

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 079



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**The STEVNS ICECAP arrived with the Giant 4 from Poland in Rotterdam**

**Photo : Jan van der Klooster – [www.scheepvaarthoek.nl](http://www.scheepvaarthoek.nl)**

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## EVENTS, INCIDENTS & OPERATIONS



The newbuilding PSV **SAVEIROS FRAGATA** seen returning in Santos after seatrials

Photo : Felipe Vaz ©

## Rescued Seafarers

Still looking deeply shocked by a nightmare on the high seas after their ship sank off the coast of northern Philippines Tuesday night (20 Mar), the 11 Chinese seamen still couldn't believe that they had the luck to have a passing Indian ship to pick them up and bring them to Manila.

"You really don't know how cold and misery it was, it was beyond words to describe," said one of the survivors when they were visited by a large group of Filipino journalists and then by officials from the Chinese Embassy here.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 079

The ship, 4,000-ton M.V **Unicorn Ace**, was carrying lumber products from Malaysia to Taiwan, China, when it suddenly met with bad weather in the South China Sea and sank within 30 minutes.

It was night when the ship went down and some of the 19-member crew depended on one rubber life boat -- as another of the only two life boats had been torn apart by falling lumbers -- to keep alive, but some of them never made it to the boat.

Eleven seamen were rescued by M.V. **Prabhu Yukika**, an Indian bulk ship which was passing the site six hours after the disaster took place. The crew on the Indian ship saw the click of a red light on the life boat and arrived immediately to save 11 people who were one the brink of drowning and being frozen to death.

Two other crew members were rescued by another ship, which also found a dead body, while five are still missing.

The ship wrecking took place off the coast of Ilocos Norte, 450 kilometers north of Manila, after M.V Unicorn Ace, which was owned by a company in Taiwan of China but flew Panamanian flag, sank allegedly due to bad weather.

The survivors told Xinhua the ship was carrying lumber from Malaysia to Taiwan when it sank, but did not provide further details.

The captain of M.V **Prabhu Yuvika**, Gurvinder Singh, who wore a Sikh turban and with Indian beard, said all his crew came to the rescue of the survivors with all their force. They then provided them with cigarette and food when the Chinese came on board the brown and black big cargo ship.

Chinese Consul General in Manila, Guo Shaochun, expressed deep appreciation for the help by Indian friends, saying it embodied the friendship between the two peoples.

When the Chinese seamen left the deck, they waved good-bye to their Indian peers and also life-savers, who also wished them good luck.

A group of Filipino journalists and photographers used this opportunity to show their typical Filipino curiosity and hospitality. Several TV service vehicles also parked at the Coast Guard headquarters and the Manila South Harbor waiting for the chance to shoot the arrival of Chinese seamen.

Consul Guo later arranged their landing in Manila with Philippine authorities with the help of Manila Bureau of London-based global maritime insurance group, Protection and Indemnity's Manila bureau president Andrew Malpass.

Ten of the survivors were from Shandong Province in east China, one from Zhejiang Province in southeast China and one from Taiwan province.

They will undergo a medical checkup in Manila and then will fly back to China after having their legal documents submitted to the Philippine authorities.

## Rush On To Assess Impact

The Philippine Coast Guard has sent an environmental protection team to monitor a possible oil spill from a cargo ship that sank in northern Luzon, a senior official said.

"There is a possibility that oil may have leaked from the Panamanian-registered cargo vessel **Unicorn Ace** which sank off Ilocos Norte," said Coast Guard spokesman Lieutenant S.G. Armand Balilo.

"We have to protect marine life and the environment in the affected areas," Balilo added. One crewman was killed and five others remained missing after the ill-fated cargo ship sank in the South China Sea off Ilocos Norte.

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Thirteen crew members were rescued after the accident. The Coast Guard, Philippine Navy and Hong Kong Maritime Rescue Centre have continued search-and-rescue operations. Last August, a cargo vessel sank and spilled more than 200,000 litres of fuel into the waters off Guimaras in the Visayas, central Philippines. The incident threatened the environment of Guimaras province and nearby Iloilo province.

Efforts to recover remaining oil from the ill-fated cargo vessel began on March 14.



Ongoing container removal from the **MSC NAPOLI** by SMIT Salvage.

## Monster waves recorded during KZN storm surge

Scientists monitoring waves off the South African coast say the highest wave measured during the violent storms off KwaZulu-Natal this week was a startling 12m, measured off Richards Bay.

And although this single storm cannot be labelled "climate change", scientists say it was a rare event that may be linked to the phenomenon. Marius Rossouw, of the Council for Scientific and Industrial Research in Cape Town, said the waves in this week's storms were the highest they had measured on the KZN coast in 23 years.

He said the "significant wave height" was 8.5m during the storm. "The last time we measured waves like this off Richards Bay was in February 1984 with Cyclone Imboa... The average wave height for Imboa was between 8m and 9m.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 079

"For the east coast of South Africa this week's storm is quite a significant event. Normally cut-off lows move off in an easterly direction fairly quickly, but if they remain in one place, they will generate big waves," Rossouw said.

Predictions by climate change scientists are that, as the global temperature rises, there will be an increase in extreme weather events. However, they say that climate change is about changing trends, not single events.

Commenting on the storm, climatologist Bruce Hewitson, of the Climate System Analysis Group at UCT, said: "One cannot say that this event is climate change but, at the same time, this is a rare event - both in terms of the impact and the atmospheric feature which gave rise to it, which was particularly unusual. So, in the sense that climate change increases the likelihood of what in the past were once rare events, this may be linked, but at this time one cannot say for certain," said Hewitson.

The storm was caused by a cut-off low - a closed low pressure system that rotates clockwise and can generate strong winds and intense rainfall. "Because it was east of the country, the strong winds off the coast covered a large stretch of ocean, allowing the ocean swell to become very large. "It developed east of South Africa, off the coast above the warm Agulhas current. This is rare as they almost always develop west of the country and move across the country, often bringing extreme rainfall," he said.

"What actually caused it to form and become so strong is still not clear."



The **ATLANTIC IRIS** seen at the Westerscheldt River – Photo : Henk de Winde ©



## Shatt Hits The Fan

British forces said on Friday (23 Mar) there had been "an incident" in the northern Gulf after an Iraqi fisherman reported seeing up to seven British or American military personnel being seized by an Iranian ship.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 079

"There has been an incident somewhere in the north of the Persian Gulf," British military spokesman Major David Gell said in the southern Iraqi city of Basra, without elaborating. He said he did not know whether any British or American servicemen were involved.

The fisherman said the incident took place early on Friday in the Shatt al-Arab waterway that marks the southern stretch of Iraq's border with Iran. His account could not be immediately confirmed.

Iranian Foreign Ministry officials were unavailable for comment. The fisherman, who asked not be named, said six or seven foreign military personnel were on two small boats that stopped to check Iranian ships in the Siban area of the waterway, near the al-Faw peninsula that leads into the northern Gulf.

When they boarded one ship, at least two Iranian vessels appeared on the scene and the military personnel were detained. There was no sign of any violent confrontation he said.

He said the merchant ships had stopped in a narrow area of the waterway where smaller boats normally pull alongside to take on board goods. The fisherman said British and American forces patrolled the area and frequently searched the ships.

Earlier, an Iraqi sailor on a merchant ship told Reuters he had witnessed the incident but later said he had only heard about it. Iraq and Iran have a long history of disputes along the waterway. Iran briefly seized three British naval patrol boats in the area in June 2004. In January 2006, the Iranian coastguard stopped three Iraqi vessels Tehran said had crossed into Iranian waters, prompting Iraqi officials to accuse Iran of taking hostage nine Iraqis working on the vessels.

## UK DETAINS SIX

THE UK's Maritime & Coastguard Agency (MCA) detained six foreign ships during February 2007 after failing Port State Control (PSC) safety inspection. The 2,323 gt Antigua & Barbuda-flag general ship **Laola** was detained for 13 days when the port davit collapsed during a lifeboat drill.

Latest monthly figures show that there were six new detentions of foreign flagged ships in UK ports during February 2007, compared with three new detentions during January 2007. One vessel remained in detention from the previous month. The overall rate of detentions compared with inspections carried out over the last twelve months is just below 4.5%, a slight decrease compared with January's twelve month rate.

During February 130 Port State Control inspections were carried out. A total of 31 vessels had no deficiencies raised against them, 66 had between one and five deficiencies, 19 had between six and ten deficiencies, 12 had between eleven and twenty deficiencies and 2 vessels had more than twenty deficiencies.

Of the five general cargo vessels and one bulk carrier one vessel was registered with a flag state listed on the Paris MOU black list, four were registered with states on the white list and one was registered with a state on the grey list.

## Toename maritieme ongelukken

Het aantal maritieme ongelukken is sinds het begin van de nieuwe eeuw duidelijk aan het stijgen, heeft de Noorse classificatiemaatschappij Det Norske Veritas gezegd op een Amerikaans congres. De bekwaamheid van het personeel zou daarmee te maken hebben.

De hoeveelheid incidenten in de scheepvaart kreeg na een hoogtepunt eind jaren tachtig een dalende lijn te pakken, maar de laatste jaren gaat het volgens de Noorse experts de verkeerde kant op. Containerschepen, ro/ro-schepen en tankers maken de laatste jaren weer steeds vaker brokken.

Det Norske Veritas denkt dat de stijging van het aantal ongelukken in de scheepvaart te wijten is aan een verminderde bekwaamheid van de scheepsbemanningen. Er is tegenwoordig een grotere doorloop onder de bemanningen.

Bemanningsleden stappen sneller over naar een functie op het droge en maken plaats voor nieuwe, jonge krachten, waardoor de ervaring aan boord van de schepen achteruit loopt.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 079

Terwijl de oudere bemanningsleden veel nieuwe collega's moeten inwerken, hebben ze tegelijkertijd ook te maken met meer papierwerk en veiligheids- en inspectie-eisen. Dat alles leidt volgens de classificatiemaatschappij tot meer stress en vermoeidheid onder de bemanningsleden en daardoor tot meer ongelukken.

Eerder deze week waarschuwde transportverzekeraar TVM voor het feit dat Nederlandse vrachtwagens steeds meer schade oplopen doordat wegtransportbedrijven in toenemende mate onervaren vrachtwagenchauffeurs moeten gebruiken.



The **MAERSK DURHAM** seen off Singapore  
Photo : Richard van der Werf ©

## Damaged ship returns with 508 whales

Japan's main whaling ship limped into port yesterday with a haul of 508 whales after an Antarctic hunt marked by confrontations with environmentalists and cut short by a fatal fire.

The blaze aboard the **Nisshin Maru**, the 8,000-tonne flagship of Japan's whaling fleet, killed one crew member, crippled the ship and raised fears at one point that oil or chemicals could spill into the Southern Ocean, close to the world's biggest Adelie penguin breeding colony.

Japan's whaling is a focus for protests by environmental groups, who say it is cruel and violates a 1986 global ban on commercial whaling.

It was the first time in 20 years that Japan was forced to shorten its Antarctic whaling expedition, and its fleet took 505 minke whales and three fin whales instead of a planned 850 minkes and 10 fin whales.

Plans for the rest of the year, including whether the ship can return to service for next season's hunt, have yet to be determined, a Fisheries Agency official said.

"Everything depends on the results of our inspections of the ship, but the fact that it returned all the way to Japan on its own suggests there aren't major machinery problems," he said. Japan began what it calls "scientific research whaling" in 1987.

## CASUALTY REPORTING

### Ferry collides with cruise boat

A SYDNEY ferry has collided with a cruise boat while attempting to berth at a Darling Harbour wharf.

The 34-metre cruise vessel involved, **Ocean Dreaming**, was at berth, had no passengers on board and suffered only slight damage. A spokesman for Bass and Flinders Cruises, the owners of **Ocean Dreaming**, said a sole crew member on board at the time was not injured. The spokesman said the accident occurred at 1pm (AEDT) today, as the Sydney ferry approached the wharf.

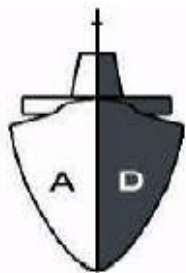
"We're berthed along Sydney Harbour, near the Sydney Aquarium wharf and I think the ferry failed to stop and gave our boat a glancing blow," the spokesman said. "My crew said it went across and stopped over near Pyrmont Bridge, but I'm not sure if it hit the bridge or not."

He said NSW Maritime, the Water Police and transport investigators had been notified. Sydney Ferries has been contacted for comment.

## NAVY NEWS

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## SAS Drakensberg in Germany to escort home second submarine

**SAS DRAKENSBERG**, the South African Navy combat support ship has held final farewell ceremonies in Emden prior to escorting home the navy's latest new ship, the submarine **S102**.

The support ship arrived in the German port on 7 March after a voyage from Simon's Town that included courtesy visits to Walvis Bay, Luanda and a cargo call at Brest in France. While in Emden she has been berthed opposite **S102** and **S103**.

**S102** was officially handed over to the South African Navy on 6 November 2006 since when she has been undergoing sea trials with her new crew ahead of the long journey home. The Officer Commanding the submarine is Cdr Roland Shortt.



These sea inspection trials were completed on 24 February. **SAS Drakensberg**, which is under the command of Capt Charl Coetzee, also accompanied home the first submarine, **S101** which was named **SAS MANTHITISI** on arrival.

The two ships sailed from Emden last Friday, 16 March bound for Rota in Spain after which they head south towards Simon's Town.

## USS Ronald Reagan to arrive in S. Korea to participate in joint drill

U.S. aircraft carrier **USS Ronald Reagan** will arrive at the southeastern port city of Busan Thursday to take part in joint training by South Korean and U.S. military forces, U.S. military officials said Wednesday.

The **USS Ronald Reagan**, powered by two nuclear reactors, carries 5,500 sailors and over 80 aircraft, according to the military officials.

The week-long drill, dubbed RSOI (Reception, Staging, Onward movement and Integration exercise), tests the combined ability of South Korean and U.S. forces to receive and integrate forces from bases outside the country, in case of conflict on the peninsula.

The exercise is one of several joint military maneuvers the allies have been conducting annually since the 1970s.

This year's exercise that starts on Sunday is expected to involve more than 29,000 American soldiers, including 6,000 from outside the Korean Peninsula, according to the officials.

North Korea views the training as a "rehearsal" for an attack against the communist nation, despite repeated claims by the U.S. and South Korea that it is a defense-oriented exercise.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 079

Currently, about 29,500 U.S. troops are stationed in South Korea, and the number is slated to be cut to 25,000 by the end of next year.

### Icebreaker in Hawaiian waters

The U.S. Coast Guard icebreaker **Polar Sea** is currently anchored off Kailua-Kona, Hawaii, as it makes its way back to Seattle, Wash. after a successful two-month mission in the Antarctic.

The **Polar Sea** will remain anchored off Kailua-Kona for the next two days and then transit to a mooring ball off Lahaina from March 24-26. The cutter and crew of 140 spent almost two months in the ice near McMurdo Station, Antarctica, in support of Operation Deep Freeze 2007.

Operation Deep Freeze 2007 was an exercise in which the **Polar Sea** plowed a channel through the ice to enable a fuel and cargo vessel to resupply the science station at McMurdo Station. The **Polar Sea** also created an ice runway for cargo planes to land, transported scientists and helped with diving operations.

The **Polar Sea** is anchoring off Kailua-Kona and Lahaina to allow the crew some much-needed rest and recreation time. This marks the first time a Coast Guard icebreaker has anchored in either location for a significant period of time.

The **Polar Sea** is a 399-foot, 12,000-ton vessel with three gas turbine engines and five diesel engines. It has a sister ship, the **Polar Star**. Both vessels are home ported in Seattle, Wash. and are the biggest cutters in the Coast Guard fleet.

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The Damen build **STANTUG 1906** type **LAMNALCO ROOK** and **LAMNALCO REDWING** commenced yard trials  
Photo : Rienier van de Wetering ©

## Milestones in Aker American Shipping Tanker Series

Just weeks after delivery of the first ship in the series of product tankers under construction at Aker Philadelphia Shipyard, major milestones were achieved on two subsequent vessels. Hull 006, the second product tanker in the series, has been floated from its berth in the yard's Building Dock. Four days later, steel cutting began for Hull 009, the fifth vessel in the series, marking start of production on that ship. With two other tankers also in production, the yard now once again has four of the 600-foot long MT 46 Veteran Class tanker vessels under construction simultaneously. On March 19, the yard's Building Dock was flooded, floating Hull 006 off its keel blocks in advance of the ship's move to the nearby Outfitting Dock, where testing and commissioning of the vessel will take place. When completed this summer, the ship will join its predecessor, the Overseas Houston, in American Shipping Corporation's (ASC) fleet. The series of up to 16 double-hulled, environmentally friendly product tankers are owned by ASC, a sister company of the yard, and are bareboat chartered to Overseas Shipholding Group, Inc. (OSG) as part of a visionary arrangement to bring these vessels to U.S. waterways.

In addition, steel cutting for Hull 009 began on Friday, March 23, on one of the yard's two state-of-the-art plasma cutting machines, with Ms. Raeleen Geeslin of OSG's shipyard site office ceremonially activating the process. The fifth tanker vessel is scheduled to be completed in 2008.

## Beng Kuang wants new yard

Singapore engineering and shipyard operation Beng Kuang Marine (BKM) plans to build or acquire a yard in Indonesia this year to expand its vessel conversion business.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 079

"Whether we build a new yard or buy an existing one, our plan is to get it operational by 2008 and be able to secure some revenue in the second half of the same year," executive director Chua Meng Hua told Reuters.

Chua said it would cost at least SGD 10m (\$6.6m) to buy a 20-hectare plot and build a yard on the nearby Indonesian island of Batam.

Alternatively, the firm could buy an existing yard in Batam, a 45-minute ferry ride from Singapore, if one came up for sale at a "good price," he said.

BMK has a small yard in Singapore and an eight-hectare fabrication yard in Batam, where components of offshore rigs and vessels are built on dry land. "We want to secure higher value contracts for conversions and for building modules and structures for offshore oil rigs and platforms. That is where the future earnings growth is going to come from," Chua said.

The firm also has a workshop in Malaysia, where MISC is a big customer



The **SA HELDERBERG** seen for repairs at the Keppel Shipyard in Singapore  
Photo : Richard van der Werf ©

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The renaming ongoing of the **ATLANTIC DAWN** into **KW 174 ANNELIES ILENA**  
Photo : Vincent Le Fevre ©

## Wrong Class in Slovakia

Slovakia will have to explain its use of ship classification societies in the European Court of Justice.

The European Commission is taking Slovakia to the court for failing to comply with European Community rules on the use of the societies. The rules require organizations that inspect ships and certify their safety to be recognised by the European Community.

"It appears that certain vessels under the Slovak flag have been issued with certificates by Bulgarian and Turkish classification societies that do not have Community recognition," the commission said in a statement.

## Ports of Durban and East London in South Africa reopened

Africa's busiest port in Durban has once again begun receiving certain categories of vessels in the aftermath of the high tides which struck the eastern seaboard of Southern Africa earlier this week.

Further south the Port of East London has opened completely. It also closed on Monday. Both ports were shut completely as it became too dangerous for vessels to enter or leave the harbour at the height of the onslaught by seven metre waves that hit the coast on Sunday and Monday.

A spokesperson for the National Ports Authority (NPA) in Durban said the harbour entrance was still being hit by four metre waves and they were allowing only certain sized vessels into the port.

Both ports experienced no infrastructural damage as a result of the tides.



The **SD GIRONDE** seen operating in Rotterdam – Photo : Willem Koper ©

## Tanzania to upgrade Tanga Port for bigger ships at US\$400m cost

Tanzania is to sign an agreement with Kuwait for construction of deep water berths that will allow the Port of Tanga to receive bigger ships.

Kuwait and Gulf Link Port International (KGLP) will be key players in the project which is expected to be on a build-and-operate basis.

The cost of the project is expected to be about US\$400m which will involve the construction of quays, fenders, rail sidings, installation of handling equipment - including cranes - storage yards, sheds and administrative blocks.

The project is an integral part of the Tanga-Arusha-Musoma-Port Bell/Jinja Rail Marine transport corridor being initiated by the East African Community. Uganda, Burundi, Rwanda and Eastern Congo are to be the main users of the new facility.

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## MPU Offshore to build Heavy Lift vessel

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Solstad Offshore ASA, has decided to enter into an industrial and financial cooperation agreement with MPU Offshore Lift ASA to build the worlds most powerful single lift vessel.

The MPU Heavy Lifter represents a complete new offer for complex heavy lift operations in the installation and decommissioning market offshore.

The Heavy Lifter will be built in the Netherlands, will cost an estimated NOK 1.8 billion, and be completed by the middle of 2009.

- Around 450 to 500 oil platforms will have to be removed from the Norwegian Shelf over the next 20-30 years. This represents an enormous market, says MPU Offshore CEO Kolboern Hoeyland to Aftenposten.

The MPU Heavy Lifter will be able to remove the whole top structure of an oil platform in one single lift.

This is done by positioning the Lifter directly underneath the platform, through pumping water in and out of ballast tanks. Afterwards the top structure will be transported to shore, where it will be cut up and the materials recycled.

## Wiebenga draagt medaille op aan alle reddingboot bemanningen



De **ZEEMANSHOOP** – Foto : Willem Kruit ©

In het bijzijn van Hare Majesteit de Koningin kreeg Sip Wiebenga, directeur van de Koninklijke Nederlandse Redding Maatschappij (KNRM), de De Ruytermedaille opgespeld door staatssecretaris van Verkeer en Waterstaat Tineke Huizinga-Heringa. De staatssecretaris sprak lovend over het moedige werk van de vele vrijwilligers van de Redding Maatschappij en roemde de inzet van Wiebenga. De KNRM directeur was zichtbaar verrast. In zijn dankwoord droeg hij direct alle eer voor de unieke medaille op aan de vrijwillige reddingbootbemanningen die soms hun leven wagen om dat van een ander te redden.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 079

De KNRM is trots op het feit dat directeur Sip Wiebenga is geëerd met de De Ruytermedaille. De medaille wordt door de KNRM gezien als een eerbetoon voor alle inspanningen van Wiebenga. De medaille komt aan het eind van zijn carrière: per 1 april neemt adjunct directeur Roemer Boogaard de operationele verantwoordelijkheid voor het reddingwerk van Sip Wiebenga over.

Wiebenga heeft sinds 1984 met enorme gedrevenheid en tomeloze inzet de statutaire doelstelling van de KNRM vorm en inhoud gegeven. Het feit dat de KNRM op dit moment met een zeer moderne vloot en professioneel opgeleide vrijwilligers het reddingwerk uitvoert, is mede door zijn inzet, maar vooral ook onder zijn leiding tot stand gekomen. Een aantal belangrijke mijlpalen is daarbij vermeldenswaardig. Allereerst heeft de heer Wiebenga vorm en inhoud geven aan de fusie in 1991 van de twee toen bestaande reddingmaatschappijen, de KNZHRM (Koninklijke Noord- en Zuid Hollandse Redding Maatschappij) en de KZHMRS (Koninklijke Zuid-Hollandse Maatschappij tot het Redden van Schipbreukelingen), nadat de beide besturen daartoe besloten hadden.

Aansluitend is onder zijn leiding een vlootplan ontwikkeld op basis van een studie naar de benodigde gereddencapaciteit, gebaseerd op een risico inventarisatie. Ook is bij het doorontwikkelen van het concept van de Rigid Inflatable Boat (RIB) onder de bezielende leiding van de heer Wiebenga van een zeer modern en revolutionair ontwerp voor reddingboten geperfectioneerd. Zodoende bestaat de reddingvloot nu uit snelle zelfrichtende reddingboten van 7 tot 19 meter, die onder alle weersomstandigheden inzetbaar zijn. Veiligheid van schip en bemanning is de rode draad in het zeemansschappelijke leven van de heer Wiebenga. Juist dit aspect geeft hij veel aandacht in de organisatie. Het verkrijgen van de kwaliteitsstandaard ISO 9001 in 2005 was geen doel op zich maar een afronding van een bewustwordingsproces over kwaliteit in alle lagen van de organisatie. Veiligheid op zee begint met een opgeleide en toegewijde bemanning, een voor zijn taak berekend technisch goed schip met een walorganisatie die op ieder facet van de bedrijfsvoering kwaliteit levert.

De gedrevenheid en inzet van de heer Wiebenga zijn voor een ieder die betrokken is bij het werk van de KNRM een voorbeeld. Niet alleen in technische en/of operationele zin is hij betrokken maar vooral de persoonlijke betrokkenheid met het wel en wee van een ieder, met veel oog voor lief en leed, hebben voor een groot samenhorigheidsgevoel gezorgd. Het leiderschap en de persoonlijke betrokkenheid van de heer Wiebenga zijn onlosmakelijk verbonden aan de vitaliteit van de KNRM.

## MOVEMENTS

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The **DA HUA** arrived at OTP Walker on the Tyne – Photo : Kevin Blair ©



Seatrade's **EMERALD** seen departing from Willemstad – Curacao  
Photo : Kees Bustraan ©



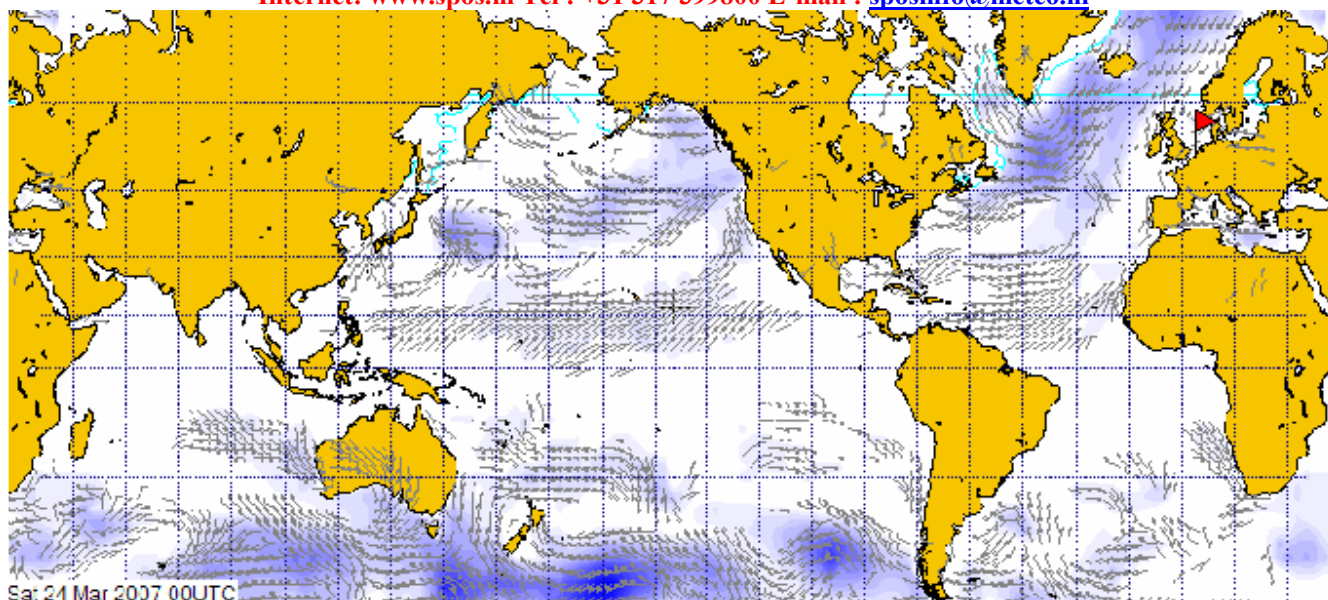
The **WESTERDAM** and **ZUIDERDAM** moored in St Thomas, Crown Bay  
Photo : Ferry van der Burg ©

## MARINE WEATHER

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

.... PHOTO OF THE DAY ....



The **F 145 SAS AMATOLA** seen moored in Simonstown – Photo : **Bob Johnston** ©

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