

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 058



Number 058 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 01-03-2007**

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

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

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



The OOSTERDAM seen in Mazatlan (Mexico) February 27th

Photo : Capt. Fred Eversen ©

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

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EVENTS, INCIDENTS & OPERATIONS

CRUISESCHIP WIJKT UIT IVM STROOM EN WIND

Het cruiseschip **Sea Princess**, dat dit winterseizoen twintig horeca – en toerismestudenten van Maris Stella en Ban Bria SBO een trainingsprogramma aan boord geeft, kon vandaag de haven niet binnenvaren door de harde wind en een verradelijke sterke stroming in de Annabaai.



Foto : Kees Bustraan ©

Het schip, dat 2000 passagiers kan herbergen, overwoog hierop koers te zetten naar Jamaica, maar week uiteindelijk uit naar Aruba. Geruchten dat er een bommelding zou zijn geweest worden met klem tegengesproken door de officieren aan boord. Behalve de studenten, die teleurgesteld aan de lege kade van de Matheywerf stonden, zijn ook de winkeliers in de Punda, taxichauffeurs en aanbieders van tours gedupeerd. De **Arcadia** (1200 passagiers) van rederij P&O mocht wel aanleggen aan de Megapier omdat de **Sea Princess** verlaat was. Het schip van Princess Cruiselines had eveneens graag aan de Megapier willen afmeren. Mogelijk dat bij de beslissing om uit te wijken een rol speelde dat de **Arcadia** aan de pier lag. De voetbalwedstrijd, die gepland stond tussen teams van de **Sea Princess** en de **Arcadia** ging eveneens niet door. Op 27 maart bezoekt de **Sea Princess** de haven van Curacao voor het laatst dit seizoen. In de zomermaanden vaart het schip in de Middellandse Zee.

Bourbon orders 46 new vessels

Paris-based Bourbon today announced orders worth Euros 560 million (US\$ 730 million) for 46 new offshore service vessels.

In all, the massive expansion involves three series of vessels, 46 of which will be built at Sinopacific shipyards in China and two at West Atlantic Shipyard in Nigeria.

Two series are based on GPA designs identical to the 36 vessels ordered by Bourbon in April 2006:

- 28 AHTS GPA 254 supply and anchor-handling tugs with 80 tons pull

- 14 PSV GPA 654 platform supply vessels with 1600 tons deadweight.

All the GPA design vessels are primarily intended for the replacement market operating in the continental offshore where more than 400 vessels now in service will be over 30 years old by 2010. The characteristics of the new vessels will also make them excellent additional supply vessels for deepwater offshore operations.

They are all equipped with diesel-electric propulsion and classed DP2 and FiFi1. The other series comprises four Ulstein PX105 MACS supply vessels of 4,400 dwt, 88.8 m long, with the Ulstein X-Bow and the PG-MACS system.

This new series is the culmination of the optimization of the design of the P105 and PX105 models, four of which are under construction for Bourbon, while four others have proven their operational value in the Bourbon fleet since 2005.

Equipped with diesel electric propulsion, classes DP2 and FiFi1, and a double hull, this series is "clean design" certified and meets the highest standards of protection of the environment and comfort.

Two major innovations are the positioning of engine exhaust on the waterline, which does away with the conventional exhaust stack thus allowing a 360° panoramic view from the bridge, and the MACS (Multi Application Cargo Solution) system which increases storage capacity in the hold and enables different types of cargo to be stored.

These vessels therefore meet the needs of the international deepwater and North Sea offshore industry while offering extremely profitable technological solutions to customers.

With these additional 46 vessels, Bourbon's Offshore Division has a total of 110 supply vessels on order as of February 28, 2007. Deliveries will be made up to September 2011, when BOURBON will have the most up-to-date fleet on the market.

Christian Lefevre, Executive Vice President and Chief Operating Officer of Bourbon, said:

"These orders are strategic because they will allow Bourbon to affirm its leading position in modern offshore with a multi-purpose fleet adapted for safety, maneuverability, environmental protection and productivity. The construction of these vessels in series is in line with a proven and profitable business model to reduce construction and maintenance costs. The success of this model is based on the high level of industrial know-how that Bourbon has already demonstrated. It is also based on the tested capability of China's Sinopacific shipyards to produce quality vessels, which has been confirmed by the success of the 14 vessels already delivered and in operation and which give full satisfaction to our customers.

"With these orders of two series of new vessels intended both for deepwater and continental offshore, and the PSV series dedicated to deepwater offshore, we will, with confidence, satisfy the needs of all our customers for modern vessels."

Indonesia to probe ferry sinking

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Indonesian police are to investigate how a fire-damaged ferry capsized as officials and journalists inspected the charred hulk, officials said yesterday.

A television cameraman was killed when the anchored vessel went down near Jakarta after officials from the national transport safety board, police and journalists went aboard on Sunday.

Rescuers were searching for another cameraman and two police officers who were still missing, said Colonel Didin Zainal Abidin, who coordinates the navy rescue team. A reporter ended up in hospital in serious condition. Legislator Abdullah Azwar Anas said that Sunday's incident demonstrated shoddy investigation management.

'It was extremely embarrassing and it was sheer recklessness,' he was quoted as saying by Antara news agency.

At least 48 people died in last week's fire aboard the **Levina I** which broke out soon after dawn on Thursday as the ferry headed from Jakarta to Bangka island off Sumatra. On Saturday, the scorched hulk was towed to a point just a few miles from Jakarta's main port. Setyo Rahardjo, chairman of the National Transport Safety Commission, said the sinking was totally unexpected and would require a police investigation.

'We did not think about the possibility of the ship sinking because it was just fine when it was towed 50 miles (80.5km) in the sea,' he said. He said that officials had boarded the vessel only after a clearance from marine police that it was free from gas.

Journalists had been warned of the danger of going aboard and told to wear life jackets but some had refused, said Colonel Abidin of the navy search team. 'There was a briefing, there was a warning from the port administrator that the ship was dangerous,' he said. 'Some journalists refused to wear life vests, saying they were cumbersome. It was a pure accident,' he said. Carlo Tewu, Jakarta chief police detective, said that national police would investigate the sinking. Preliminary findings suggest that the ferry caught fire after a blaze in a truck carrying inflammable chemicals on the lower deck.

About 300 people are known to have survived the blaze, but the number of missing was still unclear because some passengers were apparently not listed on the official manifest. The government has revoked the ferry operator's licence for failing to list children on the manifest. It is common in Indonesia for people to sneak on to ferries or bribe crew to let them aboard for less than the price of a ticket, meaning that their names are not recorded.

Ferries are a popular means of transport among the 17,000 islands of Indonesia, where sea connections are cheaper and more easily available than air routes. However, safety standards are not always strictly enforced and accidents occur fairly often.



P&I club warning on pilotage problems

The North of England P&I club has reminded shipowners of the importance of planning passages from berth to berth and monitoring those plans particularly carefully when there is a pilot on board. A research report recently published by the pilotage sub-committee of the International Group of P&I clubs, formerly chaired by North of England managing director Rodney Eccleston, reveals that pilotage-related claims continue to cost the shipping industry over US\$ 44 million a year. Groundings under pilotage cost an average of nearly US\$ 8 million each--significantly higher than any other type of claim--and in most jurisdictions pilots are not liable.

"Navigation from the pilot station to the berth inwards and outwards is probably the least understood aspect of passage planning," says North of England's head of risk-management Tony Baker. "As soon as pilots come on board, many officers of the watch simply write, 'courses various to master's orders and pilot's advice,' in the log book and then relax, believing the most onerous task ahead is finding out how the pilot likes his or her tea."

The International Group report concludes it is vital for masters and watch-keepers to be in a position to judge when there is a departure from passage plans when berthing or unberthing.

"A suggested minimum requirement might be courses laid down on the chart and/or electronically, from pilot station to berth and from berth to pilot station, so that any departure from the planned track can be checked with the pilot," says Baker.

According to the club, the obligation to passage-plan to and from the pilot station can be traced to SOLAS, which requires masters to plan the passage taking into account International Maritime Organization (IMO) guidelines that state the plan should cover the entire voyage, from berth to berth.

IMO training recommendations for marine pilots require the passage plan to be agreed during the master/pilot information exchange, but also go on to state that it should be treated only as a "basic indication of preferred intention and both the pilot and master should be prepared to depart from it when circumstances so dictate."

Baker concludes, "The key message is for masters and watch-keepers to concentrate even more on safe navigation when there is a pilot is on board. Pilots are only advisors and their presence does not relieve bridge teams of their duties and obligations for the safety of their ships."

SINGAPORE SLAMS TORRES STRAIT COMPULSORY PILOTAGE

SINGAPOREAN diplomat Tommy Koh has slammed Australia for imposing compulsory pilotage limiting free transit of vessels in the Torres Strait.

Singapore's Business Times quotes Prof Koh as saying: "I am concerned that Australia's action will set an unfortunate precedent. I appeal to Australia to ... (conform) with the UN Convention and IMO resolutions."

Prof Koh, who was largely instrumental in drafting and negotiating the 1982 UN Convention on the Law of the Sea (Unclos), urged Canberra to review its actions and fall in line with the convention.

He said that Australia's action 'contravenes United Nations conventions' and 'disrespects the International Maritime Organisation', the UN agency in charge of maritime issues.

Cadetten zeevaartschool krijgen opvolger voor Mercator

In april 2008 komt het Poolse schip **Dar Mlodziezy** naar Antwerpen als opleidingsschip voor de eerstejaarsstudenten van de Hogere Zeevaartschool. Voor het eerst sinds 1960, toen de **Mercator** uit de vaart werd genomen, zullen de cadetten weer stage lopen op een zeilschip. Met een lengte van 110,6 meter was de **Dar Mlodziezy** het langste schip dat in augustus 2006 tijdens de Tall Ships' Race in Antwerpen aan de kaai lag.

GPS and W.SMIT to remove damaged oil jetty

A record oil spill for Rotterdam after a containership crashed into an oil-jetty, on January 19th this year. The 2,600 TEU **CMA CGM Claudel** was torn loose from its moorings at ECT's Delta Terminal. The ship was not under main-engine power, and nearby tugs were unable to intercept the ship before it hit a crude oil unloading jetty at the Maasvlakte Oil Terminal. The combination **GPS Marine Services BV - W. Smit BV** has been awarded with the contract to remove about 80 meters oil jetty and pipelines from the seabed.

Schip met asbest uit Rotterdamse haven verwijderd

De havenmeester van Rotterdam heeft het schip **Hertfordshire** met asbesthoudend afval uit de Waalhaven laten verwijderen. De boot is naar het Calandkanaal bij de Maasvlakte gesleept. Dat heeft een woordvoerder van de milieudienst DCMR woensdag bevestigd.



Foto : Jan Oosterboer ©

Het schip, dat uit Italië afkomstig is, vervoert zakken aarde die met asbest van puinafval is verontreinigd.

Hoewel het niet om een hoog percentage asbest gaat, wilden de havenautoriteiten geen risico nemen en hebben ze het schip buiten bewoond gebied laten slepen. In totaal gaat het om een lading van 2200 ton aarde met asbest.

Bij het overladen van de lading naar een binnenschip werd geconstateerd dat een kwart van de zakken beschadigd was. De gewaarschuwde Arbeidsinspectie en de Inspectie Verkeer en Waterstaat hebben daarop het werk laten stilleggen.

In overleg met de milieudienst en de havenautoriteiten is besloten om de twee schepen te laten verslepen en elders schoon te laten maken. Wat er met de lading moet gebeuren is nog niet duidelijk.

Volgens de woordvoerder van de milieudienst DCMR gaat het qua milieugevaar om een minder ernstige zaak dan die van het asbestschip Otapan, dat in de Rotterdamse Waalhaven ligt. Wel is na de perikelen rond de Otapan besloten om geen enkel risico te nemen.

Kunstmestschip gaat naar haven Bilbao

Het schip **Ostedijk** dat met een lading kunstmest voor de Spaanse kust ligt, zal naar de haven van Bilbao varen. Dat meldden de Spaanse media woensdag.

De Ostedijk was anderhalve week geleden onderweg van Porsgrunn in Noorwegen naar Valencia toen de 6000 ton kunstmest in het laadruim begon te gisten waardoor gevaarlijke gassen vrijkwamen. De Spaanse autoriteiten hebben eigenaar Navigia in Groningen inmiddels het groene licht gegeven om verder te varen.

Na inspectie bleek dat het schip geen schade heeft opgelopen. Ook de lading is nog grotendeels intact. Een deel van de kunstmest zal worden gerecycled. In Valencia, de oorspronkelijke bestemming van de **Ostedijk**, was geen mogelijkheid om de kunstmest te recyclen. In Bilbao staat een fabriek waar dit wel kan.

Smit: Stakers plegen 'economisch terrorisme'

De spanningen bij Smit Havensleepdiensten in Rotterdam lopen op. De ruzie tussen de directie van het maritieme concern en de 240 werknemers over een nieuwe CAO is verder verergerd door een brief die sleepbaas Joost Lameijer aan het personeel heeft gestuurd. Daarin beticht hij de stakende collega's onder meer van 'economisch terrorisme'.



Foto : Ton Grootenboer ©

„Schandalig, onzinnig, het is tijd dat het gezonde verstand weer terugkeert,” schrijft de onderhandelaar van Smit aan zijn medewerkers. „Dit is voorlopig mijn laatste brief. Ik heb het helemaal gehad.”

De werknemers die woensdag voor de tweede keer in korte tijd voor 24 uur in staking gingen, willen er liever geen woorden aan vuil maken. „Daar staan we boven,” zegt Fred Sandifort aan boord van de **Smit Clyde** in de Europoort.

Ook collega Adri Jobse heeft meer zin in het maken van een sudoku dan dat hij praat over de leiding van het bedrijf. „Nee, vrolijk word je hier niet van,” zegt de havensleper. „Het gaat goed met Smit, waarom wordt dat niet beloond? Wat wij vragen kost drie ton. Op een winst van 75 miljoen euro is dat toch niet te veel gevraagd?”

Het CAO-conflict bij de havenslepers gaat onder meer over de éénmalige uitkering, de ouderendagen en de vergoeding voor de hogere ziektekostenpremies. De directie van Smit heeft de werknemers vorige week acht procent meer loon in twee jaar tijd geboden, plus een bonus van 4000 euro. Dat bod is inmiddels weer van tafel. Volgens FNV Bondgenoten is het loonbod lager dan acht procent.

Gisteravond spraken de vakbonden en Smit een half uur met elkaar, zonder resultaat. Later deze middag wordt duidelijk of er morgen weer gestaakt wordt.

CASUALTY REPORTING

MOL Ship in UK Collision

A Mitsui OSK Lines (MOL)-chartered car carrier was involved in a collision with a fishing vessel on the UK's River Tyne on Tuesday.

According to TradeWinds, the 2,517-unit "**Pacific Angel**" (built 1983) collided with a small fishing vessel shortly after it left the port of Newcastle en route to Bristol. A spokesperson at the vessel's Hong Kong shipmanager, Patt Manfield, said that the ship had sustained no damage and there were no injuries or pollution as a result of the collision.

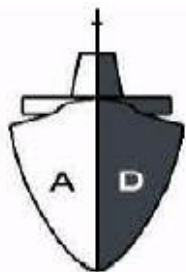
Initial reports said the fishing vessel had sustained damage to its bow but the Manfield source insisted neither ship had been damaged. The captain and safety officer have begun an investigation into the cause of the accident which is still unknown.

The vessel has not been detained by the UK Maritime & Coastguard Agency (MCA). The Panama-flagged car carrier had a crew of three Chinese and 17 Filipinos though the exact make up of its cargo at the time of the collision is unknown. The "**Pacific Angel**" has been on long-term charter to MOL since its build year. It is NKK classed with insurance cover from the Swedish Club.

NAVY NEWS

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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



USS **John F. Kennedy (CV 67)** departs Naval Station Mayport for the last underway period before her decommissioning in March

Photo : US Navy ©

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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



The **SKANDI CARLA** seen in drydock in Malta

Photo : Lawrence Dalli ©

Austal buys Tasmanian shipyard

Henderson, Western Australia, based Austal Ships has finalized a contract to buy the Margate, Tasmania, shipyard facilities of North West Bay Ships from John Fuglsang Developments Pty. Ltd. and related parties.

According to a stock exchange notice published by Austal, the value of the assets is approximately Australian \$10 million and Austal will immediately assume operational control of the shipyard. Negotiations will also commence with its workforce on future opportunities,

The seven year old North West Bay Ships currently has a labor force of around 90, according to local press reports, but has at times employed up to 300. Its design portfolio has focused largely on catamaran and trimaran fast ferries of 20 m to 60 m. Facilities include a fully-enclosed shipbuilding hall.

ABG Shipyard delivers Vessel to Lamnalco Group, UAE

ABG Shipyard Ltd has announced that the Company has delivered a highly impressive new Anchor handling tug supply vessel "**LAMNALCO MERLIN**" to the owner LAMNALCO GROUP, UAE. The **Lamnalco Merlin** is the first vessel to be delivered to Lamnalco in this financial year. The Company has so far delivered 6 vessels, including the present one, to Lamnalco Group. Besides, the Company is building another 5 vessels for the Lamnalco group.

About the Vessel:

The 53 meter long 90 Tonne Bollard Pull Azimuth Drive Propulsion AHTS is able to carry out Anchor handling, Towing Rescue, Offshore Supply, Transport Pipes, fresh water, diesel oil, Stores, Materials and equipment, move men and materials between platforms and shore, external fire fighting and other related duties. The vessel is to supply, support the Floating Production Offloading Storage (FPSO) vessels, offshore oil and gas field on a twenty four (24) hour per day basis.

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



A part of the **SMIT / DECO** salvage team onboard the **SMIT ANDAMAN** whilst working on the wreck removal of the **Twin Star** near the port of Callao (Peru)

DP'S OZ MERGER DEAL IS OFF

A "disappointed" DP World has confirmed a planned merger of its wholly owned subsidiary P&O Maritime Services with Mermaid Marine Australia, which was originally agreed in December, is not going ahead.

The merger would have seen the combined Mermaid Marine/P&O Maritime Services entity listed on the Australian Stock Exchange under the brand name P&O Marine, with DP World owning over 60% of the merger company.

Mermaid Marine said last week its financial performance had substantially exceeded expectations and it believed the agreed merger ratio was no longer appropriate. DP World, however, said the deal as originally agreed eight weeks ago was fair, having been arrived at after extensive negotiations and due diligence by both parties. It said it had been given no information to change its view since then.

The company added that the proposed merger was a good fit for both companies, and would have allowed the two to explore new markets; the company continued to believe in the strategic value of the merged entity. However, it said P&O Maritime Services was a strong business and DP World was equally comfortable supporting it to expand on its own.

Green Light for Indian Port

Tata Steel and Larsen & Toubro, developers of a massive new port in the north east Indian state of Orissa, say they have secured partial funding for the project, reports TradeWinds.

A consortium of banks, led by the Industrial Development Bank of India, has agreed to provide financing for an unspecified amount of the projected development costs of INR 24.6 bn (\$555 mn).

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The developers say they are now working with BNP Paribas to secure a further undisclosed amount of funding from India's Export Credit Agency. When completed Dhamra Port will be the deepest all-weather port of its kind in India, capable of accommodating capesize vessels of up to 180,000-dwt.

The port's developers say it will be a "boon" to the mineral hinterland of north Orissa, Jharkand, West Bengal and Chattisgarh which are in close proximity to the port and home to a large number of steel plants and mineral based industries. "The cargo of mineral and mineral based industries being highly freight sensitive, a deep draught port will be of great advantage as such cargo can move in larger vessels leading to lower incidence of sea freight on the landed cost," Dhamra Port Co said.

"The highly mechanized and advanced material handling facilities planned at the port will offer the user loading and discharge rates comparable to the best in the world."

Developers say the port project will also include a 62-km rail line, which will connect to the main Howrah-Chennai line at Bhadrak.

The first phase will involve two berths with an annual handling capacity of 25 mn tons. The port will eventually have 13 berths able to handle over 83 mn tons of cargo per year.

When fully developed the port will handle all types of cargo such as dry bulk, break bulk, liquid and containerised cargos. Larsen & Toubro will be responsible for building the port and all its facilities, while International Dredging Seaport Co, a joint venture between Larsen & Toubro and Belgium's Dredging International, will carry out the dredging work.

Tata Steel chief executive S K Mohapatra said: "The Dhamra Port is going to be major player in Tata Steel's global plans and aspirations." Vertically integrated Tata Steel is one of India's largest companies with its own iron ore mines and collieries.



The **AMT TRADER** seen loaded with the PB-KU-A2 module in Tampico - **Photo : AMT Barges**

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And seen departing and passing a bridge in Tampico – **Photo : AMT Barges ©**

NEL ditches two

Greek passenger ship owner NEL Lines looks set to book a gain of EUR 3.9m (\$5.1m) after instigating moves to sell two of its passenger-car ferries.



Top : The **AEOLOS KENTERIS** – **photo : George Grekos ©**

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NEL is set to offload the 1,742-pax **Aeolos Kenteris**, claimed by Nel to be the 'largest, fastest' ferry in the Mediterranean. The vessel was built by France's Alstom Leroux Naval in 2001.

The Mytilene-based firm will also offload the smaller 573-pax **Panagia Parou** (built 1996). Both ships operate in the Red Sea. It expects to secure a combined EUR 85m for the ships. NEL lines operates a fleet of ten ferries.

Chilly year for CSAV



The **CSAV MANZANILLO** seen departing from Rotterdam – Photo : Henk van der Heijden ©

A solid fourth quarter was not enough to erase a hefty annual deficit at Chilean containership owner Compania Sudamericana de Vapores (CSAV).

The Valparaiso-based owner reported a net loss of \$58.24m for the whole of last year as compared with a profit of \$121.59m in 2005.

The result did, however, represent an improved end of the year for the owner which had reported a net loss of \$111m for the period from January to September. The loss was attributed to lower freight rates and spiralling bunker costs.

The fourth quarter was heavy on sales which over the year amounted to \$3.84bn, \$2.82bn of which were garnered in the first nine months. The annual figure was a 7.25% hike on the \$3.58bn seen in 2005.

In late November CSAV sold its 26% stake in cement carrier owner Belden Shipping of Singapore to Norway's Kristan Gerhard Jebsen Skipsrederi for \$28m which will see the Chilean owner book a gain of \$22m.

MOVEMENTS

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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>



The **SAFMARINE SOYO** seen at the Westerscheldt river

Photo : Henk de Winde ©

From Saturday 3rd - Sunday 4th March the German Navy 143A Class schnellboots **FGS OZELOT S78** is entering Valletta(After being replaced by **FGS GEPARD S71 & FRETCHEN S76**.)

From Monday 5th March - Tuesday 6th March the German Navy 404 Class Multipurpose tender **FGS ELBE A511** to enter Valletta as well. She is due to replace ship of same class **FGS MOSEL A512** in Lebanon

On Wednesday 7th March the Danish Navy **FLYVEFISKEN** Class Large Patrol Craft **HDMS GLENTEN P557** is calling Valletta. Sailing same day

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From Friday 16th - Sunday 18th March the Spanish navy aircraft carrier **SPS PRINCIPE DE ASTURIAS R 11** is visiting Valletta.



The **NDS PRINCESS** seen in the port of Cape Town
Photo : Aad Noorland ©

AIRCRAFT / AIRPORT NEWS



An **AN22** is delivering a 16ton prop (Bow thruster) with other equipment in total @ 18tons for this Offshore Support Vessel **SKANDI CARLA** presently docked @ Malta Shipyards Dock 2.

Photo : Lawrence Dalli ©

SUPSALV Recovers MH-60S Helicopter from Ocean Floor

The Navy's Supervisor of Salvage and Diving (SUPSALV) has successfully recovered the MH-60S helicopter that crashed in the ocean off the Calif. coast on Jan 26. The helicopter wreckage is now on board the **USNS Sioux (T-ATF**

171) and will be transported to North Island Naval Air Station, San Diego so that investigators can examine the wreckage in order to determine the cause of the aviation mishap.

Before the helicopter was recovered yesterday, the human remains of Navy personnel lost in the mishap were recovered and brought to the surface on the evening of Feb.16 and delivered to San Diego Naval Medical Center the same day. Final arrangements are being made with the Sailor's families for funeral honors and internment. The purpose of this salvage operation is to assist Commander Naval Air Forces with the mishap investigation into the cause of the MH-60S crash at sea. The ultimate goal of the recovery is to help determine the cause of the crash in the hope that lessons learned from this accident will prevent future aviation mishaps.

F16 maakt buiklanding

Een Nederlandse F16 heeft gisteravond een 'buiklanding' gemaakt op de vliegbasis Leeuwarden. Een signaal aan boord van de straaljager gaf aan dat er problemen waren met het neuswiel. Daarop werd besloten te landen zonder het landingsgestel uit te klappen.

Om het brandgevaar bij de landing zo klein mogelijk te maken, heeft de straaljager eerst een tijd boven Leeuwarden gevlogen. De hoeveelheid brandstof in de tank werd daardoor zo klein mogelijk gemaakt. Uiteindelijk gleed de F16 met een snelheid van een paar honderd kilometer per uur op het harde asfalt van de landingsbaan, waarop hij halverwege tot stilstand kwam.

Hulpdiensten van de vliegbasis hebben de vlieger uit het toestel gehaald. Hij is medisch onderzocht, maar bleek niets te mankeren. Hoeveel schade de F16 heeft opgelopen, is nog onduidelijk. Ook is niet bekend welk probleem er precies was met het neuswiel. Het jachtvliegtuig was bezig met een trainingsvlucht in de duisternis.

Airbus schrapt in totaal 10.000 banen

EADS, het moederbedrijf van vliegtuigbouwer Airbus, heeft woensdag verklaard dat naakte ontslagen zullen worden vermeden. De 10.000 geschrapte banen zullen zoveel mogelijk via natuurlijk verloop verdwijnen. Frankrijk wordt het hardst getroffen, daar verdwijnen 4.300 jobs. In Duitsland sneuvelen 3.700 banen en in Groot-Brittannië moeten 1.600 plaatsen verdwijnen. In Spanje worden 400 jobs geschrapt.

De vakbonden in Frankrijk en Duitsland reageren furieus op het banenverlies. In de drie Duitse vestigingen, Varel, Nordenham en Laupheim, zijn woensdagmiddag spontane stakingen uitgebroken. Metaalvakbond IG Metall verklaarde dat het werk niet zal worden hervat voor vrijdag. Ook in Frankrijk is de situatie onrustig. "Ons land weet niet hoe het haar industrie moet beschermen", verklaarde Julien Tavalan van de grootste vakbond Force Ouvrière. Hij doelt onder meer op de beslissing om de productie van de A320 volledig over te hevelen van Toulouse naar Hamburg.

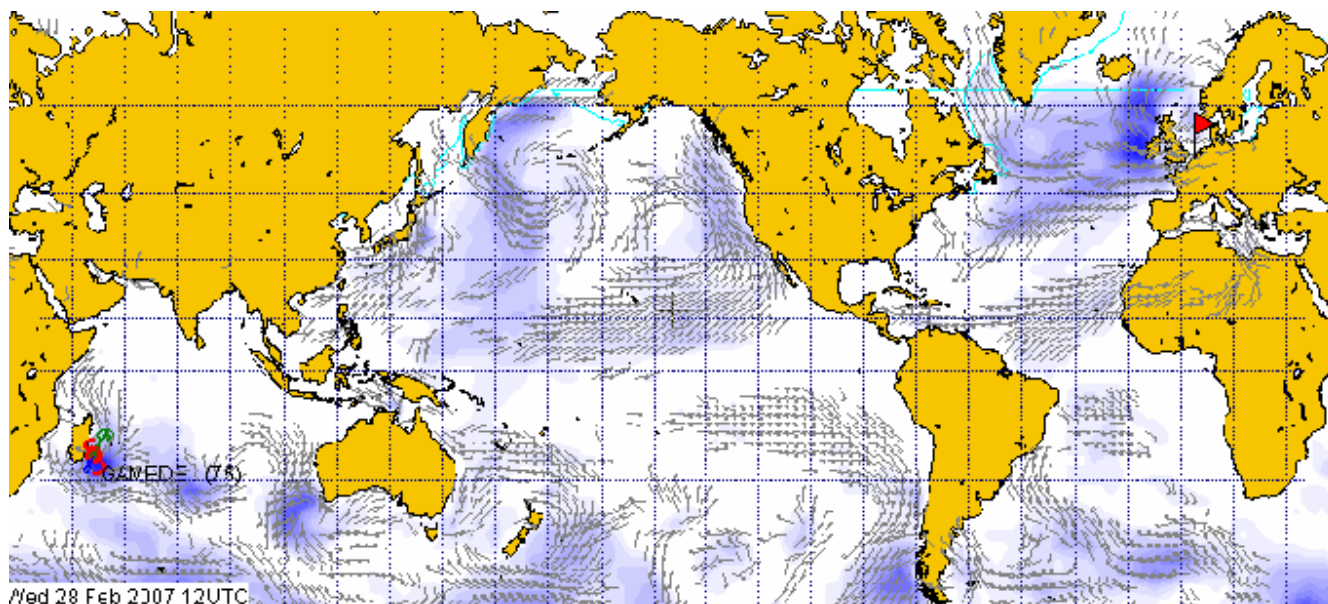
In de loop van woensdag zal Airbus meer details bekendmaken over haar herstructureringsplan "Power8". Het bedrijf moet besparen om het hoofd te bieden aan de oplopende kosten die voortkomen uit de vertraging van de superjumbo A380. Ook voor de productie van de nieuwe A350 moeten de kosten worden gedrukt. Airbus ondervindt veel hinder van de lage stand van de dollar ten opzichte van de euro.

MARINE WEATHER

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.... PHOTO OF THE DAY



The 1995 built Indian navy bark rigged sail trainer **TARANGINI** seen arriving in Malta
Photo : Lawrence Dalli ©

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Technical Details TARANGINI

D: 420 tons (fl) S: . . . kts Dim: 54.0 (42.8 pp) × 8.5 × 4.0

M: 2 Kirloskar-Cummins diesels; 2 props; 640 bhp—1,035 m2 max. sail area

Range: 2,000/. . . (on diesels) Crew: 15 tot. + 45 cadets

Bark-rigged craft ordered in late 1993. Designed by Three Quays Marine Services; is similar to the British sail-training ship **Lord Nelson**. Has three masts, square rigged on the fore and main. Carries 85 tons of ballast. Assigned to the Southern Naval Command, 1st Training Squadron, and based at Kochi.

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