

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 135



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The dredger LEONARDO DA VINCI seen operating in Port Hedland

Photo : Richard Bootsma ©

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Please be informed that the next newsclippings will be send out in a few days time !!!!

EVENTS, INCIDENTS & OPERATIONS

Chinese ship Hong Success safe in East London harbour

A Chinese-owned general cargo ship, **HONG SUCCESS** sought shelter in the port of East London after encountering heavy seas off the Wild Coast which resulted in the 13,228-gt vessel's deck cargo shifting dangerously.



The **Hong Success**, which is owned by a St Vincent & Grenadines company named Hongli Shipping and is managed by the Chinese Hongyan Marine, was en route to Lagos in Nigeria when rough seas off the South African Wild Coast this week resulted in part of the deck cargo of truck trailers breaking loose and some cargo being lost overboard.

Photo : Edwin Wiegers ©

The trailers were stacked on deck up to five high but broke loose due to the movement of the ship in gale force winds and waves of 6m and more. At that point the ship issued a radio message that was picked up by Cape Town's marine radio advising that the Hong

Success was experiencing difficulties and had lost stability due to the shifted and lost cargo.

Permission was given for the ship to approach the port of East London where two harbour tugs lent assistance. The East London harbourmaster **Capt Dennis Mqadi**, who is in the process of handing over the reins of the port before leaving on transfer to Richards Bay where he will take up the position as harbourmaster, personally took charge of the

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inspection of the vessel at a point opposite Nahoon Reef outside the harbour before boarding the vessel from the pilot boat and piloting her into harbour.

The **Hong Success** was safely in port where the remaining deck cargo is being secured and repairs to ships rails and other damaged areas carried out.



Van Oord's **TERTNES** – Photo : Crew Tertnes ©



Second ship stolen from Monrovia

A second ship has been spirited away from the port of Monrovia in Liberia and Liberian authorities say they have no idea where the ship has gone.

The latest vessel to disappear is the general cargo ship **AIMI** which was loaded with scrap metals and berthed at the pier in Freeport. According to the port office the ship sailed on Wednesday (23 May) without a port clearance and without having settled outstanding amounts owed to the port authority.

According to a Liberian newspaper report the ship had been clandestinely loaded at night with scrap metal prior to the ship's disappearance.

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Less than a fortnight ago another ship, the fire damaged reefer **TAHOMA REEFER** was boarded by pirates and towed away from its anchorage in Freeport. The ship was last seen being towed in the direction of the Ivory Coast

In July last year the former South African coaster **UMFOLOZI**, by then renamed **MICHAEL S**, was stolen by a crew placed on board the vessel while it lay at berth in Walvis Bay harbour, and has not been seen since.



The **UMFOLOZI** seen sank in Walvis Bay – Photo : Piet Sinke ©

It is thought that the ship was 'stolen' by its East European owner to avoid a legal claim from South Africa's National Ports Authority over the collision involving the former **Umfoloji** and a South African dredger, the **INGWENYA** outside Walvis Bay harbour. As a result of that collision the **Umfoloji** sank inside the harbour but was later refloated by **SMIT Salvage**, sold, renamed and repaired.

Hospital ship starts mercy mission in Africa

The world's largest charity hospital ship docked in Liberia on Wednesday to begin a mission to bring free health care to Africa. The 80-bed **Africa Mercy**, a former Danish rail ferry converted into a state-of-the-art hospital ship, will spend several months treating patients in Monrovia port before moving on to Sierra Leone on a voyage that will take it around Africa.

An enthusiastic crowd greeted the white- and blue-painted vessel with its massive square superstructure. With six operating theatres on board, it has the capacity to carry out 7,000 operations a year including, cataract and tumour removal, lens implants, cleft lip and palate reconstruction, orthopaedics and obstetric fistula repair. It is run by the international charity Mercy Ships, which since its creation in 1978 has sent hospital ships around the world providing free health care and services to the poor.

Africa Mercy and her 400-strong multinational volunteer crew will take over from the smaller **Anastasis**, another Mercy Ships vessel which will be retiring later this year after serving more than 275 ports around the world over her lifetime.



Photo : Piet Sinke ©

"The **Africa Mercy** will now lead the charge to help end despair throughout the regions of Africa," Myron E. Ullman, III, Chairman of the Mercy Ships International Board, said. Crew members waving the flags of several countries joined in signing and dancing at the arrivals ceremony at the port. On hand to greet the ship on Wednesday were several former patients who had been successfully treated by Mercy Ships staff.

"I am just happy, I mean too happy for the Mercy Ship to be here. I was blind for five years. I couldn't see, but when



the Mercy Ship (the **Anastasis**) came, I was able to see after they operated on me," 68-year-old Liberian Joseph John told Reuters.

Left : The **ANASTASIS** seen in Cotonou (Benin)
Photo : Piet Sinke ©

Buying the former ferry and turning it into a floating hospital cost around \$62 million, funded by donations and gifts-in-kind.

Liberia, Africa's oldest republic founded in 1847 by freed American slaves, is trying to recover from a devastating on-off 1989-2003 civil war that destroyed infrastructure and public services and killed and maimed tens of thousands of people.

President Ellen Johnson-Sirleaf, Africa's first female elected head of state, will visit the **Africa Mercy** on Monday.

CUTTY SARK - crime scene

As people around the world express horror the police say burned ship is now a 'crime scene'. According to Richard Doughty, chief executive of **The Cutty Sark Trust**, the police have declared the ship a 'crime scene'.

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The companionway at the stern of the ship is what forensic teams will focus on, as they try to determine the cause of the blaze. They will be looking for evidence of accelerants.

Police say that CCTV pictures show a silver car leaving the scene before the fire and are anxious to make contact with the owner as well some individuals on the tape.

Mr Doughty told The Times newspaper that the ship had developed a list and that it would be a month before the Trust and engineers knew the full scale of the damage.

Mr Doughty welcomed all donations he said, be they big or small. An anonymous donor has sent in £100,000.

Meanwhile other donations are coming in from around the world.

An Australian shipping enthusiast's group for example has agreed to raise money to the ship. The members of Peninsula Ship Society, Victoria decided the **CUTTY SARK** merited their support and will be running raffles and other activities to gather in funds to send to London. The Scottish-built clipper earned her real fame on the Australian wool run.

The fire, which police immediately labelled as suspicious, has sent shock waves around the world with people expressing their horror at the devastation caused to the most famous sailing ship in the world. Internet forums contain messages of disbelief, shock and even anger as people digest the police view that the fire was started maliciously.

The His Royal Highness the Duke of Edinburgh, who was instrumental in setting up the original Cutty Sark Society in the early fifties, visited the ship and called the devastation 'a bloody shame' and compared it to the blaze that destroyed much of Windsor Castle in 1992.

The publicity around the **CUTTY SARK** has also awakened interest in other historic vessels that are threatened, such as the Sunderland-built **CARRICK** (ex **CITY OF ADELAIDE**). Like **CUTTY SARK** she is of composite construction (iron frame clad with timbers) and it is believed these two vessels are the last of their kind still in existence. Suggestions have been made that the timbers of **CARRICK**, currently rotting on a slip in Irvine, Scotland, could be used to replace any lost on the **CUTTY SARK**, but such a suggestion is likely to be faced with fierce opposition from people who wish to see the **CARRICK** restored.

CARRICK is the oldest surviving clipper, having been built five years prior to the more famous vessel.



The **HARVEY DISCOVERY** seen in the Gulf of Mexico
Photo : Crew Soltaire ©

Lifeboat crews praised after second rescue

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A FATHER and son have praised the "vigilance" of lifeboat crews after describing how they were involved in their second dinghy incident in a year.

Lifeboat officials were called to reports of two inflatables just off Steetley Pier, in Hartlepool. A witness saw Peter Cooke, 51 and his 19 year-old son who is also called Peter, in distress and made the emergency call yesterday. Peter, who lives on West View Road, said: "We had two dinghies this time but one of the engines gave up. "We had to tie one dinghy to the other and make our way back to shore but we got back okay. We stayed calm and didn't panic as we knew we had the other dinghy."

He added: "The weather reports were good they said the wind speeds were five to six miles per hour but it was pretty windy out there."

This was the second time the pair have got into difficulty. Last year they were involved in a similar incident when they had gone out in one dinghy. The Mail reported in June how they had become stranded and could not make it back to shore.

Peter said: "We don't do it very often but last year we were in the paper in a similar story. We appreciate the vigilance of the RNLI." Speaking about the latest incident, Mike Craddy, the Lifeboat Operations manager at Hartlepool Lifeboat Station, urged people not to set out to sea without "lifejackets, flares or appropriate radio communication."

A spokesperson for the Hartlepool's Royal National Lifeboat Institution (RNLI) said: "Two people were reported as being in difficulty in the water between Steetley Pier and Spion Kop at about 11am. An inshore lifeboat arrived shortly afterwards.

"The two people reported had made their way back to the beach where they were met by local coast guard officials." Approximately 67 incidents were attended by Hartlepool Coastguard in 2006, the majority being vessels requiring assistance and searches for missing persons.

CASUALTY REPORTING



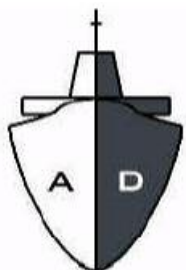
Powerboat 88 was not so lucky during the powerboats races in Naples

Photo : Hjalmar Fontijn ©

NAVY NEWS

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The Irish patrol vessel **P 41 LE ORLA** departed from Rotterdam

Photo : Piet Sinke ©

Submarine Skipper Relieved

Capt. Paul N. Jaenichen, commodore of the San Diego-based Submarine Squadron 11, relieved the commanding officer of **USS Helena**, Cmdr. William A. Schwalm, last week due to a loss of confidence in his ability to command. Navy Times reported that Schwalm was the fifth commanding officer fired in the past five weeks.

The others who were fired include the captain of an electronic warfare squadron, nine days after he took command; the head of a major recruiting district; the commanding officer of a destroyer headed for the Persian Gulf; and the commander of the **USS Constitution**, "Old Ironsides," in Boston, according to Navy Times. Schwalm will be temporarily assigned to Navy Region Southwest. Cmdr. Daryl L. Caudle will serve as the temporary commanding officer of **Helena (SSN 725)**.

Second Frigate Delivered to the Royal Norwegian Navy

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Navantia handed over on 21st May, in the Ferrol shipyard, the frigate **F-311 'Roald Amundsen'** to the Royal Norwegian Navy, during a ceremony presided by the Norwegian Chief of Navy, Admiral Jan E. Finseth, and the President of Navantia, Juan Pedro Gómez Jaén.

The delivery protocol has been signed by the Director of the shipyard, Ángel Recamán, and the Director of NDLO, General Trond Karlsen. Before the start of the

ceremony, a minute of silence was observed in memory of four workers who died on board the frigate on 11 May 2005, while preparing it for the launching.

After the signature of the protocol and the change of flags, the Chief of Navy inspected the crew, and the crew marched on board. Afterwards the guests have had the opportunity to go on board the **'Roald Amundsen'**.

Among the guests, it is to underline the attendance of the godmother of the ship, Helle Christine Jacobsen, great granddaughter of the explorer Amundsen. The F-311 frigate is the second of the five F-310 frigates contracted by the Royal Norwegian Navy to Navantia. The main characteristics of this ship, equipped with the American AEGIS combat system, are: Length overall: 123.25 m. - Maximum beam: 16.80 m, - Height to main deck: 9.50 m. - Full load displacement; 5.130 t. Design draught: 4.90 m. - Crew: 146 people

SHIPYARD NEWS

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Japanese shipyards to invest US\$409b to boost output by 10%

Japanese shipyards have announced their first capacity expansion in 30 years, pumping in US\$409 billion to boost output by 10 per cent, as shipyards around the world struggle to keep pace with rising shipbuilding demand.

Major Japanese shipyards like Ishikawajima-Harima Heavy Industries, Kawasaki Heavy Industries and Mitsui Engineering and Shipbuilding are investing the equivalent of US\$136 billion per shipbuilder up to 2009, aimed at meeting the surging demand.

While some of the capacity will be directed at the bulk carrier market, a rising domestic demand for liquefied natural gas (LNG) carriers is also a key impetus, say industry analysts.

Korean shipbuilders are also ramping up expansion with investments of nearly US\$1,930 billion, equivalent to US\$643 billion per shipbuilder, according to a Kim Eng research report.

Because the global backlog has reached an average of 3.5 years - Japan 3.2 years, Korea 3.5 years and China 3.7 years - the Japanese capacity expansion will have little impact on the South Korean and Chinese yards, Kim Eng said.

Singapore yards are not impacted because of their niche specialisation, which, in the current environment of sustained high oil prices, means their focus is concentrated on the offshore oil and gas sector.

While shipbuilders the world over have enjoyed healthy profits due to the soaring demand from the buoyant shipping industry, price volatility of steel plates, now hovering around US\$600 per tonne, has eaten into their profits.

Meanwhile, Chinese shipyards have outpaced their South Korean rivals in winning new shipbuilding orders in the first four months this year. Chinese shipyards secured new orders totalling 8.5 million compensated gross tons (CGTs) for the January-April period - 20 per cent of total global orders - up 65 per cent year on year, according to Clarkson Research.

South Korean shipbuilders like Hyundai Heavy Industries and Samsung Heavy Industries received a combined 6.9 million CGTs in new orders for the period representing a 7 per cent increase, while Japanese yards notched 1.2 million CGTs, down 72 per cent from a year earlier.

With backlogged order books, analysts say the Japanese and Korean yards were unwilling to take new orders, while the rapidly expanding Chinese yards were more than happy to absorb the overflow. South Korea, home to seven of the world's top 10 shipyards, maintained its ranking as the top shipbuilding nation in terms of annual volume of vessels built.

Korean yards built 3.2 million CGTs in the first four months of the year, nearly triple that of the Chinese yards' 1.2 million CGTs. China, which is rapidly moving into higher value vessels including crude oil tankers, LNG carriers, container ships and offshore oil and gas rigs, is hoping to overtake Korea to become the world's largest shipbuilding country by 2015.

China is the second-largest builder of oil tankers with a 36 per cent global market share and the fourth country in the world after South Korea, Japan and Denmark to build 8,000 TEUs container ships.

SA ship repair faces bleak future as land shrinks

Minister of Public Enterprises Alec Erwin said on Tuesday that there was little land available for ship repair and boat building in the port of Cape Town. Addressing members of parliament in the national council of provinces Erwin said that 'massive difficulties' existed with regards the ongoing environmental impact assessment being undertaken for an expansion of the Cape Town Container Terminal.

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As a result it was becoming necessary for government to look at reserving land behind the existing terminal for future container expansion, which meant little land being available for other activities including ship repair.

He said that government had planned to release a considerable portion of land behind the port for use by private industry, in particular to the ship repair and boat building industries, but warned that this area might now have to be used for container terminal expansion instead. An independent study in Durban recently revealed that waterside property used for container handling earned considerably more revenue for the port authority than if used for other purposes including ship repair.

Ship repair is becoming a growth industry at Cape Town port which is taking advantage of its proximity to the West African oil fields and other mining activities off the west coast. But at the same time the container terminal is coming under pressure from increased volumes and plans to expand the terminal seawards into Table Bay has fallen foul of environmental concerns, which has delayed and possibly stopped the process.

Ship repair people in Cape Town warn that they are already losing hundreds of millions of rand in revenue due to being unable to accept additional business and that ships are being turned away on a weekly basis. At the same time the National Ports Authority, which administers the port's two dry docks and repair facilities appears unable to spend money on upgrading or maintaining the facilities due to uncertainty over the future.

The port of Durban is facing similar the same problems and for much the same reasons, with the NPA unable to maintain the dry dock to international standards because, it is said, of uncertainty over possible privatisation, while ship repair yards are now threatened by the planned expansion into the Bayhead of a new container terminal basin.

If the proposed Bayhead basin is dug as initially envisaged all private ship repair yards including those of Southern African Shipyards, Elgin Brown & Hamer and Dormac on the waterfront plus several other companies behind will probably have to relocate. There has been no suggestion where this relocation might take place except some talk of Richards Bay.

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Hoekse redders helpen en verzorgen gewonde visser a/b Sirius

Door : Ron Zegers – KNRM – Hoek van Holland ©

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Maandagochtend om 11.30 uur alarm voor de Hoekse redders. Het kustwachtcentrum Den Helder verzoekt uit te varen met een **prio 1** voor een gewonde aan boord van de visboot **Sirius** ter hoogte van de Maasvlakte. Om 10.50 uur was de reddingboot **Jeanine Parqui** van de Koninklijke Nederlandse Redding Maatschappij langsij de schuit nabij de MVN boei en werden er 2 opstappers overgezet, waaronder een arts.



Tijdens het verzorgen van de 61 jarige patiënt werd het noodlijdende schip al verzocht koers te zetten naar de Waterwegmondning. De patiënt viel af en toe weg en had een gat in zijn hoofd van de val. De arts besloot de verzorging aan boord van de "**Sirius**" voort te zetten met behulp van zuurstof. Het was verstandiger om 20 minuten door te varen dan de patiënt op een brancard met de reddingboot mee te nemen. Via de kustwacht is een ambulance voor de man geregeld.

Er was besloten om de ambulance naar de waternetsteiger aan de

Waterweg te laten komen waar de **Sirius** eenvoudig kon meren. Bij aankomst stond de ambulance klaar en de verpleegkundigen te wachten zodat de patiënt direct kon worden overgenomen. De 61 jarige Rotterdammer is naar het Dijkzicht ziekenhuis te Rotterdam gebracht voor verdere behandeling. Nadat alle diensten waren bedankt meerde de **Jeanine Parqui** om 11.45 uur aan in de Berghaven. **film van deze actie via www.knrmhvh.nl**

Donderdagmorgen 31 mei is bij het KRO programma "**Ook goedemorgen**" om 07.45 uur en 08.45 uur een brancard overname van een ankerligger te zien van KNRM reddingstation Hoek van Holland.

Reserveschipper **Ane Ree** die vandaag voor het eerst effectief dienst had heeft een mooie succesvolle actie mogen doen.

Delmas purchase by CMA CGM proves beneficial to both parties

The French container carrier CMA CGM says the acquisition of Delmas a year and a half ago, which gave it access to the African trades, has proved to be the correct choice.

Not only did it help propel CMA CGM into becoming the third largest container line after Maersk Line and Mediterranean Shipping Company, but from the Delmas perspective it has presented wonderful opportunities for growth.

The smaller line remains a separate operation within the group along similar lines to that of Safmarine within the AP Moller group, and has also seen investment in additional vessels for the Delmas fleet. Since the takeover the number of ships in the Delmas fleet has increased and new services opened.

At the same time CMA CGM has gained access to the West African market including through a network of agencies with Bollore, the former owner of Delmas.



The **OCEAN INTERVENTION II** seen alongside the Solitaire
Photo : Crew Solitaire ©

Circle Lines plans solar powered ferry for NYC

The New York Post reports that New York City's Circle Line plans to introduce a part solar powered, hybrid ferry on its Statue of Liberty-Ellis Island route.



The New York Post story says the new technology was the focal point of Circle Line's April bid for a 10-year renewal on its contract with the National Parks Service. If the bid with the National Park Service is successful, the newspaper quotes Circle Line president J.B. Meyer as saying work will start immediately on Miss Statue of Liberty, a 115-foot hybrid trimaran ferry. If the bid fails, Meyer said, green ferries will still be phased into other routes.

The vessel would be a 600 passenger design developed by Australia's Solar Sailor.

Solar Sailor's first vessel, an 80 passenger sightseeing. vessel has been in service for Sydney's Captain Cook Cruises since 2000. Captain Cook's CEO, Anthony Howarth, describes it as "performing above expectations" and being a "robust and reliable vessel."

The larger Solar Sailor trimaran design selected by Circle Line uses "parallel" hybrid technology. The center hull is a conventional drive with bow thrusters, the outriggers contain the electric drive, giving exceptional maneuverability and zero emissions at low speed.

The vessel features one large solar wing above the wheelhouse, folding down to serve as a canopy over passengers or to reduce windage.

The trimaran's speed is 0 - 6 knots using solar/wind/batteries and 7 - 14 knots burning low-sulfur diesel fuel.

Circle Lines may not be the first U.S. operator to put a Solar Sailor trimaran of this design into service. Alcatraz Cruises, which is affiliated with Hornblower Yachts, last year replaced Blue and Gold as the operator of San Francisco's ferries to Alcatraz Island (another National Parks Service Contract) and is planning to introduce the 600 passenger Solar sailor vessels on that route.



Success for New Turkish Route

Istanbul operator, IDO, initiated a new service on April 27 that has been a huge success. The 43 nautical mile route connects Istanbul with Bursa, Turkey's fourth largest city and an industrial centre. The service from Yenikapi Istanbul to a new terminal at Guzelyali Bursa crosses the Sea of Marmara in 75 minutes. To drive from Istanbul to Bursa takes 3 to 4 hours depending on traffic. The **Osman Gazi**, a newly-delivered Austal catamaran, provides the service with a capacity of 1200 passengers and 225 vehicles. A twin vessel from Austal will join the service in July, replacing a smaller Austal vessel currently on the route.

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Traffic on the new route has been much higher than expected. During the first week of May eleven of forty-one trips were fully booked. Load factors have been consistently over 80%. IDO is one of the largest ferries operators in the world with a fleet of 78 vessels serving 85 terminals. Annual traffic is 91 million passengers and 5.6 million vehicles.



The **BLACK WATCH** visited the port of Zeebrugge
Photo : Dirk Neyts VHC ©

Woodlands leader in LNG shipping expands fleet

An agreement with a Belgian company means **Excelerate Energy LLC** will increase its Energy Bridge fleet to nine with the addition of three vessels capable of shipboard regasification of liquefied natural gas.

Based in The Woodlands, Excelerate currently has three Energy Bridge vessels and one conventional LNG carrier in service, with two additional Energy Bridge vessels slated for delivery in spring 2008 and 2009.

The new, nine-boat, \$2 billion fleet should control 2.5 percent of the world's LNG shipping fleet, the company said.

"Growing our fleet is critical as we look to supply our Northeast Gateway project in Massachusetts Bay while we expand our operations in Asia, South America and Europe," said Rob Bryngelson, executive vice president and chief operating officer. "With all nine ships in operation, we can serve multiple market access points at any given time."

Excelerate's proprietary Energy Bridge technology allows LNG to be revaporized to gas onboard ships and fed directly into natural gas pipelines.

Exmar NV, the Belgian-based oil and gas shipping company that operates Excelerate's fleet, ordered two of the ships last year and a third last week, all from Daewoo Shipbuilding & Marine Engineering Co. Ltd. The vessels should be delivered between the third quarter of 2009 and the second quarter of 2010.

Tallink sells M/V Sky Wind

AS Tallink Grupp's subsidiary company Silja Cruise AB has entered into an agreement to sell ro-ro passenger ferry **M/V Sky Wind**, which is currently operated on the route Turku-Stockholm. The sale will be completed and the vessel will be delivered to the buyer in August 2007. More detailed information will be disclosed after the completion of the transaction. The sale of **Sky Wind** is not a related party transaction.

The sale of M/V **Sky Wind** is part of the renewal of Turku - Stockholm route which also includes the plan to re-route our biggest cruise ferry Galaxy to Turku-Stockholm route in spring 2008. AS Tallink Grupp is currently in process of seeking the new vessel to replace **Sky Wind**.

Doeksen koopt snelboot in Cebu

Rederij Doeksen, de veerdienst tussen Harlingen, Vlieland en Terschelling, heeft op de Filipijnen een snelboot gekocht om de sneldienstcapaciteit naar Terschelling en Vlieland te vergroten. Directeur Paul Melles van Rederij Doeksen reisde naar de Filipijnen om de koop met de huidige eigenaar "Supercat" te Cebu rond te maken.

"We waren al lange tijd op zoek naar een geschikt schip dat de doelstellingen uit ons vlootplan kon waarmaken," vertelt Paul Melles. "Meer capaciteit, beter zeegedrag en meer comfort van de sneldienst. Met deze nieuwste aanwinst hebben we een schip in handen dat al die kwaliteiten biedt. De huidige sneldienst, onze catamaran Koegelwieck, is nog steeds een prachtig en goed onderhouden schip, maar inmiddels wel vijftien jaar oud. De motoren zijn minder betrouwbaar en niet meer in productie. Je moet dan voorzichtig aan vervanging gaan denken, aldus Melles. Bovendien groeit de vraag naar sneldienstvervoer van en naar Terschelling en Vlieland. Wat ooit begon als een extra service is uitgegroeid tot een belangrijke economische lijn. We gingen dus op zoek naar een schip met vooral een grotere capaciteit."

De Rederij verdiepte zich in eerste instantie in de mogelijkheden tot nieuwbouw. Melles: "De werven hebben momenteel volle orderboeken. Hierdoor zijn de prijzen gestegen en de levertijden erg lang. Voor ons reden om ook de tweedehands markt voor jong tonnage te onderzoeken. Zo raakten we geïnteresseerd in de Supercat 2002 van de Filipijnse rederij "Supercat"

Directeur Melles vertelt enthousiast over de nieuwe aanwinst. "De Supercat is van het type Tricat 50 een kwalitatief hoogwaardig schip, indertijd ontworpen door de Engelse werf FBM. Van dit type zijn er 17 gebouwd in diverse configuraties en bij verschillende werven. Het schip is in 2002 in de vaart gekomen en heeft als afmetingen 50 meter lengte, 11,8 meter breedte en 1,4 meter diepgang. De ontwerper heeft veel aandacht besteed aan de constructie, de vaareigenschappen en het exterieur. Ondanks de forse afmetingen maakt het schip geen hinderlijke golfslag en heeft ze een relatief gunstig brandstofverbruik. Natuurlijk is het wel zo dat het schip tijdens het uitvoeren van de veerdienstregeling rond Cebu, behoorlijk is gebruikt. Het interieur moet vervangen worden en de indeling aangepast aan onze eisen. De motoren zijn van een onbetrouwbaar type en zullen door ons vervangen worden door moderne betrouwbare motoren die voldoen aan de laatste emissienormen. Tevens zal het schip voorzien worden van milieu vriendelijke onderwaterverf. Na de verbouw zal het schip plaats bieden aan 415 personen (103 plaatsen meer dan de huidige sneldienst) en hun bagage. Door de grotere afmetingen, sterke constructie en gunstig zeegedrag zal zij naar verwachting bij minder goede weersomstandigheden langer kunnen doorvaren naar Vlieland dan de huidige Koegelwieck."

Het schip zal naar verwachting in juni per zware lading schip in Nederland aankomen. Paul Melles: "De Supercat wordt na aankomst intern grondig verbouwd, van nieuwe motoren voorzien en onder Nederlandse vlag gebracht. Ook zal zij opnieuw geschilderd worden in de kleuren van Rederij Doeksen. De verbouwing van het schip zal plaatsvinden op eigen bodem, dus het Nederlandse bedrijfsleven zal kunnen meeprofiteren van deze aankoop."

Met de gehele operatie (aankoop en verbouwing) is een bedrag van € 4,5 miljoen gemoeid. De verwachting is, dat de **Supercat** vanaf begin 2008 het huidige ms **Koegelwieck** zal gaan vervangen in de vloot van de Rederij.

MOVEMENTS

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After a voyage of 68 days on May 26th, 2007, the tug **Fairplay XIV** arrived at Maas Entrance (Rotterdam) with the loaded barge **NP 294** from Shanghai (PR of China).

Photo top :
Jan Oosterboer ©

The escort tug **Fairplay XVI** assisted the transport on the river and later on the **Fairplay XV** took over the tow from the **XIV** to moored inside the Wiltonharbour at Schiedam.

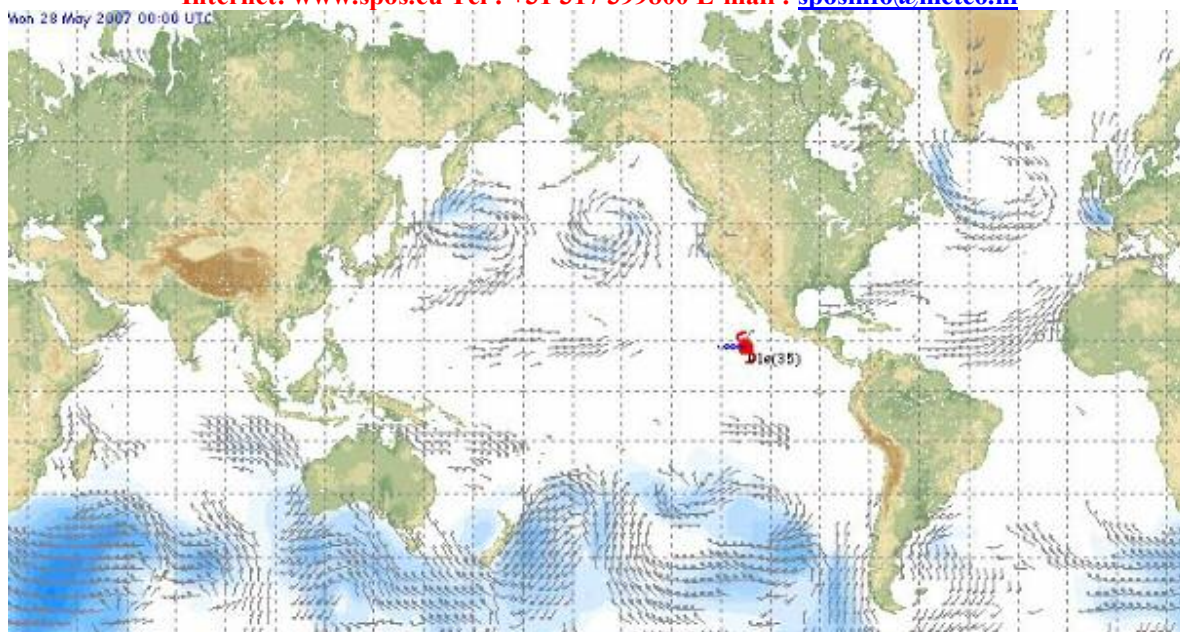
Photo left :
Nico Ouwehand ©

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.

Please be informed that the next newsclippings will be send out in a few days time !!!!

.... PHOTO OF THE DAY



The **NORDNORGE** visited Amsterdam
Photo : Joep van Dam ©

John Allen of the EARTHTRACE reports :

The **Earthtrace** boat made good time traveling between Cochin (India) and Salalah in Oman. But just as the rest of the groundcrew, Scott, Allison and Lance, arrived to join me in Oman, we noticed from the GPS signal that the boat had been drifting for several hours about 400 miles off the coast of Oman. We were unable to raise them on the satellite phone and were left contemplating what the problem could be (and we are always reminded of just how much support we have by the number of emails the ground crew receives at times like this - everyone wanted to know why the boat had stopped). Just as we were considering chartering a small plane to go and investigate, the boat suddenly roared off again and continued her journey. It transpired the boat crew had inadvertently run the day tank dry and it took a bit of time to reprime the engines and get going again. We were all relieved it was nothing worse than that, and luckily not much time was lost.

The boat arrived in Salalah about 4.30am and we got to work on refueling and also doing some maintenance. We needed to check the gearbox and our gearbox sponsor, ZF Marine, had flown a technician in from Dubai the day before. So we trundled him out of bed at 3am and he came down with the rest of us to the boat. We also had to change the propellers but as soon as Pete got into the water in his dive gear he was told in no uncertain terms to get out until permission had been received. Apparently a big US warship nearby had complained about our activities - and you can't really blame them for being a bit nervous, as Salalah is close to where the USS Cole was bombed a few years back in Yemen. But the requisite permission was soon granted and the props were changed.

When it came time to refuel we had a shipping container full of 44 gallon drums - 71 in all. We were contemplating just how a big a job it would be for us to take all these out of the container and roll them over to the boat. However, a large group of Somali sailors who had watching from a nearby ship came over to help us. They were fantastic and their help allowed us to do the refueling in about 2 hours - we were expecting much longer. The boat left Oman about 11.30am. Not a great turn-around time from a ground crew perspective and it left us with some things for us to improve on - but it was nonetheless a relief to see the boat get away without any substantive delay like we had experienced in our last 3 stops. A big thanks to our Agent, Surendran, from Dhofar Shipping and the kind people from

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Mark's Tours for looking after us in Oman. The boat at the moment is performing brilliantly and she is making up a lot of time each day.

Left : Passing the SUEZ canal

As at 26 May she is only 480 nautical miles behind world record pace and I believe she will make that up on the trip across the Atlantic, which is coming up shortly. To beat the world record we have to get back to San Diego by 21 June - and at the rate she is going we estimate she will arrive about 19/20 June. It's a very exciting time to be involved with the project right now, and we are starting to attract ever-more media interest as the race progresses and it becomes apparent we can still pull this off.



The boat left Oman heading for Port Suez (at the southern end of the Suez Canal) - a distance of about 1950 nautical miles. The rest of the ground crew headed for Port Suez whereas I stayed behind in Oman for a few extra days to oversee the Suez logistics and to get to work on arranging the future logistics past Suez. I was up late one night and checked the position of the boat and saw she was about to enter the Red Sea.

The boat had an excellent run through the Suez Canal - the Canal Authorities allowed us a special transit time and permitted us to travel through at speed. A big thanks to our Canal Agent, Nagib Latif from Felix Maritime Agency - and a big thank you also to Eamon from the NZ Embassy in Cairo for going in to bat for us at short notice about our request for a quick transit.

For me, the only disappointment associated with Suez was not being able to get biodiesel there on time. I had found a biodiesel sponsor in Germany and had arranged for the shipping of the fuel to Port Said via the quickest way I could find (trucked from Germany to southern Italy and picked up by a ship on route to Port Said). However, because the boat had been making such excellent progress lately, it soon became apparent that the boat would arrive in Port Said at least a day ahead of the fuel. So, very reluctantly, and with a significant amount of embarrassment, I had to cancel the shipping of the fuel from Germany to Italy (the truck was already on route and I had these visions of a semi-trailer doing a handbrake inspired U-turn somewhere in the middle of the Swiss Alps). This meant of course we had to purchase diesel in Suez, which hurt us dearly because it was not budgeted for - let alone the fact our preferred fuel is biodiesel. I'm still bummed out by this, but the experience has made even more determined to successfully source and ship biodiesel to the remaining fuel stops.

The boat has again been making excellent time across the Mediterranean since leaving Port Said and is expected in Malaga, Spain early evening Tuesday 29 May.

All of the groundcrew, including myself, are here in Malaga getting everything ready for the boat's arrival. After Malaga I am going to head back to the US to focus on the logistics for our upcoming stops in Barbados, Panama and Acapulco. We still need to source fuel for these places and arrange for it to be shipped. The wheels are in motion, and I am confident it can be achieved in time, but there is a lot still to do. The good part is that we have already been to these places and so we have good contacts already established.

Right now, it feels like we're approaching the back straight - we just want to ensure we don't do a "Sylvia Potts" - I know of at least one person that will understand and be amused by that comment.....

Onwards and upwards, and San Diego here we come.

Please be informed that the next newsclippings will be send out in a few days time !!!!

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