

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 127



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The SMITWIJS LONDON was spotted anchored off Singapore without the SMITWIJS logo and SMITWIJS removed from the hull, the tug will be renamed by SVITZER OCEAN TOWAGE in "LONDON" very soon

Photo : Hans Schaefer ©

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EVENTS, INCIDENTS & OPERATIONS



The **COSTA CLASSICA** seen departing from Amsterdam
Photo : Joop Marechal ©

Gigantische schat gevonden in wrak op bodem Atlantische oceaan

Amerikaanse specialisten hebben op de bodem van de Atlantische oceaan in een scheepswrak de grootste schat van goud en zilver die ooit gevonden werd, ontdekt. De gigantische schat weegt meer dan 17 ton. Dat hebben de Amerikaanse specialisten vrijdag bekendgemaakt.

De onderneming **Odyssey Marine Exploration** vond meer dan 500.000 zilverstukken, honderden stukken goud en bewerkt goud in een scheepswrak dat uit de 'koloniale periode' dateert. Het schip gaat terug tot in de achttiende eeuw, en werd in territoriale wateren gevonden.

'We denken dat deze ontdekking de grootste collectie is die uit een scheepswrak werd gerecupereerd', aldus de organisatie. 'De goede staat van de eerste 6.000 stukken zilver is een aangename verrassing. De goudstukken bevinden zich bijna allemaal in een verbluffende staat', zei Greg Stemm, mede-oprichter van Odyssey.

'Uit onze onderzoeken blijkt dat er in dezelfde zone meerdere wrakken uit de koloniale periode liggen, en daarom zijn we zeer voorzichtig wat betreft de identificatie', aldus John Morris van Odyssey.

Two men pulled from water by lifeboat crew after Coastguard alerted to incident off Skegness

At just after 11.00 a.m. May 18th Yarmouth Coastguard were notified by a security officer at the front gate of the Butlins site at Skegness that a white open topped dinghy was seen to be in difficulties about 1/2 a mile off shore, and that he could see one person clinging to the side of the vessel.

The weather on scene at the time was west sou' westerly winds of force 5 to 7, sunny and fair with good visibility.

The **Skegness RNLi inshore lifeboat** was immediately requested to launch and a rescue helicopter from RAF Wattisham was also sent to the scene. The Chapel St Leonards Coastguard Rescue Team were also sent to maintain a lookout from the shoreline and identify the trailer from which the dinghy had been launched and for further identification purposes.

Two men were pulled from the sea by the lifeboat crew and once ashore at Ingoldmells were taken to Boston Pilgrim Hospital both suffering from hypothermia.

Tony Garbutt, Watch Manager at Yarmouth Coastguard said after the incident was closed that the Coastguard teams had discovered subsequently that lifejackets were not being worn by the two men who had got into difficulty. He also said if the two male casualties from the Lincoln area had been immersed in sea water for very much longer their condition would have been regarded as critical as the sea temperature at this time of year is about 14 deg C.

An older man has been kept in hospital for observation and the half submerged dinghy has been seen from the air and plotted for any subsequent warnings to mariners. The Coastguard also subsequently thanked the security staff at Butlins for their early warning call to this incident.

Ship crew deported after serving term for killing sailor

Five crew members of a ship who were convicted by a Fujairah court in the killing of an Indian sailor were yesterday deported after serving out their one-year jail terms.

The captain of the Norwegian oil tanker '**Champion Pioneer**', Jitendra Malhotra, also convicted in the murder, continues to serve his two-year jail term in the case.

Indian sailor Sudheer Nonia Jagannathan was killed on board the ship off the Fujairah coast on February 6 last year. The 31-year-old deceased hailed from Mumbai. He was employed on the vessel as a fitter. He was allegedly killed following a dispute with the ship's captain.

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The vessel was coming from New Mangalore port in Karnataka in southern India to dock at the Fujairah port en route to Kuwait.

The deportation of the crew members comes following the final judgment of the Fujairah Court of Appeal, after the case was referred back by the Administrative Supreme Court in Abu Dhabi.

Earlier, the Fujairah court had taken up the case as the emirate was the nearest port of call. The Fujairah Criminal Court had last year convicted the ship's captain and the five sailors for murdering Jagannathan. However, the Fujairah Court of Appeal had ruled in July 2006 that the Criminal Court in the emirate had no jurisdiction to conduct trial of the accused as they were involved in a crime in international waters. This set the stage for the release of the six accused.

The case was then referred to the Administrative Supreme Court in Abu Dhabi which ruled that the five crew members should serve one-year jail term each, followed by deportation, and the ship's captain serve a two-year jail term.



The **SAIPEM 3000** seen approaching Hoek van Holland enroute Schiedam.

Photo : Reinier Meuleman ©

The advertisement features a scenic view of a harbor with a large building in the background and a green field in the foreground. The text 'The Maritime Information & Service Provider' is prominently displayed in the center. Below the image, the website 'WWW.DIRKZWAGER.COM' is shown in a box. To the right, the logo of 'KONINKLIJKE ROYAL DIRKZWAGER DIRKZWAGER' is displayed, featuring a stylized blue and white design.



The **OVERSEAS RIMAR** seen departing from Cape Town

Photo : Ian Shiffman ©

Scouts op ramkoers met Doeksens 'Friesland'



Photo : Roger van der Kraan ©

Op de Noordmeep in de Waddenzee ontsnapten waterscouts vrijdagmiddag ternauwernood aan een aanvaring. De veerboot '**Friesland**', onderweg van Terschelling naar Harlingen, moest uitwijken om de 315 ton zware spits '**Corrie**' uit Schagen niet vol in de midscheeps te krijgen. Nadat de veerboot een stoot op de hoorn gaf, sloegen de scouts pas vol achteruit. Passagiers zagen het incident vanuit het restaurant aankomen. De '**Corrie**' kwam zonder koerswijziging de vaargeul in, de veerboot nog op tijd stuurboordroer om het achterschip van de '**Corrie**' af te draaien. Met de schrik in de benen konden de scouts hun reis weer vervolgen.



Crowley's **COMMANDER** seen alongside Heerema's **THIALF**
Photo : W.Dijkstra ©

CASUALTY REPORTING

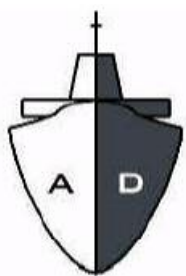
Fire Aboard Ship Returning to Seattle

There was a small fire in the engine room of the **Norwegian Star** cruise ship as it returned to Seattle from an Alaska cruise, KXLY reported. Canada's Transportation Safety Board is investigating the **Norwegian Star** at Prince Rupert, British Columbia, to determine what happened. Steve Church of the Rescue Coordination Center in Victoria says the fire was small enough to be put out by hand, and the ship's fire-suppression system was not used. The fire apparently was caused by a leaky fuel valve

NAVY NEWS

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U.S. House OKs Plan To Build More Subs

The state's submarine builder, Electric Boat, is one step closer to doubling its workload after the U.S. House of Representatives passed its defense authorization bill Thursday. The bill gives the OK to spend \$588 million on some of the core components of an extra Virginia-class submarine, beyond the construction schedule of one sub a year that the U.S. Navy - Electric Boat's sole customer - has set.

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That money, which is about a quarter of the overall cost of the boat, would be a "running head start on the second submarine," said Rep. Joe Courtney, D-2nd District, who pushed for the funding. But success at this stage only highlights the many steps still required before that additional submarine is a reality.

First, the authorization bill has to make it through the Senate and across the president's desk. Then, the House and Senate have to set aside the actual \$588 million in an appropriations bill. Authorization merely says it's a proper thing to buy. Appropriation is the actual opening of the wallet. Under current contracts, Electric Boat splits the construction of one submarine a year with Northrop Grumman, based in Newport News, Va. Electric Boat has been suffering under that schedule because it is a far lower construction rate than it was used to in the past. The back-and-forth scheduling with Northrop Grumman has also been too cyclical to easily maintain a core workforce.

The existing Navy shipbuilding plan calls for two submarines a year starting in 2012. Some members of Congress - among them Courtney, whose district includes Groton - have argued for more submarines sooner, saying that a higher construction rate is needed for deterrence against growing sub fleets elsewhere and that the submarine industry needs more work so the nation doesn't lose its specialized workforce.

John Casey, president of Electric Boat, said Thursday that doubling the workload will "stabilize" employment at the Thames River yard. "This has been a long, long time that we've been working toward these objectives," he said, calling this authorization a "critical and essential first step."

He added that making more subs has other advantages, including the likelihood that his company can get the price for each one down to the \$2 billion the Navy has asked for. Also, increasing construction now would help keep the submarine fleet from falling too far below where the Navy wants it to be, Casey said. The retirement of the old Los Angeles-class submarines has rapidly outpaced the construction of new Virginias, like the USS Hawaii that the Navy just commissioned in Groton.

Meanwhile, Casey said his company's employees are "very encouraged" by the news but aren't celebrating before the arrangement is finalized. The reality of Thursday's accomplishment is that the district's previous congressman, Rob Simmons, had won a \$400 million authorization for the same thing last year, but it failed to get appropriated. So, what are its odds getting through the full Congress, the president and the future appropriations process?

Courtney said he's "reasonably optimistic" it can happen this year. One strong point: The defense appropriations chairmen in the House and Senate have spoken in support of increased sub building. So Courtney was clearly happy Thursday, but it's not a done deal. He admitted, "The legislative process is always a long and winding road."

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The **SMIT AFRICA** seen under construction in Turkey
Photo : Hans van der Ster ©

Seoul Shares Close at New High on Shipbuilding

South Korean stocks hit a fresh closing high Thursday as investors picked up shipbuilding and machinery shares, taking a cue from overnight gains in U.S. markets, analysts said. The South Korean won fell against the U.S. dollar. The benchmark Korea Composite Stock Price Index (KOSPI) rose 14.98 points, or 0.94 percent, to 1,615.58. Volume was moderate at 445.7 million shares worth 4.67 trillion won (US\$5.03 billion), with winners outpacing losers 544 to 226.

Shipbuilders led the gain with top shipyard Hyundai Heavy Industries rising 6.53 percent to 285,500 won. Steel shares gained ground. No. 2 steelmaker Hyundai Steel advanced 2.45 percent to 48,150 won after a local brokerage raised its price estimate for the shares. Tech blue chips traded in negative territory. Tech heavyweight Samsung Electronics fell 0.7 percent to 566,000 won and chip giant Hynix Semiconductor shed 1.79 percent to 30,250 won on a possibility of the second-quarter operating loss. But consumer electronics giant LG Electronics gained 2.25 percent to 68,100 won on a bright earnings outlook. Source: Yonhap Financial shares also lost ground with top lender Kookmin Bank falling 0.82 percent to 84,400 won. U.S. stocks ended higher Wednesday on good economic data and takeover reports. The Dow Jones industrial average added 0.77 percent, and the tech-heavy Nasdaq composite index rose 0.88 percent. The local currency ended at 928.1 won to the U.S. dollar, down 4.1 won from Wednesday's close, as foreign exchange authorities said they would step in to keep the won from rising if needed, dealers said.

Dredging of ASRY's new slipway completed

Construction of twin slipways at ASRY, the well known Middle East ship repairer, is progressing at a fast pace.

The two slipways, each with a total length of 510m, a dry berth length of 255m, and equipped with 360 tons of pulling capacity, are the largest in the Middle East and among the largest ship recovery slipways in the world.

With a total budget of US\$20 million, the project was launched in February, 2007. The main construction contract was awarded to Ahmed Mansour Al-A'ali Co BSC (C) at a cost of US\$13.5 million.

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Dredging of the deep end of the slipways was completed last week, and a cofferdam isolating the site from the sea was built allowing earth excavation work to proceed to its upper end.

At the same time, ASRY is building more than 2,000 tons of steel cradles capable of berthing a total weight of up to 9,000 tons on each slipway, with a maximum per vessel of 5,000 tons. The slipways are expected to be operational by end of February, 2008.

Ulstein trebles profit

Norwegian shipbuilder and designer Ulstein Mekaniske Verksted Holding has trebled profit for 2006. The owner of the Ulstein Verft yard said pre-tax earnings jumped to NOK 201m (\$33.2m) last year, compared to NOK 67m in 2005. Revenue rose to NOK 1.79bn from NOK 1.55bn.

Profits improved mainly because of the sale of Ulstein's holdings in three offshore vessels co-owned with Solstad Offshore via the joint venture company Solida. Ulstein Verft and marine electronics developer Ulstein Elektro improved

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The **ATLANTIC CONVEYOR** seen enroute Antwerp

Photo : Richard Wisse ©

Second Stena Superferry back in service

Stena Line has announced the return of **Stena Hollandica** to service on the Harwich, U.K. to Hook of Holland route following its lengthening and refurbishment at Lloyd Werft, Bremerhaven, Germany.

Stena Line has invested some \$138 million in lengthening and refurbishing at Lloyd Werft of the two superferries used on this route, the **Stena Brittanica** and **Stena Hollandica**.



The lengthened **STENA HOLLANDICA** – Photo : Piet Sinke ©

The 43,487 gt **Stena Brittanica**, built in 2002 by Hyundai Heavy Industries, Ulsan, Korea, was at Lloyd Werft from January 20 to March 9 for a conversion that included insertion of a 30 m long by 29.3 m midship section.

The smaller (33,360 gt) **Stena Hollandica**, built in 2001 by the AESA Puerto Real yard in Spain, was in the Bremerhaven yard from March 12 through May 3, where a 50 m long x 28.7 m wide midship section was inserted. This took the ship's length to 240 m from 188 m. According to Stena Line, this is "the largest lengthening ever undertaken."

The number of cabins aboard **Stena Hollandica** has been increased to 395 from 192 and new high-quality Dux mattresses help ensure a good night's sleep.

The two Superferries have completely renewed onboard features, including two restaurants, two bars, shop, cinema, Stena Plus lounge, onboard kennels for pets and a number of Captain Class and Comfort Class cabins with additional facilities. Passengers can also stay connected with both WiFi and mobile phone reception during the whole crossing.

Pim de Lange, Area Director North Sea, Stena Line welcomed the return of **Stena Hollandica**, saying, "The return of the newly extended **Stena Hollandica** completes this period of substantial investment in the Harwich--Hook of Holland route. It is now more convenient and comfortable than ever to travel to Holland-- instead of the hassle of airports, passengers can relax and enjoy the journey, whether it be a drink and dinner, followed by a film, or making the most of the quiet Stena Plus Lounge to catch up on business."

Wartsila to acquire U.K. bearing technology business

Wartsila has signed an agreement to acquire the marine business of Railko Ltd., a U.K. specialist in synthetic stern tube bearing technology.

The company was founded 1957 and is today owned by Tenmat Ltd. The marine sector of Railko and Wartsila have maintained a relationship for the past 30 years, and have together developed specific materials for face seals.

"Shipowners are increasingly paying attention to the environmental impacts of shipping. Stern tube seals and bearings are among the most critical components in ships. By acquiring the marine business of Railko, Wartsila will improve its competitive position in oil-lubricated bearing systems. In addition, by adding water-lubricated bearings to its portfolio Wartsila obtains a unique position as the only global total solution provider in water-lubricated stern tube systems," says Jaakko Eskola, Group Vice President and Head of the Ship Power business.

The deal is planned to close in the third quarter of 2007.

Boskalis extends container port at Panama Canal entrance

Dredging company Royal Boskalis Westminster has won a major contract for the extension of the container port of Balboa, Panama, at the Pacific mouth of the Panama Canal.

The work will be carried out in approximately 15 months from this month onwards and the contract is worth approximately €50 million.

The project will be executed for Panama Ports Company SA, a member of the Hutchison Port Holding Group of Hong Kong. The work includes the construction of additional port area, a retaining rock dike and a link structure to berths 16 and 17.

Boskalis will deploy its American trailing suction hopper dredger **Stuyvesant**, a large backhoe and a few transport barges for the job. The civil works will be executed by a Panamanian partner, Intercoastal Marine Inc.



The X-bow AHTS **BOURBON MISTRAL** seen discharging cargo alongside the **MAERSK GUARDIAN**
Photo : Marc van der Stok ©

Hurtigruten cuts losses

Norwegian ferry group Hurtigruten has reduced losses in the first quarter on the back of better revenues.

It said the pre-tax loss was NOK 136m (\$22.43m) to 31 March, against a loss of NOK 183.7m in the same quarter of 2006. Revenue rose to NOK 777.6m from NOK 721m year-on-year.

Hurtigruten, which was formed as a result of the merger between domestic owners TFDS and OVDS in 2006, added that it had benefited from increased passenger income on coastal routes, plus growth in cruises to Svalbard.

It said it was on target to break even in 2007.



DEME describes new work won in Mediterranean region

In addition to contracts on the African continent described earlier this week in [Dredging News Online](#), DEME has also been awarded a large number of contracts in the countries around the Mediterranean recently, contracts together worth €100 million.

A recently signed contract for an important project in Fos-sur-Mer close to Marseille stands out. This project - the Fos2XL project - is a huge mixed dredging- and civil works job that was due to start on May 9th, and take 30 months to execute.

The dredging works will take 14 months. Downstream from an existing container terminal, two new container quays of 400m and 800m respectively will be built and dredging works will be undertaken for the deepening of the port access channel.

DEME companies will widen the Darse 2 dock, deepen it, and create a turning basin.

The contract was awarded by Port Autonome de Marseille (PAM) and requires the dredging of 6 million m³ sand and 300,000m³ of conglomerate.

DEME will deploy trailing suction hopper dredgers to carry out the work, including the 11,650m³ trailing suction hopper dredger **Brabo**, that is due to be launched and officially named on June 30th, as well as a heavy backhoe dredge.

The contract was acquired by the French DEME subsidiary Société de Dragage International (SDI), in a consortium with the civil contractors GTM Construction, Eiffage TP and Saipem, and has a total value of € 126 million.

Two held in Canada

Canadian port state control inspections resulted in two detentions during April. The 44,600-dwt general cargoship **Tinamou Arrow** (built 1986, ex Westwood Marianne) was held over structural defects for four days in English Bay.

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The vessel is managed by Norway's Borgestad. And Tokyo company MK Ship Management's 53,000-dwt bulker **Libre** (built 2001) was found to have defective firefighting equipment and faults with the emergency generator.

It spent an extra day at Vancouver. Canada detained two ships in March.

£8M FERRY OFF AGAIN

A NEW £8million ferry broke down for the second time in a fortnight yesterday. The Polish-built MV **Argyle**, which operates Scotland's busiest island ferry route from Wemyss Bay to Rothesay, was taken out of service for four hours while adjustments were made to steering software.

The previous stoppage was also blamed on computer software. Calmac's awarding of the contract to build the vessel in Gdansk forced Scotland's last major shipbuilders, Ferguson of Port Glasgow, to axe 100 workers.

The **Argyle**, which started operating this year, is an identical sister ship to MV **Bute**, which came into service in July 2005.

When the **Bute** started sailing, locals were furious at delays when it had problems docking. A Calmac spokesman said last night: "The **Argyle** was out of service for a couple of hours after she experienced the normal teething problems expected with a new vessel."



The **AMORELLA** seen in Norwegian waters – Photo : Reinier Jansen ©

Queue Near Australia Has Started to Decrease

The queue of coal ships off Newcastle (Australia) has started to decrease, as a result of a coal capacity balancing (quota) system reintroduced at the beginning of April, reports Fairplay.

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Today the queue stood at 66 ships, down from a peak of 78.

Hunter Valley Coal Chain Logistics Team predicts it will fall to 55-60 by the end of this month, then further still to the high 30s or lower by the end of June. "We'd like to have it well below 30 if possible," commented the team's general manager, Anthony Pitt. Newcastle sees 15-18 vessels as an optimum queue level.

There is a degree of flexibility in Newcastle's quota system, which coal producers are currently using to push out as much product as possible in line with strong demand from Japan and elsewhere. This has probably slowed the drop in queue numbers. However, producers are ultimately only able to nominate vessels to meet their exact allocation of coal. The larger coal exporters are now working on monthly caps.



In the course of her maiden voyage from her builders, the **BELAIA** sailed to Yosu (South Korea) to load fuel for discharge at Lyttelton and other New Zealand ports.

Photo : Alan Calvert ©

MOVEMENTS

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The **R CATALUNYA** seen operating in the port of Barcelona

Photo : Frits Janse ©



The **PANAGIA** seen arriving in Santos, loaded with two cranes built in Germany, bound for Itajai, in Santa Catarina State, Brazil.

Photo : Felipe Vaz ©



The **OVERSEAS HERCULES** seen in Rio Grande
Photo : Marcelo Vieira ©

AIRCRAFT / AIRPORT NEWS

Piloot vliegongeval Eelde maakte verkeerde keuze



Het vliegongeval vrijdagavond op vliegveld Eelde in Groningen is het gevolg van een verkeerde inschatting van de piloot. Dat meldt een woordvoerder van het Korps Landelijke Politiediensten (KLPD) zaterdag.

Foto : Joop & Vera Looije ©

Het toestel van de Belgische vliegmaatschappij VLM kwam na de landing naast de baan terecht. De Fokker 50 had volgens de woordvoerder een te hoge snelheid bij de landing. "De wind zorgde ervoor dat het toestel te hard ging en halverwege de landingsbaan pas neer kwam. De piloot dacht nog genoeg asfalt over te hebben om op tijd te stoppen, maar dat bleek dus niet het geval. Hij had eigenlijk een doorstart moeten maken."

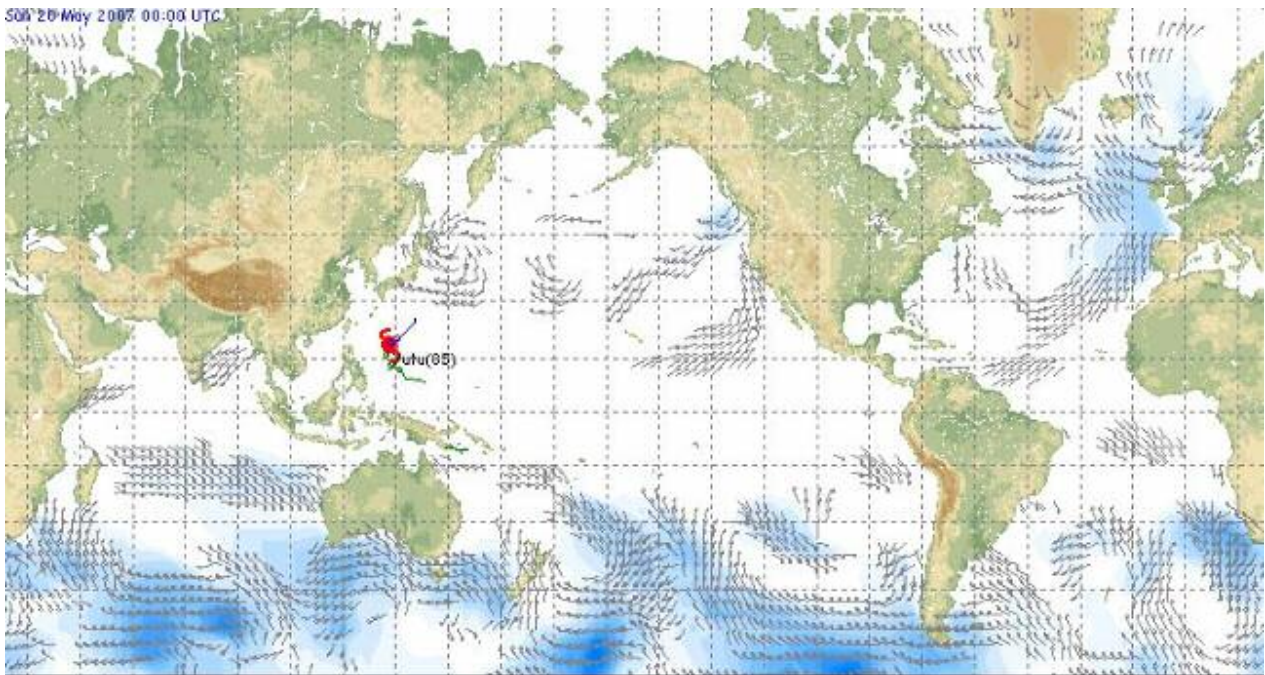
Het passagiersvliegtuig met veertien inzittenden liep nauwelijks schade op. Ook de inzittenden bleven ongedeerd. De charter was opgestegen in Londen en had een tussenstop gemaakt in Amsterdam. VLM vliegt onder meer op Londen, Manchester en Brussel.

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



The **ESHIPS BARRACUDA** seen assisted by the **Iskes** tug **Arion** into the IJmuiden locks
Photo : Joop Marechal ©

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