 9.6 kilometres off Colombo.

Sri Lanka imports all its petroleum requirements. In 2005, Ceylon Petroleum Corporation imported two million metric tonnes of crude and 895,000 metric tonnes of refined products.



The bow section of the **SAFMARINE AGULHAS** seen pulled ashore in East London

Photo : Mammoet Salvage ©

J. Ray McDermott's Mid-East Lay Barge

Since 1960, J. Ray McDermott's Middle Eastern facility has fabricated and installed over 630 structures, 330,693ST of steel, and has installed over 2,610 miles of pipeline throughout the Arabian Gulf, Egypt, India, the Caspian, Africa and the North Sea.

Recently they have upgraded one of the assets that make these remarkable numbers possible. The firm's **Derrick Lay Barge-27**, owned by Hydro Marine Services but operated by McDermott, now has an impressive set of specifications. At 420 x 128 x 28 ft. this is a big platform.

The barge's main crane gives it some big capabilities. The Clyde Model 76DE-revolving crane is capable of lifting 1400 tons with its 235-ft. main boom at 115 ft. The auxiliary boom extends to 270 ft. and can lift 750 tons at 160 ft. while the whip extends to 300 ft. and will lift 250 tons. With the crane fixed over the stern it will lift 2400 short tons. The auxiliary electric power for the barge, which was originally built at the Kanrei yard in Tokushima Japan, is provided by four 1150 kw generators powered by 38-liter V-12 Cummins KTA38-D diesel engines. The generators sets produce 460 volt 60 Hz three phase power with the diesel engines turning at 1800 RPM. With the addition of these four gensets, the barge now has a total of 32 Cummins engines in various applications such as mooring winches, and auxiliary generator sets together with the heavy-lift crane.

The barge refit work was carried out in Dubai Dry Docks. The refit was mainly for changing some hull plates and installation of the four Cummins gensets with Danway supplied synchronization and distribution panels. The final commissioning was done at the Dubai McDermott works. This repower was part of a rolling refit to extend the barge life by another 15 years. To build such a barge would take 18 months and cost in the range of \$240m. McDermott has six of these lift barges of various weights worldwide.

Nanaimo port seeks funding for cruise ships

\$5 million sought from provincial and federal governments

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The Port of Nanaimo will move forward with a \$15-million plan to upgrade its assembly wharf on the downtown waterfront to accommodate cruise ships.

The port's board of directors has given president and CEO Bill Mills and port staff the go-ahead to apply for funding from the provincial and federal governments. The project's life hinges on a \$5-million cash infusion from the two levels of government. The port will raise the remaining money.

"The magnitude of this is around \$15 million," Mills said. "Clearly we would need some assistance on that."

If the port gets the cash, the project will include adding about another 100 metres to the assembly wharf to enable the berth to accommodate cruise ships measuring up to 300 metres in length.

Aside from work on the berth, a reception terminal for ship passengers and office space for Canada Customs staff, is part of the plan. Mills said funding applications, along with a business plan and letters of support from community, business and tourism groups, will be sent to federal and provincial officials within the next two weeks.

Without berthing facilities, cruise ships have to anchor in the Nanaimo harbour, and transport passengers to shore via tenders.

Major cruise lines have already told the port that unless firm plans for a dock are in place this year, they may choose to take their passengers to other destinations beyond the 2007 cruise season.

Mills said construction would take less than a year to complete, provided the funding is in place.



B.C. Ferries welcomes new boat to fleet

B.C. Ferries held a ribbon-cutting ceremony yesterday at the Chemainus terminal to welcome the newest addition to its fleet. The MV **Kuper**, a \$7-million, 32-vehicle ferry, is set to enter service on the Chemainus-Thetis Island-Kuper Island route.

It is named after Kuper Island, which is located in Stuart Channel in the southern Gulf Islands. The hull of the new vessel is comprised from the original structure from the MV **John Atlantic Burr**, which B.C. Ferries purchased last year from the State of Utah Transportation Department.

That ship was cut into sections and trucked to Tacoma, Wash. The sections were then barged to Allied Shipbuilders in North Vancouver, which virtually built a new ship.

A new 11-foot wide longitudinal section was inserted into the hull to provide an additional lane on the car deck.

Passenger and crew spaces were totally rebuilt, including washroom facilities for customers with disabilities; and new lifesaving equipment, including two evacuation slides and a rescue boat.

The wheelhouse, navigational equipment, piping and electrical system are entirely new.

The vessel will be powered by two Detroit Diesel Allison engines driving two right angle drive propulsion units.

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The MV **Kuper** will be the fourth and largest of BC Ferries' K-class ships, joining the **MV Kahloke**, **MV Klitsa** and **MV Kwuna** in the fleet.



ITC's latest addition the **BOULDER** (former **MAERSK LIFTER**) seen in drydock at Shipdock in Amsterdam
Photo : Jan Plug ©

Towing of ship that couldn't turn deemed act of salvage

A VESSEL that rejected a pilot's advice to use a tug while leaving a port in England but later called a tug after getting into difficulties has lost a bid to get away with paying only routine towage charges.

Last week, the English Admiralty Court ruled that the vessel had to pay salvage fees amounting to 12,500 (\$37,800), which was 20 times the 625 in towage charges that the vessel owner had offered the tug boat. The vessel involved is a small 70-metre long coaster with a gross tonnage of 1,800 tons and a single cargo hold.

Built in 1978, the vessel is equipped with 1800 hp diesel engines that drive a single propeller and is estimated to be worth about 400,000. The scene of the services was in the vicinity of Washer Wharf in Queenborough.

At the time, the tug that eventually provided the service, **Sea Tractor**, was moored in its usual position about 500 metres from Washer Wharf. The master of the coaster took command of his vessel on Feb 10 last year and one of his initial voyages was to Washer Wharf where the vessel berthed on Feb 20.

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The berthing on Feb 20 was done with the assistance of a tug engaged on the pilot's recommendation due to strong north easterly winds although the master was under the impression that a tug was not usually used for berthing or unberthing at Washer Wharf.

One month later, the coaster docked again at Washer Wharf and this time the vessel did so without a tug, but the berthing manoeuvre involved using both of the vessel's anchors to turn the vessel around to berth in a seaward direction. By 4pm the next day, the coaster had completed discharging its cargo and was ready to depart in ballast for Amsterdam.

The tide was ebbing (flowing in a seaward direction) and a 20-knot north easterly wind had been forecast, which was similar to the wind conditions on Feb 20. The pilot boarded the coaster at about 6pm on March 21, 2006 and discussed the departure plan with the master and recommended the use of a tug, but this was rejected by the master (in consultation with the ship's agent). The pilot agreed but with strong reservations.

The usual mode of departure would have been to come off the berth by using the back spring to pivot the bow out. However, in the prevailing conditions, it was decided to come off by swinging the stern away from the wharf by using the fore spring as the pivot. 'Springs' are the ropes used on a ship that is alongside a berth to prevent fore and aft movements, with the backspring preventing movement astern and the fore spring preventing forward movement.

Unfortunately, as the vessel came astern into the ebbing stream, the vessel was caught by the wind bringing the bow right round to head upstream and into the direction of the ebbing tide. The coaster then embarked unsuccessfully on numerous engine and anchor movements trying to turn the ship around to a seaward direction.

Eventually, the ship's agent intervened by telephone to ask if tug assistance was needed but was told it was not required. However, by 7:40 pm, the coaster sought tug assistance. Sea Tractor was contacted and got underway, arriving at the scene about 15 minutes later.

Sea Tractor then took a rope from the coaster and turned the vessel around after towing it for about four minutes. The key question for the court was whether the coaster was in sufficient danger to find that a claim for salvage remuneration existed.

According to the judge, who was assisted by nautical assessors, although the views of the master and pilot were important, the decision was essentially an objective one. The vessel must have encountered a situation which would expose it to damage if the service was not rendered, such that no reasonable person in charge would refuse a salvor's help if it was offered to him on condition that he paid a salvage award, said the judge, citing the 6th edition of Kennedy and Rose Law of Salvage.

The master and shipping agents of the coaster argued that although the vessel was unable to turn, there were a number of options that were open to it that did not need the assistance of a tug at the next slack tide or when the wind force dropped. However, the judge easily rejected those arguments. The short answer, said the judge, is that the vessel was significantly impeded in its manoeuvring ability and to all intents and purposes immobilised. 'The very fact that tug assistance was called in is consistent with the financial and physical risks associated with the situation,' said the judge, who stressed that the vessel was clearly in an unhappy predicament and in need of tug services on salvage terms.

MOVEMENTS

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The **FIGHTER** arrived with the hull of the **ISLAND VALIANT** in Zeebrugge for a short stop-over

Photo : Henk Claeys ©

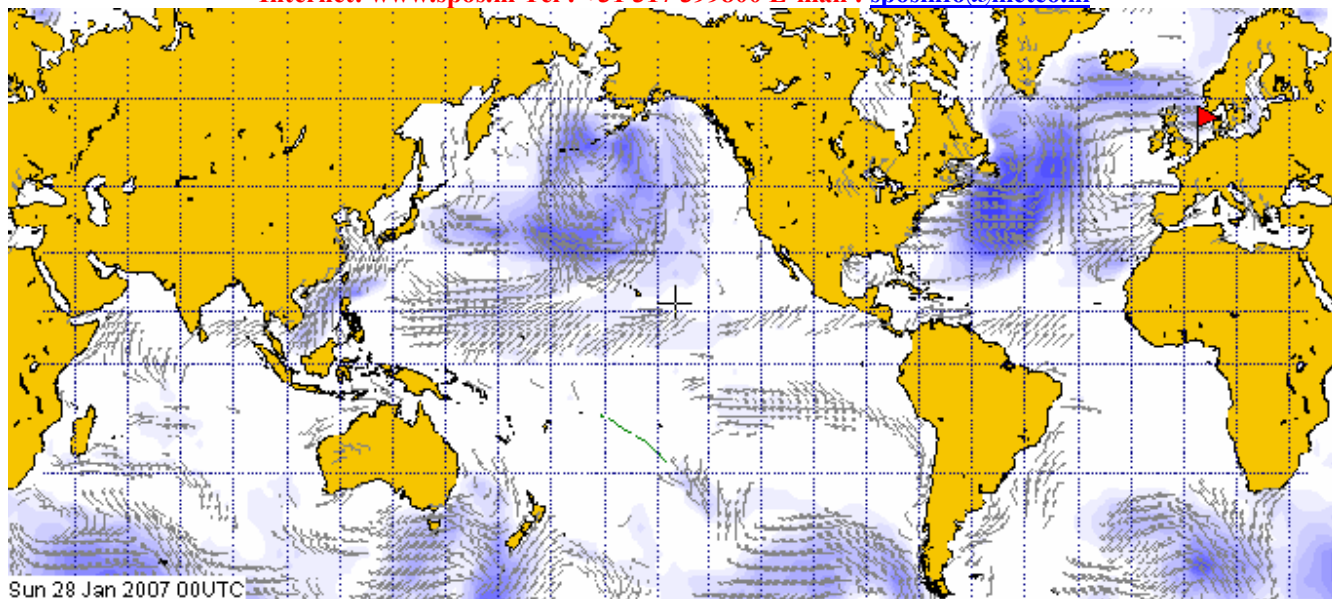
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

.... PHOTO OF THE DAY

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The **FAIRPLAY IX** seen in the port of Rotterdam
Photo : **Frans Bausch** ©

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