

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 126



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**The newly arrived FAIRPLAY III seen showing her capabilities off Hoek van Holland
Photo : Wil Kik ©**

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EVENTS, INCIDENTS & OPERATIONS



The brandnew 308 GRT **FAIRPLAY III** seen arriving in Rotterdam, the tug is built at Astilleros Armon, Navia, Asturias shipyard in Spain, and is 25.8 mtr long ASD tug is equipped with 5030 hp (3700 kW) for a bollard pull of 68.5 ton, with the arrival of the **FAIRPLAY III** the tug **FAIRPLAY 27** is departed from Rotterdam and returned to her owners, de tug **FAIRPLAY X** will be sold and depart Monday May 21st from Rotterdam.

Photo's : Richard Wisse ©



Greece to sue Louis Cruises

Ekathimerini reports that Greece is going to claim up to Euros1 billion from the company that owns the **Sea Diamond** cruise ship which sank off Santorini in April. Merchant Marine Minister Michalis Kefaloyiannis said that the Greek state will file a civil lawsuit against the Cyprus-owned Louis Hellenic Cruises.

More "magic pipe" indictments

Pat Meehan, United States Attorney for the Eastern District of Pennsylvania, yesterday announced the filing of a six count indictment charging a ship's operator and crew with failing to record illegal discharges of waste. Water contaminated with oil was released directly into the ocean by the **Valparaiso Star**.

According to a statement by the U.S. Attorney, while docked in Philadelphia in January, the vessel presented a false record book to Coast Guard inspectors in an attempt to conceal the illegal discharges.

Fleet Management Limited of Hong Kong, Parag Raj Grewal, an Indian foreign national and captain of the vessel, and Yevgen Dyachenko, a foreign national of the Ukraine, are charged with conspiracy, failure to maintain an accurate oil record book on the M/V **Valparaiso Star** in violation of the Act to Prevent Pollution from Ships, false statements, and obstruction of agency proceedings. The indictment charges that the defendants conspired to conceal illegal discharges of oily-based waste, including oil-contaminated sludge and oil contaminated bilge water from the **M/V Valparaiso Star** by failing to record them in the vessel's oil record book.

"The indictment also alleges that the ship's management company (Fleet) and captain obstructed the investigation by attempting to influence witness testimony," said Meehan. The **M/V Valparaiso Star** is a seventeen year old, Liberian flagged, refrigerated bulk container ship that is operated by Fleet Management, Ltd.

According to the charges, the ship's Chief Engineer, Yevgen Dyachenko, ordered members of the crew to use a flexible hose to bypass pollution control technology on the ship and to dispose of untreated oily waste, sludge and bilge water directly overboard. Dyachenko and other crew members also manipulated the pumps and valves associated with the internal, hard-piped bilge/ballast system, also known as the emergency de-watering system, discharging water contaminated with oil from the ship's bilge holding wells directly into the ocean.

Captain Grewal and Chief Engineer Yevgen then failed to record such discharges in the ship's oil record book, a document required to be maintained by the Act to Prevent Pollution from Ships, a U.S. law created to prevent such pollution. While docked at the Tioga Marine Terminal in Philadelphia, Pennsylvania, on January 24, 2007, the vessel presented the false Oil Record Book to U.S. Coast Guard inspectors during a Port State Control inspection.



The **AIDAaura** – Photo : Reinier Jansen ©

Indonesian Navy examining stray submarine torpedo

The Indonesian Navy will soon examine a stray submarine torpedo that was found accidentally in the sea near Tanjung Binga in Bangka Belitung province last Sunday, a spokesman said.

"The torpedo will be examined by anti-bomb technicians of the Indonesian Navy's electronic and armament department," Col Sugeng Darmawan, chief of the Navy's information service, said on Thursday.

The torpedo which had two propellers and four side flaps was found by three fishermen in the sea near Tanjung Binga, Bangka Belitung, last Sunday while they were fishing, he said.

It was found floating in the sea, some 35 miles northwest of Lengkuas Island, Belitung, he added. The three fishermen immediately reported their find to the Indonesian naval post in Mindanao, Tanjung Pandan, Bangka Belitung.

During a preliminary check on the projectile, it was established that the silver torpedo was not a World War II leftover nor did it belong to the Indonesian Navy, Sugeng said.



The **LORELAY** seen arriving in Rotterdam-Europoort Friday
Photo : Harry van den Berg ©

China defends handling of collision that left 16 missing from South Korean ship

China sought Tuesday to parry South Korean criticism of its handling of a ship collision, saying it has mounted an exhaustive search for the 16 missing crew members of the South Korean vessel and is thoroughly investigating the cause.

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In a news conference meant as an exercise in damage control, Chinese maritime officials said that more than 200 vessels have helped search for the Golden Rose's missing crew since it collided with the Chinese ship **Jinsheng** May 12 at the mouth of the Bohai Bay.

As of 2 p.m. Thursday, however, officials said rescuers had found two life rafts, four life rings and other objects from the **Golden Rose** — but none of the seven South Koreans, eight Myanmarers and one Indonesian that comprised the crew.

"Just like their fellow countrymen, we are very anxious," Liu Gongchen, executive director of the China Maritime Search and Rescue Center, told reporters.

Questions about Beijing's search efforts have drawn criticism in South Korean media and compounded a growing image problem for China in South Korea, a usually close economic and diplomatic partner.

At the heart of questions about the Golden Rose is a more than eight-hour delay between the 3 a.m. accident in heavy fog and the first report to maritime authorities in China's coastal Shandong province.

The St. Vincent-registered **Jinsheng**, a container ship hauling 155 containers, had its prow twisted, but its crew was unharmed and reached port safely, Liu said, while the **Golden Rose**, which was carrying 5,900 tons of steel coil, sank quickly.

Liu and other maritime officials did little to dispel South Korean concerns about the time lapse and refused to question the conduct of the **Jinsheng**, though they promised a fair, impartial investigation.

One maritime safety center member, Zhai Jiugang, questioned why rescuers had yet to find the **Golden Rose's** emergency signal beacon that he said all vessels are supposed to have.

"If **JinSheng** crew members or authorities are suspected, after our investigation, of violating Chinese law, the Chinese government will impartially and fairly bring them to justice," Liu said.



The **MAERSK DRESDEN** seen in Cape Town – Photo : Ian Shiffman ©

Seized ships in Somali village

Pirates who hijacked two South Korean fishing vessels with 24 crew members aboard have sailed the ships to a village on the coast of Somalia, a maritime watchdog said on Thursday.

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"All the crew members are safe," said Noel Choong, the head of the International Maritime Bureau's Piracy Reporting Centre, which is based in Malaysia. "The boats have been taken to a village on the Somali coast," he said. "Somali pirates are known to hijack ships, demand ransom and subsequently release the crew and ship."

The Tanzania-registered ships, identified as **Mavuno-1** and **Mavuno-2**, were captured together on Tuesday by suspected Somali pirates en route from Kenya's port of Mombasa to Yemen.

Four of the crew are believed to be from South Korea, 10 from China, three from Vietnam, four from Indonesia and three from India. The hijackings were the second and third attacks this week off Somali waters, which the IMB has branded as among the most dangerous in the world.

"The attack on the two fishing boats happened almost at the same place. It could be carried out by the same pirates. All ships in the Indian Ocean passing through the coast of Somalia must remain vigilant," Choong said.

He urged British, French and United States coalition forces to mount more patrols to stop the attacks, and warned ships in the Indian Ocean to sail 200 nautical miles away from Somalia's coast.

"If the attacks continue, we fear it may disrupt the shipping route," he said. The IMB said the three attacks this week brought the total to nine this year in the area, with the previous six attacks near the Somali coast.

Somalia, which lies at the tip of the Red Sea, has been without an effective government since the 1991 ouster of dictator Mohamed Siad Barre sparked a bloody power struggle.



The **ENFORCER** seen approaching Liverpool – Photo : Dan Cross ©

CASUALTY REPORTING

Three killed in engineroom blast

Three crewmembers of the passenger-cargo ship **Butuan Bay** were killed and 12 others suffered injuries after an explosion ripped through the engineroom. The 4,048gt vessel was carrying 513 passengers bound for Ozamiz City. The blast occurred when the ship was departing Cebu pier 4 at 1930 hours local time yesterday. Casualties include the second engineer and two apprentice cadets. Among the injured were four crew members and eight passengers, a

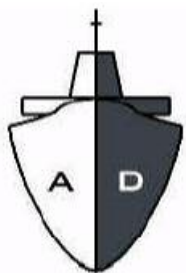
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Philippine Coast Guard officer in Cebu told Fairplay. The blast plunged **Butuan Bay** into darkness. The 1989-built ship is owned by Carlos A Gothong Lines. The Coast Guard has not revealed details pending investigations, but has ruled out terrorist involvement. The incident has been described as an accident.

NAVY NEWS

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Tender for modernising oceanographic research fleet

The Chilean Subsecretariat of Fisheries (Subpesca) will bid on the acquisition of two fisheries research vessels, with coastal features, which are slated to be operating by the end of 2007 or beginning of 2008.

The decision is part of the fisheries modernisation and institutionalisation plan, targeting an upgrade of Chile's fleet with adequate means to respond to an increasing demand of enough knowledge in order to establish scientific and technical fishery and aquaculture regulations, explained Fisheries Subsecretariat, Carlos Hernández.

The head of Subpesca underlined that the nation needs to research and familiarise itself with the different fisheries, and this creates the need for a state-of-the-art and capable research vessel, which presently is non-existent.

The present situation demands having research units equipped with adequate laboratories, technological capacity, and adequate scientific equipment, and able to remain at sea for long periods of time, to access the areas being studied.

Up until last year the Chilean fisheries research and oceanographic fleet consisted of the coastal fisheries research vessel **Carlos Porter**; the coastal fisheries research vessel; **Abate Molina**; and the oceanography vessel **Vidal Gormaz**.

After an evaluation of the fleet, the **Carlos Porter** and the **Vidal Gormaz** were seen as having reached the limit to their usefulness, and the **Abate Molina** (15 years in use) is in need of an upgrade and of updated scientific equipment to ensure its capabilities, specified Subpesca in a press release.

The tender is slated to replace the **Carlos Porter** vessel and permit the acquisition of an additional research vessel, to adequately complement the present coastal research capabilities.

The Fisheries Subsecretariat also said progress is being made on the project to replace the **Vidal Gormaz**, and to upgrade propulsion for the **Abate Molina**.

Falklands warship joins national event

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A WARSHIP coming to Barrow in June has been picked to feature in national Falklands War remembrance events in London this weekend.

The Type 42 destroyer **HMS Exeter**, which is coming to Barrow to mark the launch of the new Astute submarine on June 8 and is expected to join the town's own Falklands Commemoration on June 10, has been chosen to take part in national commemorative events as well.

It was chosen because it is the only warship still on active service that saw action in the Falklands conflict. It is visiting the London Falklands 25 event from this Saturday until Monday. Although the Barrow yard built some of the Type 42s, **Exeter** was built on Tyneside.

It is due to visit Barrow with another warship, the frigate **HMS Lancaster**, for the June 8 roll out and launch of the new first of class submarine, **Astute**.

A Royal Navy spokesman said: "As part of a series of commemorative events to mark the 25th anniversary of the Falklands conflict, the T42 Destroyer **HMS Exeter** — the last remaining warship still on active service that saw action in the conflict — is visiting London. Her visit coincides with the 25th anniversary of the San Carlos landings.

"On May 21, 1982, Royal Marines from 3 Commando Brigade conducted an amphibious assault that secured the beach head at San Carlos from which British Forces were able to re-take the Falkland Islands." **HMS Exeter** will be at moored next to the cruiser **HMS Belfast** during its London visit. Along with Falklands veterans from the ship and current members of the ship's company and officers. The ship will be open to the public during her visit.

The ship was launched in 1979 and is the fifth ship in the navy to be named **Exeter**.

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The **CELEBRITY CONSTELLATION** seen in Brest with her new name painted on.



Photo's : Jacques Carney ©

Jurong wins conversion orders

Singapore's Jurong Shipyard, a wholly-owned subsidiary of SembCorp Marine, has secured two conversion contracts worth a total of US\$88 million.

The first involves conversion of the 188,697 dwt tanker, the **S.T. Polar Alaska**, into a Floating Production Storage and Offloading (FPSO) vessel for Aker Contracting FP AS.

To be renamed **FPSO Aker Smart 1** upon completion in the first quarter of 2008, modification works involve the installation of an internal turret, three units of 5MW steam turbine generators and another three units of 5MV gas turbine generators and new process facilities, which include crude separation and gas compression and the upgrading of the entire piping and electrical systems.

On completion, **FPSO Aker Smart 1** will be chartered to Reliance Industry Limited for deployment in the MA D6 field on the east coast of India.

Designed to operate for 10 years without drydocking, FPSO Aker Smart 1 will be capable of processing 60,000 barrels of oil and 80,000 barrels of liquid per day and with a storage capacity of 1,300,000 barrels of oil.

Jurong's second conversion contract involves the conversion and life extension of the 9,589 GT scientific research vessel, **Joides Resolution**, into an IODP (Integrated Ocean Drilling Program) Scientific Ocean Drilling Vessel (SODV) for Overseas Drilling Limited.

Scheduled for completion in the fourth quarter of 2007, work will see the complete replacement of the living quarters for 130 persons and the installation of a new scientific laboratory. In addition, the vessel will undergo life extension

activities, including drydocking, repairs, the overhauling of the 12 thruster units and the upgrading of major electrical systems.

On completion, the converted vessel will re-commence scientific research initiatives worldwide.

Overseas Drilling Limited (ODL) is owned 50% by a subsidiary of Transocean Inc., the world's largest offshore drilling contractor, and 50% by Siem Offshore Inc., an offshore vessel owner and operator for the oil and gas industry. ODL has a long-term contract for the Joides Resolution with the Texas A & M Research Foundation, the IODP Science Operator.

Master fined for fish farm infringement

The Danish master of the Danish-registered, 6,744dwt tanker **Erria Maria** has been fined Lm1,000 (\$3,155) after admitting to navigating his vessel through a prohibited zone last week. Captain Frank Schmidt stood accused of breaching berthing regulations and failing to comply with directions given by the Malta Maritime Authority on the evening of Friday 11 May. Magistrate Doreen Clarke noted that Schmidt co-operated with the authorities and admitted to the charges brought against him in the early stages of court proceedings. The tanker was ordered back to Valletta soon after it sailed out of Malta Shipyards after sailing through a fish farm. The vessel was allowed to sail on Sunday.

Antwerp Shiprepair failliet

Door : Patrick Martens

Het scheepsherstellingsbedrijf **Antwerp Shiprepair** is failliet. Een van de bestuurders was een prominente Open VLD'er, Hedwig De Koker. Hij verliet op de valreep het zinkende schip en zegt niet op de hoogte geweest te zijn van malversaties.

De Antwerpse rechtbank van koophandel is ingegaan op de dagvaarding tot faillissement voor Antwerp Shiprepair, die voorlopig bewindvoeder Guy Vanhoucke begin deze maand had ingediend. Twee curatoren, Peter Verstraeten en Annemie Moens, begeleiden het faillissement. Ze onderhandelen voor de personeelsleden - een vaste kern van 180 werknemers en ongeveer 400 mensen die in onderaanneming aan de slag zijn - met kandidaat-overnemers. Genoemd worden de Belgische groep Cobelfret, de Italiaanse rederij MSC en de Nederlandse groep Damen die in het begin van de jaren negentig al een voet in huis had bij het bedrijf. Terwijl het orderboekje van Antwerp Shiprepair nog voor drie tot vier maanden zou gevuld zijn, zijn de werknemers al tot 21 mei zeker van hun loon.

Bewindvoeder Vanhoucke werd aangesteld op 17 april. Die dag hield het Antwerpse gerecht twee topmensen van Antwerp Shiprepair, Jozef Guy Smolderen en Harry Van Achteren, aan. Het duo, dat vrijdag opnieuw voor de raadkamer verschijnt, zou het bedrijf in de voorbije twee jaar systematisch hebben leeggezogen door het onder meer te laten opdraaien voor de kosten van andere verlieslatende bedrijven van Smolderen en Van Achteren, zoals **Antwerp Shipyards** en **Antwerp Natie**.

Ook zou er een en ander misgelopen zijn met de prijscalculatie voor een overname van scheepsbouwer SKB in Oostende. De put bij **Antwerp Shiprepair** zou zeker 10 miljoen euro bedragen. Achterstallige bedrijfsvoorheffing en sociale bijdragen zijn daarnaast goed voor nog eens 7 miljoen euro. Ook Antwerp Shipyards en Antwerp Natie zijn gedagvaard voor het niet betalen van sociale lasten.

De Nederlander Van Achteren heeft overigens geen al te beste reputatie. De media in zijn land noemen hem een 'brokkenpiloot', die betrokken was bij vele verdachte faillissementen. In 2000 werd zijn lagekostenluchtvaartmaatschappij Jetssky opgedoekt, maar dat zette geen rem op zijn ambities in die sector.

Samen met Smolderen had Van Achteren grootse plannen om vanuit Deurne met de luchtvaartvennootschap Sobelair Sun Tours (eerst Antwerp Air) en twee passagierstoestellen van start te gaan.

Een opvallende naam op de lijst van bestuurders van **Antwerp Shiprepair** is - of beter was - die van Hedwig De Koker. Hij is penningmeester van Open VLD, secretaris van de Kamerfractie van Open VLD en bestuurder van verschillende liberale vzw's en nevenorganisaties. Ook in de privé-sector is De Koker bestuurder van diverse vennootschappen. Bij **Antwerp Shiprepair** nam hij op 23 augustus van vorig jaar een bestuursmandaat op. Die dag losten Van Achteren en Smolderen elkaar ook af als gedelegeerd bestuurder van het scheepsherstellingsbedrijf.

Volgens De Koker was er op dat moment in elk geval geen reden om achterdochtig te zijn. 'Volgens het rapport van de revisoren (nvdr. tot augustus 2005 Deloitte en vanaf april 2006 Ernst & Young) was er op de cijfers van 2005 niets aan te merken. Bovendien was het orderboekje goed gevuld', aldus De Koker, die zegt geen weet te hebben van malversaties. 'Ik wist wel dat er door herstructureringsingrepen liquiditeitsproblemen waren en drie weken voor de aanhouding van Smolderen en Van Achteren ben ik door de belastingdiensten ingelicht over problemen met het betalen van de bedrijfsvoorheffing. Ik heb dan onmiddellijk gevraagd dat de raad van bestuur zou samenkomen. Die vergadering was gepland op 17 april, maar heeft door het optreden van het Antwerpse gerecht uiteraard niet meer plaatsgevonden.'

De Koker nam daarop meteen ontslag als bestuurder van **Antwerp Shiprepair** en ook van **Antwerp Shipyards** en Sobel Capital, twee andere bedrijven waarin hij met Smolderen en Van Achteren rond de bestuurstafel zat. Voor die engagementen werd hij naar eigen zeggen niet afgeschrikt door de reputatieperikelen van het duo. 'Als er ergens een wiel afdraait, zijn velen er als de kippen bij om te beweren dat je dat al bestuurder had moeten zien aankomen. Omdat iemand ooit juridische of andere problemen heeft gehad, hoeft dit hem of haar niet eeuwig te achtervolgen. U weet bovendien dat reputatie en realiteit niet noodzakelijk met elkaar overeenstemmen', aldus De Koker.

Hij vindt ook niet dat het door fraude overschaduwde failliet van **Antwerp Shiprepair** een negatieve invloed hoeft te hebben op bijvoorbeeld zijn opdracht als Vlaams regeringscommissaris bij de Limburgse Reconversie maatschappij (LRM).

De LRM kwam bijna anderhalf jaar geleden terecht in een mediastorm, na klachten van enkele ex-personeelsleden over het (financiële) beleid bij de maatschappij. In de nasleep hiervan legde de Vlaamse regering met een in december vorig jaar goedgekeurd decreet aan de LRM op de regels van deugdelijk bestuur na te leven. De Koker: 'Wat heeft het ene met het andere te maken? Bij **Antwerp Shiprepair** was ik een onafhankelijk bestuurder van een privé-bedrijf. Dat mandaat stond volledig los van mijn werk bij de LRM. Ik zou u trouwens een lange lijst van grote namen uit het bedrijfsleven kunnen geven die ooit met een faillissement werden geconfronteerd. Die mensen hoeven daarom hun andere functies toch ook niet op te geven.'

Vinashin adds 15 vessels

Vietnam's Nha Trang Shipbuilding Industry Company (Nha Trang SICO) has sealed a deal to build 15 vessels for domestic owners, reports TradeWinds.

State media reported the ships will go to Vinashin Petroleum Investment and Transport (Shinpetrol), Vinashin Ocean Shipping Co (Vinashinlines) and Southern Industrial Development Co (SIDC). A total of 12 vessels will be dry cargoships of between 20,000 dwt and 36,000 dwt, and the rest 250-teu feeder boxships. The whole lot is worth \$462mn.

The first deliveries will be made in 2009 and the order finished by 2011. All 4 companies are members of state shipyard group Vinashin.

Scheepsbouw boekt miljardenrecord

De Nederlandse scheepsbouw floreert. Het aantal nieuwbouworders voor de Nederlandse scheepsbouw heeft vorig jaar een recordwaarde van vier miljard euro bereikt. Vorige week maakte baggeraar Boskalis nog bekend bij scheepsbouwconcern IHC drie grote sleepopperzuigers te hebben besteld.

Met al die orders zitten de werven vol tot ver in 2009. In de grote jachtbouw moeten de megarijken van de aarde zelfs al tot 2011 wachten voor ze hun varende speelkastelen kunnen afhaken. Dit werd deze week bekend gemaakt door de Vereniging Nederlandse Scheepsbouw Industrie. , oud-Verolme-directeur Van der Wal, maakte gisteren de jaarcijfers bekend in zijn jaarrede tijdens de algemene ledenvergadering van de VNSI. Vorig jaar leverden Nederlandse scheepswerven 230 zeegaande schepen op. De waarde van de nieuwbouworders groeide van 1,7 miljard euro in 2005 naar 2,47 miljard euro vorig jaar. 70 procent van de nieuwbouwschepen is bestemd voor afnemers in het buitenland.



ALLSEAS latest, the **AUDACIA** seen at Keppel-Verolme shipyard in Rotterdam-Botlek

Photo : Hans Hoffmann ©

De omzet in de zeescheepsreparatie en -onderhoud groeide vorig jaar van 250 miljoen euro naar 525 miljoen euro. In de kleine scheepsbouw bedroeg de waarde van de nieuwbouworders vorig jaar 370 miljoen euro. Dat is lager dan het recordjaar 2005 (600 miljoen euro) maar wel zet hiermee de stijgende lijn van 2003 en 2004 voort.

De bouwers van de megajachten sleepten vorig jaar maar liefst 1,1 miljard (2005=700 miljoen euro) aan nieuwbouworders binnen. Veel werven boeken nu al voor levering in 2011.

De VNSI blijft verder extra aandacht vragen voor het maritiem technisch onderwijs. Het blijven interesseren van nieuwe generaties voor de maritieme maakindustrie is bepalend voor het succes in de toekomst, aldus VNSI-voorzitter Van der Wal. De branche spant zich in om bijvoorbeeld jongeren duidelijk te maken dat de scheepsbouw een hightech industrie met toekomst is. Er zijn momenteel al een paar honderd vacatures in de sector.

Daewoo develops new LNG ship type

Propulsion plant for LNG carriers could change significantly if a concept developed by Daewoo Shipbuilding in South Korea becomes widely used, the yard believes. The yard has developed a Sealed LNG Carrier (sLNGc) design that it says will save \$1M per year by eliminating boil-off gas and the need for engines to use it. Existing LNG carrier have dual fuel arrangements to allow them to use both boil-off gas and fuel oil. And at low speeds, not all the gas is used. On a 20-day sailing between the Middle East and Houston in the US, Daewoo estimates that 300 tonnes of boil-off gas is used, amounting to about 3,000 tonnes of boil-off gas per year that could be saved. It sLNGc prevents boil-off gas by increasing pressure within the LNG cargo tank. According to Lee Young Man, an MD at Daewoo Shipbuilding, two clients have asked Daewoo to use the new technology.

General Dynamics NASSCO Starts Construction of Seventh T-AKE Ship

General Dynamics NASSCO, a wholly owned subsidiary of General Dynamics announced the start of construction on the seventh dry cargo-ammunition ship in the U.S. Navy's T-AKE program. The ship is scheduled to be delivered to the Navy in the first quarter of 2009. Since June 2006, NASSCO has delivered **USNS Lewis and Clark (T-AKE 1)** and **USNS Sacagawea (T-AKE 2)** to the Navy. The third ship of the class, **USNS Alan Shepard**, and the recently-launched **USNS Richard E. Byrd** will also be delivered to the Navy by the end of 2007. The T-AKE class is expected to include 11 ships for the Military Sealift Command fleet.

Cebu shipbuilder to build catamaran for New Caledonia

Aboitiz-owned shipbuilder FMBA Marine Inc. in the western Cebu town of Balamban has signed another contract to build another catamaran ferry for a company in New Caledonia in the South Pacific. The shipbuilding firm won a deal to build a catamaran ferry for a Scotland company last month.

FMBA Marine Inc. is building a 57-meter fast aluminum catamaran passenger vehicle ferry designed by BMT Nigel Gee Ltd., a subsidiary of BMT Group Ltd., for SAS Sudiles of New Caledonia.

"This is an extremely important and exciting project for both FMA and the fast ferry industry. This new catamaran design pushes back conventional boundaries and provides the operator with a more fuel efficient platform with excellent seakeeping capabilities," said Craig Patrick, sales and marketing manager of FBMA Marine in a press statement.

The contract with SAS Sudiles provides for a fast catamaran ferry to New Caledonia's capital, Noumea to replace the existing one delivered seven years ago. This vessel will operate on the same infrastructure route connecting Noumea to the outlying islands of Iles des Pins, Mare, Lifou and Ouvea.

"We look forward to working with SAS Sudiles and continuing to meet all their vessel requirements. We are also very pleased to be partnering with BMT, drawing on our considerable experience of building aluminum and steel catamarans and other craft here in Cebu," said Craig. He said the contract was awarded after a lengthy and in-depth international tender process.

Craig said the new vessel will address Sudiles' prime need for a fuel-efficient vessel giving exceptional sea keeping and passenger comfort in the challenging sea conditions of the South Pacific. The first collaborative design from BMA and BMT exceeded Sudiles' requirements, he said.

BMT's hull design has been developed from the highly successful mod-CAT hull form used initially for the extremely effective SeaFighter, a 73-meter catamaran for the US Navy. "This has been a very challenging requirement but is a project ideally suited to our specialist vessel design expertise. Our successful development of the ModCAT hull form will provide a very robust, proven platform for a very extreme operating environment," said technical director Ed Dudson of BMT Nigel Gee Ltd.

The Catamaran FBMA will build for SAS Sudiles will be a 57.80 meter catamaran, which can carry 356 passengers and 10 cars and has a top speed of 32 knots.

ROUTE, PORTS & SERVICES

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The **FAIRPLAY 27** seen departing for the last time from Rotterdam, returning to her owners, the departure was celebrated (???) with an orange smoke marker set off at the stern of the vessel

Photo : Henk van der Heijden ©

UK TO IMPOSE WORK PERMITS FOR ONE PORT VOYAGES

SPEAKING at the general meeting of shipping union Nautilus this week UK shipping minister Stephen Ladyman announced that the requirement for work permits will be extended to non EEA seafarers working on ships trading one-port voyages. The announcement came as something of a surprise to both the union and shipowners and could have a significant effect on rig standby and other offshore support vessels. From the minister's speech it appears jobs on these ships will effectively be reserved for UK and European seafarers.

He said: "By April 2009, a new points based system is to be established by the Border & Immigration Agency to replace the current system of work permits. Tier 2 will provide for those seafarers who currently require work permits. But it will also encompass those undertaking one port voyages, providing that the requirements of the Tier are met."

"That mean," the minister said, "that if a company wants to recruit a non-European Community seafarer, then they will need to demonstrate that they cannot find a British or European worker to do the job – regardless of the type of work involved."

He added: "Other seafarers will continue to be admitted under separate provision and we will continue to work with Border and Immigration Agency on the details."

Seaways orders AHT at Keppel

Offshore Shipbrokers reports that Seaways International has ordered from Keppel Singmarine an AHT with 100-tonne bollard pull and DP 2 with delivery due in the fourth quarter of 2009.

New Suez Express Service

On May, 11 TNWA (the New World Alliance) announced a launch of an all-water service connecting both South East Asia and the Indian Subcontinent with the United States East Coast via the Suez Canal.

Eight vessels with a capacity range of 4,000-4,500 TEU will be deployed on the weekly Suez Express (SZX) service beginning in early July 2007.

Port rotation: **Singapore - Colombo - New York - Charleston - Savannah - Norfolk - Jebel Ali - Port Kelang - Singapore**. The members of the New World Alliance are APL, Hyundai Merchant Marine Co., Ltd. and Mitsui O.S.K. Lines, Ltd.



HAL's **VOLENDAM** seen in icy waters
Photo : Gaby Willemsen ©

Nieuwe plaatsvervangend schipper KNRM

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Het KNRM-reddingsstation van **Noordland/Burghsluis** heeft sinds deze week een nieuwe plaatsvervangend schipper: Martijn Kuzee. Kuzee komt in de plaats van Hans Saaman die binnenkort afscheid neemt van het station. Saaman was ongeveer acht jaar aan het station verbonden.

Afgelopen dinsdag werd de nieuwe plaatsvervangend schipper officieel geïnstalleerd.



The **ATLANTIC COMPANION** seen departing from Antwerp – Photo : Richard Wisse ©

FIRST TENDER FOR PANAMA CANAL EXPANSION

THE Panama Canal Authority (ACP) has released its first construction project tender for its massive expansion project. The tender is for dry excavation along the north access channel on the Pacific end of the Canal.

The expansion programme adds a new lane of traffic along the Panama Canal through the construction of a new set of locks, which will double the tonnage capacity and allow the transit of substantially larger vessels. The North Pacific channel excavation, which will be located west of Pedro Miguel and locks, is the first of five dry excavation projects that will help link the new Post-Panamax Locks on the Pacific end of the Canal to the existing Gaillard Cut and represents approximately 16 percent of the total excavation for the new Pacific Locks Access Channel.

The scope of work under the contract will include: the removal of non-classified material and disposal of excavated material at indicated locations, and the construction of new gravel roads and ditches.

"We are making history with the release of the first construction project tender. The Expansion is moving forward with great progress," said ACP Engineering and Programs Management Director Jorge L. Quijano. "We hope to attract firms with significant experience in this type of work as we begin this important phase of the project."

Vroon acquires Viking Offshore Services

Dutch shipping company Vroon Group BV has acquired leading Emergency Response and Rescue Vessel (ERRV) operator Viking Offshore Services for an undisclosed sum.

The acquisition will see Aberdeen-based Viking Offshore renamed Vroon Offshore Services Ltd, and will create one of the largest offshore support fleets in Europe.

The existing management team at Viking Offshore will remain in place and there will be no change to any contractual relationships with customers, crews, employees or suppliers.

Viking Offshore currently operates a fleet of 31 ERRVs in support of the offshore oil and gas industry and has a nine strong new-build programme under way.

Vroon presently has a fleet of 21 diving support, platform supply and safety standby vessels, as part of its wider shipping portfolio, and has 13 new offshore ships on order for delivery over the next three years.

All its offshore support activities are managed out of Den Helder in the Netherlands through Vroon Offshore Services BV. Marja Doedens, Managing Director of Vroon Offshore Services, said: "Viking Offshore has established an excellent reputation for quality service delivery and it represents an ideal fit in terms of our future growth strategy. We have common objectives in terms of safety and customer satisfaction and share a vision of maintaining a pre-eminent role in our sector. We look forward to working together to share best practice and develop new commercial opportunities."

Viking Offshore Services CEO Graham Philip said: "This is an exciting move for Viking Offshore. Vroon is a dynamic international shipping company which has operated in the offshore support market for more than 40 years. It marks the beginning of the next stage of development for our business which has become firmly established as a leading player in its sector."

"Becoming part of a large international shipping company which has 52 offshore support vessels and 22 new builds on order will broaden our commercial offering and ensure continued quality service provision to clients. It will also potentially offer new opportunities for our shore based employees and our crews," said Mr Philip.

The deal sees Viking Supply Ships AS sell its 100 per cent shareholding in Viking Offshore Services (Holdings) Ltd, which has 650 vessel crew and 35 shore based employees.

As Viking Offshore vessels are dry docked they will be rebranded in Vroon's red and white colours and livery – a large white V on each side of the hull. They will also be renamed, with the prefix 'VOS' replacing the existing 'Viking'.

COSCON Chatered 8 Newbuldings

COSCON signed chartering contract with Seaspan for eight 8500TEU newbuilding vessels on May 10, reports the press-center of the company.

The chartering period will be 12 years. The vessels are to be built by Hyundai Heavy Industries Co., Ltd and will be deployed on the East-West trunk routes after delivery in 2009 and 2010.

World's largest cruise ship will visit a Dominican port

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The world's largest cruise ship, "**Freedom the Seas**" will be in Dominican waters bringing more than 4,200 passengers on board. The cruise ship will be Casa de Campo's International Tourist Port and its passengers will spend a day in that world class resort, the Altos de Chavón artists village, The Chavon Marina, and other tourist attractions.

The "**Freedom of the Seas**" is a massive 160,000 ton, over 1,100 foot long and 184 feet high cruiser. It has 15 levels for the cabins, dorms, theme restaurants, store galleries, casino, theater and cinema.

The ship has more than 20 restaurants and lounges as well as a long shopping arcade.

"**Freedom of the Seas**" shares the record with its sister craft "**Liberty of the Seas**." It features onboard surfing, cantilevered whirlpools suspended 112 feet above the ocean, and a water park for kids. It also gives couples a chance to get married while doing adventurous activities, and new activities for kids.

MOVEMENTS

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The **WESTERDAM** seen off Santorini – Photo : Hjalmar Fontijn ©

AIRCRAFT / AIRPORT NEWS

Sea Kings grounded amid safety fears



THE Australian navy's fleet of **Sea King** helicopters, one of which was involved in a fatal crash in Indonesia two years ago, has again been grounded because of a new safety scare. The navy's six Sea Kings have been suspended from flying after maintenance staff discovered pins missing from one of the helicopters, defence said today. Navy maintenance staff discovered two split pins were missing during a recent routine pre-flight inspection of a Sea King helicopter, it said.

Although the findings of an inquiry have yet to be released, a missing split pin is suspected to have contributed to the April 2005 crash of a Sea King on Nias in Indonesia, which killed nine Australians.

Defence did not immediately respond to inquiries about whether the pins involved in the new safety scare are in the same part of the helicopter as in the Nias crash.

The latest decision to ground the helicopters was made more than two weeks ago but only revealed today. Australian Fleet commander Rear Admiral Davyd Thomas said the flying operations of all six Sea Kings were temporarily suspended on May 2 "as a precautionary measure, and as part of the normal airworthiness process".

The pins are part of a system that is not critical to flight safety, he said. The suspension would allow the matter to be fully investigated and all helicopters to be inspected. "Navy takes this matter very seriously and has initiated a full investigation to determine the cause," Rear Admiral Thomas said.

"This precautionary suspension of flying underscores (the) navy's ongoing commitment to the safety of our people.

"I will lift the suspension only when I am satisfied that it is appropriate to resume flying, which is expected by the end of the month." The suspension would have no effect on naval operations, he said.

Nine Australian Defence Force (ADF) personnel died when the Sea King codenamed Shark 02 crashed and burst into flames on a football field on Nias as it aided villagers following a major earthquake. Only two crew on board survived, dragged from the wreck by local villagers before the helicopter exploded.

The long-awaited report into the crash is expected around the middle of the year. An inquiry into the tragedy heard that a split pin had not been used to secure the bolt holding part of the chopper's control system in place.

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The bolt fell out and ultimately caused the crash, the inquiry heard. In the aftermath of the crash the navy restored the helicopters and reviewed their maintenance programs.

The government said it would replace the ageing helicopters by 2010, with the first two of their replacements, the **MRH-90**, scheduled for delivery later this year.

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



Louis Cruises **ORIENT QUEEN**, referring to a recent article that a seaman was killed onboard this cruise liner, note the small helideck on the bow of the vessel !!

Photo : Ian Edwards ©

.....WHO IS WHO.....

In this section the contributors to the **SHIPPINGNEWS CLIPPINGS** will be introduced to the readers

BAUKE LIJKLEMA



Bauke Lijklema graduated in power-electronics and medical-electronics in The Netherlands in 2003. After a working ashore for a while he had a burning desire to be at sea, he then applied for a job with Holland America Line. After

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working on the ms. **Rijndam** and the ms. **Zuiderdam** he went to the shipyard in Italy to assist in the building of the ms. **Noordam**. He currently still continues his career on that ship. As of today the ms. **Noordam** is sailing along the Alaska coast.

Bauke, on behalf of all the readers of the newsclippings worldwide I would like to thank you for sending regularly pictures, it is appreciated and please let them come also in the future !!

******have a safe sailing ******

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