

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 123



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**The TEMPEST seen with the loaded GIANT 2 in Grove (Australia)
Photo : Capt Joren Meijer, master Tempest ©**

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EVENTS, INCIDENTS & OPERATIONS



The **CARLOTTE ONORATO** seen fitting out on one of the yards in Tuzla – Turkey

Photo : Hans van der Ster ©

Five Sailors Rescued from Vessel in Distress

The Global Maritime Distress Safety System (GMDSS) and a signal from an Emergency Position Indicating Radio Beacon (EPIRB) detected by a satellite in low earth orbit above the Pacific Ocean reportedly contributed to the rescue of five sailors. Over the weekend a fire broke out in the engine room of the 93-ft. Solomon Islands cargo vessel **Haurosi**; disabling the ship approximately 60 NM northwest of Saipan. A 406 Mega Hertz EPIRB carried by the ship was activated; transmitting a radio distress signal that was detected by a satellite orbiting the earth over 1,200 miles away. The satellite relayed the distress alert to a ground station here on Guam which passed the alert to U.S. Coast Guard Rescue Sub-Center Guam. In response to the alert the U.S. Coast Guard requested assistance from US Navy Helicopter Sea Combat Squadron 25 and from **USNS Shasta**, a Military Sealift Command ship. A rescue helicopter from HSC-25 located the disabled ship at 8 PM and deployed a rescue swimmer to investigate. After confirming that the fire was out and that the crewmen of Haurosi were uninjured, the helicopter departed to rendezvous with **USNS Shasta** to be refueled. Once refueled the helicopter launched again to re-locate **Haurosi** and direct **USNS Shasta** to the disabled ship's position.



The **HANJIN KAOHSIUNG** seen off the Dutch coast.

Photo : Slotmaritimephoto ©

Astonishment over missing fishermen in Falklands waters.

Acting Chief of Police in the Falkland Islands, Inspector Len McGill, told Mercopress on Tuesday, that he had no reason to believe that two crewmen who had jumped from a Taiwanese jigger in Berkeley Sound had suffered mistreatment or physical abuse.

According to a press release issued on May 7th by Marine Officer, Captain Jon Clark, at 8.30 am on Saturday 5th of May 2007, the Falkland Islands Government Fisheries Department received a report from a local shipping agency to the effect that two men were missing from the Taiwanese jigger Shiuh Dah Ming which was anchored in Berkeley Sound 0.8 miles North North East of Strikeoff Point.

A search was organised utilising two launches and a Sea King helicopter from 78 Squadron RAF, based at Mount Pleasant. A land search of the shoreline was also carried out by elements of the Royal Falkland Islands Police (RFIP) and the Falkland Islands Defence Force (FIDF).

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According to the Fisheries department release, the search was finally called off at 3pm, when both men, identified as being from Bangladesh, were still missing and presumed drowned. A lifejacket matching the pattern of those provided on the jigger had been found by one of the launches nearly a mile east of the ship's anchor position.

On Sunday 6th May, the Shiuh Dah Ming came alongside the floating dock in Stanley harbour to permit the crew to assist the Police with their enquiries.

According to Inspector McGill of the RFIP, the captain of the vessel was extremely cooperative and afforded every opportunity for police officers to talk freely to crewmembers. While officers heard complaints about the quality of the food on board the ship and long working hours, there was no evidence of physical abuse or mistreatment and no such allegations were made.

While some of the six remaining Bangladeshi crewmen on board complained that the length of shifts and the working conditions made difficult the performance their daily religious obligations as Muslims, they were, said Inspector McGill, "astonished" when it was discovered at the beginning of their shift that their colleagues were no longer on board.

After the police investigation, the Shiuh Dah Ming, which is not licensed to fish in the Falkland Islands Conservation Zone, but had come into Berkeley Sound from the high seas to tranship its cargo of frozen squid, was released without charges being laid.

Crew of ill-fated yacht arrive in South Africa

Rescued crew members of the yacht **Cowrie Dancer**, which capsized in high seas off South Africa two weeks ago, arrived in Cape Town on Monday. Emotional relatives greeted two Australians, Nicholas Lawson, and skipper Dale Peterson, and South African Carol Erasmus, who were brought to safety by a South Africa ship.

A fourth passenger, Australian John Blackman, was knocked overboard in the mayhem and is presumed dead.

The South African rescue vessel **SA Agulhas** sailed from Marion Island in the Southern Ocean on May 1 and reached the yacht a day later. Its crew spent 24 hours searching for Blackman before returning to Marion Island on May 3.

The ship left for Cape Town five days later after picking up supplies and delivered the survivors to safety on Monday.

"It's good to be back on land actually," said Erasmus, whose face and body were still bruised and scarred.

She recalled the chaos when giant waves first struck.

"The boat broached (flipped over) and Nick went flying all the way across the yacht. I was thrown up and John was pretty much thrown out of bed, he was in his bunk at the time ... Everything was turned over in the boat," Erasmus said.

Peterson's wife, Liz, expressed relief after a trying wait. "It's been the shortest and longest two weeks of my life ... Now it's great. I haven't seen my husband for six months and 19 days, so I can't wait," she said.

Peterson, who needs a hip replacement after fracturing his femur, was immediately transferred by ambulance to a Cape Town hospital.

The three who were brought to safety recalled how they wondered if Blackman had been able to reach a life raft in huge swells. They also contemplated their own fate, wondering "if there was somebody out there", Lawson said.

A helicopter, sent ahead of the rescue ship, made contact with the yacht but could not airlift them because debris and the vessel's sails made it too dangerous. Instead a trauma medic and second mate were landed in the water and made their way to the Cowrie Dancer. Several hours lapsed before the **SA Agulhas** reached the yacht.

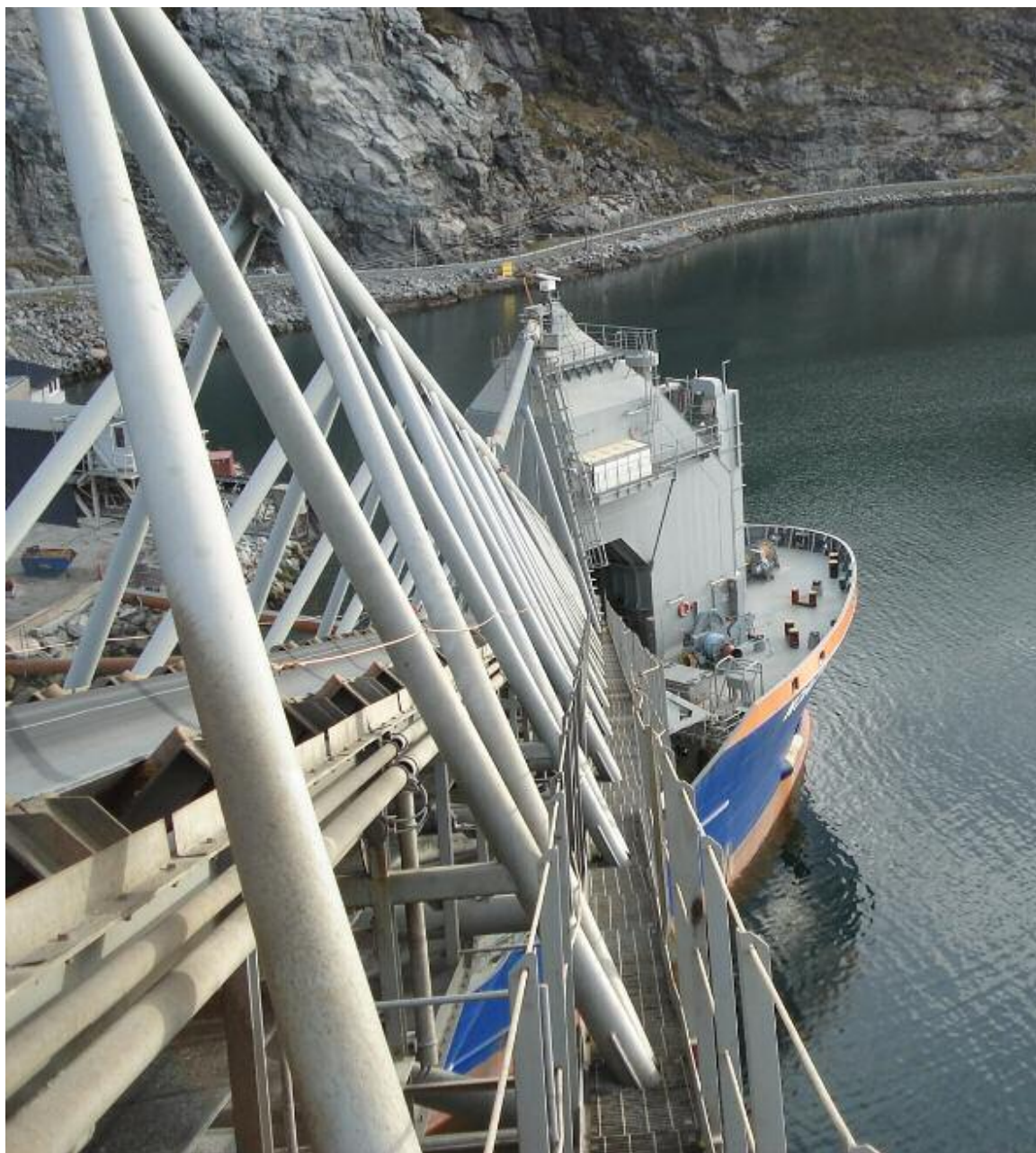


Photo taken from the end of the 80 mtr long discharge conveyor boom onboard the **NORDNES** whilst moored in Nord Fosen (Norway), the boom was turned outboard to allow the conveyor belt from the shore to reach the cargo holds 1 and 2

Photo : Marc van der Stok ©



Chemical tanker wrecks fish farm

Malta sees two incidents on one night as tankers collide with fish farm and trawler! A Danish-owned chemical tanker ploughed into a fish farm off Malta on Friday night. The **ERRIA MARIA** of Erria A/S (until this year the company was known as Fabricius Marine) reportedly took no heed of traffic control warnings that she was heading for the tuna fish farm.

The damage to the fish farm is thought to be extensive. Pilots took the vessel back into port and she is being detained by the Malta Maritime Authority. Meanwhile on the same night, according to the Times of Malta, two other vessels had to be taken back to port at Malta after a collision. A Maltese oil bunkers tanker **SPIRO F.** collided with a trawler, the **CARMELA 1**. There was no damage to the tanker but the trawler started to take on water and was lashed to the tanker and taken to the Grand Harbour. The **ERRIA MARIA** was formerly the **MARIA JAKOBSEN**

POLICE BUYS RNLI LIFEBOAT



Kent Police have purchased a lifeboat from the RNLI for use as a patrol boat. They have acquired the prototype for the 16m **Tamar class** lifeboat, which was built at a cost of around £2 million.

Several unsuccessful bids had earlier been made to buy a surplus Arun class boat, but Kent Police Authority says the **Tamar prototype** is considerably faster and will enhance the force's marine capability. The boat, which has yet to be named, will be based at Dover to meet the immediate protective service operational policing requirement.

Indonesian sailor killed in Greek cruise ship accident

An Indonesian sailor was killed and another crew member was seriously injured in an accident Monday when a cruise ship operated by Cypriot-based Louis Cruise Lines was docking at the holiday island of Mykonos, authorities said.

The man was killed when a mooring line snapped, as the Greek-flagged **Orient Queen** was preparing to leave the island, the Mykonos port authority said. A second Indonesian sailor was hospitalized in serious condition.

Pirates open fire on cargo ship

Pirates fired grenade launchers and machine guns at a cargo ship in the Indian Ocean far off the coast of Somalia, sparking concerns that key shipping routes are threatened, a Malaysia-based maritime watchdog said Tuesday.

The Qatar-flagged cargo ship, **Ibn Yunus**, managed to escape during an hour-long chase as it headed from Durban in South Africa to Jebel Ali in Dubai after it was attacked Monday, said Noel Choong, head of the International Maritime Bureau's piracy reporting center in Kuala Lumpur, Malaysia.

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Choong said piracy was on the rise again in Somalia with Monday's attack the fifth since April.

Three men in a speed boat, armed with machine guns and grenade launchers, approached the ship and ordered it to stop, he said.

"They started firing with machine guns toward the bridge of the ship. The emergency alarm was raised and the ship took measures to prevent the pirates from boarding," Choong told The Associated Press.

"The pirates then opened fire with the grenade launcher and successfully hit the crew's cabins, causing severe damage," he said.

Choong said the ship took a zigzag course to evade the pirates and managed to escape. The ship's crew was safe and nobody was injured.

The attack — Somalia's seventh at sea so far this year_ occurred 180 nautical miles off the coast, compared to previous raids that took place close to the shoreline, Choong said.

"We are concerned about this latest attack which happened so far off the coast of Somalia. It appears the old warlords are coming back. This trend is dangerous because it could disrupt shipping routes," Choong said.

Somalia lies close to crucial shipping routes connecting the Red Sea with the Indian Ocean, where valuable cargo and carriers must pass.

Pirate attacks dropped to 10 last year in anarchy-wracked Somalia, from 35 in 2005, following increased patrols by Western naval ships, including U.S., Dutch and Belgian vessels.

"It has been more than a year since Somali pirates had gone so far out to sea to attack ships. We urge the coalition naval forces to beef up patrols before piracy gets out of hand again," he said.

Somalia has had no effective government since 1991, when warlords ousted a dictatorship and then turned on each other. The country's 3,000-kilometer (1,880-mile) coastline makes it difficult to prevent attacks.



The 51.6 mtr lengthened **STENA HOLLANDICA** seen departing for the first time from Hoek van Holland, The 44.237 GRT **STENA HOLLANDICA** is now having a total length of 250 mtr.

Photo : Rob de Visser ©

Norway has not yet reached its golden age as a gas nation"

"Norway has not yet reached its golden age as a gas nation, and will supply natural gas to Europe for many decades to come, Tore Torvund, head of the business area Oil & Energy in Hydro, announced at the 14th European Gas Conference in Oslo on Tuesday.

While oil production from the Norwegian continental shelf is on the wane, Torvund emphasized that Norway has major gas reserves that have not yet been produced.

Norway is currently the world's third largest exporter of gas, after Russia and Canada, and the country exported over 85 billion cubic meters of gas to Europe in 2006. In 2010, Norway's gas exports will increase to over 120 billion cubic meters annually, a quantity that will be able to meet around 20 percent of Europe's gas requirements.

"The abrupt increase in gas exports will – to a great extent – be due to production from the Ormen Lange gas field, which is expected to reach plateau production in 2010. Production commences in October this year, and we are well on course, both with regard to schedules and budgets," Torvund commented.

Hydro is operator for the development phase of Ormen Lange, a gas field located around 120 kilometers off the coast of Møre in western Norway. From sea depths of between 800 and 1100 meters, the gas is to be transported in to Nyhamna in Aukra municipality. There, the gas will be processed, before being sent 1200 kilometers through the world's longest subsea pipeline to Easington in England.

The UK will become an ever more important importer of Norwegian gas in the years ahead. Currently, Hydro sells the majority of its gas to the European continent, but once production from Ormen Lange commences, the British market will receive a greater proportion of Norwegian gas.

With 120 billion cubic meters of gas, Norway will be able to meet around 20 percent of Europe's gas requirements in 2010.

Hydro's gas production has doubled since 2001, and the company currently exports over 10 billion cubic meters of gas annually. In 2010, production from fields on the Norwegian continental shelf where Hydro holds ownership shares will increase to around 15 billion cubic meters.

CASUALTY REPORTING

Empress of the North runs aground



Majestic America Line's 299 foot stern wheel cruise ship **Empress of the North** ran aground 49 miles west of Juneau near Hanus Reef in Lynn Canal, Alaska this morning at about 2 a.m. local Alaska time with 281 people on board.

The **Empress of the North** contacted the Coast Guard via VHF radio on Channel 16 reporting they were aground with 281 passengers on board.

Coast Guard Air Station Kodiak launched a C-130 crew and a pre-

deployed HH-60 helicopter crew from Cordova, Alaska to the scene.

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The Coast Guard successfully facilitated the evacuation of all 248 passengers, who were transferred to the Alaska Marine Highway ferry vessel Columbia for transit back to Juneau.

Subsequently, Majestic America Line announced that all of the passengers and crew of **Empress of the North** had been safely transferred to Juneau. The passengers and some crew members arrived in Juneau aboard the Alaska state ferry, Columbia, at approximately noon local time where they were met by company representatives.

Essential members of the crew stayed aboard **Empress of the North**, which arrived under its own power in Juneau later. It is now undergoing a thorough assessment.

No injuries were reported during the incident. **Empress of the North** was on the second day of a seven day cruise of Alaska's Inside Passage roundtrip from Juneau that departed on Saturday, May 12.

David Giersdorf, President of Majestic America Line said the company is "working closely with all regulatory authorities to undertake a full investigation and assess the condition of the vessel."

According to an AP report, today's grounding "is the fourth time the ship has hit something or run aground since it was built in 2002 at the Nichols Brothers shipyard on Whidbey Island."

The AP story notes that In October 2003, it hit a navigation lock at the Ice Harbor dam on the Snake River, the following month it ran aground on the Oregon side of the Columbia River and in March this year it grounded on a sand bar in the Columbia near Washougal.

Olietanker loopt vast voor Deense kust



Een Griekse olietanker met 81.200 liter ruwe olie in zijn ruim, is maandagavond vastgelopen nabij Hatter Barn, een eiland ten oosten van het Deense Samsø. Dit deelde de operationele verantwoordelijke van de Deense marine (SOK) mee. "Een helikopter van de marine was over de plaats van het ongeval overgevlogen en had geen lek of

sporen van vervuiling kunnen ontdekken", aldus de officier van wacht van SOK.

De '**Minerva Concert**' vaarde van de Deense haven Fredericia richting Rotterdam. "Hij week om nog onbekende redenen af van zijn koers, ondanks het feit dat er een navigator aan boord was. Meer dan waarschijnlijk waren er problemen met het navigatiesysteem", voegde de officier eraan toe.

De olietanker met dubbele bodem werd in 2003 gebouwd en heeft een capaciteit van 105.000 ton. Het schip is 320 meter lang en 40 meter breed. Het heeft een bemanning van 23 personen aan boord. SOK weet nog niet wanneer de olietanker weggesleept zal worden. Volgens de staat en de ligging van de boot, is er geen gevaar voor vervuiling. De wateren tussen Hatter Barn en Hatter Rev waar de olietanker vastliep, zijn de meest gevaarlijke in de regio. In het verleden deden er zich al verschillende gelijkaardige onvallen voor.

Five killed in Myanmar ferry crash

Five people were killed and four remain missing after two passenger ferries collided in a canal southwest of Myanmar's commercial capital Yangon, police said Sunday.

A police official said four women and one man were killed in the collision late Friday. "We are still searching for the four missing people," the official told AFP.

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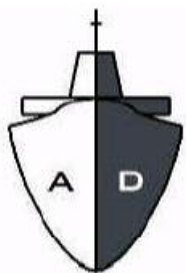
He said that a double-decker passenger ferry carrying at least 60 passengers collided with another passenger ferry -- also with about 60 aboard -- in Twante canal about 20 miles southwest of Yangon. The cause of the collision was not immediately known, but police sources said the two boats were travelling in the dark along the wrong routes.

Military-run Myanmar, one of the poorest countries in the world, depends on small boats as the primary means of transportation, and safety standards are poor.

NAVY NEWS

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Arctic Patrol Ships to be Ordered

A federal cabinet committee has okayed a plan to build six corvette-sized Arctic patrol vessels, according to a report by The Canadian Press and posted on www.canada.com. The committee approved the plan to build the 100-m, 6,000-ton, according to several sources, The Canada Press reported. It is anticipated that the ships -- which will start construction following a two-year period in which the shipbuilding project will be planned -- will cost about \$300m per ship.

USS Carl Vinson Refueling and Overhaul Completed

Northrop Grumman Corporation completed the dry dock portion of work for the **USS Carl Vinson** (CVN 70) five days ahead of schedule. The carrier is undergoing a refueling and complex overhaul (RCOH) at the company's Newport News sector, the nation's sole designer, builder and refueler of nuclear-powered aircraft carriers.

Tugboats moved the carrier from dry dock to a shipyard pier on May 9, where it will undergo final outfitting and testing.

"Successful completion of the dry dock work and the transitioning of the ship back into the water signifies we're nearing the half-way point of this enormous undertaking and that we are one step closer to bringing the USS Carl Vinson back to life," said Ken Mahler, vice president of aircraft carrier overhaul programs for Northrop Grumman's Newport News sector. "Our team of outstanding shipbuilders, **USS Carl Vinson** sailors, and government teammates are performing exceptionally well on this challenging project. We are working together and driving continuous improvements at all levels of the program to continue our strong performance to ensure we return the **USS Carl Vinson** to the fleet on time and on budget."

Approximately 3,700 employees are working on the project, which includes refueling the ship's reactors as well as extensive modernization work to thousands of compartments and hundreds of systems. There are approximately 2,700 sailors currently assigned to the ship, and many have been contributing directly to the overhaul work effort. "Team Carl Vinson achieved an important milestone in the goal of bringing this aircraft carrier back for 25 more years of

service to the fleet," said Capt. Ted Carter, commanding officer, **USS Carl Vinson (CVN 70)**. "We now must move forward with a collective and sustained team effort to achieve our ultimate goal of completing RCOH on time and at budget. We're not just rebuilding material; we're building a new era for our ship, our people, and our legacy." Work accomplished while the ship was in dry dock includes removing, refurbishing and reinstalling the propellers, propeller shafts and rudders; painting the carrier's massive hull and replacing thousands of valves, pumps, and piping components. Shipbuilders also removed the top two levels of the island and mast and replaced it with a reconfigured island structure and new mast to provide enhanced capability.

Work through redelivery to the Navy in 2009 includes installation and testing of combat and electronic systems; overhaul and energization of electrical distribution systems; overhaul, repair, and testing of propulsion plant systems; habitability upgrades and modernization; crew move-aboard; and installation and testing of aircraft launch and recovery equipment.

USS Carl Vinson refueling and complex overhaul is scheduled to last more than three years and will be the ship's only RCOH in a 50-year life span. Vinson arrived at the Newport News shipyard on Nov. 11, 2005 and is the third ship of the Nimitz class to undergo this major life-cycle milestone.

Protesters march against docking of NATO ships at Swedish port

A few thousand people demonstrated Saturday against the docking of ships to be used in a NATO marine exercise at a port in Goteborg in southwestern Sweden, organizers said.

Some 3,000 people marched to protest against the three-day docking of 43 of 80 ships that will participate in the NATO Response Force, or NRF, marine exercise next week.

Sweden is not a NATO member, but is part of its Partnership For Peace alliance, which participates in exercises together with NRF. The Nordic country has signaled it wants to join NRF and it also has troops under NATO command in Kosovo and Afghanistan.

Hans Linde, who took part in the demonstration and is a member of Sweden's Left Party, said the docking of the ships stands in sharp contrast with Sweden's non-NATO membership.

"We want to stand up for Sweden's (military) alliance freedom," he said. Police spokesman Thomas Fuxborg said the march had proceeded calmly without any disturbances.

The government had approved the location of the exercise and the docking of the ships because "if you're going to exercise on how to defend Sweden, it's good to be close to Sweden," said Niclas Bengtsson, a spokesman for Defense Minister Mikael Odenberg.

This is the fourth year that Sweden will take part in the NRF marine exercise, in which some 10,000 sailors from 17 countries will participate. NRF is a 25,000-strong soldier crisis response alliance ready to be deployed after five days notice.

U.S., Canadian navies to sink warship

The Canadian warship **HMCS Huron** is scheduled to be blasted by a barrage of cannon, machine gun and missile fire today before the final, star-spangled torpedo blow is delivered from a U.S. submarine, lurking 100 kilometres west of Vancouver Island.

The sinking is part of **Trident Fury**, 12 days of thundering Canadian-U.S. war games that will mark the first time that Canadian Forces have been able to fire missiles at an actual vessel within domestic waters, said Lieutenant-Commander Mark MacIntyre, a Maritime Forces Pacific spokesman.

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"When you have a real ship, it's a great training opportunity," LCdr. MacIntyre said from the Esquimalt naval base. "There was lots of interest from the U.S."

In fact, U.S. military muscle plays another key role. Its naval reserve fleet tug **USS Navajo** will tow the **Huron** from Esquimalt to the battle scene, a 48-hour journey.

It cost \$4.4-million to clean up and prepare the Huron for sinking to 2,000 metres below sea level. The overall cost for the **Trident Fury 2007** exercise has not been determined, LCdr. MacIntyre said.

Until this year, Canadian Forces have had to travel to U.S. waters if they wanted to fire missiles, LCdr. MacIntyre said. This year, the Forces were given permission from various Canadian agencies to use a large area of the Pacific, west of Tofino, for a military exercise in which a make-believe Communist dictatorship and a democratic republic battle it out while a third country, sympathetic to the Communists, keeps a watchful eye.

Starting a week ago and continuing until Friday, a U.S. attack sub, eight warships, 40 aircraft (including one Australian fighter jet) and more than 2,000 military personnel will drop bombs, fire cannons and pick off pilotless planes with radar-guided or heat-seeking missiles.

Operating 24 hours a day, Trident Fury's focus is air defence and anti-submarine warfare.

The nuclear-powered U.S. sub, one of almost 75 in that country's fleet, is being used because Canada's single West-Coast-based submarine, the **HMCS Victoria**, is being upgraded and won't be in service for at least a year, said Canadian Forces spokesman Lieutenant-Commander Gerry Pash.

Canada's remaining three subs are based in Halifax. **Trident Fury** operations are in the vicinity of the Strait of Juan de Fuca, one of the world's busiest shipping lanes.

Mariners and airplane pilots have been notified to stay away from the exercise area, LCdr. MacIntyre said.

However, a woman who spotted a newborn orca whale off the San Juan Islands, east of the southern tip of Vancouver Island, about three weeks ago, is concerned what effect **Trident Fury** will have on marine life.

"This is huge. It sounds like it has the potential to be very disruptive," said Anna Hall, a zoologist who works for a Victoria-based whale-watching business.

The infant orca, and its 25-member J-Pod family, travel great distances and could possibly be in the area.

Migratory grey and humpback whales are also moving through the region, as well as hard-to-see dolphins, porpoises and sea lions, Ms. Hall said. The noise generated by **Trident Fury** is the biggest concern, particularly since sounds are five times louder in water than on land, said Ken Wu, Western Canada Wilderness Committee spokesman.

Very loud sounds can cause whales to beach themselves, effect their ability to navigate and cause tissue damage to marine mammals, he said.

An extensive survey of marine life in the exercise area was completed by the Canadian Forces. If animals are seen, either by individuals specifically designated to keep watch during the exercise, or by sonar, operations will cease, LCdr. MacIntyre said. "If we spot a whale, we take that pretty seriously," he said, adding that every form of life below the surface can't be tracked.

Australian navy brass fights to buy US warships

THE navy's top brass is fighting to try and sway the Federal Government to buy an American design for the new \$6 billion air warfare destroyer ahead of a Spanish design favoured by experts and bean counters.

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The admirals have been joined in their last stand by American diplomatic and corporate lobbyists who are using the Australia-US alliance as a bargaining chip to push the American firm Gibbs & Cox for the contract.

The Defence Capability and Investment Committee over-ruled navy chief Vice-Admiral Russ Shalders to recommend the Spanish-built F-100 destroyer, ahead of the American Arleigh Burke class air warfare destroyer.

Cabinet's National Security Committee is due to consider both ship contracts together in June. The chosen design will be used at the ASC site at Osborne, on Adelaide's Port River.

Three air warfare destroyers are to be built by ASC at Osborne from 2009. It is speculated that should the Spanish bid win, there will not be as much work carried out in Adelaide as would be if the US Gibbs & Cox design was selected.

The Spanish ship is cheaper and slightly less capable, but represents greater value for money for taxpayers than the evolved American design which has not even been built.

And the navy might get four Spanish ships for the price of three American vessels. The main argument against the F-100, built by Spanish government shipbuilder Navantia, is that it has just 48 vertical launch missile cells compared with 64 on the American ship.

It also carries only one helicopter compared with two on the Arleigh Burke. "If we get to the point that we need 64 missile tubes then we will be fighting World War III," an industry insider said. The Spanish ship can also be modified to carry two helicopters. Admiral Shalders made his position clear during a recent tour of the Spanish ship saying he was interested only in "capability, capability and capability".

However, the Defence Capability Committee has apparently given more weight to value for money, faster delivery times and a possible extra ship.

The air warfare destroyers, which will be fitted with the American built Aegis combat system, are due to enter navy service from 2013.

SHIPYARD NEWS

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Turnover of hull **817 (Bugsier 4)** at the ASL yard Singapore last month.
Photo : Karel Kaffa ©

Govt okays Rs3bn plan to revamp Karachi Shipyard

The government has allowed Karachi Shipyard and Engineering Works (KSEW) to launch its Rs3 billion modernisation programme to regain the business it had lost because of its "dilapidated".

Official sources told Dawn on Monday that the ministry of defence had proposed the modernisation and up-gradation plan for KSEW to help fetch business amounting to Rs1.5 billion along with foreign exchange earnings of about \$7.28 million annually.

The plan envisages enhancement of existing capacity of ship repair at KSEW by installation of a "ship lift system" and replacing old and obsolete machines with state-of-the-art new machines.

The new system will be capable of lifting vessels up to 4,000 tons and capability to repair 10 to 13 ships at a time. At present KSEW has two dry docks of 26,000 DWT tons and 18,000 DWT tons constructed in 1956 and 1970, having average capacity to repair 16 ships per annum. This will be increased to 39 ships per annum in addition to the existing capacity with installation of new ship-lift-system.

The scope of work will include Installation of ship-lift-system, transfer system, up-gradation of existing technology, marine civil works and procurement of new equipment.

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The KSEW is the only shipyard in the country, which possesses comprehensive ship repair infrastructure. Before this facility was set up, Pakistani ships had to go to Malta for underwater repairs. Since its inception these limited facilities were fully utilised for domestic and foreign ship repairs.

However, these facilities have not been upgraded since their initial installation in 1957. Hence the demand and requirement is much more than the present capacity. Sources said that due to gradual increase in naval and commercial fleet and domestic ports the existing docks facilities have become inadequate.

This has created dual negative effects i.e. ships are not getting repairs in time and on the other hand losing business to the tune of Rs1.5 billion per annum. At present, it is not possible to entertain foreign ships' clientele, although the sea trade at Pakistani ports is increasing at a brisk rate since Pakistan Navy (PN), Pakistan National Shipping Corporation (PNSC), Port Qasim Authority (PQA), Karachi Port Trust (KPT), Gwadar Port and Maritime Security Agency (MSA) have plans to rehabilitate and increase their existing fleets.

The ship owners are forced either to wait for prolonged periods or are constrained to send their ships to Dubai or elsewhere for repairs. Even the foreign fishing trawlers operating in Pakistani waters are forced to go to Dubai/Singapore for dry docking and repairs. At present location of KSEW has limitation of depth of water channel. To address this problem, KSEW will request KPT for allocation of requisite space at the deep draught container terminal and the cargo village being planned by KPT.

The project for overall revamping of shipyard costing Rs1.9 billion was first considered by the CDWP in its meeting held on February 18 2003. The CDWP decided to return the PC-I to the sponsoring agency with the direction that they should engage a renowned consultant to undertake a feasibility study to justify rehabilitation of KSEW.

Although the CDWP has approved the project, it observed that instead of undertaking feasibility study through engaging renowned consultants, the sponsoring agency, after more than 5 years, have come up with a PC-I costing Rs3 billion (53 per cent higher than the previous cost) with different nomenclature albeit the scope of work is similar (and lesser) to the BMR programme of the KSEW.

The sponsoring agency has been asked to clarify the position along with progress made so far as a follow-up of the CDWP decision.

It is stated in the PC-I that with the existing 2 dry docks, KSEW is able to repair 16 ships per year at an average rate. In this behalf, the sponsoring agency was asked to provide list of ships/vessels (including foreign and local) repaired/constructed along with tonnage during the last 5 years period. Inventory of major machinery resting with the KSEW should also be provided.

According to the PC-I, Rs153 million has been indicated as annual operating cost after completion of the project. The sponsoring agency was asked to indicate the source of funding to meet these expenses.

ROUTE, PORTS & SERVICES

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The **DEUTSCHLAND** visited the port of Brest during the "**Western Europe-Baltic-Norwegian Fjords**" cruise with a duration of 10 days with 613 German passenger.

Photo : Jacques Carney ©

STX Pan Ocean orders newbuilds in China

Korea's STX Pan Ocean Co., Ltd. , whose majority shareholder is STX Shipbuilding, has entered into shipbuilding contracts with Taizhou Maple Leaf Shipbuilding Co.,Ltd., China, for construction of three handy size bulk carriers at a price of around US\$28 million per unit to be delivered in 2009 with an option of one additional handy bulker to be delivered in 2010.

The said option must be exercised within three months after the contract signing. STX Pan Ocean says the construction of these new bulkers is to strengthen the competitiveness of the group's dry bulk fleet and to replace over-aged vessels.

PSA signs deal to run Turkey's Mersin Port

Singapore's PSA International, the world's No 2 ports firm, and Turkish conglomerate Akfen Holding have signed an agreement to operate Turkey's Mersin Port, the firms said on Saturday.

The two companies will operate Mersin, a port on Turkey's Mediterranean coast, till 2043 through a joint venture firm Mersin International Port Management after successfully bidding for the operating rights for US\$775 million, the companies announced in a joint statement.

'Mersin's location on the East Mediterranean makes it well-placed to tap the booming growth in trade between and within Asia, Middle East and Europe,' Eddie Teh, group chief executive officer of PSA said in a statement.

According to the statement, Mersin has a designed capacity of 880,000 twenty-foot equivalent units (TEUs), a standard industry measure. Owned by Singapore's investment company Temasek, PSA runs 25 ports in Singapore, Belgium, China, India, Italy, Japan, Korea, Netherlands, Panama, Pakistan, Portugal, Thailand, Vietnam and Turkey.

KPT seeks \$79 million from World Bank for KDLB closure

Karachi Port Trust (KPT) has finalised negotiations with the World Bank for \$79 million loan agreement as direct borrower for closing the Karachi Dock Labour Board (KDLB), it is reliably learnt.

The KPT was assigned by the Ministry of Ports and Shipping to negotiate with the World Bank the KDLB issue in line with the overall objective of National Trade Corridor Improvement Programme (NTCIP) for its closure to reduce the cost of port handling.

This was also part of the government's comprehensive plan for ports improvement and modernisation to reduce dwell time for cargo at lower charges. The negotiation process between KPT and World Bank was also witnessed by Economic Affairs Division (EAD), Ministry of Finance and co-ordinated by Ministry of Ports and Shipping.

The ministry of ports and shipping (MOPS) has sent the summary of the discussions between the KPT and World Bank to the Ministry of Finance for onward submission to the Prime Minister. Once the Prime Minister clears the summary, the matter will be considered at the next available meeting of World Bank Board in Washington via the Bank's Islamabad office.

Sources told Business Recorder that out of \$79 million loan, an amount of \$73 million would be spend on providing financial package to remaining 3,272 dock workers. While the rest \$6 million would be spend on labour redeployment services and counselling etc.

According to documents made available, the mission expressed concern about the appropriate timing of the Statutory Rule of Order, and emphasised the need to ensure that labour redeployment services and social assessment as well as monitoring procedures be in place before dock workers are de-registered and the KDLB disbanded.

The mission also noted to identify how the physical assets of KDLB like officer, training center, medical services would be handled. Identify a feasible scheme for the commutation/continuation of accrued pensions and assess the legal status and compensation benefits applicable to KDLB officers and staff.

In an agreements, it was agreed that the KPT would provide a draft SRO to the mission for review and comment by February 24, the mission would respond by March 2, and the KPT would finalise and forward the SRO to the Government by March 10.

The SRO would not be formally issued and KDLB disbanded until the project unit is established and labour redeployment services and social assessments are organised. The KPT, at the time the SRO was enacted would issue administrative regulations requiring all 'Stevedoring Companies' employing dock workers, as a condition of gaining entry to the docks to place workers under labour contracts and register them with health and pension systems (ie, Sessi and EOBI).

The KPT will inform the WB on how the disposition of KDLB physical assets (ie, administrative building, hospital, training center and others - including equipment) would be handled by March 30. The KPT's legal counsel will expand their legal opinion and provide an assessment on the pending legal issues summarised above by February 26, 2007.



Oceanteam declares option for newbuild

Oceanteam Power & Umbilical ASA has announced that it has signed an agreement with Bourbon Offshore to build a new construction support vessel to be delivered early 2010. The vessel will be built by Metalships & Docks in Vigo, Spain. The vessel will be owned 50/50 by Oceanteam Power & Umbilical ASA and Bourbon Offshore Norway AS through a single purpose company to be named **Oceanteam Bourbon 2 AS**, and the vessel will be named **Bourbon Oceanteam 104**.

The newbuild will be 123m long with a breadth of 27m, have approximately 2,000m² of free deck, two large heave compensated cranes and accommodation for 120 people. Oceanteam is already building three large construction support/power cable lay vessels in Vigo of which the first delivery in the series is also 50/50 owned with Bourbon Offshore Norway AS. This vessel, **Bourbon Oceanteam 101** vessel will be delivered in September 2007.

In addition OPU and Bourbon Offshore have a commercial agreement allowing OPU to market its services through Bourbon's network worldwide and giving access to OPU to the wide range of specialized offshore support vessels owned and operated by Bourbon worldwide.



SMIT's **SEA EXPRESS** seen in the port of Cape Town
Photo : Sander van der Steen ©

Seaspan orders HHI box ships

Seaspan Corporation announced that it had signed contracts to build eight 8,500 TEU vessels at Hyundai Heavy Industries Co., Ltd. ("HHI") in South Korea. The eight newbuilding vessels are scheduled to be delivered between the fourth quarter of 2009 and the fourth quarter of 2010. The total delivered cost is expected to be approximately \$132.5 million per vessel, subject to certain pre-delivery expenses remaining at budgeted levels.

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HHI had announced the eight ship deal earlier, but identified the customer only as a "Marshall Islands shipowner.

Seaspan also announced that it simultaneously entered into twelve-year charter agreements for each of these eight vessels with Cosco Container Lines (Hong Kong) Co., Ltd., an affiliate of Cosco Container Lines Co., Ltd. ("Coscon") of China, at a rate of \$42,900 per vessel per day.

The charterer will have three consecutive one year options to charter each of the ships for \$43,400 per vessel per day after the twelve year firm charter periods. Coscon is one of the largest container shipping companies in the world.

"We began working with Coscon last year when we purchased two 3,500 TEU vessels for 12 year charter to this major Chinese liner operator and we are very pleased to expand the relationship at this time by adding another eight vessels that will cost approximately \$1 billion," said Gerry Wang, Chief Executive Officer of Seaspan.

"The acquisition of these new ships will bring our total fleet to 55 vessels and add over \$100 million in annual EBITDA once all eight vessels are delivered and operating. We believe this investment demonstrates the power of our business model to finance large scale vessel acquisitions to meet the needs of the top operators in the liner industry."

Seaspan Management Services Limited will supervise the construction of the new vessels and operate the ships for Seaspan at an estimated fixed rate of \$6,000 per day through 2011. The company will use a combination of proceeds received from a recent equity offering, a drawing under its recently amended and restated \$1.3 billion loan facility and cash from operations to fund the down payments for these vessels. Permanent financing for subsequent installments will be arranged in the coming months.

MOVEMENTS

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The **SALVANGUARD** and the **SALVANA** arrived in the port of Cape Town

Photo's : Aad Noorland ©





Heerema's **RETRIEVER** seen in the Atlantis Field (Gulf of Mexico)

Photo : Chris Pietquin – Union Manta ©

AIRCRAFT / AIRPORT NEWS

SA pathologists sent to Cameroon following Kenya Airline crash

The South African Government has dispatched a team of six pathologists to Douala, Cameroon to assist with the victim identification process following the recent Kenya Airline's crash which killed 114 passengers and crew members.

"The team of pathologists, led by South African Police Services Expert Inspector Leone Ras, left on Saturday and is expected to begin its work today (Sunday)," the Department of Foreign Affairs said in a statement Sunday.

In this regard, the South African team of pathologists is expected to assist the Cameroonian and Kenyan authorities with victim verification as part of its efforts to help families of the victims identify their loved ones and to find closure.

"The process, initiated by South Africa's Ambassador to Cameroon Dr SS Ripinga in consultation with the Cameroonian authorities, is a step in the process of repatriating the mortal remains of all victims, including South Africans who were on board, back to their home countries to be laid to rest," said the statement.

The wreckage of Kenyan Airways flight KQ 507 was found in a mangrove swamp 20 kilometres south-east of Douala in Cameroon on Sunday evening after it had taken off Saturday during a midnight storm and crashed.

The plane had 114 people from at least 23 countries on board, including seven South Africans.

In a separate report it appears that the ill-fated aircraft, a Boeing 737-800 which entered service only 6 months ago, spent an hour on the runway waiting for a storm to pass before the pilot made the decision to take off. Two other aircraft were also in a holding position on the ground also with passengers on board while the storm raged around the vicinity of the airport but they opted to remain.

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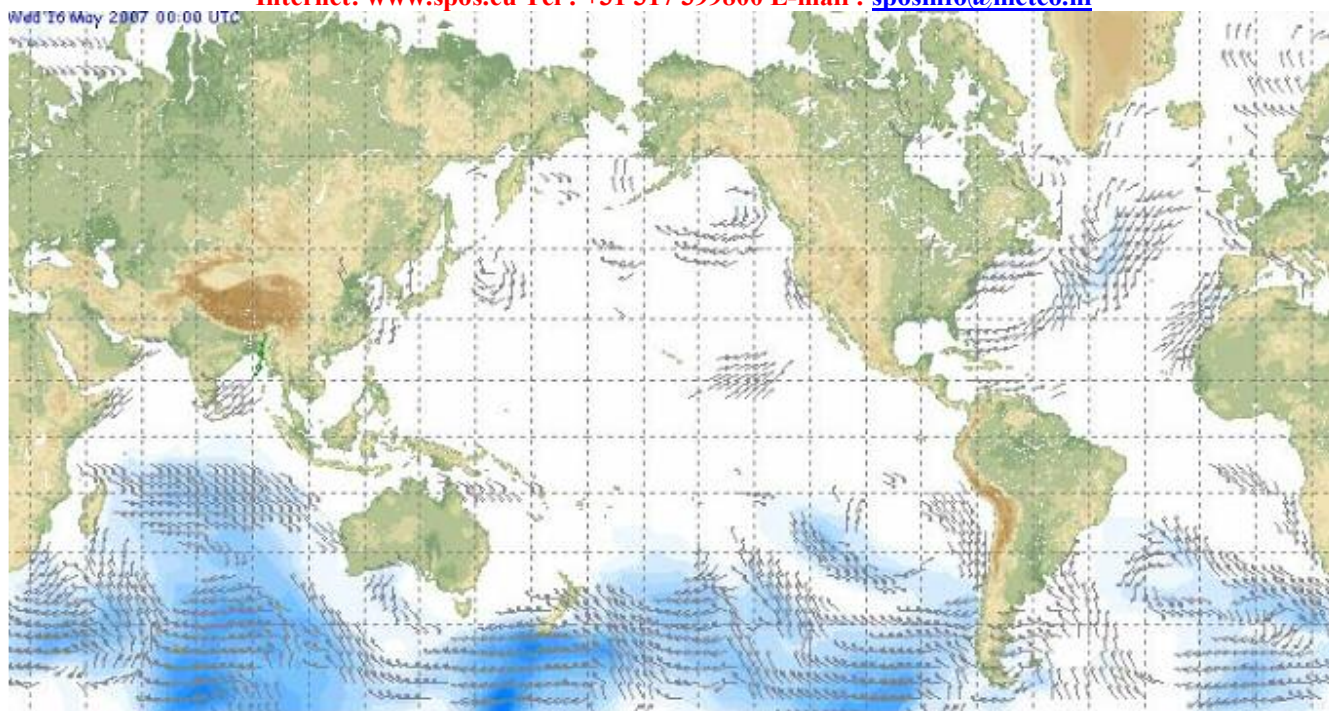
It is believed the pilot may have been influenced in his decision to take off because he had passengers on board with other flight connections to make. It is now thought the aircraft crashed within less than a minute of takeoff, judging from the distance it had flown from the airport itself. There are indications that the aircraft had gone into the ground at an extremely steep angle and had banked away from the flight path shortly before crashing

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

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The latest new addition to the FAIRPLAY fleet is named **FAIRPLAY III** and seen during trials in Spain, the tug is expected Thursday May 17th for the first time in her new homeport **Rotterdam**.

Photo : Fairplay ©

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