

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 094



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**The KST LIBRA seen in Singapore waters**

**Photo : Slotmaritimephoto ©**

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## EVENTS, INCIDENTS & OPERATIONS



The container removal seen ongoing at the **MSC NAPOLI**

## THREE DEAD, FIVE MISSING IN 'BOURBON DOLPHIN' CAPSIZING

Three crew are dead and five remain missing following the capsizing of the anchor handling and supply vessel 'Bourbon Dolphin' in the North Sea. Search operations are continuing for the five missing crew and divers have been brought in to work on the vessel. Ten were rescued when the AHTS capsized 75 nm northwest of the Shetland Islands near the **Transocean Rather** platform.

## Sea Diamond rescue plan 'overruled'

Louis Hellenic Cruises, owner of the cruise ship **Sea Diamond** which sank off the Greek island of Santorini on 5 April, claimed that the ship could have been saved if the master had been allowed to implement the company's rescue plan. Speaking at a press conference, Louis superintendent George Koubenas revealed that Capt Yannis Marinos had been

instructed to secure the vessel at a nearby floating dock as soon as the last passenger had disembarked. "But the ship was towed to the place where it sank contrary to the master's orders," he asserted. Koubenas did not name the authority that decided on the ship's final move, saying the investigation of the accident will reveal that. Vital evidence in this respect, he said, was the ship's voyage data recorder, which now lies inside the wreck at a depth of 120m. "The last crew team on board the sinking vessel was instructed to retrieve the VDR before disembarking, but at the time that was beyond their reach," he said. A Louis announcement to the Cyprus Stock Exchange says the company's financial results will not be affected by the loss of the Sea Diamond. The ship's itineraries have been taken up by the Cyprus-flagged **Thomson Spirit**.

## Swedish Honour For Filipino

A Filipino Seafarer is set to be honoured for bravery by the Swedish King.

In the presence of Hon. Secretary Arturo D. Brion of the Department of Labour and Employment and H.E. Annika Markovic, Ambassador of Sweden to the Philippines, Mr. Christer Themnér - Chairman of the foundation will present a reward of SEK 25 000,00 (approx. PhP 170 000,00) and a diploma to Mr. Jesus Sumook in a simple awarding ceremony on Monday, 16 April 2007 at 5:00 p.m. at the Office of the Secretary in Intramuros, Manila.

The Foundation rewards commendable contributions or outstanding seamanship during a sea rescue operation that benefit seafarers in the Swedish merchant fleet.

On 16 November 2006 in the harbour of Helsingborg, an accident onboard the **Saga Spray** occurred where Mr. Sumook, a Filipino crew member from Southfield Agencies, Inc. demonstrated an exceptional sense of duty in rescuing one of the workers and saved his life after he fainted and landed down in the shaft.

The state of Sweden started showing interest for seafarers in the beginning of the 17th century. The first directions about working conditions and labour agreements were codified in the 1667 Sea Act.

In 1748, the merchant shipping regulation was issued and the first election of the Seafarers House Management was held.

Gradually, Seafarers Houses were established in many seaports. The income came from different fees. In 1911, Merchant Shipping Regulation set the fees to one percent of the salary of the staff onboard the ship.

In 1972, His Majesty the King of Sweden decided that a foundation, to be named the Foundation of the Swedish Seafarers House should be established and would take over all the assets in the local foundations. At that time, the accumulated assets had a market value of SEK 20,8 million. By the end of 2005, the value of money was SEK 124,8 million.



## Stowaway Paranoia

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Information about the impending arrival of hundreds of illegal migrants stowed away aboard a European container vessel arriving in Halifax, Nova Scotia was so credible federal officials monitored the progress of the ship and decided to search it once it docked.

But Public Safety Minister Stockwell Day is saying little else about the search for as many as 200 possible stowaways hidden aboard the **Cala Puebla** at the Halterm Container Terminal in Halifax on Tuesday (10 Apr).

And he's saying nothing about the possibility more ships suspected to contain stowaways are headed for Halifax and could be subject to the same intense scrutiny.

Despite searching more than 180 containers using X-rays, heat-detecting cameras and fibre-optic cameras, officials found no traces of stowaways or contraband aboard the Cypriot-registered cargo ship.

At a news conference yesterday, Day said he observed the search of the 179-metre-long container vessel by Canada Border Services Agency officers. But he didn't offer much detail about the reasons for the search.

Day cited security reasons when pressed about details regarding the supposed stowaways or how Canadian officials learned about it. He also wouldn't comment on whether border guards are still expecting stowaways to arrive in Halifax.

"I really can't go into details on that," Day said. Day said the intense search of the **Cala Puebla** could be repeated on other ships as they arrive in Halifax, depending on the intelligence border officials receive.

There is speculation four ships headed for Canada are suspected by border guards to contain stowaways. "This type of situation could re-occur next month or next week," Day said. Day said there was enough time in advance of the **Cala Puebla's** arrival for federal officials to alert other agencies to the impending arrival of a large number of stowaways.

The military was put on alert, and a hangar at the Shearwater air base was selected as a possible detention area.

The province's Emergency Measures Office, and the Immigration, Community Services and Health departments, were put on standby last week when federal officials became suspicious of the vessel.

It is known that Canadian border guards suspected the Costa Container Lines vessel might be carrying stowaways once it arrived in Lisbon, Portugal, on April 1. It's unclear whether Portuguese immigration officials searched the ship, but the vessel was flagged for a closer inspection while it was enroute from Lisbon.

The ship was brought into Halifax Harbour under police escort Tuesday. Border guards detained and questioned the captain and crew for several hours while the 189 Canadian-bound containers among the ship's cargo of 700 units were examined.

Some of the cargo containers were visually inspected after guards used bolt-cutters to snap open locks. Other containers were drilled into, and fibre-optic cameras were used to examine the interior.

Day said the operation demonstrates to other countries and human smugglers that Canada has a high level of security.

"We're sending a very strong message that we're on the alert ... and the country remains safe and secure."

## Chemical Tanker Grounding

A tanker ship full of chemicals has been safely towed to shore in Montreal after running aground in the St. Lawrence River. Emergency teams were in place as the **Sichem Aneline** was towed into port on Thursday.



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France Poulin, spokeswoman for the Port of Montreal, said the ship was transporting the chemical benzene, a flammable, toxic liquid. A few minutes before the ship arrived at the port, the captain reported a problem with the rudder, but Poulin said the ship didn't leak and there was no danger to approximately 20 people on board.

"No injuries, no damage was reported," Poulin said. "There was no leakage from the ship, either."

The ship ran aground late Wednesday afternoon off the eastern tip of the island of Montreal.



The **STOLT SPRAY** seen departing from Rotterdam – Photo : Henk van der Heijden ©

## Bourbon Dolphin update

Royal Navy divers using heat-seeking cameras were April 13<sup>th</sup> examining the hull of an oil rig support vessel that capsized off northern Scotland, searching for five crew believed trapped inside.

Three people were confirmed dead after the Norwegian anchor-handling tug, the **Bourbon Dolphin**, overturned during a routine manoeuvre 100 miles off the coast of Shetland, shortly after 5pm yesterday.

Five more crew were thought to be trapped inside the hull, possibly inside an air pocket. However, rescue workers said today the missing crew were most likely not wearing survival suits and it would be "a miracle" if they had survived.

"We are not really expecting to find survivors now," a maritime and coastguard agency spokeswoman said.

"It would be a miracle if they had survived all night in 5C, freezing water. It's very sad. There is a chance there is an air pocket somewhere, but that chance is ever so slim. We have to be realistic about it."

Jim Sinclair, the watch manager at Shetland Coastguard, said rescuers would send a remote, camera-carrying vehicle under the boat before deciding whether it was safe for divers to follow.

"It's a fairly complex and delicate operation because the vessel, as you'll appreciate, is upside down and stability is uncertain so you'd want to make sure of your own safety before going under the hull," he said.

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Ten people were recovered from the vessel last night; eight soon after the incident while another two were plucked from the water by helicopter about two hours later. There were three confirmed deaths among those picked up, with seven crew taken to hospital in Shetland for treatment. The naval diving unit continued to search throughout the night but a helicopter rescue operation was suspended at about midnight.

The 75-metre **Bourbon Dolphin**, which is one year old, had been working alongside the **Transocean Rather** oil platform, at the Clair oil field, 75 miles north-west of Shetland, when it capsized just 1,800m from the rig, at around 5.15pm. The drilling rig is operated by Transocean, the largest offshore drilling company in the world, for Chevron.

The 99 crew from the oil rig were later evacuated by three helicopters for safety reasons.

Of the ship's crew, 14 were from Norway, most of them from the small area of Fosnavag, and one from Denmark. A Norwegian priest, Jens Jonson, who has set up a crisis group to help the families involved said: "This is a catastrophe of great dimensions for this local community."

A spokesman for Shetland coastguard said last night that conditions were very calm at the time the vessel capsized, with a slight swell building up as darkness fell. "I think everyone is a bit worried about how the hell something as serious as this could have happened in such reasonable conditions."

The boat's owner, Bourbon Offshore Norway, have launched an investigation. Speaking from the company's headquarters outside Alesund last night, Bourbon Norway's chief executive, Trond Myklebust, said: "It is unbelievable. The boat is new and the weather is good."

## Relatives of dead crew flying in

The families of eight crewmen killed or feared dead after a Norwegian anchor handling tug capsized in the Atlantic are due to arrive on Shetland. A 15-year-old boy on work experience with the **Bourbon Dolphin** and his father are among five still unaccounted for.

Ten crew members were found after Thursday's incident, about 86 miles west of the Shetland coast. Seven were in hospital, but three others died. The mother of one survivor has described how he jumped from the boat.

Staff from vessel owners Bourbon Norway were also travelling on the chartered flight from Norway. We are not really expecting to find survivors now

The families of the crew had stayed overnight in the firm's offices where they were counselled by a priest. A service was held for them on Friday morning before they began the journey to Scotland. The air and sea rescue operation, which started after the incident at about 1750 BST on Thursday, resumed at first light on Friday.

The running of the rescue operation has now been shifted, with response teams focusing instead on "salvage and recovery".

The coastguard has said it would be a "miracle" if the five missing crew members were found alive.

Richard Crowther, regional operations manager for the Maritime and Coastguard Agency, said a decision had still to be made on whether it was safe for a Royal Navy diving team to enter the ship to search for the missing men.

The divers, from the Faslane naval base on the Clyde, have sent down a remotely operated vehicle to take underwater pictures of the upturned vessel. Mr Crowther said: "The main risk for anyone going into a vessel like this is the uncertainty of how stable it is.

"There is no guarantee the five people who are missing are actually in the vessel. To put divers into an upturned vessel that could sink at any moment is very risky and dangerous."

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Winds were heavier than they had been on Thursday evening, but conditions were still said to be "favourable" for the operation. Meanwhile, the mother of one of the survivors told Norwegian radio station NRK that her son had been forced to jump off the ship as it began to flip over.

Turge Drage said her son, Egil Hafsas, had called her from Lerwick to tell how he and two other crew members managed to pull on life jackets and leap into the cold sea before being picked up by another ship and airlifted to Shetland.

Two helicopters have been involved in the search west of the Shetlands, An offshore union leader has said he believed the boat, which is less than one year old, could have been caused to capsize by an anchor slipping up the side of the vessel.

The Bourbon Dolphin had a number of roles in the North Sea, including anchor handling and towing, the installation of subsea construction blocks and operations involving remote vehicles.

Anchor handling tugs are also used to supply oil platforms, tow them to location, anchor them up and, in some cases, serve as recovery and rescue vessels.

They are fitted with winches for towing and anchor handling and have an open stern to allow the decking of anchors.

A spokeswoman for the coastguard said: "We are not really expecting to find survivors now. It would be a miracle if they had survived all night in five degrees, freezing water. It's very sad." The coastguard confirmed that the ship had still been attached to Transocean Rather rig by an anchor chain.

Grampian Police said they would begin an investigation into the incident once the search and rescue operation was completed. A marine accident inquiry will also be carried out. The ship, which is less than one year old, had been working in the vicinity of the Rosebank oilfield with a crew of 15.

Trond Myklebust, manager director of Bourbon Norway, said he could not speculate on what had caused the accident but confirmed the vessel was carrying out an anchor handling operation with the rig and was connected to it.



HAL's **VEENDAM** visited Ponta Delgada – **Photo : Hjalmar Fontijn ©**

## Maltese ship awaiting tow to Shannon

The 4,300-dwt Maltese-registered chemical tanker **West Sailor** remains anchored two miles off Brandon Bay, on Ireland's west coast, following a fire in the engine room on Tuesday. The fire was subsequently extinguished by the crew with no injuries being incurred, but it did not prove possible to restart the engines. Consequently the ship anchored in its current position and is awaiting a tow to a port on the River Shannon where repairs will be carried out. An Irish naval vessel is standing by. The 1981-built vessel is understood to be operated by Vestland Marine of Poland.

## Cruise Ship 'Black Box' Found

Investigators using a remote-controlled submarine found a sunken Greek cruise ship's data recorder and planned to bring it to the surface Friday, authorities said.

The Merchant Marine Ministry said the recorder could reveal details of the sinking of the **Sea Diamond**, information they hope to use in the prosecution of crew members.

Two French tourists remain missing from the ship, which struck well-marked rocks April 5 and sank off the main port of the Greek holiday island of Santorini. Nearly 1,600 people were rescued, including hundreds of Americans and groups from Canada, Britain, Australia, France and Spain.

The ministry and the cruise line have blamed the sinking on human error. The ship's captain and five other crew members have been charged with negligence and are expected to testify next week in the ongoing probe.

Costas Thoktaridis, the head diver at the site, told state-run NET television that a location transmitter helped locate the recorder.

Ministry officials said they would try to pluck the recorder from its resting place 280 feet below the surface with one of two remote-controlled submarines. Most of the sunken hull, which has settled on a slope of a submerged volcanic crater, is more than 325 feet below the surface.

"On the orders of the Coast Guard, only mechanical means will be used to recover the data recorder so that it is delivered to the authorities, and it will not be touched by human hand," a ministry statement said.

The submersibles, operated by the Hellenic Center for Marine Research, are also being used to try to locate the missing French passengers and to stop a leak that has sent more than 120 tons of fuel, about a quarter of the total amount, into the submerged crater.

## Icebreaker evacuees reach shore

Evacuees from the fire-damaged icebreaker vessel **Almirante Irizar** arrived in the Argentine port of Puerto Madryn on the trawler **San Cayetano** (140) and the Uruguyan fishing vessel **Magritte** (98). Two of the vessel's senior officers are near the casualty on the coast guard vessel **Thompson**, and only the commanding officer, Commander Guillermo Tarapow, remains on the **Almirante Irizar** itself, ready to take the vessel in tow as soon as the navy salvage tug **Suboficial Castillo** arrives. Other naval vessels are now on scene, about 225km from Puerto Madryn. The fire broke out at 2200 on Tuesday in one of the ship's generator rooms and quickly spread out of control. Almost all the 241 persons on board – crew, scientists and researchers from Antarctic bases – abandoned ship 90 minutes after the blaze started. Three are reported to have received slight injuries, but everyone has been checked over at hospitals in Puerto Madryn. Damage appears to have confined to the machinery spaces, flight deck and hangar, but the loss of the vessel during repair and refurbishment work will be a blow for the Argentine navy and for the 13 Antarctic stations it serves.



## Pirates take over products tanker

The IMB Piracy Reporting Centre this week records what was effectively the hijack of a products tanker in Indonesian waters on the afternoon of 14 March. Ten heavily-armed pirates intercepted and boarded the vessel from two grey fibreglass speedboats while the tanker was 30n-miles east of Bintan Island. The crew activated the AIS Alert System and broadcast a distress message. The pirates, holding the crew at gunpoint, demanded that they comply with the raiders' orders. The crew was tied up and blindfolded. The pirates took control of the ship and the master was ordered to turn the ship northeast towards Malapas Island. They stole crew personal effects and ship's property. After the ship had been underway for 45 minutes the pirates smashed all communications equipment. The ship's engines stalled 40n-miles from Horsburgh Lighthouse. When the pirates could not re-start the engines they abandoned the ship and escaped in their speedboats. The crew managed to free themselves, VTIS was informed and the ship made its way to Singapore. No injuries to crew were reported and all cargo was intact, the IMB says.



ITC's latest additions, the **BLIZZARD** and **BOULDER** seen in Rotterdam

Photo : Nico Ouwehand ©

## CASUALTY REPORTING

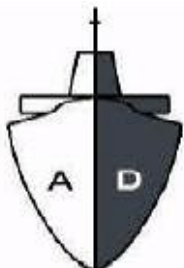
### Grounded Barge Capsized

The barge **ITB-260** loaded with 3,324 tons of gravel capsized north of Gig Harbor, Wash., when the tide came in, causing the load of gravel to shift and eventually spill into the water. The tug Island Breeze was towing the barge when it reported to the Coast Guard that the barge was taking on water. Over three hours later the crew of the tug reported they had pushed the barge against the shore to prevent it from sinking. The Coast Guard is working with the owner of the barge to ensure the damage to the barge can safely be evaluated before being allowed to proceed. This incident did not result in the release of any petroleum products. The barge was transporting the gravel from Dupont, Wash., to Kenmore, Wash.. The Island Breeze is owned by the Seattle-based company Island Tug and Barge. The Coast Guard has assigned an investigator to this incident and notified the Washington State Department of Ecology of the event.

## NAVY NEWS

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The Chilean sail trainer **ESMERALDA** arrived in the port of Callao, with on the left visible the Peruvian cruiser **ALMIRANTE GRAU**  
Photo : Percy Alfaro ©

## US Navy terminates Littoral Combat Ship 3

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Secretary of the Navy Donald C. Winter announced today that the Department of the Navy is terminating construction of the third Littoral Combat Ship (LCS 3) for convenience under the Termination clause of the contract because the Navy and Lockheed Martin could not reach agreement on the terms of a modified contract.

The Navy issued a stop-work order on construction on LCS 3 in January following a series of cost overruns on LCS 1 and projection of cost increases on LCS 3, which are being built by Lockheed Martin under a cost-plus contract. The Navy announced in March that it would consider lifting the stop-work order on LCS 3 if the Navy and Lockheed Martin could agree on the terms for a fixed price incentive agreement by mid-April. The Navy worked closely with Lockheed Martin to try to restructure the agreement for LCS-3 to more equitably balance cost and risk, but could not come to terms and conditions that were acceptable to both parties.

The Navy says it remains committed to completing construction on LCS 1 under the current contract with Lockheed Martin.

LCS 2 and 4 are under contract with General Dynamics, and the Navy will monitor their cost performance closely.

The Navy intends to continue with the plan to assess costs and capabilities of LCS 1 and LCS 2 and transition to a single seaframe configuration in fiscal year 10 after an operational assessment and considering all relevant factors.

General Dynamics' ships will continue on a cost-plus basis as long as its costs remain defined and manageable. If the cost performance becomes unacceptable, then General Dynamics will be subject to similar restructuring requirements.

"LCS continues to be a critical warfighting requirement for our Navy to maintain dominance in the littorals and strategic choke points around the world," said Winter. "While this is a difficult decision, we recognize that active oversight and strict cost controls in the early years are necessary to ensuring we can deliver these ships to the fleet over the long term."

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## China to implement new rules for shipbuilding sector this year

China will implement its first market access regulations for ship manufacturers from Oct 1 this year, in order to halt production of low-quality vessels.

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Jin Zhuanglong, Vice-Minister of the Commission of Science, Technology and Industry for National Defence, said the shipbuilding sector, which had grown rapidly in recent years, urgently needed order and organisation.

China's shipbuilding firms ranked third in the world last year for the 12th straight year, according to Mr Jin. In 2006, the country's shipbuilding manufacturers yielded output of 14.52 billion deadweight tonnes (dwt), received 42.51 billion dwt of new orders and had a total of 68.72 billion dwt on their order books, accounting respectively for 19 per cent, 30 per cent and 24 per cent of the global market.

However, commission statistics show that of the nearly 3,000 shipbuilding enterprises in the country, only 431 are large ones. Booming market demand has boosted the growth of medium and small-sized firms.

The absence of market regulations had meant that a number of firms with poor facilities and poor management had emerged, Mr Jin said. The commission has closed 457 shipbuilding factories or workshops since 2005 in an effort to crack down on low-standard manufacturers.

The long-term aim of the new regulations is to improve management in shipbuilding firms in the country and improve the quality of vessels produced, said Mr Jin. The regulations set out detailed requirements in terms of production facilities, staff and management, according to a commission official, Ma Hengru.

The regulations, which classify civil shipbuilding enterprises into six major categories and 29 different types, define 'threshold' requirements for each type of enterprise while giving them room to grow, Mr Ma said.



The newbuilding tug **SULTAN HOUMED L.BOKO** departed from Rotterdam with destination Djibouti

Photo : Frits Janse ©

## Ship prices expected to hold at record highs for two years



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Hyundai Heavy Industries Co, the world's biggest shipbuilder, and its competitors will be able to keep charging record-high prices for at least two more years because rising demand has outpaced supply, shipowners said.

Executives at Varun Shipping Co, which has spent US\$320 million buying vessels this year, and at BW Shipping Managers Pte, which runs the largest privately held oil supertanker fleet, said they expect current prices to hold for at least two years. STX Pan Ocean Co, South Korea's biggest transporter of iron ore and coal, said it may have to keep paying top dollar even longer.

Sea carriers ordered a record US\$105.5 billion in new ships last year, enough to keep the largest yards working at full capacity until 2010. Demand has been driven by booming trade with China, the world's biggest importer of iron ore and copper. 'High building prices will remain for the time being, at least until 2011-2012, because of low capacity and strong growth in China,' STX Pan Ocean chief executive officer Lee Jong Chul said in an April 2 interview at Sea Asia 2007 in Singapore.

Seoul-based STX Pan Ocean is 39 per cent owned by STX Shipbuilding Co, also of South Korea. The country, the world's biggest shipbuilding nation, booked almost half of last year's orders for new vessels, in terms of the value of the contracts. Shipowners ordered US\$105.5 billion worth of new vessels last year, led by oil tankers, 37 per cent more than a year earlier, according to London-based Clarkson plc. That exceeded the previous record of US\$76.3 billion spent in 2004, the world's largest shipbroker said on Jan 31. At Hyundai Heavy, based in Ulsan, swelling orders and prices helped boost its stock 135 per cent in the past 12 months, the sharpest gain among South Korea's 50 biggest stocks. Seoul-based Samsung Heavy Industries Co, the world's No 2 shipbuilder, is in the top 10.

Samsung Heavy won a contract in February to build four of the world's largest liquefied natural gas carriers for a record US\$286 million each, 2.1 per cent more than a similar order last June. The ships carry enough fuel to power South Korea's 16 million households for three days.

'High ship prices are a concern, but as long as the premium on the new building price is absorbed into freight rates, it still makes economic sense for us,' Yudhishthir Khatau, managing director at Varun Shipping, said at the Singapore conference. Mumbai-based Varun has a fleet of 12 liquefied petroleum gas carriers, making it India's largest operator of such vessels.

Shipyards have raised prices for Very Large Crude Carriers, the biggest type of oil tanker, by 67 per cent since 2004 to an all-time high. The price of bulk carriers that move iron ore and coal has increased by about 30 per cent this year, according to Cho In Karp, an analyst at Seoul Securities Co.

Shipowners are still buying. Hyundai Heavy said on April 2 it had received orders this year for 47 vessels. That brought its backlog to 270 ships valued at US\$26 billion, representing three years of work.

## Ulstein Verft issues statement on Bourbon Dolphin

Ulstein Verft shipyard in Norway, the yard that built the AHTS **Bourbon Dolphin**, which capsized in the North Sea last night has issued the following statement:

"We have been informed that **Bourbon Dolphin**, delivered from Ulstein Verft in the autumn of 2006, has capsized. We cannot speculate on the reasons for this accident. Our thoughts go to the missing and the families of those involved", said Ulstein Verft's CEO Gunvor Ulstein.

**Bourbon Dolphin** is an A102 AHTS designed by Ulstein Design and built by Ulstein Verft.

## Iran to Build New Ship Yard

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As Iran news reports, at the present time there are 8 Iranian trade ships operating in the Caspian sea which have not their own base to be repaired. Thus they need ask foreign yards to serve them and it is rather expensive.

According to Iran news, the unnamed Iranian private company decided to invest in the building of the yard in the port of Feridunkenar situated on the Caspian coast. It is planned that the yard will both build and repair vessels. This project will provide savings of currency resources. It is scheduled to begin the building this year.

It should be pointed out, that now Iran has 2 yards at the Caspian coast: the civil yard at the port of Neka ( the company "SADRA") and munitions yard at the port of Ensely.



The newbuilding hull of the **VOS TRACKER** arrived at the Maaskant Shipyard in Stellendam for outfitting.

Photo : [www.maritimephoto.com](http://www.maritimephoto.com)

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## **New SBM tug in Durban**

A new SBM tug has arrived in Durban and is undergoing a major refit which is expected to take 4-5 weeks.



**Photo : Bert Bot ©**

The **Smit Madura** arrived on 4 April and is expected to enter service in early May as the principal support tug for the SBM.

Details are as follows:

- LOA: 50.00 metres
  - Beam: 14.30 metres
  - Draft: 5.70 metres
  - Bollard Pull: 116 tonnes
  - Speed: 10 kts economical, 14.50 full speed.
  - Fire Fighting: 4 x monitors operated from the wheelhouse capable of 1800m<sup>3</sup>/hr at 12.5 bar, length of throw 150 metres at a height of 70 metres.
- In addition, foam generating capacity.

Terminal operators will issue a full specification sheet once the vessel comes on hire.

The vessel is 3 times more powerful than the present SBM support tug and has fire fighting and pollution resources.

Due to this greatly increased capability of the vessel to respond to any incident at the SBM, tug charges will increase from ZAR 1 760.00 per hour (approximately USD 250) to ZAR 5 900 per hour (approximately USD 845).

Terminal operators accept this is a significant increase but advise the sourcing of this vessel was found to be an essential requirement in the safe operation of the SBM due the ever increasing importance of safety and environmental protection.

## GOLDEN OCEAN SPLASHES OUT ON CAPEIZES

Bulker shipping group Golden Ocean has bought out four capesize newbuilding contracts for a combined price of US\$296m. Two of the ships are being built at Daehan Shipbuilding in South Korea and two at Zhoushan Jinhaiwan Shipyard in China. The vessels, of 170,000 dwt and 176,000 dwt respectively, will be delivered between December 2008 and October 2009. "Given the continuous positive outlook for the global steel production and the age profile of the existing capesize fleet, the management has a positive market view for this sector going forward," the company said. "The Board of Golden Ocean finds the combination of price and time of delivery attractive, and an additional step in its ambitious growth strategy." The company has been granted the option for an additional two vessels from each yard, and these vessels can be delivered within first half of 2010.



## Petrobras May Buy Ethanol Tankers as Part of Brazil Ship Plans

According to Bloomberg, Petroleo Brasileiro SA, Brazil's state-controlled oil company, may purchase tankers from Brazilian shipyards to export ethanol as the company moves to quadruple foreign sales of the biofuel. The ships would expand a plan to build 42 vessels for Rio de Janeiro-based Petrobras's fleet of tankers as increased oil, gas and fuels production transforms Brazil from an energy importer into an energy exporter, said Sergio Machado, head of Transpetro, the company's transportation unit.

Machado expects the first such ethanol tanker, which would likely be a 75,000 metric-ton, Panamax-class fuel tanker treated to resist the biofuel's corrosive effect on steel, to be built by 2011. Petrobras is in the middle of a \$2.5 billion plan to build 26 tankers for oil, natural gas and other fuels with the first deliveries scheduled for 2009. The plan is part of Brazilian president Luiz Inacio Lula da Silva's plan to revive the country's shipbuilding industry, which in the early 1980s was the world's second largest.

Each Panamax-size ethanol tanker would cost about \$130 million to build, the same price as a normal gasoline or general-fuels tanker, he said. Transpetro expects to complete contract negotiations with Brazilian shipyards and Brazil's state development bank, BNDES, for 16 more ships by the end of May. The bank is supplying subsidized loans for up to 90 percent of the costs for the domestically built ships. Petrobras, which is planning to build ethanol pipelines for export, is also considering plans to ship ethanol on barges using the country's river systems, Sillas Oliva Filho, Petrobras' ethanol sales chief, said in an interview March 27.





The **SKANDI STOLMEN** departing from Vestbase in Kristiansund during dark cloudy weather ...

Photo : Jan Plug ©

## Seaspan to Build Four New 4250 TEU Vessels

Seaspan Corporation announced that it has signed contracts to build four 4250 TEU vessels at Jiangsu New Yangzi Shipbuilding Co., Ltd. in China. These new orders are in addition to the ten 2500 TEU vessels Seaspan previously ordered from Jiangsu Yangzijiang Shipbuilding Co., Ltd., a shipyard affiliated with Jiangsu. The four newbuilding vessels are scheduled to be delivered between March and September, 2009. The total delivered cost is expected to be approximately \$66.1m per vessel, subject to certain pre-delivery expenses remaining at budgeted levels.

Seaspan also announced that it has arranged simultaneous six-year charter agreements for these four vessels with Compania SudAmerica de Vapores SA (CSAV) of Chile at a rate of \$25,925 per day. CSAV is the largest liner shipping company in South America and is ranked 16th in the world by TEU capacity.

Each new vessel is expected to contribute between \$7.5 million and \$7.9 million in incremental EBITDA per annum upon delivery. For this purpose, EBITDA shall mean net earnings before interest, undrawn credit facility fees, taxes, depreciation and amortization of deferred financing fees. This should result in an increase in distributable cash when the vessels are delivered and operating. Seaspan Management Services Limited will supervise the construction of the new vessels and operate the ships for Seaspan at an estimated fixed rate of \$4,725 per day through 2011. The company will use an existing credit facility to fund the down payments for these vessels. Permanent financing will be arranged in the coming months.

## Tallink's Star in service

**SSG-ÅBO.** Aker Yards delivered the ferry **Star** to Tallink on Tuesday. The vessel, which cost EUR 110 million, began sailing between Helsinki and Tallinn on 12 April. The **Star** can carry 1,900 passengers and has a capacity of more than 2,000 lane metres of cargo. With a speed of 27 knots, the ferry is able to complete the voyage in two hours. The **Star** is registered to the Estonian flag.



The **MCS HEATHER** seen enroute Rotterdam  
Photo : Frits Janse ©

## Craig Group launches largest ever vessel

The Craig Group's biggest ever platform supply vessel has been launched in Spain. **Grampian Talisman** represents an investment of £12 million by the global shipping and energy services company and will join its fleet of offshore support vessels later this year.

Craig Group division, North Star Shipping, contracted Astilleros Balenciaga SA of Spain to build the 78.2m PSV.

**Grampian Talisman** is the ninth vessel ordered from Balenciaga by the group in five years and underlines its commitment to and confidence in the North Sea. The new platform supply vessel, which was officially launched by Samantha Craig - the fourth generation of the family in the company - and will go straight onto a long-term charter in the North Sea.

Talisman Energy UK Limited has awarded North Star Shipping a five year charter for the vessel with multiple options.

North Star managing director, Callum Bruce, says: "We are proud to have launched this flagship addition to the fleet. Our fleet of multi role vessels has been extensively modernised in the last few years and the addition of this high specification platform supply vessel clearly demonstrates continued commitment to providing clients with cost effective innovative solutions."

Designed by IMT of Montrose and measuring 78.2m in length with a 17m beam, the new vessel will have 740 square metres of deck. Although a PSV, she will also be capable of meeting the requirements of a 300 class emergency response and rescue vessel and be capable of carrying daughter craft.

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Leading providers of emergency response and rescue, multi-role ROV survey and supply vessels, North Star Shipping, currently operates a fleet of 29 vessels and has recently taken delivery of three new-build emergency response and rescue vessels as part of a seven-ship new-build programme to modernise its fleet.

Douglas Craig, managing director of The Craig Group says : "This investment is part of our overall strategy of diversifying and modernising our fleet, which began in 2001 with two new-build multi-role vessels - Grampian Explorer and Grampian Surveyor.

"This additional investment is good news for the group, our industry and the North Sea in general, as it underlines our confidence in their long-term future."

The total investment in a range of new vessels by The Craig Group since 2001 now amounts to an impressive £70 million.



SEATRADE's **POLARLIGHT** seen arriving in Willemstad (Curacao) – Photo : Kees Bustraan ©

## MOVEMENTS

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The **MARIANNE THERESA** seen enroute Rotterdam

**Photo : Wil Kik ©**



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The **MSC HARMONY** seen arriving in Cape Town

The **MSC HARMONY** was built in 1993 as the **NORTHERN HARMONY** at DEAWOO (Okpo) under yard number 4027, was renamed in **CITY OF TUNIS** during 1994 under which name she sailed until 2005, when she got her original name back again, **NORTHERN HARMONY**, during February 2007 the 174 mtr long vessel was renamed in **MSC HARMONY**.

Photo : Ian Shiffman ©



The **TAIPAN** seen arriving at the Wilhelminakade in Rotterdam – Photo : Piet van der Hoeven ©

## OLDIE – FROM THE SHOEBOX



**Daniel Kuiper** was cleaning some boxes and found this above picture made during May 11<sup>th</sup> 1940 , seen from the famous Parkkade in Rotterdam the HAL terminal at the Wilhelminakade in Rotterdam with from left to right, the burning **STATENDAM** and **BOSCHDIJK** and on the right the **VEENDAM**, The **STATENDAM** was shoot on fire by the Dutch troops because the Germans installed some guns posts on the vessel.

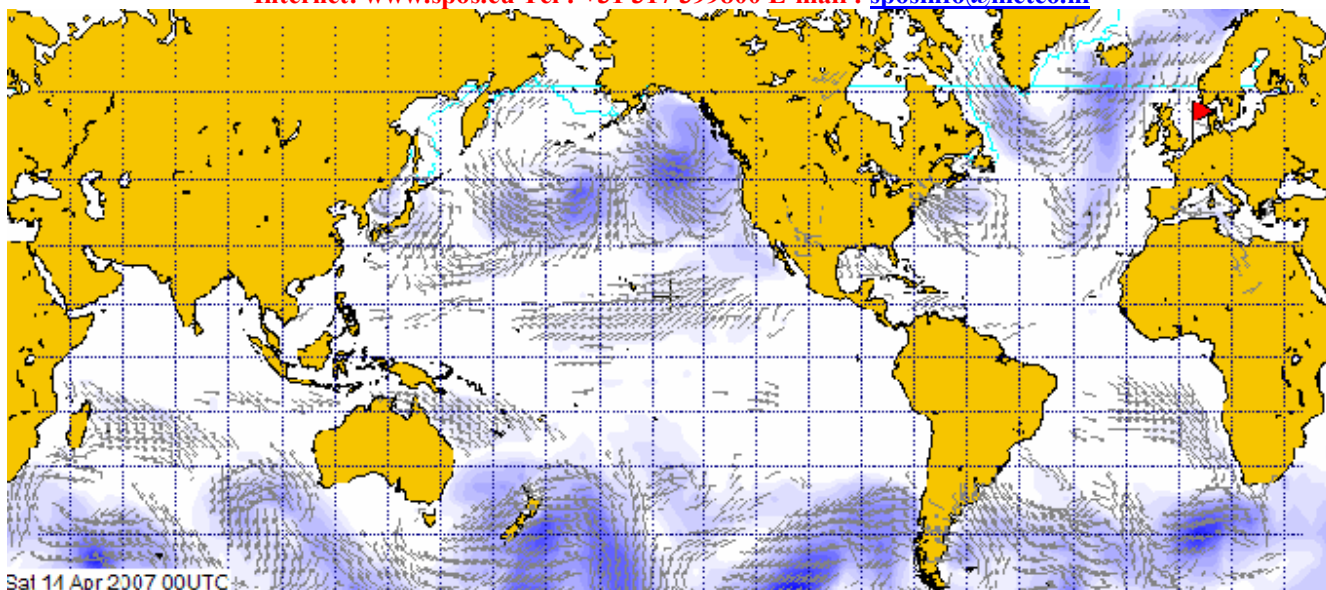
The **STATENDAM** and **BOSCHDIJK** were completely lost due to the fire, the **VEENDAM** with only slight damage was towed away by the Germans and was used in Hamburg as a floating barrack for the 1<sup>st</sup> Submarine Flotilla, The (former) **VEENDAM** partly sank in spring 1945 in Hamburg, and when the WWII was over she was re-floated and towed back to Amsterdam and repaired at the NDSM shipyard, and taken back into service at the Trans Atlantic service with the HAL. (info : **Aad Sinke**)

## MARINE WEATHER

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Sat 11 Apr 2007 00UTC

Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

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



The Chinese semi-submersible transport vessel **TAI AN KOU** arrived in Rotterdam with the **SEVAN HUMMINGBIRD**, the **HUMMINGBIRD** will offloaded and transported to Keppel-Verolme in Rotterdam-Botlek for out fitting.

**Photo : Hans de Jong ©**

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