

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 102



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

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**The ARCADIA seen at the Viset terminal, Grand harbour, Malta**

**Photo : Anthony S. Chetcuti – Malta Pilots ©**

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## EVENTS, INCIDENTS & OPERATIONS



The ms **Westerdam** seen in Dry-dock Palermo where she undergoes a multi million conversion. Extra cabins will be built on the aft section of the ship. To accomplish this a part of the aft section top 4 deck were removed.

**Photo : Hans Dörr ©**

## World's largest cruise ship calls

The world's newest and joint largest cruise ship has arrived in a British port for a promotional visit.

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The 160,000 metric ton **Liberty of the Seas** has docked in Southampton on its first port of call and its only European visit. The 1,112ft-long ship has 15 decks for 4,375 passengers. It is longer than three-and-a-half football pitches. It is slightly bigger than Cunard's liner **Queen Mary 2** and is the sister ship of **Freedom of the Seas**.

Facilities onboard include a surf simulator, rock climbing wall, ice skating rink and children's water park, as well as a casino and spas.

Owner Royal Caribbean will use the ship on the American and Caribbean market. An identical sister ship, **Independence of the Seas**, will be launched next year and will be based in Southampton next summer.

The south coast port is the prime port for cruise ships in the UK. The ship will stay until Tuesday with firework celebrations scheduled before it sets sail on a small cruise.

## Four tons of hashish seized on Spanish rescue ship

Spanish police seized 4.3 tons of hashish from a privately-owned Spanish rescue ship in the Mediterranean, a spokesman said Sunday in Madrid.

Fifteen suspected drug smugglers - including three crew members of the ship - were arrested. The ship was in private possession but was used by the rescue services.

Smugglers have used this method before to bring hashish from Morocco to the Spanish holiday island of Ibiza. Those arrested were from Spain, Columbia, Romania and Morocco.

## Hope abandoned for missing 'ghost ship' trio

THE trip of a lifetime for three men sailing Queensland's Great Barrier Reef officially ended yesterday as authorities conceded there was no hope they would be found alive.

Queensland's so-called "ghost ship" - a 9.8m catamaran the **Kaz II** - remained tied up at the Townsville Port yesterday after search and rescue operations were called off about a week after it is believed the men disappeared.

Detective Inspector Warren Webber said yesterday that "the likelihood of finding anything of value is pretty low".

"There's been extensive consultation with the search and rescue authorities and medical experts in relation to their likelihood of being able to survive for this period of time," Insp Webber said.

The vessel was found drifting about 160km off Townsville on Wednesday. When the boat was boarded, authorities were confronted with clothes reportedly folded neatly on the deck, a laptop computer still turned on and the engines running.

Of the three Perth men - Des Batten, 56, James Tunstead, 63, and his brother Peter Tunstead, 69 - there was no sign.

Insp Webber said: "At this stage, we have nothing to suggest anything else than this was three men setting sail on a lifetime experience and unfortunately they have come across some tragic misadventure."

He said investigations - including an extensive forensic investigation of the vessel - had turned up no evidence of foul play. Police said there were squalls and storms in the area when the men were believed to have disappeared.



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But the boat's safety equipment had not been touched. The decision to call off the search also was influenced by a trawler's sighting of the boat adrift off the coast on Tuesday, meaning that the men would now have spent at least six days in open water.

Insp Webber said the three family members who arrived in Townsville at the weekend were "naturally" concerned.

"I'm sure they would like the search to continue, but obviously we've got to base our decisions on the likelihood of being able to recover anyone," he said. "Obviously, our thoughts go out to the family and unfortunately it may be that we may never be able to give them any firm conclusions as to what's occurred."

The findings of the police inquiry will be handed to the Queensland Coroner to determine whether a full inquest into the men's disappearance is warranted.



The **COSTA CONCORDIA** seen off Malta  
Photo : Anthony S. Chetcuti – Malta Pilots ©



## Oil-rig ship attacked by militants off Nigeria

Transocean Inc., the world's largest offshore oil and gas driller, said a ship supporting one of its oil rigs was attacked off the coast of Nigeria by militants.

The vessel was attacked yesterday while supporting the **Trident 8** jack-up rig, Guy Cantwell, a spokesman for Transocean Inc., said today by telephone from Houston. No hostages were taken from the ship, he said. Earlier, Reuters reported three hostages were taken, citing people it didn't identify.

Militants in the Niger Delta, who've kidnapped dozens of oil workers and halted almost a quarter of the nation's oil production, pledged today to continue their campaign for control of the region's resources before tomorrow's presidential election.

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The Nigerian navy denied earlier a report from Reuters that it operated the ship. Capt. Obiora Medani, a spokesman for the Nigerian Navy, said by telephone from Abuja today that the vessel is owned by Conoil Plc, the country's fourth-largest fuel retailer and operator of the rig.

Conoil's company's Chief Executive Officer Ebi Omatsola wasn't available for comment.



The **STAR ISTIND** on a beautiful spring evening, on the Fraser River, Vancouver, B.C.

Photo : Mike Zelt ©

## Nothing Found On Cruise Ship After Bomb Threat

Authorities searched the Carnival Line's **Carnival Paradise** in Long Beach Harbor for more than 90 minutes before its planned departure Friday because of a bomb threat, but no device was found.

A bomb threat was phoned in to the cruise line reservation center at about 2:20 p.m., U.S. Coast Guard Lt. Andrew Munoz said.

The cruise line, along with authorities, reinspected all cargo and passenger luggage, along with security sweep of the ship. The search ended at 5 p.m. with nothing found, Munoz said. The Coast Guard will escorted the ship from its berth at about 6 p.m., he said.

## Investigation on the loss of Bourbon Dolphin

A maritime inquiry into the loss of the Norwegian supply vessel **Bourbon Dolphin**, which capsized and sank off Shetland with the loss of eight lives, is due to open at a Norwegian court. Smit International has issued a statement about the sinking of the **Bourbon Dolphin**, which capsized on April 12th whilst performing offshore services for the

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drill platform **Transocean Rather**. Subsequently, **SMIT Salvage** was contracted by Bourbon Offshore Norway AS, to render salvage services to **Bourbon Dolphin**.

The mobilization of the necessary salvage personnel, craft and equipment started immediately. A salvage team of seven members was flown to the Shetland Islands and the anchor handling tug **Zeus**, equipped with a diving spread and salvage equipment departed to the casualty from Den Helder, the Netherlands. The AHT SV **Highland Valour** was chartered in order to depart from Lerwick, Shetland Islands, as soon as the salvage team arrived, reports said.

"Unfortunately, owing to fog conditions and reduced visibility on the Shetland Islands the salvage team encountered delays as a consequence of cancellation of inbound flights and suspension of helicopter services." "Meanwhile, discussions were held between all interested parties and the UK Secretary of State Representative with regards to releasing the casualty by cutting the pennant wire/ anchor chain to which she was connected to the drill platform. This was considered necessary because it was reported that **Bourbon Dolphin** was causing a threat to the drill platform and its personnel." "On Saturday 14th April in the late evening, the pennant wire was cut and the casualty was released from the platform. The AHT SV **Olympic Hercules** held the casualty in position awaiting the arrival of the salvage team and craft. In the early afternoon of 15th April, the master of **Olympic Hercules** reported a deterioration in the condition of **Bourbon Dolphin**. The salvage master arrived on site and established that the casualty was unstable and in the process of losing her buoyancy."

"Given the prevailing weather and sea state conditions at that time, (southwesterly wind 5 Beaufort and a sea swell of 4-5 metres) it was deemed to be unsafe to carry out the towage or even perform preparations such as a diving survey." "**Bourbon Dolphin** was completely submerged and the wire connection to **Olympic Hercules** had to be released. The vessel sank at the position of 61° 03.53N 003° 48.92 W. Tugs remained on site to monitor the area."

## Report on sunken B.C. ferry says most of its diesel may be gone

While B.C. Ferries officials mull over a report on options to remove diesel fuel from the sunken **Queen of the North**, another report says it's likely most of the fuel on board spilled as the hull was torn before the ferry sank.

The consultant's report, obtained by The Canadian Press under the Freedom of Information Act, said it is likely that a substantial portion of the fuel on board spilled during the initial grounding on Gil Island.

"First responders comment that the entire surface of Wright Sound was covered with sheen and that all debris (e.g., life jackets) was soaked in diesel fuel," the report states.

There's no estimate in the report on how much of the 220,000 litres of diesel could have spilled in the minutes before the ship sank, but the total area of visible fuel sheen on the water after the spill was in the range of 340 square kilometres, three times the size of the City of Vancouver.

The report, called Queen of the North Environmental Monitoring Review, was prepared last November for B.C. Ferries by Coastal & Ocean Resources Inc., a consulting service in geological and environmental sciences.

Meanwhile, B.C. Ferries compiled a report outlining all the options it has around the fuel issue and forwarded it to the Canadian Coast Guard, asking for an opinion. The coast guard's recommendations went back to the company last week for a final decision from the ferry operator.

Aboriginal leaders worry B.C. Ferries might use the consultant's report as support for leaving the remaining fuel on the sunken vessel. If so, the company could face a lawsuit from First Nations near the site of the ship.

"We've inquired about legal action," said Hartley Bay chief councillor Bob Hill. Hill said Ferries CEO David Hahn has already made promises he hasn't kept. "He said publicly in Hartley Bay that he would remove every litre of fuel off that vessel by the late fall of 2006," Hill fumed. A spokesman for B.C. Ferries could not be reached for comment. Hill



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has read many of the reports on the sunken ferry and doesn't agree with the review's conclusions. "When you go through all the figures . . . I really think that there's at least 50 per cent of the fuel left, that's very conservative, more likely between 120,000 and 150,000 litres are still there."

He's also concerned that B.C. Ferries doesn't have a contingency plan in the event that there is a huge release of fuel.

"We should have started training our people already." B.C. Ferries has since blamed human error for the sinking of the ferry in Wright Sound off B.C.'s north coast which claimed the lives of two passengers. Coast Guard spokesman Dan Bate said Ferries is aware one possibility is that much of the fuel may have spilled when the ferry hit ground. "You ask the million dollar question, right: Why go down, why do that kind of stuff if there's nothing else there?" Bate said because the ferry is more than 400 metres down, a salvage operation is very dangerous. But Hill is concerned B.C. Ferries will do nothing, even though fuel continues to bubble up from the wreck.

"Given their track record, I really don't think they'll do much." The consultant's report and other documents contained in the information package say 89 kilometres of shoreline were damaged by the spill and samples of shellfish in some areas showed initial contamination, but after several months, contamination levels dropped to below detection limits.

A second report recommends limiting human consumption of shellfish from certain beaches around the spill site based on Health Canada's cancer-slope factor. The recommendation is little solace for Hill. "If Health Canada says, 'Oh yeah, we don't have problems with it, eat it,' I dare the general public to go down there and harvest clams and eat them."

## NIEUWE REDDINGBOOT VOOR HARLINGEN

In oktober 2005 ging de KNRM een samenwerking aan met Veronica Magazine en de Sponsorloterij.



Foto : Pim Korver FILM+VIDEO ©

Doel van de samenwerking was de productie van een achtdelige televisie serie over het werk van de vrijwilligers van de Redding Maatschappij. Ten tijde van de serie startte de Sponsorloterij een campagne om geld in te zamelen voor een nieuwe reddingboot. Het resulteerde in de nieuwste aanwinst van de KNRM, de reddingboot **Veronica**.

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De doop van de **Veronica** werd verricht door **Shiela van den Bosch**, zij was in de **Veronica Televisie** serie een van de aankomende opstappers en is nu een van de vrijwilligers van het KNRM station Noorwijk.

De reddingboot **Veronica** is een **Atlantic 2000** rubberboot met vaste bodem heeft een lengte van 7,50 meter, een breedte van 2,64 en een diepgang van 0,70 meter .

De twee motoren van elk 75 PK geven het schip een maximum snelheid van 32 knopen. Aan boord is plaats voor 3 bemanningsleden en 12 geredden. De **Veronica** is uitgerust met twee marifoons, een kaartplotter met GPS, echolood, portofoon en een vloeistofkompas. De belangrijkste inventaris zijn een EHBO-uitrusting, twee zoeklichten, ankergerie, een stopzak, sleeptrossen en parachutezakken.

Het KNRM station Harlingen heeft naast deze nieuwe aanwinst ook een Valentijn klasse reddingboot, de **Wiecher** en **Jap Visser Politiek**.

## CASUALTY REPORTING

### Chile: 1 dead, 8 missing in ship fire

Chilean navy officials were searching Saturday for eight workers missing after a fire swept through a fish-processing ship off southern Chile, killing one person.

Navy Capt. Carlos Salgado said 116 members of the Hercules` crew were rescued from the blaze late Friday near the island of Ancud, south of the capital of Santiago. Salgado told Radio Cooperativa of Santiago on Saturday that one body was recovered but could not immediately be identified, and that the "search continues for eight crew members believed missing."

He said the 70 workers rescued by area ships are citizens of China, Russia, Peru, Ukraine, Norway, Denmark and Panama. All were reported in good condition. The **Hercules** is owned by Tron Fisheries, a company registered in the Faeroe Islands, a Danish territory. The cause of the fire was not immediately known.

### Schip ramt spoorbrug bij Zoeterwoude

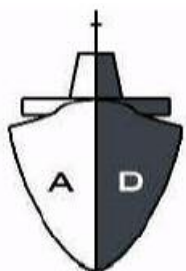
Een schip op het Rijn-Schiekanaal heeft zondag een spoorbrug bij het Zuid-Hollandse Zoeterwoude geraamd. Reizigers tussen Leiden en Alphen aan de Rijn moeten rekening houden met een uur vertraging, meldt spoorbeheerder ProRail zondag.

De aanvaring vond plaats rond 18.20 uur. Over de oorzaak en de schade is nog niets bekend. ProRail weet niet hoe laat de treinen weer over de brug kunnen rijden.

## NAVY NEWS

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## Navy's newest fast-attack sub, North Carolina, is christened

Under a cloudless Carolina-blue sky, shipbuilders and the Navy on Saturday celebrated the christening of the **North Carolina**, the nation's newest fast-attack submarine.

"May God bless her and all who sail in her," said ship sponsor Linda Bowman, a Navy wife for 38 years. She smashed a bottle of American sparkling wine on the bow's "breaker bar," splattering the bubbly on her face and down the front of her blue suit.

Bowman pumped her fists over her head, laughed as she spotted herself dry with a towel and then exchanged a high-five with her husband, retired Adm. Frank L. "Skip" Bowman, the former director of Naval Nuclear Propulsion.

Earlier, the morning's festive mood gave way to a solemn moment of silence for Monday's shooting victims at Virginia Tech. "We celebrate during a time of mourning and loss," said Mike Petters, president of shipbuilder Northrop Grumman Newport News, who called Monday's shootings a "senseless and horrific tragedy."

More than 350 of the company's employees are Virginia Tech graduates. "It's a place where future shipbuilders are grown - some of the very best shipbuilders in the world," Petters said.

During the ceremony, the current crew's 115 sailors stood in formation, outfitted in dress whites, with arms folded behind their backs. The **North Carolina**, estimated at \$2.6 billion in 2005 dollars, is the fourth ship in the Navy's new Virginia-class of submarines. Latest Videos

Northrop Grumman's Newport News sector is building the subs in a partnership with General Dynamics' Electric Boat in Groton, Conn. The two yards have moved closer to the Navy's target cost of \$2 billion each.

Navy officials who spoke Saturday applauded the shipbuilders and the new submarine's capabilities.

"At her top speed, she will make less noise than most of our submarines do at 5 knots," said Vice Adm. John Donnelly, commander of Naval Submarine Forces. "Her firepower, stealth and ability are tailored perfectly to meet maritime challenges of the future."

The nuclear-powered submarine is the fourth U.S. Navy vessel to be named **North Carolina**. A handful of former crew members of the World War II-era battleship North Carolina, on display as a floating museum in Wilmington, N.C., attended the ceremony.

"I'm happy to see them carrying on the proud name of the USS **North Carolina**," said Denny Jones, 80, of Jamestown, Ky., who served on the battleship from 1944- 46.

The submarine, which is about 88 percent complete, will be launched into the James River on May 5 with a scheduled December delivery date to the Navy.

## Russian navy to have Alexander Nevsky submarine in 2009

Laid in March 2004 in Severodvinsk, **Alexander Nevsky** will become the second nuclear submarine of post-Soviet building; its today's readiness is 50% and putting afloat is slated for 2008.

**Alexander Nevsky** is made under Project 955A as an upgraded variant of **Yury Dolgoruky** of Borey 955 Project.

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One more submarine of Project 955A, **Vladimir Monomakh**, is in the building berth now. It was laid in 2006, Kommersant reports.

The most distinct feature of Project 955A submarines is more powerful armaments, the sources say, specifying that they have 16 Bulava missiles instead of 12. Russia's fleet will get eight nuclear submarines of Borey-class during ten years.

### £2bn Navy ships get the OK

ROYAL Navy top brass were cock-a-hoop last night after the go-ahead was given to build two new super aircraft carriers each worth £2BILLION. Senior Service chiefs feared plans for the "floating battlefields" may be axed because of budget cuts.

But defence chiefs and Government officials decided they were crucial if Britain is to keep its place as a world military power.

The move will create jobs in Portsmouth, Hants, and the Clyde shipyards in Scotland where the 60,000-tonne **HMS Queen Elizabeth II** and sister ship **HMS Prince of Wales** will be built.

The vessels — which can carry 50 aircraft including fighters and bombers and serve all three forces at once — will come into service between 2012 and 2015.

They will replace the three existing aircraft carriers — **Illustrious, Ark Royal and Invincible** — and are TWICE the size of the dated vessels which can launch only Harrier Jump Jets.

They will give Britain massive extra military muscle and mean the RAF will no longer need to seek permission to overfly other nations. A military source said: "They can just park up six miles offshore from an enemy country and deliver devastating firepower.

"They'll give a vastly increased range to anything the RAF could offer. Just the threat of deploying them may make hostile nations see sense." A top Naval source said: "This means Britain will remain a significant military power."

It is thought the decision was made after criticism of the Government over its plans to mothball Navy frigates and destroyers. The ships will be built by a consortium of BAe Systems and VT Group which have yards on the Clyde and at Portsmouth.

They will have a "ski-jump" and a "catapult" for launching planes. Aircraft will be able to land vertically after missions.

Former Navy officer Mike Critchley, of Warship World magazine, said of the vessels: "They put the Navy back in the First Division."

### S. Korea's new Aegis destroyer to be named King Sejong

A new Aegis destroyer which is to be launched this year will be named **King Sejong**, after the Joseon Dynasty monarch who helped create the Korean alphabet in the 15th century, South Korea's Navy said Saturday.

Currently called the **KDX-III**, the ship is expected to be the most powerful in the Navy, and at least two others like it will be built, the Navy said. The **King Sejong**, in the last stages of being fitted out as a warship at Hyundai Heavy Industries Co. in Ulsan, is to be commissioned in 2008.

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"The name has been chosen because of the importance of the king in Korean history," said a spokesperson for the Navy. He said the most powerful ship in the fleet should be named after someone who strengthened the country's national defense capability and is respected by the people. Besides supporting the creation of the Korean alphabet, called "Hangeul" in Korean, Sejong pushed for the buildup of the country's defense.

Originally, the Navy had said the first ship of the Aegis destroyers would be named Ahn Yong-bok, after a civilian-diplomat who helped settle territorial disputes over Korean islands in the East Sea with Japan in the late 17th century. The last of the three Aegis ships will reach the Navy in 2012.

**KDX-I** light destroyer ships are called **King Gwanggaeto class**, while the larger **KDX-II** class ships are called **Chungmugong Yi Sun-sin**. Gwanggaeto, one of the greatest kings in Korean history, is remembered for expanding the territory of the Goguryeo Kingdom. Yi Sun-sin was a legendary admiral who helped repel Japan's invasion of Korea in the late 16th century. South Korea has three King Gwanggaeto and six Chungmugong Yi Sun-sin destroyers.

Each of the new ships costs about US\$820 million and will be 165.9 meters long, with a beam of 21.4 meters and a full displacement of 13,500 tons -- about the size of the U.S. navy's Ticonderoga cruisers. The **King Sejong** will be armed with 16 ship-to-ship Haesung missiles and 128 ship-to-air missiles, and possibly long-range cruise missiles that could give the ship strategic capabilities. It will also have torpedoes and close-in-weapons systems to deal with sea-skimming missiles.

The Aegis combat system, built by Lockheed Martin, is a hightech, integrated weapons control system that makes use of AN/SPY-1D multi-functional phased array radar. It allows the ship to successfully combat multiple surface, underwater and aerial targets.

The Navy has traditionally named its destroyers after historic figures, while smaller-sized frigates, corvettes and mine sweepers have used names of provinces and cities. Submarines are named after naval heroes, while landing ships adopt the names of islands or mountains.

## Surface Forces - Eight Chinese Frigates for Pakistan



Pakistan has ordered four more frigates from China. There are already four on order, and the first of these will arrive next year, and be known as the Zulfiqar class. These ships are based on the **Chinese Jiangwei II** class frigates. The first of the Jiangwei II's entered service in late 1998, followed by three more, and several more are still under construction.

The new order is for an improved version of the **Jiangwei II (053H3)** already on order. These will be called F-22P. China will build three F22Ps, while the other will be built in Pakistan. The 342 foot long **Jiangwei II** displaced 2,400 tons, but the F22P is expected to be a little longer, and heavier, perhaps as much as 3,000 tons. The F22P will probably carry anti-ship missiles, anti-aircraft missiles, a 100mm gun, anti-submarine weapons and a helicopter. Crew will be about 180 sailors, and each ship will cost about

close to \$200 million. The new American LCS weighs about the same, but has only a third as many sailors in the crew, lots more automation and costs \$250 million. All eight of these frigates are to be delivered within six years.



## U.S. Coast Guard Gives Up On Troubled Patrol Boats

The U.S. Coast Guard will decommission eight recently built patrol boats because the ships suffer from hull deformations and other problems that would be cost-prohibitive to fix, officials said.

The decision to scrap the ships — eight 123-foot **Island-class** patrol boats that were refurbished between 2003 and 2005 — is the final nail in the coffin for the long-beleaguered program. The vessels were never fully operational and their troubles became central in a debate over the Coast Guard's handling of its Deepwater modernization program. Coast Guard Commandant Adm. Thad Allen said extensive analysis of the vessels by Coast Guard and naval engineers did not reveal a single root cause for their problems, which range from exterior cracking and buckling in the hulls to interior bulging and warping of frames as well as misalignment of propeller shafts. Allen estimated that repairs would exceed \$50 million.

"We believe the design reduced the structural cross section necessary to support the added weight distribution following the conversion," Allen said. "Our analysis has been complicated, however, by the fact that we've observed permanent deformations of each hull in slightly different ways."

Some within the service held out hope that the 123s could be fixed. On April 17, Allen squelched any optimism. "The excessive cost and time associated with continuing to pursue an uncertain resolution to these structural problems has convinced me that permanently removing these cutters from service, while recouping any residual value and redirecting funds to other programs, is in the best interest of the government," Allen said. According to Coast Guard figures, the service spent \$87 million on the 123-conversion program. Congressional sources say the amount is closer to \$94 million.

Allen said the service will save \$30 million by pulling all usable equipment from the boats, including electronics and sensor packages, as well as eight short-range rigid hull inflatable boats. The eight vessels were produced under a contract to convert the Coast Guard's 49 110-foot patrol boats into 123-foot vessels. The plan had been to refurbish and lengthen the vessels, adding a new superstructure, stern-ramp capability and upgrades, as well as improving living quarters and electronics suites.

The first ship to enter the program was the 110-foot patrol boat **Matagorda**, which entered Bollinger Shipyards in Lockport, La., in 2003. Shortly after it arrived, however, engineers found the condition of its hull to be more worn than anticipated. Builders replaced more than 900 square feet of **Matagorda's** hull as they performed other contract requirements.

Engineers found similar hull degradation in the Coast Guard's remaining 110-foot patrol boats, but it was determined that their hull plating could be replaced during the refurbishment. In 2004, after **Matagorda's** conversion was complete, it developed a 6-inch crack forward of its superstructure the day after it arrived at its new home port, Key West, Fla. Later, the other seven that underwent conversions suffered similar malformations.

In early 2005, then-Coast Guard Commandant Adm. Thomas Collins announced he was abandoning the conversion program. Additional problems continued to plague the eight 123s, as they developed problems with shaft alignment and were found unfit for duty in seas higher than 8 feet. In 2006, a Lockheed Martin employee charged that his employer, which furnished the 123s' electronics packages, defrauded the government by installing equipment that did not meet Coast Guard specifications.

Earlier this year, the Department of Homeland Security's inspector general said that the vessels' C4ISR suites were inadequate. According to the inspector general, the equipment lacked the correct type of cables required by the contract. It also said the package, which provides secure data and voice transmission capability to the vessels, was vulnerable to eavesdropping.

## Holland delivers fourth multi purpose frigate to Chilean navy

Holland delivered this week the last of the four frigates sold to the Chilean Navy in the framework of the "**Proyecto Puente II**" to renew the navy's surface fleet.

The former "**Tjerk Hiddes**" was renamed "**Almirante Riveros**" with the ceremony taking place at the Netherlands naval base of Den Helder

Dutch Defence minister Cees van der Knaap together with the commander of the Chilean Navy Admiral Rodolfo Codina and Chilean ambassador in The Hague Cecilia Mackenna presided over the flag transfer ceremony.

The other three frigates of the renewal project and already delivered are: "**Blanco Encalada**", "**Almirante Latorre**" and "**Capitán Prat**".

## Australian navy patrol boat going 'home' to Townsville

A soon-to-be decommissioned navy warship will be returned to the north Queensland city it was named after.

The federal government today said Defence Minister Brendan Nelson would invite the Townsville Maritime Historical Society to enter into a deed of gift that would preserve and exhibit **HMAS Townsville** as a display in a dry-dock facility next to the city's Maritime Museum.

Parliamentary Secretary to the Minister for Defence, Peter Lindsay, said the project would allow future generations to explore and appreciate the region's maritime history.

The Townsville, a Fremantle Class Patrol Boat, was commissioned on July 18, 1981.

## SHIPYARD NEWS

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## **SKorea's Daewoo Shipbuilding wins 1.66 bln usd orders this month**

Daewoo Shipbuilding & Marine Engineering Co Ltd said it has won new vessel orders worth 1.66 bln usd this month.

The orders are equivalent to a quarter of its yearly revenue from shipbuilding for 2006. The shipbuilder recently signed contracts with three major shipping companies in Europe for five container carriers and one LNG carrier, as well as securing orders from Greece and other clients for ten bulk vessels.

Four out of the ten bulk ships ordered this month will be constructed in the company's Okpo shipyard in South Korea while the rest will be built at its Romanian subsidiary.

'Demand for bulk ships has surged in recent months, resulting in a record high price for new ships,' the company said in a release.

It plans to meet the growing need by utilizing new shipbuilding technologies. All the ships ordered this month will be delivered by July 2010, Daewoo said. (1 usd = 928 won)

## **53,000-tonne cargo ship bound for UK launched**

A 53,000-tonne cargo ship built by the nation's largest ship building group, Shipbuilding Industry Corporation (Vinashin), was launched in the northern port city of Haiphong, on April 20.

The ship, 190m long and 32.26m wide, is one of a series of fifteen due to be handed over to the Graig Investment Group, a UK-based international ship owner and shipping services provider.

It was the second boat of its kind built by Vinashin's affiliate, Nam Trieu Shipbuilding Company and is also the largest being built in Vietnam under a contract worth nearly US \$1 billion between Vinashin and the Graig Group.

## **Gdansk Shipyard Garners Numerous Orders**

Gdansk shipyard wants to build seven ships this year and starts first projects without stat subsidies. Gdansk shipyard denies the rumors that it has problems with contracts to build ships. The company has built a seismic ship for a Norwegian ship owner and is going to produce three seismic ships altogether. The shipyard will also build a ship for a German ship owner. The ship should be ready in the second half of the year. In May, the last ship for Stocznia Gdynia will be ready.

## **EC PONDERES POLISH YARDS SUBSIDY CASE**

THE European Commissioner for competition Neelie Kroes and Polish Prime Minister Jaroslaw Kaczynski met in Brussels on last Wednesday to "discuss the current state of play as regards the European Commission's investigation into subsidies to the shipyards at Gdynia, Gdansk and Szczecin".

According to an EC statement Ms Kroes underlined that state aid, including the write-off of public debt, can only be approved as part of a package including restructuring plans to ensure restoration of long-term viability, a significant private sector contribution to the restructuring costs and capacity reductions to limit the distortions of competition created by the aid. The Prime Minister and Commissioner Kroes agreed that contacts on the issue between the Commission and the Polish authorities would continue with a view to reaching a satisfactory outcome as soon as possible. In particular, it was agreed that Commissioner Kroes would meet with the Polish Economic Affairs Minister



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Piotr Wozniak in Brussels within the next few weeks. Commissioner Kroes underlined that the Commission "understands the sensitivity of these cases as well as their complexity". In the view of Commissioner Kroes, the successful restructuring of the Polish yards is in the best interests of both the Polish authorities and the Commission.

Ms Kroes is said to be "open to a constructive approach" but "constructive" cannot mean "lenient" since, the EC says, state aid rules have to apply equally to every member state.

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The **SVEZIA** is at present operating in the port of Rotterdam

Photo : Arie Verheij ©

## COSCO inks contracts to build 66 ships

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COSCO Group, China's leading shipping and logistics service provider, inked here on Saturday contracts with four domestic shipyards to build 66 ships.



The **TAI AN KOU** – Photo : Wil Kik ©

Zhang Fusheng, a COSCO spokesman, did not disclose the total value of these shipbuilding contracts but said they summed up to a record amount for the shipping giant.

The move is to help meet China's strong demand for shipping as the country's fast economic development gives rise to more imports of energy resources and more auto imports and exports, said analysts.

Wu Bangguo, Chairman of the Standing Committee of China's National People's Congress, attended the signing ceremony on the sidelines of the annual conference of the Boao Forum for Asia.

The 66 ships - including container ships, bulk cargo ships, oiltanker and car carriers - will have a total deadweight tonnage of 5.14 million. They will be built by four domestic firms, including China Shipbuilding Industry Corp., COSCO Shipbuilding Industry Co. and COSCO Shipyard Group, and will be delivered between 2008 and 2010.

COSCO currently owns 740 ships, with a total loading capacity of 46 million dwt.

## De Beers Launches South African Marine Diamond Mining Vessel

De Beers' first South African diamond mining vessel will set sail this week for South Africa's Namaqualand coast where it is expected to produce 240,000 carats annually from a new offshore mining area.

The 176-meter vessel, named **Peace in Africa**, cost \$142 million. It is equipped with an undersea tracked mining tool called a crawler, and carries a specialized diamond recovery plant. Project Manager Glenn Back called the ship "a landmark achievement".

De Beers Consolidated Mines has already used enhanced crawler technology to mine an 800,000 square meter area off the South African coast. The technology enables faster mining and 3D visualization of the seabed and mining operations.

The mining project is deemed exceptional because of its 0.1 carat per square meter. In addition, 95 percent of the diamonds to be mined off the coast are expected to be of gem quality.



The **PEACE IN AFRICA** – photo : Kevin Blair ©

If the project proves successful, De Beers will consider expanding its diamond mining fleet, said Back. Peace in Africa is expected to mine 0.5 percent of the mining area over a mine life of 30 years.

De Beers is also “excited” to be contributing to the upliftment and employment of residents of South Africa’s Northern Cape province, said Back.



## Bore Orders Ferries from German Yard

Bore has signed a contract for two new RoRo vessels, and holds an option for another two, to be built at Flensburger Schiffbau-Gesellschaft mbH & Co KG in Germany. The two RoRo vessels will be delivered in May and August 2011 and will have an initial capacity of 2900 lane meters each. The vessels can accommodate double-stacked containers on mafs on all decks and can be equipped with hoistable car decks.

## Expansie Vopak Singapore

Vopak breidt zijn tankopslagcapaciteit in Singapore uit. Daarmee komt de capaciteit in de Aziatische stadstaat volgend jaar uit op 2,6 miljoen kubieke meter. Door de sterke economische groei van onder meer China en India is er een grote behoefte aan de opslag van olieproducten en chemicaliën in de regio.

Vopak heeft tevens een belang van 42 procent in het Duitse bedrijf VOTG Tanktainer verkocht aan medeaandeelhouder VTG Aktiengesellschaft. Dit levert Vopak een boekwinst van 6,5 miljoen euro op





Seen in Dampier the sister **BAOSTEEL EVOLUTION** and the **KACHIDOKI**  
Photo : Jeroen Anneveld ©

## Berlian plans fleet expansion

Indonesia's largest shipper of liquid cargo, Berlian Laju Tanker, said last week that it plans to increase its fleet by up to 15 vessels as part of a \$500 million expansion plan that will see the company expand beyond palm-oil and chemicals into LNG.

The company - which has a total of 59 vessels, including oil and chemical tankers and gas carriers - announced the expansion plan earlier last week but gave no details. The plan will be put to a shareholder vote at a meeting on May 24. Berlian business development director Siana Anggraeni Surya said in an interview that more than half of the new vessels may be bought second-hand, which is quicker than building them new.

Last year, the company - which is listed in both Jakarta and Singapore - already earmarked \$400 million to build 13 new vessels, which are now under construction at yards in Japan and South Korea for delivery by 2011. Those 13 vessels under construction included two liquefied natural gas (LNG) carriers.

"The LNG carriers would be our first foray into the LNG market which we believe has lots of growth potential both in Indonesia and elsewhere," Siana Anggraeni Surya, Berlian's business development director, said.

Surya is the daughter of company chairman Hadi Surya, who owns 48.7 per cent of the firm, which has a market value of \$920 million. The LNG carriers, to be delivered in 2008 and 2009, will be jointly owned by US shipper Teekay Shipping. The two carriers will be used to transport LNG from Indonesia's Tangguh gas field to the US west coast under a 20-year contract, Surya said. Teekay has a 70 per cent stake in the LNG carriers, she said.

Surya said Berlian Laju was also looking for contracts for Floating Storage Offloading (FSO) and Floating Production Storage Offloading (FPSO) vessels to expand into the offshore oil industry services sector, as more offshore fields are likely to be developed in Australia and Southeast Asia.

"We are looking for a few FSO and FPSO contracts and if we do get one we will start by converting one of our own tankers," she said. Berlian owns one FPSO, converted from an oil tanker in 2000, which is currently working on Indonesia's Salawati oil field in Papua. Surya said the company was also looking for charters to transport vegetable oil from South American producers to Europe and China. This is already big business for Berlian, which transports palm oil from Malaysia and Indonesia to China, India and Pakistan.

"Moving to South America is part of our strategy to spread the business geographically," she said.

## Bourbon has 193 boats in offshore fleet

THE BOURBON company was founded in 1948 following the merger of several companies involved in the sugar industry in the Indian Ocean island of Réunion.

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Until 1978 the company mainly produced sugar and rum for export to France but between 1989 and 1992 diversified into industrial fishing, dairy produce and marine services. Following the takeover of a major towage company in 1996 the company was floated on the unlisted securities market in 1998.

Bourbon later sold off its drinks business to focus on marine services to the offshore oil industry. The change of focus led to the acquisition in 2002 of Havila Supply AS which was renamed Bourbon Offshore Norway.

At around the same time Bourbon also became a key player in the offshore oil industry in Brazil and along the west coast of Africa. The company's head office was transferred from Réunion to Paris in 2005 and it now employs 4,700 staff. The company's offshore division operates a fleet of 193 ships around the world and has 110 vessels on order.

The **Bourbon Dolphin** is one of thousands of anchor-handling supply tugs operating around the world. New tugs can cost up to £30m. Bourbon Offshore Norway is based in Fosnavåg in the Vestlandet region of Norway and employs around 500 seamen and 27 office-based staff.



The **NYK VENUS** seen arriving for the first time in Rotterdam during her maiden voyage

Photo : Wim van Noort ©

## Tug Malta – Pulling power

by Ben Borg Cardona

Tug Malta is the only licensed company that carries out vessel towing operations within and between the harbours of the Maltese Islands. Photographer Ben Borg Cardona spent a day with Tug Malta Limited to find out what these operations actually involve from a seaman's point of view. Operations carried out that day included assisting container ships and oil tankers into the Marsaxlokk Freeport and Oiltanking terminal.

Tug Malta's fleet - Six tugs

**Pawlina**, four crew, 353 tonnes with a bollard pull of 67 tonnes.

**Wenzina**, four crew, 207 tonnes with a bollard pull of 68 tonnes.

**Mari**, five crew, 295 tonnes with a bollard pull of 47 tonnes.

**Lieni**, five crew, 267 tonnes with a bollard pull of 35 tonnes.

**Felica**, five crew, 225 tonnes with a bollard pull of 32 tonnes.

**Sea Salvor**, five crew, 323 tonnes with a bollard pull of 55 tonnes.

TUG Malta always has two manned tugs on standby at Marsaxlokk Harbour, operating on 12 hour shifts. One vessel is also manned at all hours at the company's Marsa base in Grand Harbour. The tugs also act as fire fighting or salvage vessels if a ship finds herself in distress. On average, Tug Malta assists 11 vessels every 24 hours.

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The **HUELVA SPIRIT** seen in Rotterdam- Europoort

Photo : Harry van den Berg ©

## OLDIE – FROM THE SHOEBOX





The cargo ship **KIELDRECHT** was deployed by the Dutch company Van Ommeren in the fifties. It was a famous name because all together there were 5 ships with that name.

The **KIELDRECHT** is the latest watercolor of

[www.HansBreeman.nl](http://www.HansBreeman.nl)

## AIRCRAFT / AIRPORT NEWS

### Blue Angel Jet Crashes at Beaufort Air Show

An F/A-18A Hornet assigned to the Navy Flight Demonstration Squadron (Blue Angels) crashed during the final minutes of an air show at Marine Corps Air Station Beaufort, S.C., at approximately 4 p.m. EDT, April 21.



Photo : Piet Sinke ©

The pilot did not survive. The pilot of the jet was joining the Delta formation for the final maneuver of the aerial demonstration when the mishap occurred. It was his second year on the team, and first year as a demonstration pilot.

The other five **Blue Angel** jets were not involved in the incident and landed safely moments later.

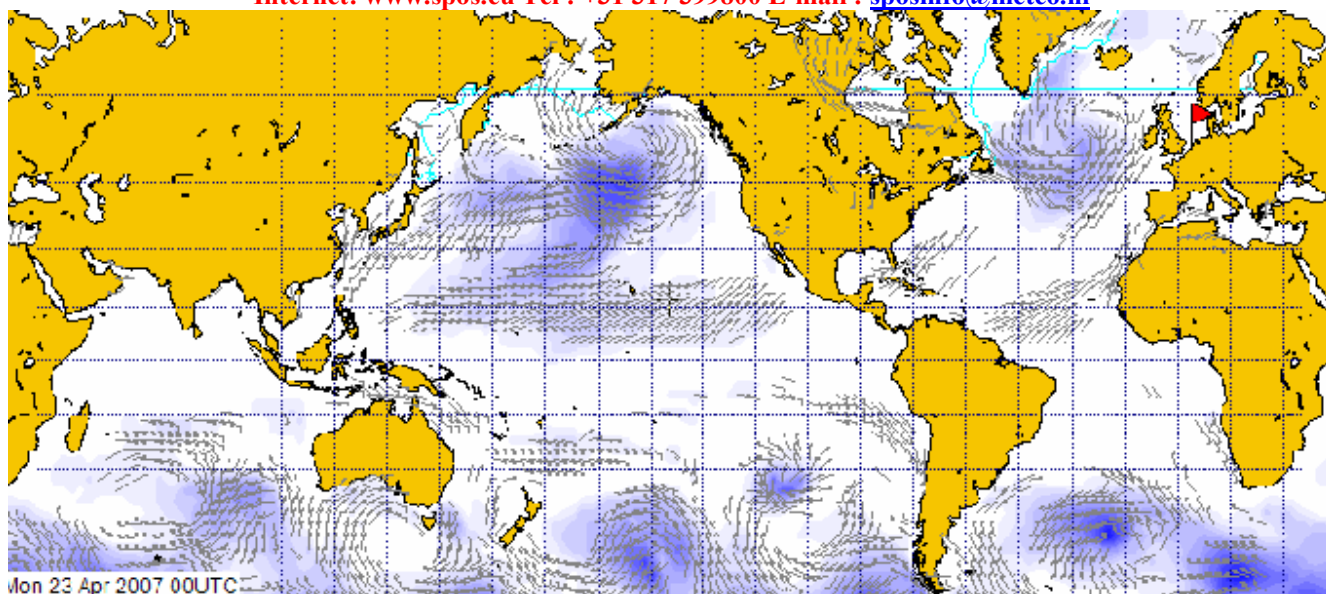
The crash occurred approximately three miles outside the air station in the vicinity of Pine Grove Rd. and White Pine Rd. One civilian on the ground reported minor injuries and was transported to Beaufort Memorial Hospital. Some houses in the area received damage, the extent of which is unclear at this time. The name of the pilot is being withheld pending the notification of the next-of-kin. The cause of the accident is currently under investigation.

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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 1000 vessels today.

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

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The **WESTERDAM** seen in drydock in Palermo  
Photo : Maarten Settels ©

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