

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 108



Number 108 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 29-04-2007**

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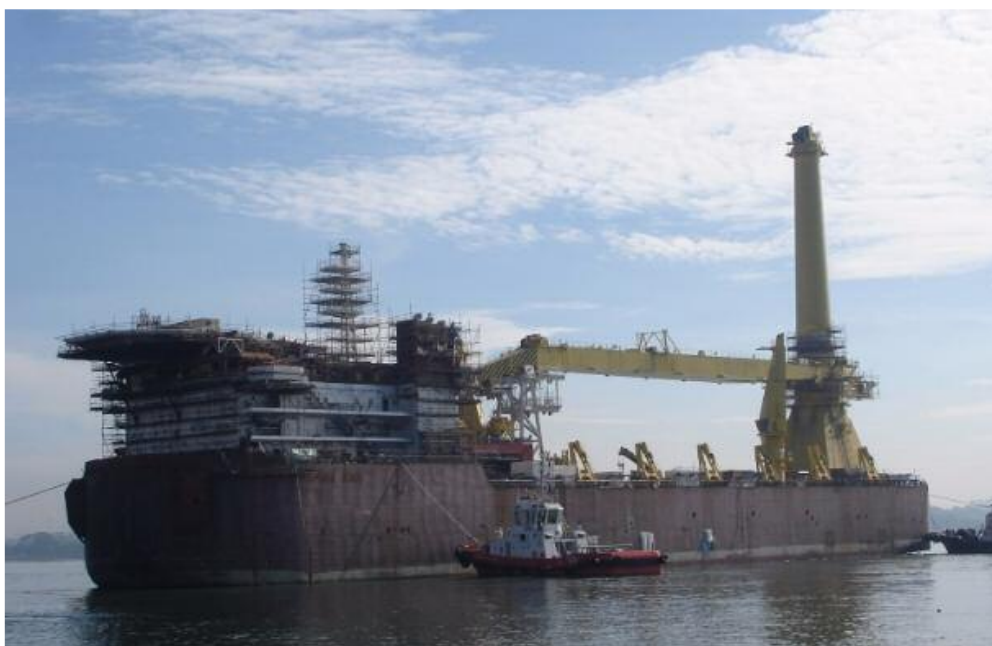
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SapuraAcergy Joint Venture "Sapura 3000" going into dock Sembawang Shipyard Singapore. - Photo : Stephen Carson ©

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EVENTS, INCIDENTS & OPERATIONS



The **Sinegorsk** seen leaving Naantali, after an oil spill was observed as reported in yesterdays clippings

Photo : Risto Brzoza ©

DOCKWISE AND SEALIFT ANNOUNCE MERGER

Maritime companies **DOCKWISE** and **SEALIFT**, both active in the heavy transportation market, announce they are to merge. By combining their fleets of vessels, the companies will be able to provide an enhanced service to customers. Following the merger, the **SEALIFT** vessels will be integrated into the existing **DOCKWISE** fleet and the company will trade under the **DOCKWISE** name.

3i, the largest shareholder in Dockwise, and Bermuda based Frontline, the largest shareholder in Sealift, have both approved the merger.

Bourbon Dolphin inquiry starts

An inquiry into the April 12 loss of the AHTS **Bourbon Dolphin** with eight of its 15 crew opened Wednesday in Alesund, Norway.

Among the witnesses was first mate Geir Syvertsen, 32, who, according to a report in The Scotsman, said the vessel was working with the British vessel **Highland Valour** in a routine operation to move an oilrig's anchor and chain weighing an estimated 330 tonnes.

According to the newspaper, Syvertsen said the boats had nearly collided while struggling with the anchor in strong winds.

The **Highland Valour** repeatedly tried to hook on to the chain to assist the **Bourbon Dolphin** in hauling the weight on to its rear platform, without success.

Syvertsen said there may have been a misunderstanding, leading the **Highland Valour** to pull the chain the wrong way, which increased the pull on the port side of the **Bourbon Dolphin**.

"The captain asked me to hit a button for the emergency release mechanism for the chain and wires," the newspaper also quotes him as saying. "That was done to save the ship. I thought it would go fast, but it didn't. The system only released 12 meters per minute." The maritime inquiry into the sinking of the **Bourbon Dolphin** will be followed on Friday by the naming of an investigative commission that will examine the circumstances around the tragedy.



The KNRM Westkapelle lifeboat **ULY** seen during the national Lifeboat day Saturday April 28th
Photo : www.maritimephoto.com

OWNER AND SKIPPER OF DIVE BOAT PROSECUTED

On 13th August 2005, the dive boat **Sovereign II** owned by Sovereign Diving Limited and skippered by Christopher Wilson sailed on a diving trip from Seahouses to the Farne Islands with a party of nine divers.

The trip turned to tragedy when one of the divers Michael Ward of Loughborough in Leicestershire, was struck by the propellers as he was returning to the boat. He lost his left leg and suffered such severe injury to his right leg that it has been pinned and cannot be flexed.

The quick reactions of his dive buddy and nearby charter boat called Moby, ensured that Mr Ward was taken back to port quickly where a doctor and nurses who were passing by gave help. A trauma surgeon, who was diving nearby, also sped back to Seahouses where he took charge of the medical team and accompanied Mr Ward to Newcastle General Hospital.

Investigations by the Maritime and Coastguard Agency (MCA) revealed that the skipper Christopher Wilson did not hold the necessary certificate of competence to be in charge of the boat. Mr Wilson was employed by Sovereign Divers Ltd as crew on their passenger boat Sovereign IV. However when the skipper of Sovereign II left in early July, Wilson was made skipper. He had been sailing as skipper without a certificate of competence for five or six weeks before the incident date.

In Newcastle Crown Court on Monday 16th April 2007, Mr Toby Douglas, a director of Sovereign Diving Ltd., and Christopher Wilson, the skipper of Sovereign II, pleaded guilty to a breach of the Code of Practice for Small Commercial Vessels, also known as the yellow code.

Sovereign Diving was fined £5,000 and ordered to pay £3,500 towards costs, and Christopher Wilson was fined £500 and was ordered to pay £500 towards costs.

Captain Allan Marsh, Enforcement Officer stated This was a very tragic incident. Owners and Skippers of dive vessels are reminded that they are responsible for ensuring full compliance with the Code of Practice and that their vessels are operated in a safe manner. When involved in diving operations, the MCA recommends that propeller guards are fitted. In this case, the Sovereign II was a single handed operation. The owner/managing agent should ensure that there are sufficient additional crew on board having regard to the type and duration of voyage being undertaken.

In passing sentence on Tuesday 24th April 2007, the His Honour judge John Evans said

This case demonstrates all too unhappily two things. Firstly, that underwater diving, whether it be commercial or pleasure based, is a potentially hazardous activity. Secondly, that it demonstrates that there is a need to carefully regulate the way that those who are involved with it either as a sport or a business go about it, that includes not just the divers themselves, but equally their support crew.

The dangers in this case graphically demonstrate the dangers of this activity. What happens off the Blue Cap Rocks on the 13th August 2005, and the outcome for Mr Ward which left him with severe injuries should serve as a constant reminder in the future of these principles.





The tug **REMO** seen arriving on the Clyde on Friday night towing the **VT Barge** with the bow section of **HMS DIAMOND** as cargo. The transport was heading for the BAE Govan shipyard in Glasgow. Svitzer have the **REMO** on charter.

Photo : Tommy Bryceland. SCOTLAND ©

MISSING DIVER REPORTED TO YARMOUTH COASTGUARD

At just after four thirty this afternoon Yarmouth Coastguard received a Mayday call from the M/V ` **Stena Trader** 40 miles off Aldeburgh, Suffolk reporting that a dive boat had lost one of its divers.

The diver had been diving at between 36-40 metres and had not surfaced. A rescue helicopter from RAF Wattisham and a Belgian rescue helicopter 91 from Koksijde were requested to launch to search for the missing diver. A fixed wing counter pollution aircraft from the Netherlands was also asked to assist.

In response to VHF radio broadcast from Yarmouth Coastguard numerous merchant vessels assisted with the search but so far nothing has been found.

The search has been called off due to fading light, however an air search will re-commence at first light.



The **MSC LISBON** seen at the ECT terminal in Rotterdam-Europoort
Photo : Rik van Marle ©

CASUALTY REPORTING



A Viking tour boat burns at Skeppsbron dock outside the Royal Castle in the Old Town in Stockholm April 28, 2007. Nobody was injured in the fire, but the boat was totally destroyed.

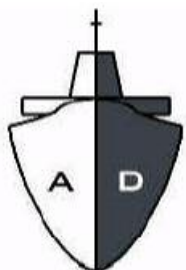


According to the fire department's spokesman Ulf Larsson, the fire was hard to fight as it was impossible for the firefighters to get onboard the boat due to the risk that it would sink.

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The fast combat support ship **USNS Bridge (T-AOE 10)** pulls alongside the Nimitz-class aircraft carrier **USS Dwight D. Eisenhower (CVN 69)** during an underway replenishment. Eisenhower and embarked Carrier Air Wing (CVW) 7 are on deployment in support of Maritime Security Operations (MSO). MSO help set the conditions for security and stability in the maritime environment, as well as complement the counter-terrorism and security efforts of regional nations.

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As line handlers keep **USS George Washington (CVN 73)** centered in the dry dock, tugboats assist the carrier move from dry dock to wet slip. The Norfolk-based Nimitz-class aircraft carrier is currently undergoing Planned Incremental Availability and Docking (PIA+D). The availability will prepare George Washington to relieve **USS Kitty Hawk (CV 63)** as the fleet's forward deployed carrier in 2008.

Bangladesh Wins German Contract

Bangladesh's main shipbuilder said on Saturday it had won a 100-million-dollar contract to build eight vessels, a deal seen as helping pave the way for the nation to emerge as a major shipbuilder. Shipbuilding officials and local media said the contract was the impoverished South Asian nation's single biggest export order.

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Ananda Shipyards Shipways Ltd (ASSL) signed the joint deal with two German companies earlier this month to build eight ships with capacity for 325 containers by June 2010, company chairman Abdullahel Bari told AFP. "This is the single biggest export order for Bangladesh and it will go a long way to making the country a major world shipbuilding nation," Bari said.

Government officials could not be reached for confirmation on whether it was Bangladesh's biggest export order as offices were shut for the weekend.

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The Steam powered tug **FURIE** seen with onboard guests of **ALPHATRON**
Photo : Frits Janse ©

FESCO Has no Plans to Purchase Containerships or Moby Dick

FESCO officially declared that the group has never thought to purchase the company Containership or its container terminal Moby Dick and has never made such an announcement.

The assumptions that FESCO is interested in acquisition of the Finnish company or its terminal Moby Dick appeared in mass media are just the personal surmises of the authors of the publications and they have nothing in common with the plans of FESCO concerning the new assets buying, stressed the representative of FESCO.

"At the press-conference held on April, 23 of the current year the management of FESCO just announced about its intention to purchase a terminal at the territory of the EU. As it is widely known the container terminal Moby Dick situated in Kronshtadt is not such a territory".

"All thoughts of Sigurjon Markusson, the managing director of Containerships Group, concerning FESCO's and affiliated businessmen's connection with the crisis situation of Moby Dick are lack of facts, they appear to be a slander and cause damage to FESCO's business reputation", - marked in the FESCO.

"The management of the transport group insists on an official denial of the mentioned announcement of Containerships Group in the nearest future", - added the official representative of FESCO.



Vietnam pins high hopes on sea tourism

Vietnam is expecting sea tourism to strongly recover and Develop by leaps and bounds in the coming years, and will make stronger efforts to realize the country's big potentials in this sector, said a tourism official.

Vu The Binh, head of the travel department under Vietnam National Administration of Tourism (VNAT), told the Daily yesterday that the number of cruise passengers would return to the peak recorded in 2002 and surge in the coming years to one million a year.

Last year, international cruise ships brought in 140,000 tourists, which despite the year-on-year increase of 11% showed a steep fall from 350,000 cruise-ship passengers the country welcomed in 2002. The nosedive was then attributed to the SARS and bird flu epidemics.

But Binh said the recovery would be quick.

"We believed that we can recover the lost number in the next few years, and even boost the number of cruise passengers to one million in the foreseeable future given new promotion and investment activities being made," he said. He noted that the country has 4,000 kilometers of coastline, which is the greatest potential for the sea-tourism development.

Cruise ship operators are increasingly choosing Vietnam because it is a safe destination after SARS and bird flu. Furthermore, the country is located near two centers of cruise travel in Asia, namely Hong Kong and Singapore. However, the key to optimism is greater efforts being made to design new routes and to make Vietnam better known to well-to-do tourists worldwide, according to Binh.

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This year the VNAT department and tour operators will survey dozens of new sea tourist routes linking Vietnam with neighboring countries and territories, including China's Hainan Island, Singapore, Malaysia's Kuala Lumpur, Hong Kong and Cambodia. These routes will take in famous stopovers in Vietnam, including Phu Quoc, HCMC, Danang, Vinh, and Halong.

Binh said VNAT would combine with tour operators to open new sea tourist routes, go outside to meet with cruise lines to promote the potential of Vietnam, and invite them to the country for the promotion purpose. "VNAT will help tour operators strongly promote the country's images to partners during promotion trips," he said.

Binh said VNAT would also support local companies to cooperate with foreign partners to establish joint venture companies to attract cruise passengers. VNAT will also ask the Government to give visa exemptions to these visitors," he said. Vietnam also is working closely with other ASEAN countries to boost cruise travel in the region.

Currently, many famous cruise lines in Europe, the U.S, and Asia such as Costa Crocieres, Star Cruises, Seabourn Cruise Line, Silversea Cruises, P&O Princess Cruises are regularly calling on the country.



The new Svitser funnel caught at Fredericia on the **Svitser Menja**. Only just welded on the funnel at Fredericia Shipyard and the logo is still red from the ship primer on the steelplate. To be blue as the top and bottom of the funnel.

The Malteze Cross has been used in Svitser since 1833.....

Photo's : Bent Mikkelsen ©

4/28/2007

Containerships Group not For Sale

Finland-based door-to-door short-sea operator Containerships Group announced that it has no plans to sell the company to FESCO or anyone else.

Sigurjon Markusson, managing director of Containerships Group said, "We have seen statements from FESCO in the Russian press to the effect that they intend to buy Containerships Group. I would like to emphasize that neither Containerships Group nor Eimskip has had any discussions with FESCO and we have no intention of having any discussions with them".

"Containerships Group is embarked on a strategic growth plan which is already delivering increased volumes across all our trades, and we intend to carry out the plan and stand as a leading independent operator in the Baltic area", - he added.

According to S.Markusson, the allegations about FESCO intending to buy Containerships may be linked to the "apparent harassment experienced by the Moby Dick container terminal in St Petersburg".

"Recently Rosstroy has been harassing the terminal by illegally closing the access roads to the terminal" - reminded S.Markusson. "We suspect that this action and perhaps the statements by FESCO could be linked as part of pressure to get the investors in what are a successful terminal and a successful line serving Russia to sell out," - pointed out S.Markusson.

Actually, FESCO made no such statements officially, but there was a speculation in the media on the subject.

S.Markusson assured that Multi Link Terminals (a subsidiary through which the company owns the Moby Dick terminal in St.Petersburg) is working hard with the Russian authorities to ensure that its legal rights to operate are not interfered with.

Containerships Group is the Finnish company which is 65% owned by Eimskip, which is listed on the Icelandic Stock Exchange. The remainder of the company is owned privately in Finland.

MOVEMENTS

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The **LIGOVSKY PROSPECT** seen outward bound from Rotterdam-Europoort
Photo : Piet Sinke ©



The **LIBERTY of the SEAS** seen departing April 26th from Southampton bound for New York
Photo : Graham Prosser ©

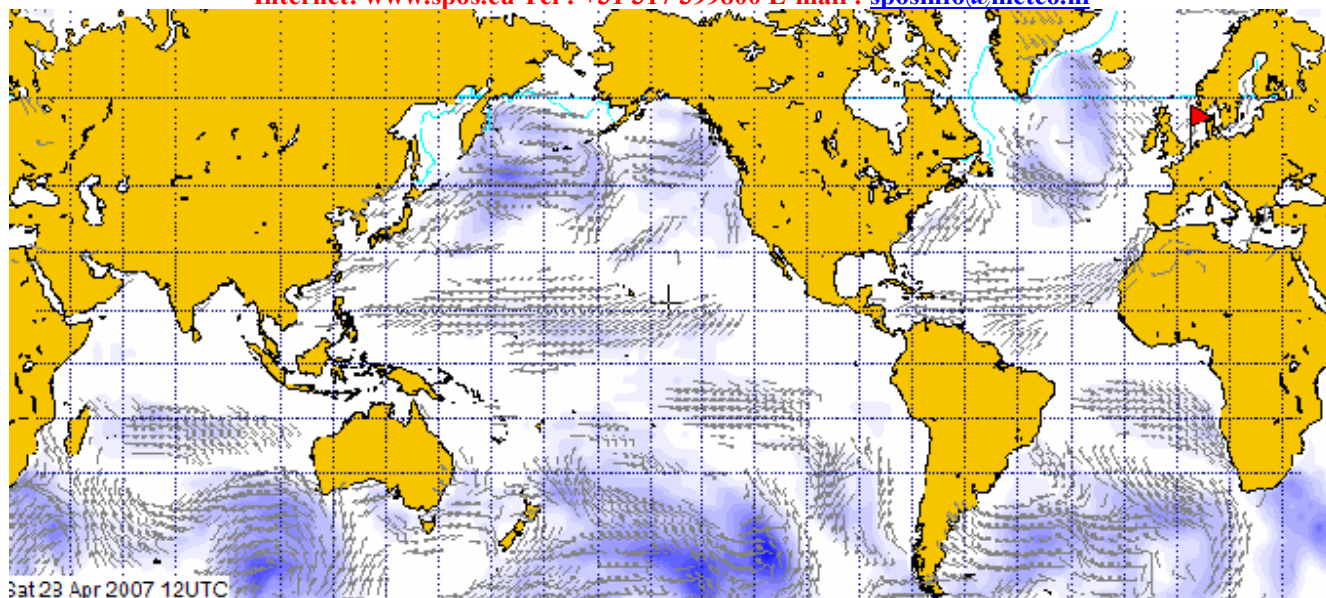
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The **TEXELBANK** seen operating in Rotterdam-Europoort - Photo : Piet Sinke ©

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