

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 132



**Number 132 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 25-05-2007**

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

**THIS NEWSLETTER IS BROUGHT TO YOU BY :**



### **VLIERODAM WIRE ROPES Ltd.**

wire ropes, chains, hooks, shackles, webbing slings,  
lifting beams, crane blocks, turnbuckles etc.

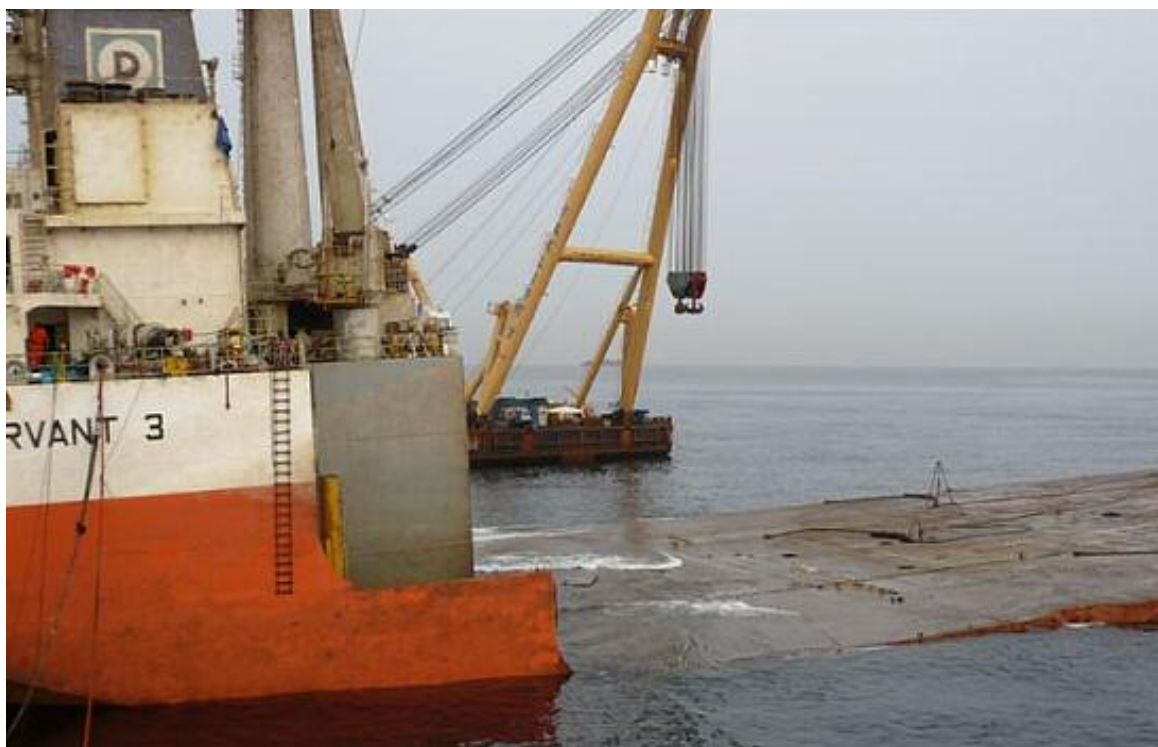
**Binnenbaan 36 3161VB RHOON The Netherlands**

**Telephone:** (+31)105018000  
(+31) 105015440 (a.o.h.)

**Fax :** (+31)105013843

### **Internet & E-mail**

[www.vlierodam.nl](http://www.vlierodam.nl)  
[info@vlierodam.nl](mailto:info@vlierodam.nl)



**The re-floated MIGHTY SERVANT 3 – Photo : Crew SMIT ORCA ©**

## SVITZER OCEAN TOWAGE

**SVITZER**  
**OCEAN TOWAGE**

Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands  
Telephone: +31 2555 62711  
Telefax: +31 23 557 1896

E-mail: [smitwijs.sales@svitzerwijsmuller.com](mailto:smitwijs.sales@svitzerwijsmuller.com)

In the field of ocean towage, **SVITZER Ocean Towage** brings to its clients over 250 years of experience and expertise. Global Towing Alliance, for which **SVITZER Ocean Towage** acts as commercial and operational manager, offers for worldwide towage six high horsepower tugs ranging from 170 to 200 tons bollard pull.

**DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE  
NEWS CLIPPINGS ?? PLEASE SEND THIS TO :**

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

## EVENTS, INCIDENTS & OPERATIONS



Shipscommand of tugboat **OLA** (Curacao Towage Company) and Curacao Ports Authority trainees **Kirsten Gorter** and **Mayeli Canniser** having a good time on board whilst **m.v. Waverunner** is under tow.

**Photo : KTK ©**

## UN urges Malta to renew search for missing immigrants

The UN refugee agency called Tuesday for fresh efforts from Malta to seek 53 illegal immigrants whose vessel went missing after making a distress call saying it might sink.

Earlier a Maltese defence spokesman told AFP that rescue efforts had been suspended due to inclement weather. Laura Boldrini, the UNHCR spokeswoman in Malta, was cited by Italy's ANSA news agency as saying that the searches should resume forthwith and be stepped up.

"A boat cannot just disappear like that, we have to do all that is possible to save the lives of 53 people," she said. The organisation's chief representative in Malta echoed the call.

"We are very concerned because we know nothing of the fate of these immigrants," Neil Falzon said. According to the authorities in Valetta, a distress call was received on Monday after the boat's engine failed 80 nautical miles (145 kilometres) from the Maltese coast.

An aircraft that located the boat overnight said it was drifting and dangerously overloaded. The UNHCR's office in Italy was in touch with people close to some of the passengers who had raised an alarm through their satellite telephones but had got no fresh leads.

"We have spoken to these people who are going through agony," Boldrini said. An Eritrean woman living in Bologna in Italy said she had spoken to her brother but subsequent attempts to reach him had failed.

Another Eritrean based in Genoa said there were three babies on board the vessel with their mother. Elsewhere, one passenger was missing after a Maltese marine vessel rescued 23 other immigrants, including five women, after their boat sank 75 nautical miles south of the island.

Last Friday, a 23-year-old rescued by a fishing boat said he had been in a boat from north Africa that sunk with 28 other people on board.

Malta, about 200 kilometres (125 miles) north of the Libyan coast receives hundreds of illegal immigrants, mainly from Africa, as they head for the Italian coast and European Union territory.

Meanwhile, three Senegalese immigrants died while they were trying to get to Spain on a boat, officials said.

Six others were however rescued by police near the northern town of Lampoul, they said.

## MSC NAPOLI "OIL SPILL"

BUNKER industry news service BunkerWorld has reported that there was an oil leak from the grounded container ship **MSC Napoli** last Sunday. This report however drew a puzzled response from the a Maritime and Coastguard Agency spokesman who pointed out the ship's heavy oil and diesel bunkers had been recovered weeks ago.

Last week saw the lifting off of the final container from the vessel. A decision on how to deal with the wreck is likely to be taken in the next couple of weeks. The ship could be refloated for, most probably, demolition elsewhere or it could be dismantled in situ.





## BRUSSELS CALLS FOR OWNERS TO PAY FOR SCRAPPING

THE European Commission has published a consultation paper on better ship dismantling which proposes a "sustainable financing scheme for clean dismantling, which could be organised in the form of a ship dismantling fund and levies on the shipping industry".

Highlighting what the EC describes as the "dangerous and polluting conditions under which many ships are currently broken up on South Asian beaches", the paper sets out a range of options for action at EU level pending the development and entry into force of a planned international Convention on safe ship recycling.

Environment Commissioner Stavros Dimas said: "Many ships from Europe and around the world are broken up in South Asia in appalling conditions which lead to hundreds of deaths and injuries each year and serious coastal pollution. The EU has a duty to take action to protect the health and safety of the workers involved and reduce the pollution these activities are causing. There is an urgent need for binding international rules, but until an international solution is found, the EU should tackle the problem caused by the ship dismantling of state-owned ships and warships."



The **DOLCE FAR NIENTE** departed from Curacao  
Photo : Kees Bustraan ©

## Appeals court declines to reconsider Exxon Valdez ruling

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 132

A federal appeals court on Wednesday declined to reconsider its earlier decision that cut nearly in half a \$4.5 billion jury award punishing the Exxon Mobil Corp. for the 1989 **Valdez** oil spill that fouled 1,500 miles of Alaskan coastline.



The 300 mtr long **EXXON VALDEZ** is now named **MEDITERRANEAN**, seen here anchored off Singapore  
Photo : Hans Schaefer ©

In December, the 9th U.S. Circuit Court of Appeals reduced the punitive damage award to \$2.5 billion in a case that began with a 1994 decision by an Anchorage jury siding with 34,000 fishermen and other Alaskans. The plaintiffs said they were hurt when Exxon's oil tanker struck a charted reef and spilled 11 million gallons of crude oil.

"It is time for this protracted litigation to end," Chief Judge Mary Schroeder and Judge Andrew Kleinfeld wrote in a 2-1 decision in December after the case reached the appeals court for the third time.

An Exxon spokesman said the company would appeal the decision to the U.S. Supreme Court. "The 9th Circuit court ruling now allow the case to be appealed to the U.S. Supreme Court, where we believe the case should be decided," Exxon spokesman Mark Boudreaux said.

Lawyers for the fishermen could not be immediately reached Wednesday. In 1994, a federal jury found that Exxon and Valdez captain Joseph Hazelwood acted recklessly, which opened the company to punitive damages. The disaster, the worst oil spill in U.S. history, prompted Congress in 1990 to pass a law banning single-hulled tankers like the **Valdez** from domestic waters by 2015.

## Lifeboat crew help Russian chief officer

HOYLAKE Lifeboat crew came to the aid of a Russian tanker's chief officer who was suffering from chest pains on Tuesday night.

The **Babadag** was bound for Shell's Stanlow oil refinery in Ellesmere Port and had been anchored on the tide before proceeding up the River Mersey. But Liverpool's Coastguard requested the launch of **Hoylake Lifeboat** after it emerged that 29-year-old Denis Yaichkin had been suffering chest pains for five days. The **Lady of Hilbre** lifeboat arrived at the scene and lifeboatman and first-aider Andy Dodd were transferred onto the tanker. Mr Yaichkin was later transferred to a waiting ambulance at Woodside ferry terminal and taken to Arrowe Park Hospital. He was returned to his vessel this morning.

## SA shipping calls fall on deaf ears

Emergency calls from ships at sea could possibly have gone unanswered as workers at Telkom's emergency maritime radio, Cape Radio, went on strike, the trade union Solidarity warned. A total of 39 workers out of 42, belonging to trade union Solidarity, went on strike and Telkom has locked them out of the premises. Solidarity spokesperson Jaco Kleynhans said Cape Radio would therefore not be able to function.

"Cape Radio has an emergency watch contract with the Department of Transport, in terms of which the control centre receives calls from ships at sea and initiates the necessary steps," he said. Cape Radio monitors shipping in South African waters and as far away as South America and Australia.

Kleynhans said that Solidarity had done everything in its power to avert the strike including repeated talks with Telkom that led to nothing. The dispute arose when Telkom "unilaterally" changed the shift roster system in October last year influencing technicians' working conditions.

"It is unfortunate that the dispute had to be taken to this extreme and that it may endanger shipping in South African waters, but the blame rests squarely on Telkom, which stubbornly refused to negotiate a settlement," Kleynhans said. Telkom's media liaison officer could not be reached for comment.

## CASUALTY REPORTING

# Flames devour fishing boat in Esquimalt harbour

Owner had yet to insure newly purchased vessel



Just a few days more and the **Blue Pacific** would have been worth its weight in insurance money.

Flames gutted the nearly 80-foot commercial fishing boat early Wednesday morning at owner David Lansdowne's private dock off Tovey Crescent in View Royal. Lansdowne estimates that it would have been insured for at least \$400,000.

"It's just horrifying to me to have all that machinery and hydraulics ... just all gone up in smoke," said Lansdowne, 63, who was in Vancouver when the boat burned.

He had owned the **Blue Pacific** for only a month, and planned to get it checked for safety and insured by a Vancouver shipyard this weekend. "A boat like that - there's no way to describe it," said Lansdowne, who has been living in Victoria for 30 years and fishing since he was a teenager.

"It's not just a toy, a shiny piece of fibreglass. This was a really good boat that you could go anywhere in and be safe." He planned to use the wooden

two-deck seiner to transport salmon from Alaska to Prince Rupert.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 132

"It was dirty, you know, but the more I cleaned it the more I liked it."

View Royal Fire Department received the call at 3:40 a.m. and responded alongside firefighters from Colwood. Crews struggled to work their hoses down to the dock, almost 400 metres from the nearest hydrant.

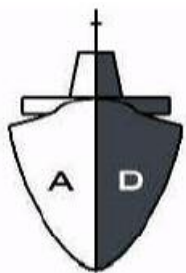
The Blue Pacific was tied to another of Lansdowne's trawlers. Firefighters had to cross the first, unburned boat to get to the blaze. They were assisted by fireboats and a Department of National Defence fire tug. Later, while the fire was still going, containment booms were brought in to block diesel runoff into the harbour. View Royal Fire Chief Paul Hurst said that the impact on Esquimalt harbour was minimal.

The preliminary investigation indicates the fire was probably accidental, according to Hurst. Lansdowne thinks the blaze probably started as an electrical issue in the engine room. He said the fire could be due to the battery charger, which was the only thing he left on, or possibly the trouble light. He doesn't think the boat is salvageable.

### NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

## ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16  
2970 SCHILDE  
BELGIUM  
Tel : + 32 3 464 26 09  
Fax : + 32 3 297 20 70  
e-mail : [anglodutch@pandora.be](mailto:anglodutch@pandora.be)



**USS Curtis Wilbur (DDG 54)** is shown in full dress during the 68th annual Shimoda Black Ship Festival. The festival celebrates the anniversary of Commodore Matthew Perry's 1854 landing at Shimoda, the signing of the Japan-American Treaty of Trade and Amity, and the opening of the port to the Western World.

**Photo : US Navy ©**

## Oldest U.S. aircraft carrier leaves Japanese port on last voyage

The **USS Kitty Hawk**, the U.S. Navy's oldest ship in full active service, embarked on its last major maneuvers Wednesday before being decommissioned next year.

The 46-year-old vessel – the only American aircraft carrier permanently deployed abroad – eased out of its berth at the U.S. Navy base in Yokosuka, just south of Tokyo, escorted by a carrier strike group of cruisers and guided missile destroyers, Naval spokesman John Nylander said.

The voyage, to last several months in the western and central Pacific Ocean, was expected to be the last major mission for the ship before it is replaced next year by the **USS George Washington** and sent back to the United States for decommissioning, said Rear Adm. Richard B. Wren, commander of the Kitty Hawk Carrier Strike Group. "This is the last trip for **USS Kitty Hawk**," Wren told reporters.

The **Kitty Hawk**, with a crew of more than 5,500, was commissioned in 1961 and has served in Vietnam and Iraq.

The diesel-powered ship was deployed to Yokosuka in 1998, and will be replaced with the nuclear-powered **George Washington** as part of the U.S. military's effort to modernize its forces in East Asia – an area of potential flashpoints with North Korea or China.

But the vessel's replacement sparked a backlash in Japan, where critics oppose the basing of a nuclear-powered warship in domestic waters. Japan's government backed the idea, however, saying the **George Washington** would boost regional stability.

Nuclear-powered warships have visited Japanese ports hundreds of times since 1964, and the United States has provided firm commitments to Tokyo regarding the safe use of Japanese harbors by the nuclear-powered vessels

## Supplying Fuel, Keeping the Fleet Afloat

The Argentine supply ship **ARA Patagonia (B 1)** participates in exercises alongside dock landing ship **USS Pearl Harbor (LSD 52)** to mark the beginning of UNITAS. Navies from Argentina, Brazil, Chile, Spain and the United States are participating in UNITAS Atlantic 48-2007 from May 2-13 off the coast of Argentina. UNITAS is a combined South American- and U.S.-sponsored annual exercise that incorporates forces from several participating nations. Argentina is hosting this year's Atlantic phase. U.S. Navy photo by Mass Communication Specialist 2nd Class Lenny M. Francioni. By Mass Communication Specialist 2nd Class (SW) Holly Boynton, U.S. Naval Forces Southern Command Public Affairs Commander, Task Force Four Three (CTF 43) provided supply support to numerous U.S. and partner nation naval ships during a recent exercise off the coast of Argentina. From the end of April through the middle of May, CTF 43 coordinated the successful delivery of over half a million gallons of fuel to ships deployed for UNITAS Atlantic phase 48-07. CTF 43 coordinated the transfer of 530,000 gallons of fuel to and from Armada de la República Argentina (ARA) Patagonia (B 1), an Argentina supply ship, which delivered it to three U.S. Navy ships and one Chilean ship during this year's UNITAS exercise in the Atlantic, which was hosted by Argentina.

Commander, Task Force 43, Cmdr. Jonathan Christian, said the successful logistic support was based on teamwork. "On behalf of CTF 43, I would like to extend a special thanks to everyone who made this very non-standard onload and offload of U.S. fuel onto a foreign naval ship happen, from the professionals of Defense Energy Support Center and Naval Operational Logistics Support Center, to our fuel broker World Fuel Services, our dedicated husbanding agent Silversea, and the hardest working ship in the Argentine Navy, Teniente Olivieri," said Christian. UNITAS 48-07 was conducted from May 2 through May 13, off the coast of Argentina and included navy units from Argentina, Brazil, Chile, Spain and the United States.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 132

The exercise was designed to train each navy in a variety of maritime scenarios, with each operating as a component of a multinational force to provide the maximum opportunity to improve interoperability. The logistics support provided by CTF 43 and each partner was key to exercise execution and its successes. U.S. Task Group 40.0, under the command of Capt. Randy Snyder participated in the exercise as a part of its Partnership of the Americas 2007 deployment. Included in TG 40.0 are Destroyer Squadron 40, **USS Pearl Harbor (LSD 52)**, **USS Mitscher (DDG 57)**, **USS Samuel B. Roberts (FFG 58)**, and Chilean Frigate **Almirante Latorre (FFG 14)**.

Partnership of the Americas 2007 is being carried out under the operational control of Commander, U.S. Naval Forces Southern Command, led by Rear Adm. James W. Stevenson, Jr.

### Six Indian warships deployed to prevent infiltration

As part of preventing infiltration and smuggling, the Navy and Coastguard have deployed six warships in the Gulf of Mannar, Palk Strait and Palk Bay.

The Indian Navy's Khukri class (K class) ship, which could launch surface-to-surface missile attacks, had been positioned in the Gulf of Mannar and another was moving towards Palk Bay/Palk Strait, Naval authorities told reporters.

The International Maritime Boundary Line was being patrolled by **INS Bharatang** and a Coast Guard Ship in the Gulf of Mannar. Two inshore patrolling vessels had also put into service, they said.

The sources said the 'main aim was to strengthen the security cover along the coastal area. In the recent past a couple of incidents had occurred including the killing of five fishermen from Kanyakumari by Sea Tigers.

A trawler was also sunk by the Maldivian Naval authorities', they said.

An Indian trawler was sunk by Maldivian authorities while transporting arms for the LTTE, they said.

## SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



**DISA**

- Marine emergency response
- Wreck removal and salvage
- Diving services
- Underwater civil engineering
- Welding and cutting services



[info@disamaritime.com](mailto:info@disamaritime.com)  
[www.disamaritime.com](http://www.disamaritime.com)

**Ketelaarstraat 5c  
B-2340 Beerse  
Belgium**  
**Tel : + 32 (0) 14 62 04 11**  
**Fax : + 32 (0) 14 61 16 88**



[info@disacivil.com](mailto:info@disacivil.com)  
[www.disacivil.com](http://www.disacivil.com)



May 22nd the new **FLINTERLAND** (Yardnumber 251 – IMO 9352339) seen at the Winschoterdiep enroute the Bodewes Shipyards (Yard Yachtwijk – Hoogezand) for out fitting

Photo : Marius Esman ©

The hull of the **FLINTERLAND** is built in China at the Dong Feng Shipyard in Hangzhou and was launched March 31<sup>st</sup> 2006, the transport passed March 16<sup>th</sup> the Suez Canal in tow of the ITC tug **SUHAILI**

The transport arrived in Delfzijl April 13<sup>th</sup> together with the hull of the **VIKINGDIEP** (yard number 780) and was transported first to Emden for drydocking and installation of the propeller shaft and propeller

**Technical details :**

Length over all, 119,98 m  
Length between perpendiculars, 113,35 m  
Breadth moulded, 15,20 m  
Depth moulded, 8,45 m  
Draft baseline, summer, 7,05 m  
Deadweight abt. 7900 ton  
Fuel capacity H.F.O. abt. 480 m<sup>3</sup>  
Ballast Capacity abt. 3300 m<sup>3</sup>  
Main Engine MaK 8M32 3840 kW  
Trial Speed at summer draft 14,7 kn  
Gross Tonnage abt. 4950 ton  
Net Tonnage abt. 2600 ton  
Hold capacity 336,000 cbft

## Todd Shipyards to Overhaul USCGC Polar Sea

Todd Shipyards Corporation said that the U.S. Coast Guard has awarded to its wholly owned subsidiary, Todd Pacific Shipyards Corporation a \$7.5m modification to previously awarded contract HSCG85-04-C-625509 in support of repairs

and alterations performed during the Planned Maintenance Availability (PMA) of the icebreaker **USCGC Polar Sea** (WAGB-11). The contract modification provides for the alteration and repair of the ship's systems, engines and shipboard equipment. The work will be accomplished at Todd Pacific's shipyard in Seattle beginning immediately and is expected to be completed in August 2007. The PMA of the **Polar Sea** is being performed pursuant to the Company's five-year Multi-Ship Multi-Option (MSMO) contract with the Coast Guard for the overhaul and continued maintenance of the two Polar Class Icebreakers stationed at Seattle, Washington. The cost-type contract was awarded to Todd Pacific in 2004.



The **FLUMAR ARATU** seen in Santos – Photo : Bruno Pricoli ©

## India's ABG set to buy Vipul Shipyard

India's ABG Shipyard Ltd says it has signed a Memorandum of Understanding (MOU) for acquisition of the Vipul Shipyard (Vipul) situated adjacent to the company's existing shipyard at Magdalla Port, District-Surat, Gujarat.

ABG says the acquisition "will add substantial land with a good water front to its resources along with slipway and other plant and equipment for shipbuilding."

This acquisition will enable ABG to enhance its shipbuilding capacity from the present 32 to 40 vessels on modular basis in future.

An ABG spokesperson said that "this is a strategic acquisition for ABG considering the location of Vipul, which is adjacent to the existing shipbuilding facility of ABG at Surat and this acquisition is a move to augment its resources for further consolidation of shipbuilding capacity in the growing segments of offshore, coastal shipping and other avenues of shipbuilding."

## China Overtakes Korean Shipbuilding

South Korean shipbuilders were overtaken by their Chinese rivals in new orders acquired in the first four months of the year, a London-based market researcher said on Wednesday. South Korean shipbuilders such as Hyundai Heavy Industries Co and Samsung Heavy Industries Co received a combined 6.9 million compensated gross tons (CGTs) in new orders in the January-April period, up 6.9% from a year ago, Clarkson Research Studies said. New orders acquired by Chinese shipyards totaled 8.5 million

However, South Korea maintained its No 1 ranking in the global shipbuilding industry in terms of backlogs of orders and the volume of vessels built, the market researcher said. South Korean shipbuilders' combined backlogs of orders totaled 46.4 million CGTs as of the end of April, compared with their Chinese rivals' 34.2 million CGTs and Japanese shipbuilders' 29.7 million CGTs. Korean shipyards built 3.2 million CGTs in the first four months of the year, nearly triple the Chinese shipyards' figure of 1.2 million CGTs. South Korea, home to seven of the world's top 10 shipyards, clinched record-high orders last year because of strong demand for crude-oil carriers and offshore exploration equipment amid high oil prices.

## ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



### TOTAL VESSEL MANAGEMENT

**K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands**

Telephone : (31) 10 - 453 03 77  
Fax : (31) 10 - 453 05 24  
E-mail : [mail@workships.nl](mailto:mail@workships.nl)  
Website : [www.workships.nl](http://www.workships.nl)

## Shipping in Cape faces rough times

Ship repair companies conservatively estimate they are losing business worth R700 million a year due to a maintenance and infrastructure backlog at Cape Town harbour. While businessmen complained about the decline of facilities, public enterprises minister Alec Erwin told MPs in the national council of provinces yesterday that his department was facing "massive difficulties" over the environmental impact assessment of the expansions of Cape Town's container terminal. These could undermine the development of the boat- and shipbuilding industry there.

"We had planned to release quite significant land in the port, particularly for shipbuilding and boat building, which is a successful industry in Cape Town," Erwin said. But he added that the impact assessment was taking so long that "we may have to reserve land behind the port where we can put container terminals."

"If that happens, it means there will be very little land for other activities."

The cost to the port of lost business could double, Ruben Richards, the chairman of Cape Ship Repair, said yesterday. The lost business includes ship repair work, for which up to two ships a week are turned away, and the servicing of west Africa's oil and gas industry.

Richards said a small refit to an oil rig would generate R2.5 million a day, or R150 million for an average 60-day stint in the harbour. "If we have four of those lined up [a year], that's a minimum R600 million," he said.

The infrastructural problems at the harbour's ship repair facilities relate to general wear and tear, as well as insufficient and ageing cranes. Richards described Cape Town's craneage, built in the 1960s, as "from a different era".

Salvo Cutino, the marketing manager of DCD Dorbyl Marine, estimated the infrastructural backlog at about R450 million - R300 million for a new ship lift facility and general upgrading of up to R150 million.

There have also been calls for a new dry dock to accommodate larger vessels, which is estimated to cost in the region of R2 billion.

Richards, who is also the chief executive of Globe Engineering, a black empowerment ship repair company, said: "The place has gone into somewhat of a state of disrepair because there has been no active maintenance."



Cutino said: "We are not sure what's happening. The National Ports Authority [NPA] is refusing to invest in facilities, and are not allowing anybody else to. We are suffering as a result." The NPA, as the landlord of the port, is responsible for maintenance. It has in the past leased land to the private sector, although it appears reluctant to do so.

Neither NPA chief executive Khomotso Phihlela nor its communications representatives were available for comment yesterday. Question mark costs R2,8bn. Southern African Shipyards in Durban Harbour stood to lose a R2.8 billion order for up to 15 offshore supply ships because of uncertainty over Transnet's plans to build a new container, it said last week.

Prasheen Maharaj, the chief financial officer, said the firm was unable to take on the six-year contract because of a lack of clarity on how Transnet plans to quadruple its container terminal on the southern side of the harbour would proceed.

## **LNG carrier sold for scrap**

BW Gas has sold the LNG carrier **Havfru (ex-Venator)**, 29,589 cu.m, built in 1973 for scrap. The vessel has been delivered to Indian buyers. The sales price is \$6.3 million and BW Gas will book a net profit of about \$2.3 million in the second quarter 2007.

## **Eén systeem voor alle scheepsmeldingen**

Alle verplichte meldingen over zeeschepen in de Rotterdamse haven gaan vanaf eind dit jaar via het overkoepelende Port Community Systeem. Dat hebben Havenbedrijf Rotterdam en Port infolink bekendgemaakt.

Bij elk bezoek van een zeeschip aan de Rotterdamse haven moet een rederij of cargadoor meerdere verplichte meldingen doen aan de Havenmeester, het Havenbedrijf en de Douane, over zaken als verwachte en feitelijke aankomst, gevaarlijke stoffen, afvalstoffen en de opgave van zeehavengeld.

**Website: [www.portinfolink.com](http://www.portinfolink.com)**

Dat gebeurt nu nog via twee verschillende systemen: het Port Community Systeem van Port infolink en Web Jonas van het Havenbedrijf Rotterdam. Als alle meldingen straks via één systeem lopen, zullen de bedrijven veel efficiënter kunnen werken, beloven het Havenbedrijf en Port infolink.

## **Quintana Prices 8 Vessels for 2010**

Quintana Maritime Ltd., a Greek shipping company specializing in dry bulk cargo, said Tuesday it secured eight vessels under a master time charter with Bunge SA at an average daily rate of \$21,800. Quintana Maritime expects to earn about \$59.2 million in net revenue in 2010 as a result of the fixtures. The company said almost 40 percent of its fleet's expected net operating days are secured at fixed rates in 2010, worth about \$119 million.

## **WES-KAAP: 'Reus' op die pad laat Kapenaars se rek**

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 132



Die swaarste vraag wat nag op 'n openbare pad in Suid-Afrika vervoer is, het gister die laat rek toe dit deur die hawe hier beweeg het. – **Photo : Farocean marine©**



Dit is die grootste vaartuig wat sedert die sewentigerjare in die Kaapse hawe gebou is.

Die M.V. **Ellen Khuzwayo**-navorsingsvaartuig wat pas klaar gebou is, is van die Farocean Marine-skeepsboupakhuis na 'n droogdok by die V&A Waterfront geskuif vir finale afrondingswerk.

**Photo : Glenn Kasner ©**

Die skip is na die skrywer en apartheidsaktivis dr. Ellen Khuzwayo genoem.

Di vaartuig van by die 600 ton vervang die bestaande navorsingsvaartuig, die **Sardinops**, wat reeds 40 jaar vir mariene navorsings deur die departement van omgewingsake en toerisme

gebruik word. Die vaartuig is deur 'n Noor ontwerp en deur die Kaapse skeepsbouer Farocean Marine Edms. Bpk. Suid-Afrika gebou.

Di vaartuig kan 23 mense akkommodeer en sal met die nuutste navorsings- en wetenskaplike toestelle toegerus word. Dit sal onder meer vir navorsing oor mariene soogdiere en haaie, duikoperasies en omgewingsevaluering gebruik word.

“Die eerste plate vir die vaartuig is op 15 November 2005 gesny. Ons bou reeds twee jaar, maar daar is nog so twee maande se werk wat voorl,” het mnr. Jendo Ocenasek, direkteur van Farocean Marine, ges.

In di tydperk sal haar interieur en tegniese toestelle voltooi en geïnstalleer word. Dit het gister sowat vier uur geduur om di vaartuig van altesaam 43,2 m lank en 10,2 m breed oor 'n afstand van 4 km te skuif. Vanguard, Suid-Afrikaanse hysspesialiste, het 'n unieke modulaire-treilerstelsel gebruik om die vaartuig te vervoer.

Mnr. Bryan Hodgkinson, Vanguard se besturende direkteur, het luidens 'n verklaring ges hulle het aanvanklik slegs 24 asse, wat 'n 600 ton wag kan dra, aangekoop. "Danksy die sukses van die treiler met vorige projekte, het ons besluit om nog 12 asse in te voer wat die treiler se kapasiteit tot 1 000 ton verhoog het."

## **Ezra orders ultra-large multipurpose offshore support vessel**

Lewek Shipping, a unit of Singapore's Ezra Holdings Limited has awarded Labroy Shipbuilding and Engineering a US\$25.6 million contract, which excludes owner furnished equipment, to build an ultra-large pipe laying, accommodation, well service & maintenance vessel to be delivered by the first half of 2009.

The vessel will be the second of its kind in Ezra's fleet after Hull 600, and the second to be equipped with a Class DP2 Dynamic Positioning system, upgradable to DP3.

"This latest vessel can be used for all types of deepwater work in demanding weather conditions," says Ezra MD Lionel Lee. "Our scheduled fleet delivery not only meets the strong offshore demand but will also help drive our earnings beyond FY2008. We have strategically grown our fleet and capabilities so that Ezra can provide oil majors an integrated range of offshore support services and work closely with them as their total solutions provider in the field, thus enhancing our competitive edge."

The vessel will be engineered, like its sister vessels for safety, efficiency and speed to provide pipe-laying, maintenance, installation, well service and construction services to deep water rigs and platforms.

It can accommodate 500 men and meets high safety and living standards for long sea voyages, as well as offshore construction and production projects.

Ezra will finance the construction of the vessel through a combination of internal funds and bank borrowings.

The Ultra-large Accommodation, Well Service & Maintenance Vessel will be approximately 125 meters long, and will be able to provide hotel standard accommodations, complying with MODU code safety standards, for up to 500 men.

Its DP capability will enable the vessel to also provide maintenance, installation and construction services to deep water rigs and platforms. It will have the ability to carry out hook-ups, survey and inspection projects with appropriate equipment support.

In addition to DP, the vessel's position keeping capabilities will include an 8-point mooring system.

Heli Deck facilities will be designed to the highest CAA UK CAP 437 standards allowing Sirkosky 61N, 92N & Super Puma helicopters to be deployed.

The DP system (Class DP2) will comprise six powerful azimuth and tunnel thrusters.



## Dirkzwager versterkt de band met de scheepvaartwereld

Op 23 mei heeft Koninklijke Dirkzwager het nieuwe informatieproduct **Ship2Report** in gebruik genomen. Dit gebeurde tijdens een feestelijke bijeenkomst in het Scheepvaart en Transport College (STC) in Rotterdam.



De informatiedienstverlening van Dirkzwager aan de port community en aan de bredere scheepvaartwereld wordt opnieuw uitgebreid en nog efficiënter gemaakt. Sinds jaar en dag zijn o.a. de leveranciers van onderdelen en dagelijkse scheepsbenodigdheden klant bij Dirkzwager voor berichten over verwachte aankomst- en vertrekmomenten.

**Ship2Report** gaat hierin een paar stappen verder door naast, onder meer de actuele AIS locatie en de gewenste karakteristieken van alle schepen in de Dirkzwager database (> 125.000 schepen), ook een functionaliteit te bieden waarin de 'My Vessel' favorietenlijst van schepen kan worden opgenomen. Dit alles in één overzichtelijke webapplicatie.

**Ship2Report** maakt het voor Dirkzwager klanten mogelijk om, niet gebonden aan de werkplek, de volledige planning voor levering, installatie- en servicebezoeken te coördineren. De applicatie kan volledig met in-huis systemen worden geïntegreerd.

Voortvarend, efficiënt en ontwikkeld in samenspraak met de klanten; **Ship2Report.**

**Koninklijke Dirkzwager is een onmisbare schakel in de 24/7 informatie-uitwisseling in en om de NW Europese zeehavens. Daarnaast levert Dirkzwager ICT dienstverlening ten behoeve van vrijwel alle sectoren van de logistieke wereld.**

## Bahamas Wants To Boost Ship Registry

The Bahamas is hoping to boost its ship registry from the third largest in the world to number one with the help of one of the country's closest and most significant trading allies, the Bahamas Journal reported. It is one of the reasons why the government sought to renew its commitment with officials of the Port of Palm Beach, the 4th busiest port in Florida and the 18th busiest in the United States. Minister of Maritime Affairs and Labour Senator Dion Foulkes officially made that move Tuesday, a key step in fulfilling one of the promises outlined in the governing party's Manifesto 2007 – to establish linkages in the economic sector.

According to the minister, forging closer ties with the Port of Palm Beach would also augur well for The Bahamas in its aggressive effort to add more ships to its registry. Panama and Liberia have the two largest ship registries. Chairman of the Board of the Port of Palm Beach Commission, Wayne Richards, confirmed that the reasons of his board's visit to The Bahamas are many – among them hurricane preparedness, security and the sharing of technology

## Kuwait to Bid Tankers Soon

The Kuwait Oil Tanker Company (KOTC) will float a tender to build four crude oil tankers soon, according to a report on Xinhua. The budget for the new fleet is reportedly up to \$130m. According to Xinhua, KOTC has almost finished its



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 132

first modernizing phase of oil tanker fleet, which includes nine tankers. Among which two tankers will be for crude oil, three for petroleum products, two for liquefied petroleum gas, while another two for petroleum gas still being built in Singapore and to be delivered by the end of 2007.



The 24.5 mtr long 1981 built **KENNET** is mobilized by **Redwise** to Nueva Palmira (Uruguay) and presently at Santos (Brasil) awaiting weather improvement. Delivery voyage started at Georgetown, British Guyana and stops have been made at Paramaribo (Surinam) and Recife (Brasil).

**Photo : REDWISE MARITIME SERVICES B.V.**

## PRISCO Began to Build New Series of Aframax Tankers

On May, 22 the building of a new tanker for PRISCO was begun at Hyundai Heavy Industries (South Korea). It is the head ship of the series of 6 ships of 100 thousand tons deadweight. The ships will be named after Far-Eastern bays, reports in the company.

It is scheduled that the tanker will be delivered to the customer in January 2008. All vessels of the series will be built during 2008-2009. The named Aframax tankers will have the ice class "1C", the classification of DNV.

It should be pointed out that after putting new tankers into operation the fleet of the company will have 12 Aframax tankers.

## WILLEM VAN DER ZWAN ENROUTE BREAKERS



Thursday morning the damaged "**Willem van der Zwan**" (SCH 203) departed from IJmuiden for delivery in 's Gravendeel. Early February a fierce fire broke out during conversion works. **Svitzer Salvage**, with assistance of the local fire brigade extinguished the fire on the basis of Lloyd's Open Form.

**Photo : Maarten W. Helwig – Svitzer Salvage ©**

## **EU floats ideas for greener ship dismantling**

A planned international ship scrapping regime should include a recycling fund financed by compulsory payments from the shipping industry, the European commission says in a green paper released on Tuesday. The call amounts to a move to apply producer responsibility to the shipping sector.

The paper supports efforts underway in the International maritime organisation (IMO) to introduce a global regulation on ship recycling but says the EU should introduce its own regional rules if a global mandatory recycling fund is "not achievable".

Ship owners and "possibly other beneficiaries of shipping" - perhaps a reference to cargo owners - would have to pay into the fund, says the commission. Contributions would be linked to IMO registration or a ship's use phase to prevent operators from evading responsibility. The fund would resemble existing oil pollution funds under the Marpol convention.

Work on the green paper began last year, prompted by a public outcry in France over the fate of an aircraft carrier originally destined for scrapping in India. It sets out how the EU can improve ship dismantling standards.

Contrary to an earlier draft of the document and suggestions by EU environment commissioner Stavros Dimas, the green paper does not encourage public funding to build up recycling capacity in Europe. Instead, it says only that the question should receive "special attention".

The commission urges member states to drive "green" dismantling and pre-cleaning services in the EU by applying strict rules to their own state-owned ships. It cites the UK national ship scrapping strategy as a good example.

Among other ways to improve ship dismantling, the paper says the EU could incorporate environmental standards into political and economic negotiations with recycling states, controls could be improved in ports, and a European certification scheme for clean recycling could be established. The EU could also consider restricting the use of certain hazardous substances in shipbuilding.

## **MOVEMENTS**

**THIS SECTION IS BROUGHT TO YOU BY :**



**MULTRASHIP** Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

**Internet**

[commercial@multraship.com](mailto:commercial@multraship.com)

<http://www.multraship.com>



The **EIDE MASTER** departed again from Rotterdam

Photo : Marco Breen ©

From Monday 28th @ 0800hrs till Tuesday @ 1200hrs the German navy **Planet** class (Type 752) research ship (SWATH vessel) is entering Valletta. She's 73m long x 27.02m width x 6.08m draught. Displacement of 3,586 tons, Speed - 15 knots, Crew - 25, Scientists - 20.

## FAIRPLAY XIV TO ARRIVE IN ROTTERDAM



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 132



The **FAIRPLAY XIV** seen in Shanghai prior departure to Rotterdam, in the back ground the **TALAGY** is seen moored  
**Photo : Ian Edwards (c)**

Capt Krohn, master of the **FAIRPLAY XIV**, reports that the tug which is towing a barge loaded with hulls from Shanghai to Rotterdam is having an **ETA of May 26<sup>th</sup> 13:00 hrs LT** at Maaspilot station



The **BERTIE-K** seen in West Africa  
**Photo : Bennie Slock ©**





The **ASTOR** arrived from Rosyth at the river Tyne for a visit to Newcastle

Photo : Kevin Blair ©

## AIRCRAFT / AIRPORT NEWS

### Bestuur Air France-KLM wordt Franser

De luchtvaartcombinatie Air France-KLM krijgt een nieuw bestuur, waarin KLM minder sterk is vertegenwoordigd dan voorheen. Er komt met ingang van juni een zogenaamd executive committee met zeven Franse bestuurders en vier uit KLM-gelederen. Tot nu toe kent Air France-KLM een strategisch comité waarin de posten, acht in totaal, gelijk verdeeld zijn over Air France en KLM.

Oud-topman Leo van Wijk van KLM komt in het nieuwe bestuur te zitten. Hij gaat zich bezighouden met allianties, strategie en it-zaken. Ook de nieuwe directeur van KLM, Peter Hartman, krijgt een plaats in het comité.

De KLM'er Michael Wisbrun is verantwoordelijk voor de vrachtactiviteiten en Eric Varwijk voor de verkoopactiviteiten van de passagiersdivisies.

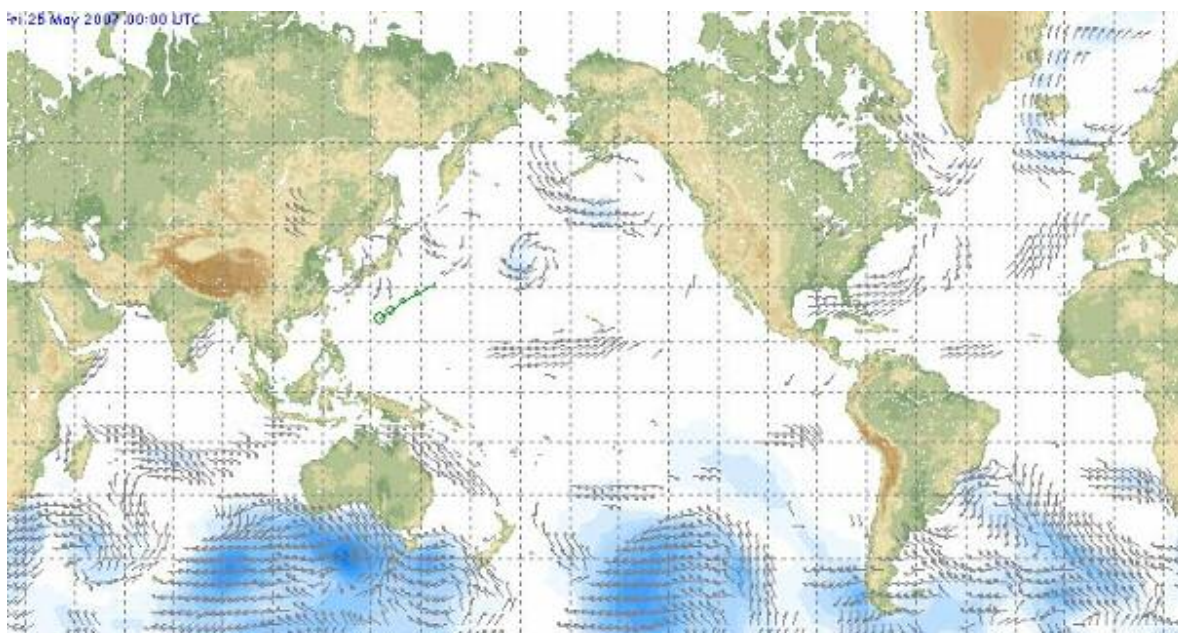
'KLM krijgt belangrijke posten', aldus KLM. Air France levert onder meer de bestuursvoorzitter, Jean-Cyril Spinetta, die nu ook al de hoogste baas is, en de financieel directeur.

## MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: [www.spos.eu](http://www.spos.eu) Tel : +31 317 399800 E-mail : [sposinfo@meteo.nl](mailto:sposinfo@meteo.nl)



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 DAY....**



The **QUICKSILVER VII** - The Jewel of Bali, calls the port of Benoa at Bali - Indonesia. The fast boat daily serves a connection with Nusa Penida a small islands off the coast of Bali.

**Photo : Slotmaritimephoto ©**

## **DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 132**

The compiler of the news clippings disclaim all liability for any loss, damage or exense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.