

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 051



Number 051 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 22-02-2007**

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

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



The L 3008 MOUNTS BAY

Photo : Leon de Hoop ©

SMITWIJS TOWAGE B.V.



Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands
Telephone: +31 2555 62711
Telefax: +31 23 551 1896
E-mail: sales@smitwijs.com

DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE
NEWS CLIPPINGS ?? PLEASE SEND THIS TO :

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS SMITWIJS TOWAGE ON THE MOVE...

These are exiting times in the offshore oil and gas industry which **SmitWijs**, as commercial manager of the **Global Towing Alliance**, has served since 1991 when Smit and Wijsmuller merged their ocean towage activities into one joint venture company forming **SmitWijs Towage**.



Photo : Piet Sinke ©

As you might have read from recent press releases, Smit International agreed to sell its 50% share to the other shareholder SvitzerWijsmuller (Part of the A.P. Moller-Maersk Group).

With one shareholder SmitWijs is in a stronger position to chart a steady course for the future as a premier company for long distance ocean towage of FPSOs, drilling rigs, barges and other large floating objects.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 051

The change in ownership structure will only affect SmitWijs and not the Global Towing Alliance. COESS from Shanghai (**De Hong, De Da** and in March the newbuilding tug **De Zhou**) and Smit Africa (**Wolraad Woltemade**) will continue to be full members of the 7 vessel strong alliance.

The **SmitWijs** fleet of high horsepower ocean tugs is dedicated solely to the business of ocean towage. More importantly, the expertise of the **SmitWijs** seasoned and long serving masters, officers, and crews as well as the support of an experienced shore based management and staff will continue to ensure a first class service to our customers. As a courtesy we have attached some special "Kodak" moments of operations executed by the Global Towing Alliance and **SmitWijs**.

Although our total commitment to ocean towage will not change, some administrative changes are planned. To facilitate logistics, **SmitWijs** will move its offices by **22 February** to **Hoofddorp, Holland** (5 minutes away from Schiphol airport). **SmitWijs** will also be adding some new staff to its ship management team to ensure the highest quality standards.

Smitwijs likes to thank you for the continuous support.

Smit wil toch weer met bonden praten

Sleepbedrijf Smit heeft de vakbonden uitgenodigd om toch weer met elkaar te praten over de cao voor de Rotterdamse havensleepvaart. Smit zegt er van uit te gaan dat de vakbonden hun ultimatum zodoende willen opschorten. Een woordvoerder van FNV Bondgenoten zegt echter op het eerste gezicht niet de indruk te hebben dat Smit iets nieuws te bieden heeft.

Smit en de vakbonden waren afgelopen weekeinde uit elkaar gegaan zonder een cao-akkoord te bereiken. De vakbonden hadden gedreigd met een staking van de havenslepers als Smit niet voor woensdagavond 18.00 uur met betere voorstellen zou komen.

Of Smit de vakbonden met haar nieuwe uitnodiging kan paaien is nog de vraag, want het bedrijf heeft het slechts over een verlenging van de geldigheidsduur van de al bestaande voorstellen om 'zonder druk van ultimata tot een voor alle partijen bevredigende oplossing te komen'.



Ship disposal dilemma

THE U.S. MARITIME Administration has run into a dilemma regarding its ship disposal program and said it will undertake review of the process. That makes sense, but the agency must do a lot better in keeping the public informed about what it has done with two ships that departed for Texas scrapping yards last month.

The problem with scrapping decaying ships such as the 74 moored in Suisun Bay is a Coast Guard regulation issued last June requiring that any ship being taken to Texas for disposal has to have its hull cleaned to stop the spread of invasive species.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 051

But, when hulls are cleaned, huge chunks of metal and paint with lead, copper and other pollutants fall to the bottom of the bay or harbor where the work is done.

In many cases, if the ships were put in dry dock to clean their hulls, the vessels are so weak they could be severely damaged. Scrapping the ships in the Bay Area would be prohibitively expensive.

The Maritime Administration's way of solving the problem, at least for a couple of ships, was to haul them out of the Bay Area and have their hulls cleaned somewhere else en route to Texas.

Where the **Queens Victory**, a World War II cargo ship, and the **Jason**, a repair ship of the same era, are going is anyone's guess. The Maritime Administration's spokeswoman Shannon Russell arrogantly refused to divulge any information.

When asked where the ships would be cleaned, she told the Times, "I just don't know. Google it. There are a hundred places that could do this work. There are any number of countries and facilities."

We suspect the agency knows exactly where the two ships are going to be cleaned. Most likely it is in Mexico or Panama. Better to pollute their waters than ours seems to be the philosophy here.

Some of the ships that are to be taken to Texas for disposal may not make it that far, especially if they are scraped clean and pieces of metal fall off, further weakening already decaying hulls.

Much of the problem would go away if the Coast Guard reconsidered its policy of ordering hulls to be cleaned before ships were taken to scrapping yards.

It is highly unlikely that ships being taken from the Bay Area to Texas would introduce any invasive species that have not already been transported by the thousands of commercial ships that dock in Texas every year.

It makes little sense to remove potentially invasive species from the hulls of a few decaying ships while thousands of other ships arrive in the same area without any such requirements.

Let's hope the Coast Guard, Maritime Administration and Bay Area water officials can work something out before the ships in Suisun Bay start sinking.

Pregnant woman rescued from ferry

A 25-YEAR-old woman was rescued from a ferry after she developed problems in her pregnancy.

A helicopter from the Wattisham base was sent out to help at 11pm last night after they received a call from the **Pride of Bruges** Ferry.

The woman, who is 25 weeks pregnant, was taken from the ship to the Norwich and Norfolk Hospital. The rescue operation happened 35 miles east from the coast of Felixstowe.

Ferry passengers in no danger in storm



The INTERISLANDER ferry **CHALLENGER** – Photo : Sandy Finlayson ©

A report by Maritime New Zealand into an Interislander ferry sailing last October in storm-force conditions has found passengers were in no danger.

The ferry **Kaitaki** encountered 9m waves and 70 knot winds during a 10-hour crossing from Picton to Wellington on 24 October 2006. Passengers were sick, some of them acutely. Many later complained to Maritime NZ that the sailing should not have gone ahead.

The report says though it was an uncomfortable and at times frightening crossing passengers and crew were not in any danger.

However, it says the Interislander should provide more information to passengers before a rough crossing and better secure furniture likely to move about in rough weather. The report praises the actions of the captain and crew.

CASUALTY REPORTING

Russian trade vessel in distress near Kamchatka Peninsula

A Russian trade vessel, the **Pashkovsky**, is in distress in the Sea of Okhotsk about 10 nautical miles west of the Kamchatka Peninsula in Russia's Far East, the Emergency Situations Ministry said Tuesday.

"A cable is wound around the vessel's screw propeller, which is registered with the Petropavlovsk-Kamchatsky port," a spokesman for the ministry said. "There are 13 people on board the vessel, which is currently drifting towards the shore."

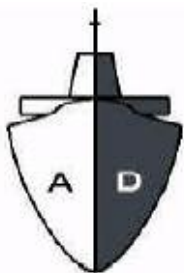
The spokesman said that currently two rescue ships are ready to set off from the Petropavlovsk-Kamchatsky port to evacuate the crew from the distressed vessel, but poor weather conditions, particularly strong winds and high waves, are hampering rescue efforts.

He added that special headquarters for the rescue operation has been set up and currently rescuers are considering using air-sea rescue services.

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

ANGLO DUTCH SHIPBROKERS bvba



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

T-AKE 2 Completes Acceptance Sea Trials

The **USNS Sacagawea**, the second of nine new combat logistics force ships, successfully completed acceptance sea trials on January 31. Converteam Inc. is part of a team of companies contributing to the development of this vessel, specifically responsible for the design of ship's electric power, propulsion, and vessel automation system. The U.S. Navy's T-AKE Program is a new class of dry cargo and ammunition supply ships currently being built by General Dynamics NASSCO in San Diego, CA. The total contract value for all nine ships is \$2.8b. The mission of these auxiliary support ships will be to deliver ammunition, food, fuel, repair parts, and other supplies and materials to other Navy ships at sea. The builder's sea trials of the **Sacagawea** put to the test Converteam's 23 MW Propulsion System design under actual operating conditions. All aspects of the power generation, distribution, propulsion system, and propulsion motor performed superbly.

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium

Tel : + 32 (0) 14 62 04 11
Fax : + 32 (0) 14 61 16 88



info@disacivil.com
www.disacivil.com

ABG Shipyard has delivered a new AHTS.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 051

Maridive 212 is the second AHTS vessel delivered by the company, and the second vessel to be delivered to Maridive in this financial year out of a total of seven orders received from the company.

STX books first LNG ship order

Korea's STX Shipbuilding Co. has won an order worth 211 billion won (US\$225 million) order for a liquefied natural gas (LNG) carrier for an undisclosed European client.

The order marks the shipbuilder's entry into the LNG carrier market. According to a regulatory filing, the vessel is to be delivered by May 2010 and includes options for three further LNG tankers, bringing its potential value to \$1 billion.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
E-mail : mail@workships.nl
Website : www.workships.nl

Double-Digit Cargo Growth in Duisburg

Total Duisport cargo throughput up to 50 million tons / Records for containers and steel

Cargo throughput in the ports of the Duisport Group climbed to 49.7 metric tons in 2006. Ships, trains and trucks moved 4.7 million tons more than in 2005. The rate of growth was over 10 percent. It is highly gratifying that barges and the railroads which generate the Port's income expanded twice as fast as the German average. Container transfers were at a record level of 787,000 TEU, up by 11 percent. Growth in the container segment was mainly supported by train services which advanced by 19 percent to 430,000 TEU. Iron and steel cargo also reported a new record of 5.3 million tons, plus 9 percent. "We work in growth markets, grow at above-average rates and win market shares for all modes of transport," said Duisburger Hafen AG's Chief Executive Officer Erich Staake

Samskip Boosts Baltic and North Sea Coverage

Only 10 months after Samskip boosted capacity on its Scandinavian and Baltic routes by 50%, the company is introducing yet another improvement to its Baltic, Russian and Scandinavian service coverage.

The company is deploying its 803 TEU newbuilding "**Samskip Explorer**" to link Hull and Rotterdam with Aalborg in Denmark and Helsingborg and Varberg in Sweden while the 550 TEU "**Anna G**" will ship cargo from Helsingborg to Ventspils and Klaipeda with onward connections offered to inland destinations including Moscow.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 051

The new services will operate on a fixed-day port call basis and so safeguard the necessary fast and reliable door-to-door transit times that it says its customers expect.

The new schedule starts on 22 February in Hull.



The **SAMSkip EXPLORER** – Photo : Frits Janse ©

"**Samskip Explorer**" will operate the following weekly port rotation:
Hull - Rotterdam (Interforest) - Aalborg - Helsingborg - Varberg - Hull.

"**Anna G**" will operate as follows:
Helsingborg - Ventspils - Klaipeda – Helsingborg

FAIRMOUNT EXPEDITION launched

FAIRMOUNT EXPEDITION, the fifth Fairmount Supertug, met her natural element for the first time when the

building dock where she was constructed was floated.



Thus, on 10 February 2007, **FAIRMOUNT EXPEDITION** was successfully launched and moved to the completion quay of her builders, Niigata Shipbuilding Co. The tug will be delivered to Fairmount on 31 May 2007, ending the construction of a series of five sister tugs that started with the delivery of **FAIRMOUNT SHERPA** in May 2005.



LOUIS DREYFUS FAIRMOUNT B.V. PLACE ORDER FOR THE CONSTRUCTION OF TWO 32,000 TDW BARGES



On 15 February 2007 the building contracts were signed for the construction of two semi-submersible barges for delivery in Summer 2008. The barges have been ordered by Louis Dreyfus Fairmount B.V., the Joint Venture Company between Louis Dreyfus Armateurs SAS, Paris, and Fairmount Marine Investments B.V., Heerjansdam. Each barge will have a Length of 157 metres and a breadth of 36 metres. The deadweight capacity will be approx. 32,000 tonnes.

The barges have been designed for next generation offshore oil- and gas industry requirements for special load-outs, float-overs etc. The barges will meet the highest criteria and standards regarding strength, reliability, redundancy, seakeeping and motion characteristics.

Fairmount Marine B.V. will operate the barges in addition to the already existing fleet consisting of **OCEAN SEAL** and **OCEAN ORC** (24,000 TDW) and **GAVEA LIFTER** (50,000 TDW).

EARLY START FOR WELLAND

THE St Lawrence Seaway Management Corporation (SLSMC) says the Welland Canal will open on March 20th, the earliest opening date ever.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 051

The Corporation explains: "The decision to open on the 20th stems partially from Seaway clients requesting an earlier start, and was made after carefully reviewing maintenance schedules and environmental considerations."

"Our system enjoyed excellent traffic results in 2006. We are building on this momentum and extending a number of incentives to encourage more shippers to utilize the Seaway" said Richard Corfe, President and CEO of the SLSMC. "Within our system's existing locks and channels, we have the capacity to increase our cargo volume by over 60 percent. This opportunity is very significant, in light of clogged land-based arteries and an increasing desire among organizations to improve their energy consumption and greenhouse gas emission performance."

Mr Corfe's US counterpart, Terry Johnson, Administrator of the Saint Lawrence Seaway Development Corporation, said. "The Seaway continues to play a vital role as a gateway connecting North America's manufacturing and agricultural heartland markets to global commerce," he said. "The new navigation season historically focuses on staple bulk cargoes, but we're excited about the sustained improvements in project cargo trade, especially strong growth in petroleum-mining activities in Alberta and wind turbines."



The **BRITISH ENVOY** seen in Rotterdam canal

Photo : Frits Janse ©

China Shipping to buy two oil tankers

Bulk shipping operator China Shipping Development (1138) is continuing its shopping spree aimed at cashing in on the mainland's soaring oil transportation market.

The Shanghai-based company - the mainland's largest carrier of crude oil - announced Wednesday it is splashing out US\$87 million (HK\$678.6 million) on another two oil tankers to boost capacity.

"The construction and ownership of tankers will enable the company to take advantage of the business opportunities in the shipping market, enjoy economies of scale and optimize its overall route arrangements," it said in a statement to the Hong Kong stock exchange.

The new tankers, each with a capacity of 46,000 deadweight tonnes, are due for delivery between the fourth quarter of 2007 and the first quarter of 2009.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 051

Upon delivery, the shipping operator will control a fleet of 71 oil tankers with a combined carrying capacity of 3.5 million deadweight tonnes. The purchase of the two new vessels will be financed by bank borrowings, increasing the company's gearing ratio.

China Shipping said it is optimistic about demand in the oil transportation market and expects growth in the coming years. In a recent research report, Goldman Sachs said the shipping firm could potentially enter into an attractive new business such as transporting liquefied natural gas.

Earlier this month, the company placed orders for four Very Large Iron Ore Carriers. For the six months to June 30, China Shipping reported net profit of 1.3 billion yuan (HK\$1.307 billion), or 0.39 yuan per share, down 19.4 percent from the previous year. Its shares closed Wednesday up 0.5 percent at HK\$11.86.

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.com

<http://www.multraship.com>

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 051



The tug **ISA** seen during bollard pull tests – Photo : Will Kik ©

Today (Thursday 22nd) the US Navy Oliver Hazard Perry Class Frigate **USS TAYLOR FFG 50** is sailing @ 0845 hrs from Valletta.



The **ANNA SCHULTE** seen departing from Rotterdam - Photo : Henk van der Heijden ©

OLDIE – FROM THE SHOEBOX



The mv "**Philippine Pesident Garcia**" aground in Guernsey in July 1967. **Bureau Wijsmuller** was to refloat the 10,826 g.r.t. Philippine President Lines cargo vessel. Years later in 1993, the same vessel under the name of mv "**Ageton**" was salvaged and towed from the Shatt al Arab as an Iran-Iraq war victim, again by **Wijsmuller Salvage bv**.

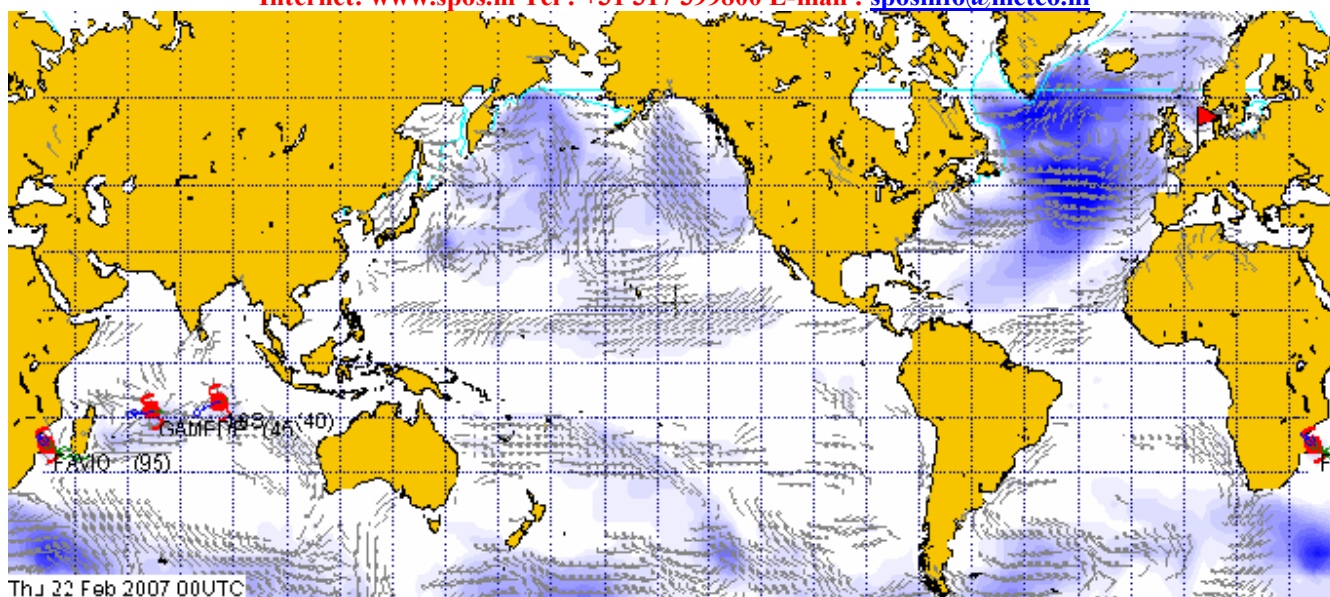
Contributed by : **Henk de Weers ©**

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.nl Tel : +31 317 399800 E-mail : sposinfo@meteo.nl



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 **GARIBALDI** seen in Malta
Photo : Jacob Versteeg ©

BOEKBESPREKING

Door : Frank NEYTS

"Hr.Ms. Abraham Crijnssen".

"**Hr.Ms. Abraham Crijnssen. Van mijnenveger tot museumschip**" is een recente uitgave van de Nederlandse Uitgeverij Aprilis. Het boekje werd samengesteld door R.E. van Holst Pellekaan.

Weinig schepen van de Koninklijke Marine hebben zo'n heroïsch verleden als de mijnenveger '**Hr.Ms. Abraham Crijnssen**'. Velen kennen het verhaal van de spectaculaire ontsnapping uit Nederlands-Indië in maart 1942. Gecamoufleerd als tropisch eiland misleidde het vaartuig de Japanse patrouilles en bereikte veilig Geraldton op de Westkust van Australië. De auteur brengt echter veel meer. Hij volgt het schip vanaf de kiellegging in 1936 tot aan het moment van afmeren aan de kade bij het Marinemuseum in Den Helder bijna zeventig jaar later. De levensloop van de mijnenveger kent veel raakvlakken met belangrijke episodes uit de Nederlandse geschiedenis. De lezer vaart mee naar de Oost, beleeft de ontsnapping naar Australië, konvoieert koopvaardijsschepen tijdens de Tweede Wereldoorlog en patrouilleert in Indische wateren, voorwaar een boeiend relaas.

De '**Abraham Crijnssen**' was een mijnenveger met patrouille- en konvoitaken, opleidingsschip, netpoortschip, korpsschip voor zeekadetten en uiteindelijk museumschip.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 051



De **ABRAHAM CRIJNSSEN** afgemeerd bij het Marine Museum in Den Helder - Foto : Piet Sinke ©

"**Hr.Ms. Abraham Crijnsen**" (ISBN 9-789059-941113) telt 72 pagina's en kost 19,95 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com.

The compiler of the news clippings disclaim all liability for any loss, damage or exense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.