

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 034



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

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**The forward section of the SAFMARINE AGULHAS seen pulled ashore in East London
Photo : Mammoet Salvage ©**

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EVENTS, INCIDENTS & OPERATIONS



Saturday February 3rd the Dutch schooner **EENDRACHT** was spotted in Fort de France (Martinique)

Photo : Gert Berghuis ©

Milieuvervuiling rond brandend schip valt mee

De vervuiling rond het brandende vissersschip **SCH302 Willem van der Zwan** is minimaal. Dat heeft het crisiscentrum van de ramp vandaag gemeld. Rijkswaterstaat heeft daarom de waterschermen in de haven verwijderd. Vandaag gaf de brandweer ook het sein 'brand meester'. De brand is nu definitief onder controle, maar nog steeds niet gedoofd.



De overblijfselen van de **Willem van der Zwan** - Foto : Pieter van der Valk ©

De inspanningen van de brandweer zijn nu gericht op het afronden van de brandbestrijding, zodat het schip geborgen kan worden. In de komende dagen betekent dat vooral: alle rook en de hitte uit het schip te krijgen. De verwachting is dat dit twee tot drie dagen duurt. De directe omgeving blijft afgezet omdat er nog steeds een beperkte noodtoestand geldt.



Chinese research ship sighted near Senkaku Isles

The Japan Coast Guard reported it spotted a Chinese research vessel inside Japan's exclusive economic zone near the Senkaku Islands off Okinawa Prefecture on Sunday.

A patrol boat from the 11th Regional Coast Guard Headquarters, based in Naha, said that at about 9:30 a.m. Sunday, China's 3,235-ton **Dongfangfong No. 2** entered the EEZ, about 30 kilometers west-northwest of Uotsurishima islet in the group of islets, where it conducted research activities.

Beijing had informed Tokyo that it would conduct research activities between Jan. 18 and Feb. 15 in the East China Sea, including an area west of the Amami Islands in Kagoshima Prefecture.

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However, the 96-meter **Dongfangfong No. 2** was spotted operating about 300 kilometers from the area Beijing said it would visit. The JCG radioed the Chinese vessel and warned it to cease its research and leave the EEZ, but it did not respond, according to the JCG.

The vessel conducted research activities in at least four different locations, leaving Japanese waters at 10:08 p.m., according to the JCG.

The Foreign Ministry later in the evening protested to both the Chinese Embassy in Tokyo and the Chinese government, on the basis that the actions were contrary to a bilateral notification agreement. Beijing responded that it would immediately investigate the matter, according to the ministry.

The **Dongfangfong No. 2** was also reported to have entered the EEZ near the Senkaku Islands without a giving prior notification in July. The government also protested to Beijing at that time.

In 2001, the Japanese and Chinese governments formed an agreement concerning maritime research in the East China Sea that both governments would inform each other when and where they intended to carry out research two months before operations begin.



When Leo Leusink of Fairmount Marine was travelling through Australia with his wife, he met a Vietnamese gentleman **Mr. Van T Nguyen** (officially Thanh Van Nguyen). Mr. Nguyen was a Vietnamese boat-refuge who was picked up by the mt "**Schelderix**" somewhere in 1985/86 and lived for some years in the Netherlands/Zwolle. Maybe one of the seafaring readers remember this gentleman and like to email mr. Nguyen, who speaks still Dutch. He left Holland in view he met an Australian lady, but he will never forget the Dutch crew on board of the "**Schelderix**" and the Dutch people who gave him a new start of life in Holland.

**If any of the readers remember this occasion and like to respond to this message, please send e-mails to :
l.leusink@tip.nl**

Cruise passengers evacuated to Argentina after Antarctic woes

The 285 passengers on a Norwegian cruise liner, **Nordkapp**, that ran aground near Antarctica and spilled some fuel, have been evacuated safely, Argentina's Antarctic Authority said Saturday.

The captain of the vessel has admitted that a fuel oil tank ruptured during the accident in Deception Bay 1,000 kilometres (600 miles) south of Ushuaia, in southern Argentina, on Tuesday, the authority's Pablo Esquivel said.

Passengers were transported late Friday on the Norwegian sister ship **Nordnorge** to Ushuaia, Esquivel said. The crew of 80 remained aboard the **Nordkapp**.

The evacuation was delayed for days due to rough weather and high waves. The MS **Nordnorge** took ashore the travelers stranded by Tuesday's accident, who crammed on board in addition to the **Nordnorge's** original 293 passengers and 76 crew.

Esquivel said it was not yet clear if the **Nordkapp** would sail or be towed into port for repair, or whether that would be in Argentina or Chile. Deception Island is a protected zone administered by a group of countries including Argentina and Spain.

Some 360 ships carrying tourists, scientists and logistics crews visited the area between December and March of 2006, and the figure was expected to rise to 500 this year.



The ill-fated ferry 74 mtr long **SEA EXPRESS I** seen lying alongside Prince's Landing Stage, Liverpool following collision with the Greek bulker **ALASKA RAINBOW** in dense fog on the River Mersey - Saturday February 03, 2007.

Photo : John Luxton ©

Catamaran op zonne-energie steekt Atlantische Oceaan over

De Zwitserse catamaran **Sun21** is de eerste op zonne-energie aangedreven boot die de Atlantische Oceaan heeft overgestoken. Dat maakten de eigenaars van de boot bekend. De **Sun21** kwam vrijdag aan op het eiland Martinique. De boot was 63 dagen eerder vertrokken vanuit de haven in het Spaanse Chipiona, nabij Cadiz.

De 14 meter lange boot is aangedreven op zonne-energie. De promotoren en bemanningsleden willen daarmee duidelijk maken dat "de tijd van de zonne-energie duidelijk is aangebroken, zeker nu experts van de VN aan de alarmbel trekken wat betreft de opwarming van de Aarde". De expeditie is dus bedoeld om het gebruik van hernieuwbare energie te promoten.

Volgens de bemanningsleden verschaften de 60 m2 aan zonnepanelen de boot voldoende energie om dagelijks tot 198 km af te leggen. "De zonnepanelen bieden bescherming tegen de zon en, in tegenstelling tot een zeilboot, vaart deze catamaran ook wanneer er geen wind staat", zegt een van de bemanningsleden op de blog van de boot. De Sun21 zal nu naar New York varen. De aankomst is gepland in mei.

De catamaran is uitgerust met allerlei elektronische sensoren die de constructeurs van de boot nieuwe informatie moeten verschaffen over het varen met een op zonne-energie aangedreven boot op volle zee. Die info kan van pas komen bij volgende expedities. Een Zwitsers team wil immers rond de wereld varen in 120 dagen aan boord van een trimaran op zonne-energie.

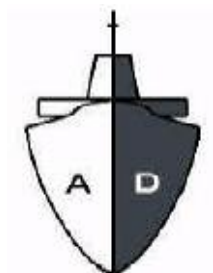


NYK's **IKOMA** seen arriving in the port of Callao (Peru)
Photo : Percy Alfaro ©

NAVY NEWS

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The **P 291 PUNCHER** seen enroute Amsterdam last summer (July 12th 2006)

Photo : Cor van Niekerken ©

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The sister of the **MEANDER** is the **ISA** seen here at the Hoebee shipyard in Dordrecht ready to be launched last Saturday into her element, the difference with the Meander is that this tug is having a little larger propellers giving her an output of 2 x 1591 hp, the yard trials are scheduled for February 19th

Photo : www.maritimephoto.com

Keppel joins Frontline venture

Singapore's Keppel Shipyard will be a partner in a new floating production venture to be formed by John Fredriksen's tanker group Frontline. "Keppel Shipyard and Frontline intend together to subscribe to minimum 33% of the new equity," Bermuda headquartered Frontline said today. Frontline is setting up a separate entity called Sea Production Ltd, to which external investors will be invited. Discussions are on to sell Frontline's entire floating production activities to the new company. These include FPSO **Front Puffin**, which is currently under conversion at Keppel yard, which is also a partner in the project. Keppel, a world leader in jack-up rigs, also captured 28% market share in deepwater semi-submersible orders in 2006. Keppel Verolme in the Netherlands has recently expanded its capabilities to offshore

conversions. Frontline is in discussions with Greenwich Holdings to purchase two double-side Aframax tankers for FPSO conversion and FPSO **Crystal Ocean** from Seadrill. Details of the new venture are expected to be finalised within a week.

Vinashin Opens Offshore Unit

Vietnam Shipbuilding Industry Group (Vinashin) officially opened its new subsidiary Vinashin Offshore Industries (Vinaoffshore) in Ha Noi. Vinaoffshore will focus on manufacturing floating storage and off-loading (FSO) units, single point moorings, oil drilling vessels and other heavy equipment, said Tran Thanh Nam, Vinaoffshore director. The new entity will also use resources from Vinashin and other affiliates to sign manufacturing contracts and upgraded equipment used for marine exploitation. Vinashin CEO Pham Thanh Binh said Vinaoffshore was assigned to manufacture FSOs for an affiliate of State-owned PetroVietnam. The FSOs are designed to have a load capacity of 150,000 tonnes and handle 15,000 tonnes of oil a day. The FSO project will be Vinaoffshore's first as it joins the country's rapidly expanding shipbuilding industry.

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The **SAGA RUBY** seen arriving in East London – **Photo : Jan Kalkman ©**

Vietnam exports sand to Singapore

Singapore has received its first shipment of sand from an alternative source, after being slapped with an export ban from Indonesia. The new source is Vietnam, a spokesman at Singapore's Building and Construction Authority (BCA) told Fairplay. Singapore is checking other sources in the Southeast Asia region. The shipment was confirmed by a spokesman at Jurong port, even though sand shipments are usually handled at Singapore's Tuas and Pasir Ris terminals. Singapore is banned from receiving sand imports from Indonesia and Malaysia. Indonesia's banned all shipments on environmental grounds. Malaysia acted in 1997 after its fisherman in the southern province of Johor complained of destruction to marine life, arising from Singapore's reclamation efforts.

Panama Canal Authority Proposes Changes to Pricing System, Regulations

On January 25, 2007, the Panama Canal Authority's (ACP) Board of Directors gave authorization to proceed with a formal proposal to restructure the Canal's pricing system and certain regulations. The proposal was officially published today and can be accessed at <http://www.pancanal.com>



Coast Guard Closes Mississippi River After Barge Strikes Bridge

The Coast Guard closed a portion of the Mississippi River after a barge struck a rail road bridge Thursday near Vicksburg, Miss. The barge caught fire after it struck the Vicksburg Rail Road Bridge near the Interstate 20 bridge and drifted about 10 miles down river and became grounded in Diamond Cutoff, one mile south of Oak Bend at mile marker 424.3. The fire aboard the barge was contained by the crewmembers aboard the motor vessel **John Roberts** and personnel from U.S. Environmental Services. The Coast Guard has established a safety zone along the Mississippi River between mile markers 440, near Kings Point, Miss., and mile marker 409.5, near Middle Ground Island, Miss. Personnel from Coast Guard Marine Safety Detachment Greenville, Miss., and bridge inspectors are inspecting the rail road bridge for damage and pollution. Coast Guard personnel from MSD Greenville are investigating the cause of the accident.

Queen Mary 2 to become largest ship through Golden Gate

The **Queen Mary 2** is expected to become the largest ship to pass through the Golden Gate when the luxury cruiser makes a nail-bitingly tight tour of San Francisco Bay on Sunday afternoon.

The visit is one of the riskiest passages in modern maritime history - and a chance for 2,638 passengers to glimpse the underside of the Golden Gate Bridge. It's also a pit stop for the 1,250-person crew to pick up 150 tons of food.

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The hulking **QM2** will have traveled 14,145 miles from Fort Lauderdale, Fla., around South America's Cape Horn when it docks Sunday night. It will continue Monday to Honolulu, then to the South Pacific, Australia, Asia, Egypt and Europe before returning to Florida April 2.

The vessel displaces 151,000 tons. It's 134.5 feet wide and 1,131 feet long - as long as some skyscrapers are tall.

But here's the rub: The dredged-out San Francisco waterfront is so shallow and muddy in places that the ship's navigational margin for error is less than 70 feet. The **QM2** should clear the bottom of the Golden Gate Bridge deck by only 30 feet.

San Francisco Bay is home to treacherous currents and tides, which whorl around Alcatraz and churn beneath its iconic, rust-colored bridge. Big container ships only enter and exit the bay during high tide. Some tankers can't dock here; they move upriver on the flood tide to Solano and Contra Costa counties.

The **QM2** is expected to dock around 8 p.m. at Pier 27, near Telegraph Hill. The pier juts into the water like a finger, perpendicular to tidal flow. Docking broadside to a current adds more complexity; a tug boat will be ready in case **QM2** needs an emergency tow

Luxury liner docks at V&A on round-world trip

The Regent **Seven Seas Voyager** docked at Pier Four in front of Table Bay Hotel in the Victoria & Alfred Waterfront on Friday as part of its maiden voyage around the world.



2 playing whales in front of the **SEVEN SEAS VOYAGER** welcomed the guests in Cape Town
Photo : Glenn Kasner ©

With it the ship brought 795 passengers and about 400 crew members into the city for the weekend, according to harbour master Steven Bentley. This influx of people is an added bonus to some local businesses, but cruise ships do not bring in enough tourists for businesses to rely on.

"The location couldn't be better for tourists," said Tamara Kramer, who was on a world cruise last year which docked at the Waterfront. "Everything is right there in the harbour - there are malls with great shopping and restaurants, and it is really clean and safe. It's one of the best ports I stayed in."

"It's exciting for Capetonians to see the impact of 700 passengers dumped directly into the city centre," said Pippa Wordie, a freelance tour guide.

Most passengers book tours through the ship's official tour company, but Wordie books tours with passengers independently. Tourists from cruise ships make up only a small part of her business

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Farid Luke, general manager for Micato Safaris, the official tour company for Regent Seven Sea Cruises, said large cruise ships were important to their business, but they handled only about five large cruise ships in Cape Town a year.

The **Seven Seas Voyager**, at 204m, has the advantage of docking at the Waterfront. Ships of more than 211m are not afforded that luxury. Cruiseliners that are too large are required to dock with commercial ships in E and F berths in Duncan Dock.

To accommodate all cruise ships there have been calls for a new mixed-use terminal to be used both as a terminal for cruise ship passengers and for commercial purposes. Cruise liners typically only enter Cape Town between November and March, and if a new terminal were to accommodate cruise ships only, it would be dormant for half the year, Bentley said.

South Africa is also too far south to be on most cruise routes, making a new passenger terminal unlikely to attract enough business to justify the costs. A mixed-use terminal could be used all year and handle anything from luxury yachts to "clean cargo" like satellite dishes.

Formal accord on Gwadar Port on 6th

A formal agreement for handing over operating rights of the Gwadar Port to the Port of Singapore Authority, envisaging a 40-year tax relief, will be signed on Tuesday in the presence of Prime Minister Shaukat Aziz.

The port is expected to be inaugurated by President Pervez Musharraf some times in March. This was stated by the federal minister for Ports and Shipping Babar Ghauri in a news conference at the Karachi Press Club on Saturday.

Dispelling all criticism of concessions to the PSA, he said that the process was transparent and operators from private sectors were involved in the negotiations.

The federal minister said that Pakistan needs to develop third and even fourth port to handle future trade which, he said, was growing at over 10 per cent per annum.

He said the KPT and the PQA had their own limitations of draught and availability of port land.

Three companies have been set by the operators. One of them would deal with cargo handling while the second would be responsible for infrastructure development, and the third will be responsible for developing free zone.

Under the agreement, government of Pakistan would be entitled to have nine per cent of the revenue from the first two companies and 15 per cent from the third. Operators were expected to invest \$3 billion annually in the project that would help Pakistan earn up to \$4 billion through operations.

Under the agreement operators would have full authority, but in case of national security, the government would be able to use the facilities.

The federal minister said that Gwadar Port would serve as an international Hub, and claimed that contrary to 40-year concession given to the operators by the present government, former rulers had envisaged identical concessions spread over 50 years. Senator Ghouri said that apprehensions were wrong that due to Gwadar Port, Port Qasim and Karachi Port would be affected.

Gwadar, he said, would serve as centre for transshipment where mother ships would unload cargo which would then be shipped to other ports by feeder ships.

Justifying concessions to operators, the minister said that Gwadar would be competing with Dubai port which is a tax-and-duty-free port.

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But the minister did not explain as to how investors would choose that destination for transshipment and setting up industries in the free zone when there was no infrastructure – water, electricity, roads and adequate settlements for living. The minister was confident that the port would provide large-scale employment, and value of land would further increase, and there would be other income generating activities for local people.

When asked that why Balochistan government was deprived of revenue as local and municipal taxes were also revoked, Federal Shipping Minister said that the decision of exemption was taken by the Balochistan government itself and announced by the chief minister of Balochistan. The federal government, he said, had nothing to do with this decision.



Pulmantur's **HOLIDAY DREAM** seen moored in Martinique
Photo : Ton Grootenboer ©

MOVEMENTS

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The **YM ORCHID** seen enroute the port of Antwerp
Photo : Richard Wisse ©



The **SAPPHIRE PRINCESS** seen departing from Sydney
Photo : Martin Grant ©



Yeoman Bridge/C6JY9 seen in the Noordzeekanaal enroute Amsterdam.

Photo : Lourens Visser ©



The tug **LORE** arrived in Ijmuiden, built as the **ROSCANVEL** during 1981 by Dubigeon Normandie S.A., Grand Quevilly under yard number 2556, the tug was renamed during 1989 in **LUCA PRIMA** followed by **MASCALZONE** **NNANMMURATI** during 1998 and she sails now under the named **LORE**, the tug will collect her tow at Shipdock shipyard in Amsterdam and depart again according the pilot.

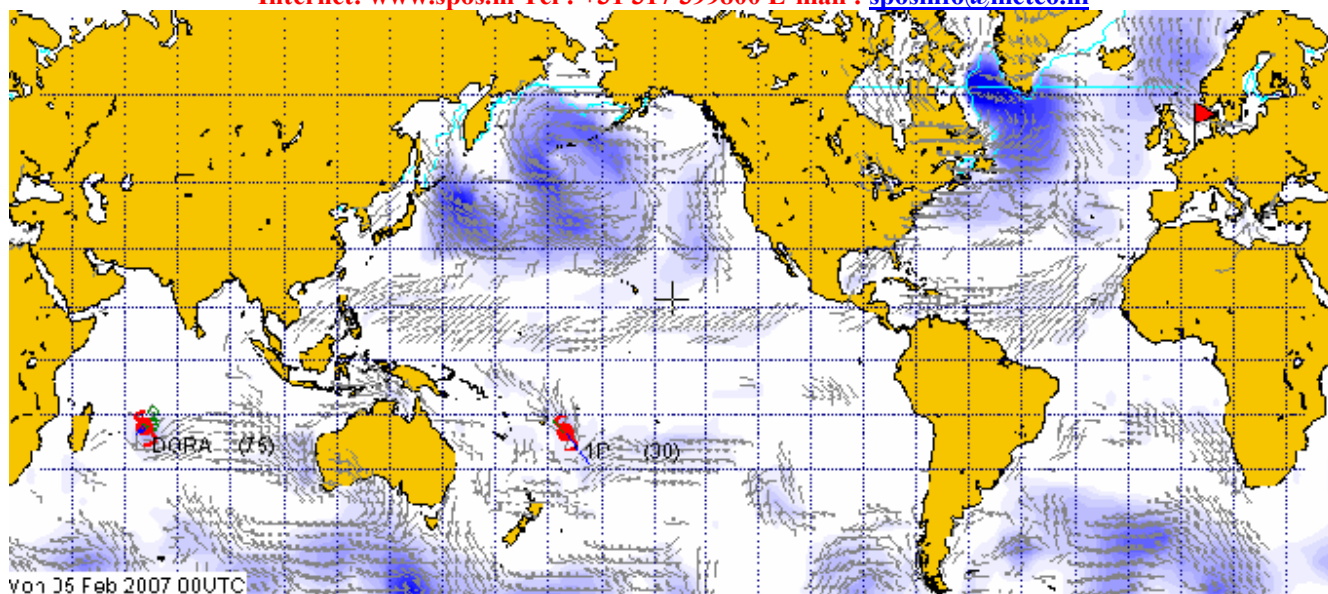
Photo : Willem Koper ©

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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 **TOISA VIGILANT** seen moving alongside Allseas **SOLITAIRE**
Photo : Crew Solitaire ©

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