

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 120



**Number 120 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 11-05-2007**

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

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**The BERGE HUGIN seen moored in Terneuzen  
Photo : Henk de Winde ©**

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**THE NEXT NEWSCLIPPINGS WILL BE  
MAILED OUT IN A FEW DAYS TIME**

## EVENTS, INCIDENTS & OPERATIONS



**Hr Ms URANIA** arrived in Willemstad (Curacao) – **Photo : Kees Bustraan ©**

## Haitian migrants say naval vessel rammed their sailboat

Haitian migrants say that a Turks and Caicos naval vessel rammed their sailboat twice before it capsized last week, killing more than 60 people, a senior Haitian official said yesterday.

Jeanne Bernard Pierre, the director-general of Haiti's National Migration Office, said that the migrants' account has not been confirmed, but Haiti would consider it "criminal" if found true.

"The survivors say the accident wasn't an accident. It was provoked. They say they were hit twice by a coast-guard boat from the Turks and Caicos," Pierre said.



The **RUBY** seen approaching one of locks of the Panama Canal – Photo : Bart Kitslaar ©

## COASTWATCH: Piracy strikes and US steps in to assist

Several instances of attacks on shipping around the African coast have been reported by the International Maritime Bureau Piracy Reporting Centre, based in Kuala Lumpur in Malaysia.

On Saturday (5 May) a British worker on board the Transocean oil rig **TRIDENT-VIII** was kidnapped and taken hostage by gunmen. This followed within days of an attack on another oil installation, the **FPSO MYSTRAS** which is operating at the Okono terminal off Port Harcourt. In that incident pirates ignored eight security officers on board the FPSO and seized five workers as hostages as they made their escape

Other attacks by militants have been reported for the Niger Delta region during the past week, including a Byelorussian woman married to a Nigerian. None of the other kidnappings involved ships or shipping.



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On Thursday 3 May armed Somali pirates attacked and boarded a general cargo ship which was underway 12 miles off Mogadishu. They managed to seize the ship, which has not been named, and have taken it to an anchorage at Hobyo on the Somali coast. The owners are thought to be negotiating with the pirates for the release of the ship and crew.

In another incident dated 30 April pirates in a black-hulled boat tried to board a general cargo ship that was drifting some 27 miles east-northeast of Dar es Salaam in Tanzania. The ship's alarm was sounded and the crew mustered resulting in the pirates abandoning the attack and making off towards another vessel nearby. There were no reports from the other vessel.

The IMB asks that all pirate attacks be reported to the Piracy Reporting Centre in Kuala Lumpur at tel + 60 3 207 85763 and urges all shipping to maintain anti-piracy watches.

Meanwhile the US will provide financial assistance to Kenya to maintain a guard on terrorist activity in its waters. Kenya borders with Somalia where the US has fears of a resurgence of terrorist activity.

The assistance in the form of US \$ 14 million is to be used in establishing maritime training facilities and to equip and crew four patrol boats at undisclosed bases. In recent years Kenya has been the target of several terrorist attacks and the US has maintained a strong influence with the East African country ever since.



The **COSTA ROMANTICA** and **BREAMAR** seen moored in Funchal  
Photo : Piet van Roon ©

## Stranded ship allowed to berth

A Latvian ship stranded off the Louth coast in a dispute over safety will return to land late tonight, the International Transport Federation (ITF) has confirmed.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 120

Harbour Master at Dundalk, Captain Frank Allen, today agreed to allow the **Fortuna I** and its 11 man crew to berth for an unspecified period. The ship has been stranded off the Irish coast since March 26.

ITF inspector Ken Fleming said the move marked progress. "The ITF will facilitate a number of interested parties we have been in contact with, in the shipping industry, to come together and make the necessary arrangements to put the Fortuna I back into service."

Port authorities at Greenore, Louth, refused the crew access and the ship the permission to sail home because of safety concerns over lifeboats and ventilation hatches.

After the 11 crew unloaded the **Fortuna 's** cargo of steel bars, the ship was ordered to leave its berth and had been moored at the entrance to Carlingford Lough ever since.

Mr Fleming said the Irish Coastguard had ordered the boat's detention but had not returned to inspect repairs.

It is understood that Latvian authorities are refusing to allow the ship back home until safety concerns are resolved.

## NOAA AWARD FOR PRINSENDAM

The NOAA, ([national oceanic and atmospheric administration](#)) awarded the **Prinsendam** bridge team "in recognition of their outstanding performance in the voluntary observing ship program".



On the picture (left to right) Weather observers **Paul Forster** (2/O), **Michiel Willems** (C/O), **Norman MacLeod** (4/O), **Florian Riemersma** (3/O), **Casper Neuman** (3/O), **Emily Stores** (4/O), **Jeroen de Winter** (2/O), **Jeroen Schuchman** (2/O) tracking the weather on the bridgewing of the **Prinsendam**.

## LNG blockade broken

Teekay LNG's 140,500-cbm LNG carrier **Galicia Spirit** (built 2004) succeeded in calling at a Spanish gas terminal today thanks to the Spanish police.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 120

Local media reports say a large police mobilisation stopped environmental protesters from mounting a blockade of the Ria de Ferrol estuary. The laden vessel then succeeded in making the first call at the newly opened Reganosa facility at Mugardos in northwestern Spain.



Fishing and shellfishing boats had reportedly blocked the ship at every high tide since Monday from entering the inner Ria de Ferrol. But police today blocked protesters from boarding their craft. The Guardia Civil turned back the few that made it onto the water, according to one press account.



Shellfishers in particular fear that water released by ships calling at the LNG terminal will reduce the temperature of the fjord-like Ria de Ferrol, to the detriment of marine fauna.

"The ship is going to chill the water by at least four degrees and that will be the end of the shellfish," one protester told a local newspaper.

## Mystery surrounds Sinegorsk master fate



The SINEGORSK - Photo : Risto Brzoza ©

The apparent arrest and detention in Finland of the master and chief engineer of the **Sinegorsk**, a timber carrier in the Fesco fleet, remain a mystery this week, as Finnish officials at Turku port claim to know nothing about the jailed mariners, or the pollution charges said to have been lodged against them. The two men are believed to have been detained by the Finnish authorities at Turku, according to Leonid Belov, a duty official at the St Petersburg sea-rescue centre. However, Fesco spokesman Tatiana Kozina told Fairplay the **Sinegorsk** was released from Turku port on 30 April, manned by a substitute master and chief engineer flown in by the company from Russia. "The **Sinegorsk** captain and chief engineer remain in the port," Kozina said, "to assist the representatives of the Finnish sea authorities in their review of this incident." She added that there might have been a fuel spill during bunker loading at Turku, but



denied there had been any pollution while the vessel was underway between Naantali and Tallinn. Kozina claims Fesco cannot confirm the arrests. However, Belov and Russian newswires have reported that the jailing was sought by the Finnish authorities, and ordered by a court. The two seamen, whose names have not been disclosed, will remain in detention until mid-June, when their case comes up in court. Russian maritime sources say this is "unprecedented". Belov told Fairplay that tests of the oil slick, spotted in the waters off Turku, will be compared to fuel samples taken by the **Sinegorsk**, and should be definitive on whether it or another vessel was the source.

## CASUALTY REPORTING

### Zandschip 'Mistral' in moeilijkheden bij Rotterdamse Hoek



hoeveelheid water te verwerken had gekregen. Samen met de collega's van Lemmer een viertal pompen op het zeventig meter lange schip gezet en de vrouw en twee kinderen van de schipper overgebracht op de naast het zandschip liggende zandzuiger. Toen het schip een groot deel van het water weer kwijt was, koers gezet naar de loswal achter de Ketelbrug waar de trouwe donateur om kwart over negen werd afgemeerd. Om even over half tien weer terug op station, waar opstapper Piet Snijder de macaroni al warm had.

Fotos : Arie van Dijk – KNRM ©

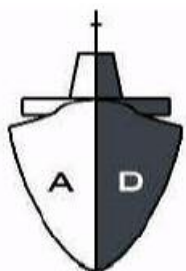
Dinsdagavond net over zessen ging de pieper van de vrijwilligers van Urk en Lemmer met de melding 'Vaartuig maakt water, prio 1, station Urk, Lemmer'. Meteen uitgevaren met de beide boten richting de opgegeven positie. Ter plaatse bleek het te gaan om het zandschip '**Mistral**' uit Swifterbant waarvan het met honderd kuub zand geladen ruim een fikse



## NAVY NEWS

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## British Navy Unveils New Submarine

The Royal Navy showed off its largest and most powerful attack submarine Tuesday, a month before the over-budget, overdue vessel is to be launched.



Military officials say the **HMS Astute** will be able to circumnavigate the planet without surfacing, and its nuclear reactor is designed to last for the vessel's 25-year operational life, meaning it will never need to be refueled.

The **Astute** is due to be launched from the BAE Systems Inc. shipyard in Barrow-in-Furness, northwest England, on June 8 and to enter service in January 2009.

The sub is to be followed by two more **Astute-class** submarines, **Ambush** and **Artful**. Together the navy estimates they will cost about \$7.2 billion, more than \$2 billion over the original estimate.

The project is also years behind schedule. The **HMS Astute** originally was due to enter service in June 2005, but in 2002 the government said the date had been pushed back to 2006. In 2005, the Ministry of Defense said it would enter service by 2009.

Nearly 40,000 acoustic tiles, designed to mask the submarine's sonar signature, have still to be attached to the ship's 318-foot hull, which is 30 percent longer than that of the submarines now in use.



## Navy to commission destroyer Kidd in Galveston



The Navy will commission its newest Arleigh Burke class destroyer, the Kidd, in Galveston on June 9. This ship honors Rear Adm. Isaac C. Kidd, who was on board the USS Arizona during the attack on Pearl Harbor and was the first flag officer to die in World War II.

The **Kidd** was christened on Jan. 22, 2005, at Ingalls Shipbuilding in Pascagoula, Miss. Cdr. Richard E. Thomas of Pearland is the first commanding officer. He is leading a crew of about 380 officers and enlisted sailors.

The **Kidd** will be home-ported in San Diego, Calif. The commissioning ceremony is being planned with the support of the **Kidd** Commissioning Committee and the city of Galveston.

The commissioning ceremony is more than 300 years old. From the commissioning date, the ship will formally be in the service of the country. The ship will become the **USS Kidd**. The Kidd Commissioning Committee, along with the co-chairmen Ernest Connor and James Donnella, are planning a series of activities for the crew.

"Galveston is a city of great historical and maritime significance and a tradition of seafaring that spans the centuries, and we want to ensure that the crew of the Kidd and their visiting families, relatives and guests experience our island culture and have an opportunity to visit our miles of beaches, museums, live theater as well as our art district and the many restaurants dotting our island," Connor said.

Although no public tours are available, the public is invited to view the ship at Pier 21. Two previous U.S. Navy Destroyers have been named in honor of **Kidd**, which will be designated **DDG-100**.

**DD 661** served from 1943 to 1974, is afloat as a memorial at Baton Rouge, La. **DDG 993** served from 1981-1998 and was sold to Taiwan.

## Italian Navy: the fleet sets sail for "Open Sea 2007" exercise

May 8th the '**Open Sea 2007**' exercise has started. It is the main training event of Italian Navy to which participate also the naval and underwater units of France, Germany, Greece and Turkey. It will last 12 days and will engage about 4,400 soldiers.

The topics of the exercise concerns all the shapes of fight: air defense, anti-submarine, surface and amphibious, and will be a very important trial for the maintenance of the Forza di Protezione del Mare's operating standards.

'Open Sea 2007', that will last until May 19th, will lead by Admiral Giuseppe De Giorgi, Commander Joint Task Force (CJTF), assisted by Rear Admiral Emilio Foltzer, Commander Amphibious Task Force and by Rear Admiral Claudio Confessore, Commander Landing Force.

On May 16th, during the training, Admiral Giuseppe Lertora, will host onboard '**Giuseppe Garibaldi**' aircraft carrier the representatives of the national networks and observers of the Italian and Foreign armed Forces' operating commands. Also the Commander of Comando operativo di vertice interforze, General Fabrizio Castagnetti, will be present to the exercise.

The Italian naval units engaged in 'Open Sea 2007' are: '**Giuseppe Garibaldi**' aircraft carrier; '**Luigi Durand de La Penne**' missile-launching destroyer; '**Aliseo**', '**Espero**' and '**Aviere**' frigates; '**San Giusto**', '**San Giorgio**' and '**San Marco**' amphibious ships; '**Vesuvio**' refueling ship and '**Sciré**' Submarine U-212A Class. Among the foreign ships: 'HS **Salamis**' Greek frigate; 'TCG **Turgutreis**' Turkish frigate; 'FGS **Bayern**' and 'FGS **Augsburg**' German frigates and '**Casablanca**' French submarine".

## **Singapore, Australia Hold Joint Maritime Exercise**

A joint maritime exercise involving the navies and air forces of Singapore and Australia is being held in the Singapore Strait and the South China Sea, from May 7 to 11. Singapore's Defense Ministry said on Wednesday in a statement that both navies are exercising under the conventional range of scenarios, from maritime surveillance, air defense to anti-submarine warfare, as well as in the maritime security scenario of defense against small boat threats. Shore activities in the form of professional discussions and war-gaming training are also part of the exercise. The exercise, named Exercise **SINGAROO 07**, is the eleventh in the series of maritime warfare exercises between the navies and air forces of Singapore and Australia.

## **Israeli Navy ship collides with barrier**

An Israeli navy missile boat has collided with an underwater barrier off of the Palestinian coastal city of Haifa. The accident occurred Tuesday after an Eilat boat from the **Sa'ar 5 class** of ships failed to spot the underwater barrier while on a daily patrol. No one was reported injured but the boat sustained damage and left the area for repairs.

An Israeli commission has been set up to investigate the incident, which will reportedly include an investigation into the ship's computer detection system and the actions of the commanders on board. The Sa'ar boats, purchased by the Israeli navy since 1994, are considered the Israeli fleet's most advanced surface ships.

Reports, however, say Israeli officials have argued an advanced warship like the Sa'ar should have been able to detect the underwater barrier. Israel deployed similar boats during its 33-day war on Lebanon but Hezbollah opened fire on an Israeli ship during the conflict, killing four Israeli soldiers.

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## Jurong wins order for largest jackup ever

Norwegian OTC-listed PetroProd Ltd (PROD), which is managed by Larsen Oil & Gas, reports that it has entered into a contract with Jurong Shipyard for the construction of an **enhanced class CJ70 jackup rig** with delivery mid-2010.

The unit will comply with Norwegian sector regulations and, according to PetroProd, "will be the largest jackup rig ever constructed."

The **CJ70 jackup rig** is a large, harsh environment drilling rig that is also capable of hosting production equipment enabling combined and simultaneous drilling and production.

Jurong Shipyard, a subsidiary of SembCorp Marine says the contract is worth \$442 million and is subject to certain conditions being met by June 30, 2007 or as mutually extended.

PetroProd says the total estimated delivered project cost for the CJ70 amounts to approximately \$560 million including supervision, management and capitalized interest costs. The funding requirements during the first half of the construction phase will be financed through a \$80 million equity private placement and a new bond Issue of a minimum \$185 million.

The equity private placement is closed at a subscription price of NOK 11.30 per share (42.5 million new shares). The equity private placement is conditional upon the new bond issue. PetroProd has identified a number of employment opportunities on the Norwegian sector for a large jackup like CJ70 capable of providing combined and simultaneous drilling and production. The company expects to be able to secure a long-term drilling and production contract ahead of additional funding requirements. Pareto Securities ASA acts as financial advisor in relation to the equity and bond private placements.

## Aker Yards books PSV order from Nordcapital

Aker Yards has signed a contract with Nordcapital, Germany, to deliver two UT-776 CD Platform supply vessels. The total value of the contract is approximately NOK 680 million.

The hulls for the vessels will be built at Aker Yards in Romania, and outfitted at Aker Yards in Norway. Delivery of the vessels is scheduled for the 3rd quarter of 2009 and 1st quarter of 2010. The contract also includes an option for two similar vessels for delivery in the 3rd and 4th quarter of 2010.

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## **Expansion flagged at port of Hamburg**

Civic authorities detailed Tuesday plans to bring in private investors to double the container capacity of the port of Hamburg, Germany's biggest seaport, as globalization boosts merchant shipping worldwide.

Singapore is the world's biggest container port, handling the equivalent of 24.8 million units last year, German statisticians said Tuesday. Hamburg, currently eighth-largest, aims to boost its capacity to 18 million units annually by 2015.

That would still fall well short of the ports of Hong Kong (23.5 million) and Shanghai (21.7 million), the German Federal Statistics Office said in a world survey. Container volume is measured in twenty-foot equivalent units (TEU).

Asian ports occupy all six top spots currently: the others are Shenzhen near Hong Kong, Pusan in South Korea and Kaohsiung in Taiwan. Rotterdam, Europe's top container port, places seventh in the world with 9.6 million TEU, the statisticians said.

Eighth-placed Hamburg's plans are driven by the fear that a new German port to be built on an empty North Sea coastal site will take away the city's principal business. Work on the Jade-Weser Port and roads to serve it has yet to begin.

Senator Michael Freytag, head of Hamburg's finance ministry, said 2.9 billion euros (3.9 billion dollars) would be invested in the port of Hamburg, "our biggest investment in the future of the decade."

Funding would come from the city-state, the Hamburg Port Authority and from an equity sale of 30 per cent of the state-owned stevedoring company, HHLA.

Freytag said he expected HHLA shares to be traded on the Frankfurt Stock Exchange, but a direct sale to big investors was also possible. To head off labour anger over the sale, wharf workers will be invited to buy up to 2,800 euros of shares per head.

The expansion plan also faces attack from environmentalists, since the Elbe river must be dredged much deeper to accommodate the biggest new container ships.

The growth in world container shipping is being attributed above all to the rise in Asia's exports to Europe and North America.

In a comparison with a similar 2005 survey, the German statisticians said Rotterdam's lead over Hamburg (8.9 million TEU) has been shrinking: Hamburg traffic had grown nearly 10 per cent in the past two years whereas Rotterdam trans-shipments were up just 3.4 per cent.

## **Cayman Islands bans cruise ships from anchoring at port to protect coral**

The government has banned cruise ships from anchoring at a port where their massive chains have destroyed coral reefs, the Port Authority director said.

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Environmental officials say some living coral can be preserved despite extensive damage along the sea floor near the Spotts Dock facility, which is used as an alternative port when seas are too rough for cruise ships to call on the George Town harbour. "Because cruise ships are the biggest vessels to use the area regularly, their chains tend to cause a lot of the damage," said John Bothwell, a research officer with the British Caribbean territory's environment department.

A cruise ship anchoring for one day can destroy nearly an acre (about half a hectare) of intact reef, he said.

Cruise ships capable of holding their position without anchoring will still be allowed to unload passengers in Spotts Bay, about 15 kilometres east of the capital. The ban had been in place previously, but Port Authority director Paul Hurlston reinstated it effective April 19 after officials noticed ships were anchoring again.



## Boskalis to build mega dredge

International dredging contractor Royal Boskalis Westminster nv is to make investments in equipment amounting to Euros 450 million.

The equipment comprises a new mega trailing suction hopper dredge with a capacity of 40,000 cu.m as a replacement for the **W.D. Fairway**, as well as two large trailing suction hopper dredges, each with a capacity of 12,000 cu.m.



Top : The **W.D.Fairway** after the collision

The **W.D. Fairway** was damaged by a March collision with a containership while working in China. CEO Peter Berdowski announced that current information indicates that there is a constructive total loss. Boskalis has therefore decided to build a new megahopper with a capacity of 40,000 cu.m. The company has signed a Letter of Intent for the vessel with the shipyard **IHC Holland**.

The ship will be completed in the spring of 2011. This megahopper will strengthen the Boskalis market position in the segment of large-scale dredging projects. A constructive total loss of the **W.D. Fairway** means that Boskalis will receive insurance payments amounting to a total of more than Euros 165 million. On balance, the financial settlement will lead to a positive result of approximately Euros 85 million before taxation.

Boskalis has also signed a Letter of Intent with IHC Holland for the construction of two large hopper dredges with a capacity of 12,000 cu.m. The ships will be completed in 2009 and 2011 respectively. These hopper dredges are part of a previously announced newbuilding program, aimed at providing new capacity in response to increasing market demand

## **Golden Ocean Group: Declaration of Newbuilding Options**

Golden Ocean Group Limited ("Golden Ocean") is pleased to advise that the Company has declared options for two newbuilding contracts at Zhoushan Jinhaiwan Shipyard in China. The vessels of 176,000 dwt are expected to be delivered in the middle of 2010.

The delivered cost of the two vessels will be around \$ 145 mill en bloc. In addition Golden Ocean has decided to sell the two options at Daehan Shipbuilding Co., Ltd., South Korea at \$ 81 mill per vessel to Knightsbridge Tankers Limited. These vessels will be delivered in June and September 2009 respectively.

Golden Ocean will earn \$ 3,2 mill for arranging the deal and will act as commercial manager through Golden Ocean Management AS, a subsidiary of Golden Ocean Group Limited. The Company has a total of 20 vessels on order to be delivered between December 2007 and July 2010.

## **Maersk fixes AHTS pair**

Maersk Supply Service has secured charter contracts for two of its anchor handlers from Japanese principals worth in excess of \$10m.



The **MAERSK SUPPORTER**



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INPEX Masela is chartering the 18,250-bhp **Maersk Supporter** (built 1999) and the 12,240-bhp **Maersk Terrier** (built 1983) for an initial eight month period.

Starting later this month both ships will support INPEX Masela's operations off Indonesia's Tanimbar Island, which is located in the Timor Sea. "This is the first time in recent years that we are working with INPEX Masela," said Maersk Supply senior vice president Carsten Plougmann.

"We see this as the start to a mutually beneficial partnership, and also a very good opportunity for us to strengthen our market position in the region."

## UNIEKE BORING BEERKANAAL



Aannemers Van den Berg Infrastructuur uit Zwammerdam en Van Vulpen uit Gorinchem voeren gezamenlijk een bijzonder gestuurde boring uit onder het Beerkanaal tussen de Papegaaiebek, Maasvlakte en de Markweg, Europoort. In opdracht van het Havenbedrijf Rotterdam wordt daar doorheen vervolgens over een lengte van 1100 meter een stalen mantelbuis met daarin glasvezels getrokken.. De boring vindt plaats op een diepte van maximaal 44 meter – NAP. Het is de bedoeling dat over twee dagen het karwei is geklaard. Gestuurde boringen van een dergelijke lengte en diepte kom je zelden tegen.

**Foto : Roy Borghouts Fotografie ©**

Het Havenbedrijf Rotterdam werkt aan 'fiberport', een glasvezelnetwerk van 155 kilometer dat beschikbaar komt voor de 1450 bedrijven in het gehele haven- en industriegebied. Fiberport moet in de tweede helft van het jaar operationeel zijn. .

## 818. Hafengeburtstag Das größte Hafenfest der Welt

**Alle Jahre wieder: Das größte Hafenfest der Welt**



Der **818. Hafengeburtstag Hamburg** lädt vom 11. bis 13. Mai mit zahlreichen Attraktionen zu Wasser, zu Lande und in der Luft in die Hansestadt ein.

Wenn Großsegler und Barkassen, Traditions-, Museums- und Dampfschiffe, Segel- und Motoryachten die Elbe herauf fahren und sich zwischen Landungsbrücken und

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Fischmarkt zur großen Einlaufparade treffen, ist der Startschuss für das größte Hafenfest der Welt gefallen.

### Vier Großsegler als Geburtstagsgäste

Dieses Jahr haben sich gleich vier Großsegler als Geburtstagsgäste angekündigt. Gemeinsam werden "**Sedov**", "**Kruzenstern**", "**Mir**" und "**Alexander von Humboldt**" Windjammer-Romantik pur in der Hansestadt verbreiten.

### Startschuss und Schlepperballett

Der traditionelle ökumenische Eröffnungsgottesdienst für das dreitägige Hafenfest findet am Freitag, dem 11. Mai um 13.30 Uhr in der St. Michaelis Kirche statt. Der Startschuss im Hafen für die Einlaufparade fällt um 15.30 Uhr. Dann sorgen unter anderem das Schlepperballett zu Walzerklängen, die Hafenlichter, die Überfahrten der Heißluftballone, eine Tochterbootshowfahrt, die Parade der Dampfschiffe, ein Festmacherbootrennen und das Feuerwerk für unvergessene Momente. Fröhliches Treiben herrscht auf der mehr als drei Kilometer langen Hafenmeile. Kleinkunst und Musik auf den zehn Bühnen, kulinarische Genüsse und rund 500 Schausteller erwarten die Besucher.

### Partnerland Japan

International geht es an der Kehrwinderspitze zu. Partner des **818. Hafengeburtstags** ist das JAPAN-Yokohama Festival. Als Schirmherren konnten der japanische Generalkonsul Tadakatsu Ishihara und der deutsche Botschafter in Japan Hans-Joachim Daerr gewonnen werden. Aus Yokohama reist eine 30-köpfige Delegation nach Hamburg, die von dem Bürgermeister der Millionenstadt Hiroshi Nakada angeführt wird.

Ein besonderes Highlight auf der Kehrwinderspitze erwartet die Besucher am Sonnabend um 19 Uhr: Das Taiko-Trommel-Konzert "Hamburg trifft Tokio". Dort trommeln vier norddeutsche Taiko-Gruppen zusammen mit Taiko-Trommlern aus Tokio.

### Sonderkonzert: Elbklänge

Einen musikalischen Geburtstagsgruß senden die Philharmoniker Hamburg unter der Leitung von Simone Young mit dem Sonderkonzert Elbklänge am Sonntag, dem 13. Mai um 14 Uhr im Michel.

### Luftprogramm mit Rosinenbomber

Nicht nur auf dem Wasser auch in der Luft gibt es ständig etwas zu Schauen. Das Luftprogramm wird rasante Flugvorführungen und Hubschrauber-Rettungsaktionen bieten. Fallschirmspringer und erstmals auch Gleitschirme mit Motoren landen auf Pontons im Wasser. Besucher können an Rundflügen unter anderem mit Hubschraubern, Heißluftballonen oder einem originalen Rosinenbomber, einer Douglas DC-3 aus dem Jahre 1944, teilnehmen.

### Hafenlichter und Feuerwerk

Für eine einzigartige Stimmung sorgen am Freitagabend ab 22 Uhr die "Hafenlichter". Die Kapitäne verwandeln mit ihren großen und kleinen Schiffen die Elbe in ein bezauberndes Lichteer. Mit Wunderkerzen, Feuerzeugen und Lampen unterstützen die Besucher das Schauspiel von der Kaimauer. Im Hintergrund starten die Heißluftballone das sensationelle Ballonglühen. Ähnlich romantisch geht es am Samstagabend beim JEVER-Feuerwerk ab 22.30 Uhr zu. Der Himmel über dem Strom wird in allen Farben erleuchtet und die Schiffe als Schatten auftauchen lassen.

### Open-Ship auf allen Großseglern

An allen drei Tagen können sich die Besucher über Open Ship auf den Großseglern freuen. Jedes der Traditionsschiffe hat seine eigene Geschichte zu erzählen. Die "Sedov", der größte Windjammer der Welt, diente gerade als Drehort für den Film über den Untergang der "Pamir". Die 110 Meter lange "Mir" gilt als schnellster Windjammer der Welt. Die "Kruzenstern" ist eine von acht Flying P-Linern und als einzige noch heute im Einsatz. Einer der bekanntesten Rahsegler Deutschlands ist sicherlich die "Alexander von Humboldt" mit ihren markanten grünen Segeln.

Ein besonderes Highlight wird den Segelfreunden geboten: Bei einem Matchrace werden am Sonnabend, 19.20 Uhr, zwei America's Cup Yachten auf der Elbe gegeneinander antreten. Profisegler werden die Hightech-Segler zwischen Barkassen und Hafenschleppern hindurch manövrieren.

Seit 1989 ist die Drachenboot-Regatta ein fester Programmpunkt des Hamburger Hafengeburtstags. Auch 2007 werden die Rennen der traditionellen Taiwanboote einen exotischen Anziehungspunkt zwischen Feuerschiff und Baumwoll bieten.

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### Schnee im Mai

Im Alten Elbpark wird zum Hafengeburtstag erstmals eine Rodelbahn aufgebaut. Die Neuschnee-Grundlage kommt täglich frisch aus dem Snow Dome in Bispingen. Auf der 18 Meter langen Piste wird kostenlos gerodelt. Ein Spaß für die ganze Familie! In direkter Nachbarschaft befindet sich der Family-Park mit Hochseilgarten, Bungeetrampolin und vielem mehr.

## MOVEMENTS

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The **CENTA** seen enroute Rotterdam

Photo : Annette Barendrecht ©

## OLDIE – FROM THE SHOEBOX

The **USS Tripoli (CVE-64)** was an Casablanca class escort carrier of the United States Navy, She was built under a Maritime Commission contract (**MC hull 1101**) at Vancouver, Washington—was laid down by the Kaiser Shipbuilding Co. on February 1, 1943 as Didrickson Bay (ACV-64); renamed **Tripoli** on 3 April 1943; launched on 13 July 1943; sponsored by Mrs. Leland D. Webb; and commissioned on October 31, 1943, at Astoria, Oregon, Capt. Wendell G. Switzer in command.

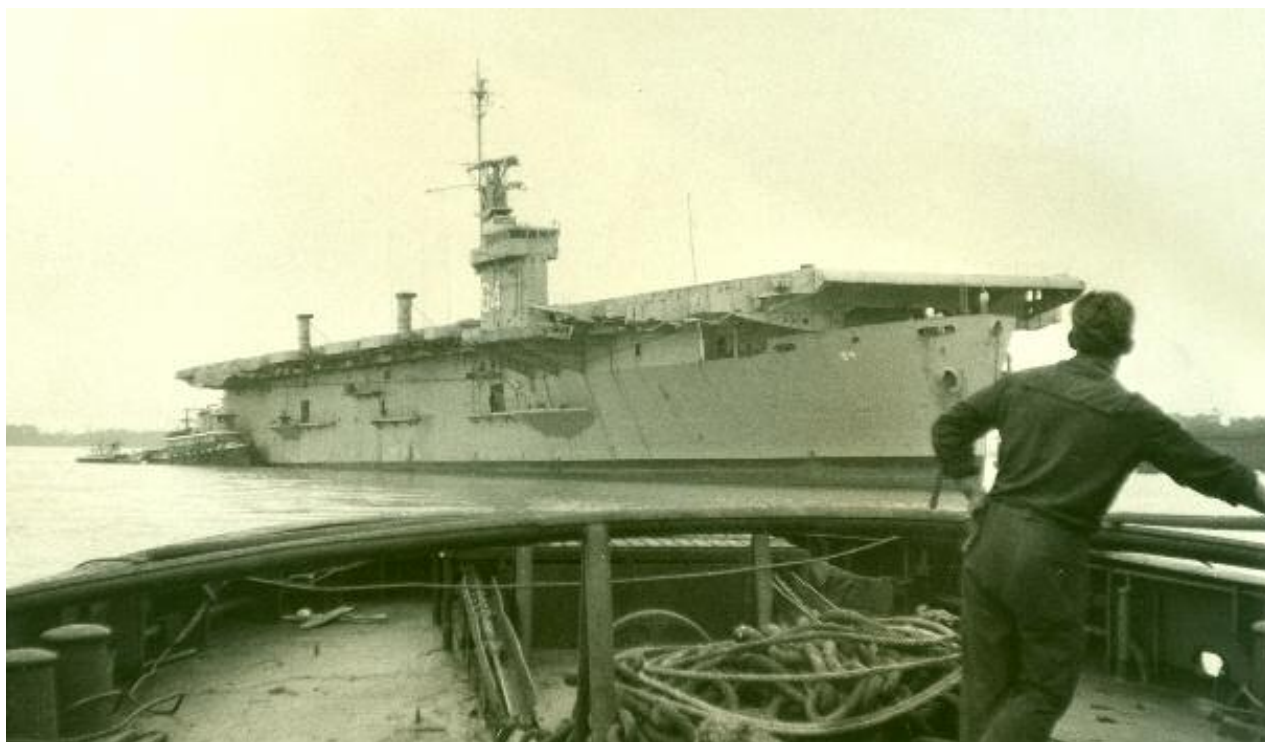


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Following shakedown training off the California coast, the escort carrier entered the repair base at San Diego, California. There, on January 4, 1944, gasoline was inadvertently and unknowingly dumped into the water around the forward part of the ship, on the starboard side. Acetylene torch sparks set the volatile mixture ablaze, and flames quickly spread from the bow to frame 82, engulfing the forward galley walkway and the island superstructure. Yardcraft and the ship's force battled the flames and soon had the blaze under control, but not before one man had died.

Subsequently repaired, **Tripoli** departed San Diego on 31 January, bound for the Panama Canal and duty with the Atlantic Fleet. She arrived at her new home port, Norfolk, Va., on 16 February. Embarking Composite Squadron 13—Wildcat fighters and Avenger bombers—the escort carrier put to sea on 15 March as the center ship in Escort Carrier Task Group (TG) 21.15. Supported by five destroyer escorts of Escort Division (CortDiv) 7, **Tripoli** patrolled west of the Cape Verde Islands to break up German U-boat refuelling activities in that area.

After providing air cover for a convoy routed to the British West Indies, **Tripoli's** covey of Wildcats and Avengers searched the sea lanes northwest, southwest, and west of the Cape Verdes before putting into Recife, Brazil, on 5 April to refuel and provision. Back at sea again two days later, **Tripoli** continued the routine of daily launchings and recoveries of her planes, guarding the Allied sea lanes against the incursions of enemy U-boats.



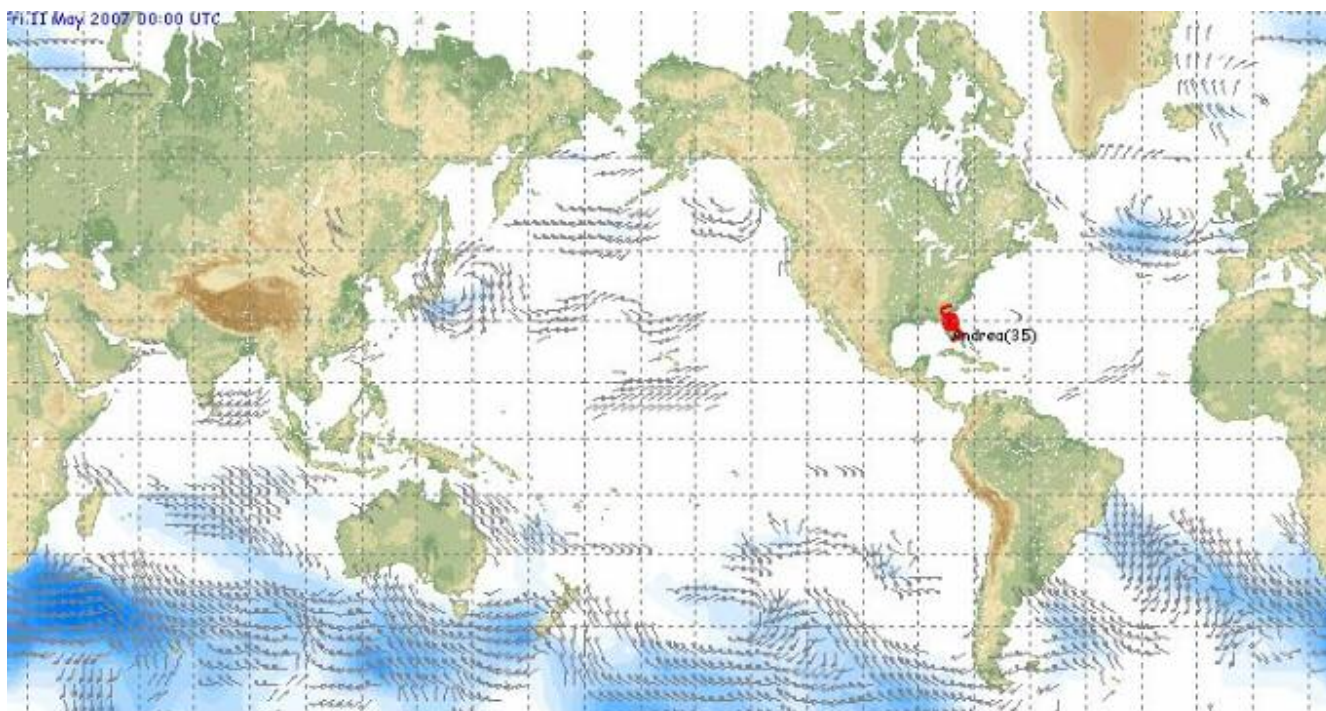
**Tripoli** was reclassified a utility carrier and redesignated **CVU-64** on 12 June 1955. Again redesignated **T-CVU-64** on 1 July 1958, **Tripoli** was decommissioned at New Orleans, La., on 25 November 1958 and subsequently struck from the Navy list on 1 February 1959. Her hulk was towed by the **Wijsmuller** tug **NOORD HOLLAND** from New Orleans (PHOTO ABOVE) and was then scrapped by a Japanese firm in January 1960. ( Photo : Coll. Cor van Niekerken )

## MARINE WEATHER

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

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



A busy morning in the port of IJmuiden

**Photo : Slotmaritimephoto ©**

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