

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 136



**Number 136 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday June 1<sup>st</sup>, 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 VENERE seen at Maaspilot station – Photo : Piet Sinke ©**

## 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.

## EVENTS, INCIDENTS & OPERATIONS



The **POWER EXPRESS** seen moored in Ijmuiden  
Photo : Roland van Velzen ©

## SALVORS APPLAUD NEW CONVENTION

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 136

SALVORS have welcomed the International Maritime Organization's adoption of a new Wreck Removal Convention (WRC). International Salvage Union (ISU) President Hans van Rooij says: "The new Convention clarifies many issues of importance to Coastal States and salvors. Times have changed and the main motivation for wreck removal today is often concern for the environment, rather than any threat to safety of navigation. We now have a new international instrument which recognises both priorities, in full measure."



The **TWIN STAR** was removed from the approaches to Callao Port (Peru), where the vessel sank after a collision, along the traffic lane.

**Photo : Piet Sinke ©**

The new convention defines a wreck-related hazard as a "danger or impediment to navigation" or a condition or threat that "may reasonably be expected to result in major harmful consequences to the marine environment, or damage to the coastline or related interests of one or more states." A "wreck" includes not only a ship but any object that was aboard a ship.

The new convention was adopted at an IMO diplomatic conference in Nairobi recently. The Nairobi WRC will enter into force 12 months after ratification by 10 states. The Nairobi WRC requires shipowners to obtain insurance cover for the costs of wreck removal. Coastal States have the power of direct action against insurers. The convention provisions apply to the wrecks of vessels of 300 GT and over.

The conference was attended by ISU Legal Adviser Archie Bishop. He says: "The Nairobi WRC is an important step forward. This instrument is unusual, however, in that it was principally designed for use in the Exclusive Economic Zone (EEZ). Normally, law is made for application in a jurisdiction, rather than in international waters. As a result, this convention's provisions, insofar as they relate to the EEZ, apply only when both Flag State and Coastal State are parties to the new convention.

"However, without prejudice to existing rights and obligations, contracting States have been given the option to extend the convention to wrecks within their territorial waters. This is likely to be an attractive option and cause more States to adopt the convention, because of the provisions for compulsory insurance and the right of direct action against the insurer. In short, applying the Nairobi WRC in territorial waters offers the Coastal State additional financial comfort."

He adds: "Over the long term, the Nairobi WRC may contribute to an increase in salvors' wreck removal workload in the EEZ, but its main importance will be in those States which adopt the option for its provisions to apply in territorial waters. The financial security gained will encourage States to more readily take action whenever there is a danger to navigation or an environmental threat."



## Spill cleaned after Korean collision

Poor watchkeeping appears to have been the cause of a collision between a product carrier and a tug one mile off Ulsan port, South Korea. The collision at 2050 local time damaged an oil tank on the 2,000-dwt **Sam Jin No 1**; 63 tonnes of gasoline and light oil was reported to have leaked into the sea. Ten anti-pollution vessels attended the scene, returning to port when the clean-up had been completed. There were no casualties on either the Samjin or the tug **Cheonbu No 1**. The Korean Coast Guard is investigating the cause of the accident, which comes soon after another incident on 12 May.

## Schip Vroon in thuishaven Breskens gedoopt

door Wilma Valk

Vijf jaar was het geleden, dat een nieuw schip van rederij Vroon in Breskens werd gedoopt.



De **Supply Express** wordt in Breskens gedoopt.

foto : Camile Schelstraete ©

„Het gebeurt jammer genoeg maar zelden", aldus directeur F. Vroon. „Daarom zijn we dubbel blij dat deze nieuwe aanwinst vandaag in de thuishaven gedoopt wordt." „De **Supply Express** is het laatste schip in een rij van drie", wist directeur Piet Vroon „Het is een schip dat veel kan. Hier kunnen we zowel olie als ook vaste lading mee vervoeren."

De drie suppliers, de **Power Express**, de **Rig Express** en de

gisteren gedoopte **Supply Express** zijn in China gebouwd.

Karla Peijs, commissaris van de koningin mocht met de gebruikelijk fles champagne het schip dopen. De **Supply Express**, onderdeel van Vroon Offshore in den Helder, ging nog dezelfde nacht op weg. Op 1 juni wordt het schip in Aberdeen (Schotland) verwacht om daar aan zijn eerste klus te beginnen.

## BUNKER TANKER MASTER MURDERED

DURING another violent week a tanker master was murdered and the fate of several fishermen is unknown, according to the latest report from the ICC International Maritime Bureau.

Last Tuesday in the Gulf of Siam, Thailand, the master of a tanker carrying 100,000 litres of fuel oil, to supply fishing vessels at sea, was ordered by a pirate, who used to be a crewmember to come alongside his vessel. Once alongside the pirate hijacked the tanker. Two days later the pirates shot and killed the master. Three other crew members jumped overboard. A passing fishing boat later picked them up and contacted the Thai navy and police. According to the IMB, the police dispatched two marine police boats and a navy aircraft to locate / detain the vessel. The police caught the pirate who tried to escape, in a fishing boat. The police located the tanker with the remaining three-crew members and took it to the marine base for investigation.

The fishermen were victims of piracy near the Spratly Islands, South China Sea last Saturday. Armed pirates boarded a fishing vessel and robbed it of its catch while it was taking shelter due to engine trouble. The master informed his family; about the robbery and that, another vessel was approaching it. All contact with the fishing vessel was lost since the master's last call. The IMB says that the fate of vessel and crew members is unknown.

Among other incidents reported was an attempt to board a tanker over the stern while it was underway in the Singapore Strait. Fortunately the duty officer spotted the pirates who gave up the attempted boarding and fled in a speedboat.

## **Sailor's body removed from port vessel**

**Industrial accident suspected in death**

A Romanian sailor has died in an apparent industrial accident aboard a bulk carrier en route to Vancouver. The vessel arrived in port Monday around 5 p.m. and the body was removed.

The name of the sailor has not been released, pending notification of his next of kin, said Brian Young, a senior investigator with the Transportation Safety Board of Canada. One of the crew members was found in No. 1 cargo hold," he said. Young said the cause of death has not been determined and an autopsy will be conducted.

The coroner's report is not expected to be released "for a couple of months," said Young. "The vessel was en route from [Los Angeles] to Vancouver to refuel," said Young. The ship -- the **Jop** -- was not scheduled to take on any cargo, just fuel, Young added.

Officials from Vancouver police, Transport Canada, the Coast Guard and the B.C. Coroner's Service boarded the freighter, which was carrying a load of scrap metal. A lawyer for the ship's owner went on board the **Jop**.

The ship was expected to leave port last night for a destination in the Far East. The ship was built in 2000 and sails under the Liberian flag. It was formerly named the **Sankuru**.



## **Tugboat Captain Sentenced**

The U.S. Attorney's Office said that Gary O. Burnham, of Michigan City, Ind., was sentenced to serve 30 months in prison for operating as a ship's captain on a forged license, neglect of duty by a seaman resulting in the sinking of the M/V **Margaret Ann**, and negligently causing a diesel fuel spill in Lake Michigan. He was also ordered to pay \$750,000 in restitution to Holly Marine Towing, the owner of the vessel that sank in Lake Michigan under Burnham's command. The sinking of the Margaret Ann caused a 250 gallon diesel spill in navigable waters. Commander Paul Mehler, III, Commanding Officer, Coast Guard Marine Safety Unit Chicago "expects that this will send an important message to the entire marine community." The privilege to operate and maintain a vessel, whether commercial or recreational, should be taken very seriously by the licensed mariner. The Coast Guard will continue to remain vigilant and ensure the safety of the general public and the environment. This case was investigated by the U.S. Dept. of Homeland Security and the U.S. Coast Guard Investigative Service - Chicago Office, and was prosecuted by the Asst. U.S. Attorney Donald J. Schmid.

## Loodstarieven Schelde gelijk

De loodstarieven voor Vlissingen en Terneuzen gaan niet omhoog om verliezen bij te passen voor de belofte van Antwerpen.

Dat heeft minister Eurlings (Verkeer en Waterstaat) gisteren in een debat over de Loodsenwet toegezegd aan de Tweede Kamer. Het Nederlandse loodswezen wordt opgedeeld in drie regio's die kostendekkend moeten werken. CDA en VVD vreesden dat de loodstarieven voor Vlissingen en Terneuzen omhoog gaan als de Zeeuwse loodsen niet genoeg hebben aan de door België vastgestelde loodstarieven voor schepen naar Antwerpen. Eurlings stelde hen gerust. De minister verzekerde dat België heeft beloofd in dat geval tekorten te zullen bijpassen.

## Grimaldi koopt aandelen Anek Lines

**Grimaldi Lines** uit Napels heeft een belang van 14 procent verworven in het Griekse **Anek Lines**. Dat meldt het Zweedse Cruise & Ferry Info. De Griekse ferrymaatschappij voerde een kapitaalsverhoging door, waaraan de Italiaanse collega heeft deelgenomen.

Anek Lines is gevestigd in Chania op Kreta en vaart behalve tussen Piraeus en een reeks Kretenzische havens ook over de Adriatische Zee tussen Patras, Igoumenitsa, Ancona en Venetië.

De participatie van **Grimaldi** is een interessante ontwikkeling in de Griekse ferrysector, waar verdere consolidatie verwacht wordt.



De **OLYMPIC CHAMPION** arriverend in Ancona (Italy) – Foto : Piet Sinke ©

Er circuleren al langer geruchten over een samengaan van **Superfast Ferries** en **Minoan Lines**. Dat zijn de twee grootste concurrenten van **Anek Lines** op de Adriatische Zee.

Grimaldi Lines is al een tijdje op het overnamepad. De Italianen controleren **Atlantic Container Line (ACL)** en verwierven eerder dit jaar ook een meerderheid in **Finnlines**. Het is de eerste keer dat ze investeren in een rederij die in Zuid-Europa veerdiensten aanbiedt. Zelf exploiteert de Italiaanse rederij overigens ook ro/pax-schepen in de westelijke helft van het Middellandse Zeegebied.

## Somali pirates release cargo ship and crew after receiving ransom, official says

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 136

Somali pirates have released a cargo ship and its 16 Asian crew members they had held for 26 days, after the cargo owners agreed to pay a \$100,000 ransom, a maritime official said Tuesday. Somali pirates have hijacked eight vessels this year, said Andrew Mwangura, head of the Kenyan chapter of the Seafarers Assistance Program. That matches the total number of pirate attacks off the Somali coast in 2006.

The Somali cargo owners, "negotiated with the pirates on Monday and agreed to pay \$100,000, though the pirates requested \$150,000," said Mwangura. "Now the ship is on its way to Mogadishu to offload its cargo there."

The MV **Mariam Queen**, which flies a St. Kitts flag and is owned by a shipping company in the United Arab Emirates, was hijacked on May 3, Mwangura said. The U.N. World Food Program has appealed for high-level international action to secure the waters off Somalia, saying piracy is threatening aid deliveries to a country trying to recover from the worst fighting in more than a decade.

Earlier this month, a ship carrying tons of U.N. humanitarian aid for Somalia refused to leave Kenya because of the piracy. In 2005, two ships carrying WFP aid were overwhelmed by pirates. Somalia does not have a coast guard or navy and has not had an effective central government since 1991, when warlords ousted longtime dictator Mohamed Siad Barre and then turned on one another, making the country's 1,880-mile coastline one of the most dangerous for ships.

Somali pirates are trained fighters, often dressed in military fatigues, using speedboats equipped with satellite phones and Global Positioning System equipment. They are typically armed with automatic weapons, anti-tank rocket launchers and various types of grenades, according to the U.N. Monitoring Group on Somalia.

Mwangura said that Somali pirates are still holding four fishing vessels.

He said that South Korean companies own two of them, both flying a Tanzanian flag. Another vessel is Indian-owned and the fourth one is Taiwanese-owned, said Mwangura, adding that all but one of those vessels are being held at Harardheere, 137 miles northeast of the Somali capital, Mogadishu.

## Fined for drinking during fatal cruise

THE skipper of a Sydney Harbour party boat has admitted he was under the influence of alcohol while in charge of a cruise that ended in a young man's death. Alexander John Ledingham, 32, is broke and living in a boatshed after a brawl aboard the 15-metre motor cruiser he operated led to a drowning death, his lawyer told the Downing Centre Local Court yesterday.

Aidan Wilson, 19, died after falling from the cruiser, which was tied at night to two other boats at Farm Cove so revellers could listen to a nearby concert on November 25. The Deputy Chief Magistrate, Paul Cloran, said Mr Wilson was not a guest on the cruiser, but had boarded it from one of the two smaller boats tethered alongside.

Ledingham pleaded guilty to operating the vessel with a blood alcohol level of 0.055. The legal limit for operating a commercial vessel is 0.02. He was fined \$720 and disqualified from holding a boat or driver's license for three months.

Ledingham's lawyer, Greg Meakin, told the court headlines describing his client as a death boat captain had ruined his six-year career as a marine master. "Now all he can do is get a job scraping the barnacles off the bottom of boats," Mr Meakin said. Ledingham told police he had the equivalent of four 375-millilitre glasses of full-strength beer between 6.30 and 11.45 on the night in question.

Mr Meakin told the court that all but a few sips of that beer was taken on his client's way to Birkenhead Point after dropping his 27 passengers off at Double Bay. Ledingham was moderately affected by alcohol, had glazed eyes, and was slurring his speech when police breath-tested him after stopping his boat to question him about the man overboard, said a police statement tendered to the court.

Ledingham, in an earlier statement to police, said a brawl had broken out on board his cruiser about 10.20pm, and men from the neighbouring boats had used every access possible to climb onto Ledingham's cruiser.



"So much so that the boat heeled dangerously over to port," Ledingham said. Police believe Mr Wilson fell from Ledingham's boat at that time, hitting his head on another boat before falling into the water.



De Franse **TGV recordtrein V150**, die onlangs een snelheid van 574,8 kilometer per uur haalde, maakte ter gelegenheid van die prestatie in het Pinksterweekende een ereronde over de Seine. Het mocht ook een paar centen kosten. De Franse spoorwegen trokken er enkele tonnen voor uit om de ponton **Zeevang** van de **Nederlandse Bergings- en Transportmaatschappij BTS** vanuit Schiedam naar Parijs te halen. Een mooi klusje, erkent projectleider Arjan Honing van BTS. 'Er was in heel Frankrijk geen andere ponton te vinden.' **(Foto BTS)**

## UK. Coastguard reports RNLI lifeboats tow three yachts to safety during sever weather in English Channel

During Sunday evening into Monday morning last week, the Coastguard requested the launch of three RNLI all weather lifeboats to three different incidents involving sailing yachts in bad weather.

Selsey Lifeboat towed the 30 ft sailing yacht **Bacchus** with 2 crew on board. They had requested assistance south of the Isle of Wight after suffering intermittent loss of engine power and were unable to sail in the severe weather conditions.

Bembridge lifeboat towed the 36 ft sailing yacht **Firebird** with 4 crew on board into Portsmouth after she had requested assistance some 10 miles south of Dunnose, Isle of Wight. The vessel was unable to make headway in the severe weather and the crew were suffering severe sea sickness on passage from France.

The yacht '**Playing Around**' had sustained steering problems and called the Coastguard when they were 15 miles south of the Needles. Due to the gale force Northeasterly wind the yacht drifted into Portland Coastguard's area of responsibility. Portland Coastguard requested the launch of the Weymouth lifeboat which subsequently towed '**Playing Around**' into Weymouth.

The weather conditions were well forecasted yet these yachts still chose to set sail. Anyone not heeding the weather forecasts is putting at risk their safety and the lives of the crew of the lifeboats who invariably have to go to their assistance. All vessels should check the weather conditions for the duration of their intended voyage and if there is any doubt at all, should not put to sea, always err on the side of safety and wait for more favorable conditions, even if it is somewhat inconvenient.

## CASUALTY REPORTING

### Kollision in der Kadetrinne





The **KRISTINA REGINA** – Photo : Joop Marechal ©

Eine Kollision zwischen einem Kreuzfahrtschiff und einem Schlepper vor der Ostseeküste Mecklenburg- Vorpommerns ist in der Nacht zum Dienstag glimpflich verlaufen. In der Kadetrinne stießen nach Angaben des Bundespolizeiamtes See in Neustadt (Holstein) das finnische Kreuzfahrtschiff «**Kristina Regina**» und der Schleppzug «**Pioneer**» seitlich zusammen. Der Grund dafür war zunächst unklar. Auf der 1960 gebaute «**Kristina Regina**» mit 245 Plätzen befanden sich nach Angaben der finnischen Reederei Kristina Cruises mit 201 Passagiere. Das Schiff wurde laut Polizei an der Außenhaut beschädigt, konnte aber seine Fahrt nach Helsinki fortsetzen.

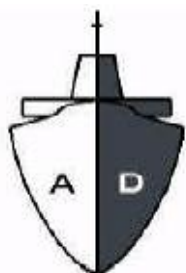
Der Schlepper «**Pioneer**», der einen mit Holzstämmen beladenen Seeponton hinter sich her zog, geriet der Polizei zufolge in Schräglage und verlor Teile der Ladung. Zwei Motorschiffe der Wasser- und Schifffahrtsverwaltung waren am Dienstag dabei, die auf der Ostsee treibenden Stämme zu bergen, wie ein Sprecher des Wasser- und Schifffahrtsamtes Lübeck sagte. Zeitweilig war der Schiffsverkehr in der Kadetrinne eingeschränkt.

Das Seegebiet zwischen der deutschen Halbinsel Fischland-Darß- Zingst und der Insel Falster auf dänischer Seite gilt als eines der schwierigsten und gefährlichsten Gewässer der Ostsee und ist zugleich einer der am stärksten befahrenen Seewege Europas. Der Schlepper war auf der Fahrt nach Wismar, wo er am Nachmittag erwartet wurde

## 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)



The Dutch Frigate **F 828 VAN SPEIJK** made a port visit in Limassol (Cyprus)

Photo : Peter Lankester ©

**D:** 2,800 tons light (3,320 fl) **S:** 29 kts (21 on diesels)

**Dim:** 122.25 (114.40 pp) × 14.37 (13.10 wl) × 4.30 (6.05 sonar)

**A:** 4 RGM-84A/C Harpoon SSM; 16-cell Mk 48 Mod. 1 VLS (16 RIM-7M NATO Sea Sparrow SAM); 1 76-mm 62-cal. OTO Melara DP; 1 30-mm Goalkeeper gatling CIWS; 2 single 20-mm 70-cal. Oerlikon Mk 10 AA; 4 fixed, paired 324-mm Mk 32 Mod. 9 ASW TT (Mk 46 Mod. 5 torpedoes); 1 SH-14D Lynx ASW helicopter

**Electronics:**

**Radar:** 1 Decca 1690/9 nav.; 1 Thales Scout nav./surf. search; 1 Thales SMART-S 3-D air search; 1 Thales LW-08 early warning; 2 Thales STIR-18 missile f.c.; 1 Thales Goalkeeper f.c. array

Sonar: PHS-36 (SQS-509) hull-mounted MF

**EW:** ArgoSystems APECS-II intercept and AR-740 jammer; Mk 36 SRBOC decoy syst. (2 6-round Raytheon Mk 137 RL); SLQ-25 Nixie towed acoustic torpedo decoy syst.

**M:** CODOG: 2 Stork-Wärtsilä 12 SWD 280 V-12 cruise diesels (4,225 bhp each), 2 Rolls-Royce Spey RM-1A or C gas turbines; 2 CP props; 48,252 shp max.

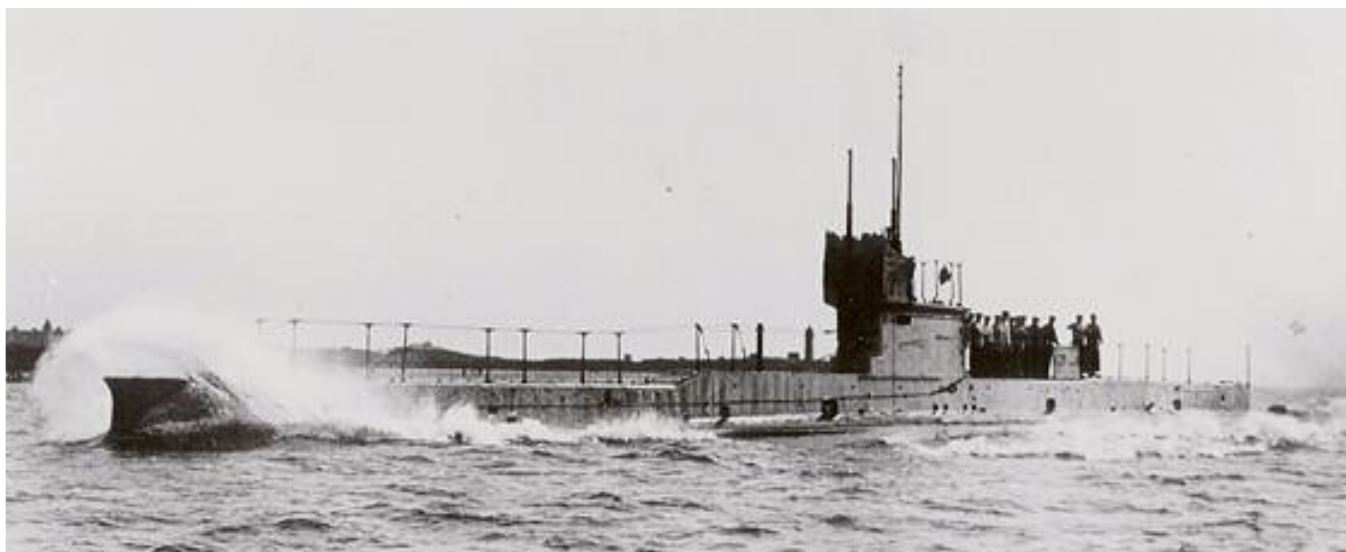
**Electric:** 2,720 kw (4 × 650-kw diesel sets, Stork-Wärtsilä DRo 218K diesels driving; 1 × 120-kw diesel set)

**Range:** 5,000+/18 Endurance: 30 days

**Crew:** 16 officers, 138 enlisted (163 max. accomm.)

## Discovery made in search for Aust's 1st submarine

The Royal Australian Navy may have found the country's very first submarine, the **AE1**, in Papua New Guinea waters. A new object has been discovered after the Navy ruled out an object detected earlier this year as a rock. **HMAS Yarra** will return home with video filmed by a remote mini-sub of a coral-clad object that could be the **AE1 sub**.



The object was too deep for Navy divers to reach, so the footage will be delivered to experts in Australia. If confirmed, the Navy will keep the location secret to protect the submarine from trophy hunters. A memorial service has been held on board **HMAS Yarra** to remember the 35 **AE1** crew members who perished in 1914.

**Type: E Class Submarine**

Displacement: 660 tons (surfaced), 800 tons (submerged)

Length: 181 feet

Beam: 22 feet 6 inches

Draught: 12 feet 6 inches

Builder: Vickers Ltd, Barrow-in-Furness, England

Laid Down: 14 November 1911

Launched: 22 May 1913

Machinery: 2 sets of 8 cylinder diesel engines, battery driven electric motors

Horsepower: 1,750 (surfaced), 550 (submerged)

Speed: 15 knots (surfaced), 10 knots (submerged)

Armament: 4 x 18-inch torpedo tubes

Complement: 35

## Camilla visits Cumbria to launch £1.2bn submarine

SHIPYARD bosses in Barrow are preparing to welcome Camilla, Duchess of Cornwall, for the launch in the town next week of the Royal Navy's largest and most powerful attack submarine, **HMS Astute**. Camilla will arrive in the town on June 8 for the official naming of the £1.2bn nuclear-powered vessel at a ceremony organised by BAE Systems at the town's Devonshire Dock Hall. **Astute**, the first of four in its class, is the most stealthy submarine ever operated by the Royal Navy.

Camilla is the main guest out of 400 VIPs due at BAE Systems for the roll out of the 7,800-tonne **Astute**. The ceremony comes 15 years after the first Trident missile submarine **Vanguard** was launched in Barrow in April 1992 by Princess Diana. Barrow mayor Ken Williams is one of those lined up to meet Camilla.

He said: "I am ecstatic that someone like the Duchess of Cornwall has accepted the invitation to come to Barrow. I am sure Barrovians will greet her with open arms in their normal way." BAE managing director Murray Easton said in a message to the yard workforce: "We look forward to welcoming the Duchess to lead this celebration of the dedication and commitment of the whole workforce in successfully preparing the submarine for launch.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 136

"Our success is the result of an outstanding team effort by everyone involved in the project." The Duchess is Commodore-in-Chief of Naval Medical Services. The new sub is one of four **Astute-class** vessels being built at BAE.

Astute-class submarines, equipped with the latest cruise missiles, will be the most capable ever deployed by the Royal Navy and are able to circumnavigate the globe without needing to surface as they make their own air and water.

It carries 38 Spearfish torpedoes and Tomahawk cruise missiles. Powered by a nuclear reactor, **Astute** is designed not to need refuelling for her entire service life of 25 years or more, can circumnavigate the entire globe undetected on a single 90-day patrol, and her endurance is determined principally by the amount of food on board. It has a total crew complement of 98.

Two of the other vessels, **Ambush** and **Artful**, are currently under construction at the Barrow shipyard. The order for the fourth, **HMS Audacious**, was placed earlier this month. **Astute** will be the largest and most powerful SSN hunter killer ever built for the Royal Navy.

## SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



- 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)





The **KARIN SCHEPERS** seen ready to be launched at the Damen yard in Galatie

Photo : Huib Lievense ©

## Odense Steel Shipyard Ltd. sells Balti ES Ltd. to Cargotec Corporation

Odense Steel Shipyard Ltd. (Odense Staalskibsværft A/S) announces the sale of Balti ES Ltd., a manufacturer of metal components based in Narva, Estonia, to Cargotec Corporation, Finland. The final company transfer is expected to take place within 1-2 months. Following the closure of Maersk Container Industri's production facilities in Tinglev, Denmark the strategic importance of Balti ES for the Odense Steel Shipyard Group has been reduced. Balti ES functions as a separate unit and today sells most of its production capacity to companies outside the A.P. Moller - Maersk Group.

Balti ES was acquired by the Odense Steel Shipyard Group in 1997, and currently employs approximately 600 people. The two parties have agreed not to disclose the purchase price.

## **VOSTA LMG Builds TSHD for Dutch Dredging**

VOSTA has been awarded with the contract for the delivery of a complete engineering and component package for a trailing suction hopper dredge for **Dutch Dredging BV** (Baggerbedrijf De Boer b.v.) in The Netherlands. The complete order consists of the design and engineering of a 2800 m<sup>3</sup> trailing suction hopper dredge, including the delivery of the dredging equipment, propulsion systems, electrical installation, automation, hydraulic installation, navigation & communication systems. The vessel will be built under VOSTA LMG supervision at the Ben Kien Shincro Shipyard based in Hai Phong, Vietnam. This shipyard is part of the Vietnamese Shipbuilding group Vinashin. VOSTA LMG and Ben Kien Shipyard have co-operated before for the construction of two cutter suction dredges.

This trailing suction hopper dredge is designed according to latest technology. The optimised bulbous bow will have a positive influence on speed and fuel consumption. Special measures have been taken to increase propulsion efficiency and to reduce noise and vibration. The TSHD will be equipped with a 800mm SB suction pipe with a dredging depth of 30 meter. The vessel will be equipped with 12 bottom doors and a MK-3 VOSTA LMG bow coupling for discharge purposes. Two VL 750 dredge pumps will be installed as well as a number of VL standard gate valves in various diameters. One pump will operate as the dredge pump and the second one as delivery pump. The VOSTA LMG Dredge Automation modules include suction pipe monitoring and control, draft and load monitoring, production monitoring, dredge control and load calculation.



The **SMIT AFRICA** seen under construction in Tuzla, Turkey

**Photo : Hans van der Ster ©**

## **Dubai Drydocks Moves into Singapore Market**

Dubai Drydocks World LLC (DD World), the recently-launched maritime holding company, and a member of Dubai World, announced its first major overseas acquisition by making a voluntary conditional cash offer for Pan-United Marine Limited (PUM) of Singapore. PUM is a major shipyard with facilities in both Singapore and Batam, Indonesia. DD World made a voluntary conditional cash offer for all the issued and paid-up ordinary shares of PUM and has received irrevocable undertakings from the controlling shareholders of PUM to accept the Offer from DD World in respect of 70 per cent of all the shares in PUM in the aggregate. Like DD World, PUM is involved in ship repair, ship building and conversions.

## Bharati to build Voith-Schneider PSV's

India's Bharati Shipyard reports that MAN Ferrostaal AG of Germany has ordered two large PSVs. The contract value of each vessel is Euros 38 million. The 105 m vessels will be diesel electric and fitted with two sets of Voith Schneider cycloidal propeller units at the stern

Classed with Germanischer Lloyd, they will have a free running speed of 17 knots, a cargo deck area of 1,400 sq meters and a 2,500 tons Deck load.

Bharati Shipyard is to carry out the detailed engineering for the vessels in its in-house design center. Bharati Shipyard says this will be the first time that this type of PSV with Voith Schneider propulsion unit is built in Asia and that currently there are only three such vessels in operation worldwide.

## Stolt company orders crane ship at Merwede

Seaway Heavy Lifting, a joint venture company including Acergy (tidigare Stolt Offshore), has ordered a dynamically positioning crane ship at Dutch yard Merwede for around USD 400 million for delivery in early 2010. The partners in the new company will inject equity worth USD 110 million, a so called revolving credit and guarantee facility, other credit facilities at EUR 140 million and USD 180 million in Dutch export credits through Atradius.

## 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)

## MSC builds its presence in Santos

Mediterranean Shipping Co is building its presence in Brazil by opening an office in Santos that could be the first step towards constructing a new cruise terminal at the port. The new office will serve both the container and cruise operations of the Switzerland-based company. Yesterday MSC executives met Santos mayor Joao Paulo Tavares Papa to discuss plans for Brazil and Santos. The talks included discussion of the Marina Porto project for the port city, which includes a new cruise terminal to be located near the Cais do Valongo. MSC cruise activities in Brazil have been growing in recent years, but the company is said to be unhappy with the existing Concais terminal. MSC is understood to have moved around 400,000 containers through Santos last year, almost one-quarter of the port's total throughput. MSC is also understood to be one of the main backers of the new \$120M, 1Mteu-capacity port complex at Navegantes in the south of Brazil, which opens for business in July.





The first arrival of the **PRINCESS OF NORWAY** in Ijmuiden – Photo : Ton Grootenboer ©

## Team Lines to launch services to DCT Gdansk

Poland's newest container terminal currently under construction - has signed an agreement with Team Lines, the major operator of feeder services in the Baltic Sea. Under the agreement, the shipowner will launch regular services to the terminal, which will enable the handling of increasingly growing cargo volumes and satisfy the forwarders' expectations.

"While delivering on our promise to provide a state-of-the-art deepwater container terminal on the Baltic Sea in a timely manner and within the adopted budget, we are very pleased that Team Lines have decided to start cooperation with us." - commented Colin Chanter, CEO of the terminal. - "We are filled with faith to see that the shipowner with a stable position has recognized the benefits offered by DCT Gdansk, at such an early stage. We are very glad about our cooperation and I know that we will ensure providing adequate services for both the handling and the yard operations."

DCT Gdansk will start its operation on 1 June, equipped with two post-Panamax (STS) ship-to-shore gantry cranes and three rubber-tyred gantry cranes (RTG). The construction of a new road and a railway line connecting DCT Gdansk with the nationwide transport infrastructure have already been completed. By October 2007, the terminal will utilize three STS gantry cranes and five RTG cranes, which together with the suitable back-up yards and additional operational equipment will ensure an annual throughput capacity of 500,000 TEUs.

## PSA bouwt shortseaterminal in Great Yarmouth

PSA International wil eind volgend jaar in de Britse haven Great Yarmouth een shortseaterminal in gebruik nemen. De terminal krijgt een capaciteit van 250.000 teu per jaar. PSA werkt in een joint venture samen met International Port Holdings. Dat bedrijf werd vorig jaar opgericht door onder anderen Alistair Baillie, een vroegere manager van P&O



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 136

Ports. PSA krijg met een belang van 60 procent een meerderheid als aandeelhouder in de terminal. Het bedrijf spreekt van een groeiende vraag naar capaciteit in Engeland voor de behandeling van feeders en shortseadiensten. Het werk aan de Great Yarmouth Outer Harbour is in 2006 begonnen.

De haven van Great Yarmout, zegt PSA's operationeel manager Pierre Timmermans, is gunstig gelegen, omdat vandaar de transittijden naar havens op het Europese vasteland, zoals Antwerpen en Zeebrugge de kortste zijn.

De nieuwe terminal komt in de nieuwe buitenhaven, waarvan de aanleg binnenkort van start gaat. Eind 2008 beschikt de terminal over 200 meter kade met een achterliggend terrein van twaalf hectare. In een tweede fase kan het terrein, en daarmee de capaciteit, worden verdubbeld. PSA en IPH hebben het recht de terminal dertig jaar lang te exploiteren, met een optie op verlenging met nog eens dertig jaar.

Het havenproject kost ongeveer zestig miljoen euro, zo meldt onze correspondent in Engeland. Bij de aanleg zijn de Nederlandse aannemers BAM en Van Oord betrokken. Grat Yarmouth hoopt dat de haven enkele duizenden arbeidsplaatsen zal opleveren. Met de aanleg van de haven komen ook de al langer bestaande plannen van de Engelse kuststad voor een superferry van en naar het Europese vasteland weer in beeld. Als aanloophaven op het vasteland gooit IJmuiden hoge ogen. IPH-bestuursvoorzitter Baillie zegt zo snel mogelijk gesprekken te beginnen met ferry-operators.



## Vroon takes delivery of another newbuild

**Vroon Offshore Services Ltd (VOSL)** – formerly called **Viking Offshore Services** – has taken delivery of the second vessel in a £55million newbuild programme. VOSL, which assumed its new identity following its acquisition last week by Dutch shipping company Vroon Offshore BV, hosted an official naming ceremony for **Viking Explorer** at Aberdeen Harbour.

The formal naming was performed by Mrs Marja Doedens, Managing Director of Vroon Offshore Services BV, part of the wider Vroon Group. The vessel was blessed by Aberdeen port chaplain Rev Howard Drysdale. Also present at the ceremony was Pieter Vroon, Chairman of the Vroon Group BV Supervisory Board, and Herman Marks, Vroon Group BV Commercial Director.

VOSL Chief Executive Graham Philip said: "We are pleased to accept delivery of the second of nine vessels in what is one of the most ambitious new-build programmes undertaken in our sector. We were also delighted to have Marja undertake the naming ceremony for us. Her participation helped to symbolise a dynamic new era for VOSL as part of a group with a long and prestigious history in the global shipping market. The new-build programme is also testimony to VOSL's confidence in its long-term growth strategy in the European offshore energy market."

The 55m **Viking Explorer** is of the new IMT 955 design by IMT Marine Consultants of Montrose, Scotland. It carries a series of enhanced recovery and rescue features as well as class-leading capabilities for in-field logistic services.

All the new vessels, of similar design, are being constructed at the Astilleros Zamakona shipyard in Spain and are to be delivered in a rolling programme until early 2009.

## Morocco Sells State Maritime Company to French Firm

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 136

According to reports, Moroccan government and public institutions Monday sold their stake in the state-run maritime transport company Comanov to French firm CMA-CGM for \$269m. The sell-off, part of a privatization plan, will see Comanov, set up in 1946, fall into the hands of France's largest container shipping company. Comanov operates five lines to Europe and has a fleet of nine ferries and carries about 800,000 passengers annually.

Moroccan Finance Minister said Rabat's privatisation programme would make the "Moroccan economy more modern, open and dynamic." CMA-CGM, which has been operating in Morocco for 20 years, operates five weekly containers services to five European ports: Le Havre, Anvers, Rouen, Dunkirk and Rotterdam.

### Bahia Grande Christened in Korea

The 3752 TEU container vessel **Bahia Grande** was christened May 28<sup>th</sup> at the Daewoo Shipbuilding & Marine Engineering Co. Ltd. (DSME) yard in Okpo, Korea. The Bahia Grande is the fourth of a total of six identical 3,752 TEU container ships commissioned from DSME by Hamburg Süd. Following the delivery the 254 mtr long and 32 mtr width **Bahia Grande** will be phased into Hamburg Süd's liner service between Asia/South Africa and South America East Coast. The sponsor of the newbuilding is Barbara Wiegmann, wife of Dr Hans-Henning Wiegman, Chairman of the Executive Board of Henkell & Söhnlein Sektkellereien KG in Wiesbaden, like Hamburg Süd a member of the Oetker Group. The 50.800 DWT "**Bahia Grande**" is named after a bay in the Argentinean province of Santa Cruz, which forms the southernmost section of the country's coastline.

(left to right) Dr. Heino Schmidt, Member of the Executive Board of Hamburg Süd, sponsor Barbara Wiegmann, Dr. Hans-Henning Wiegmann, Chairman of the Executive Board of Henkell & Söhnlein Sektkellereien KG and Heike Schmidt.



The **BAHIA** is the first vessel of the "Bahia" class seen here arriving in Rio Grande, the series will be in total 6 ships from which the **BAHIA GRANDE** is the third vessel delivered.

Photo : Marcelo Vieira ©

## OCEAN HEAVYLIFT TAKES SECOND VESSEL

NORWEGIAN company Ocean HeavyLift, formerly Awilco Heavy Transport, has started operations with its first vessel and has taken delivery of its second. The company now operates two heavy lift vessels both converted at Gdansk Ship Repair Yard, Poland. It was listed on the Oslo Stock Exchange earlier this month.

The company notes: "In February 2007, agreements were concluded with Songa Ancora Pte Ltd, a company associated with Arne Blystad, to purchase additional two heavy lift vessels under construction at the Huarun Dadong Dockyard in China." The company's Q1 operating revenue was US\$5.5 million while operating profit before depreciation and amortization (EBITDA) came to US\$2.2 million.

## EITZEN CHEMICAL BUYS AND SELLS

NORWEGIAN owner Eitzen Chemical is buying the 1993-built, 40,296 dwt **Team Actinia** for US\$20m. The vessel was built by Uljanik Shipyard, Croatia, and is single sided but has a double bottom. The company says: "The intention is to convert the vessel to double hull. The vessel is currently trading in the Team Tanker Pool and is well known to the company. Delivery of the vessel is expected to take place in the 3rd quarter 2007." Meanwhile Eitzen Chemical has sold the 1983-built 7,650 dwt **Sichem Camaron** for US\$3.2m. The vessel is expected to be delivered in the 2nd quarter 2007 and the company will book a profit of about US\$41m.

Terje Askvig, Chief Executive Officer said: "These transactions, together with the newbuilding programme, form an integral part of our fleet renewal programme, where the older units will be phased out over time." Following these latest deals the company's fleet will consist of 75 owned and financially controlled vessels and 30 newbuildings (plus two options) to be delivered before the end of 2010. Meanwhile associate company Camillo Eitzen & Co ASA has announced vessel sales by partnerships in which it owns significant stakes. ParTankers III IS, in which Camillo Eitzen owns a 20 % has sold four of its five suezmax tankers for a total of US\$208m, representing a total return of 56% on equity in less than 1 year. In addition ParTankers II KS, in which Camillo Eitzen owns 25 %, has sold an MR product tanker for US\$24.75 million, representing an 89% return over a 2 year period. The company is making a profit on the deals of US\$9.7m with an estimated liquidity effect of US\$8.9m.

## Rolls-Royce develops new design for Ezra

Rolls-Royce has won a contract worth approximately GBP 50 million to supply an integrated system of design and equipment for two advanced offshore vessels to be built for Lewek Shipping, a subsidiary of Ezra Holdings. Rolls-Royce



has long been a major supplier of equipment to Ezra, but this is the first order for design and equipment for the Singapore-based company.

A new design has been developed to meet the shipowner's requirements and has been given the type name UT 788 CD. Singapore based Pan-United Marine will build the vessels.

These vessels will have many capabilities: ultra-deepwater anchorhandling, towing, supply and standby duties. They will also be suited for the optional future

activities such as subsea construction, ROV intervention, maintenance and repair work.



Minimizing the vessel's effect on the environment has been high on the list of requirements. Lloyd's Register EP notation is specified, covering emissions from engine exhaust and discharges to sea and air. Double bottom and double skin construction protect fuel tanks and potentially polluting cargo in the event of collision or grounding.

To cut fuel consumption and reduce emissions Rolls-Royce has developed a hybrid propulsion system. Only the engines necessary to supply the load need to be run, and they can run at an efficient rating. Electric motors can supplement the main engines when high power is required on the propellers. Conversely, two retractable azimuth thrusters enable the UT 788 CD to proceed at low speed with a very low fuel consumption and also provide part of the dynamic positioning capacity.

Crew safety is enhanced by the Rolls-Royce Safer Deck Operations system. Remote controlled travelling cranes and manipulators, pennant wire winder and other equipment are used to reduce the amount of risky crew work needed on deck during anchorhandling operations. A powerful three drum winch, two secondary winches and large rig chain lockers are provided for ultra-deepwater anchorhandling.

The first of the UT 788 CD multifunctional vessels is due for delivery in the first half of 2009, with the sister following in the second half of that year.

## **Strategic Marine wins DSV order for Vietnam yard**

Strategic Marine Pty Ltd of Western Australia has won an order from Coastline Maritime Pte. Ltd. of Singapore, for the steel construction of a 143 m Diving Support Vessel.



It is to be built at Strategic Marine's new Vung Tao Facility in Vietnam.

The design is the the same as that of the 2003 built **Azteca** and will be supplied by Coastline Maritime Pte Ltd.

The hull once completed will be

outfitted by the owners with their own equipment package.

## **300-million port project planned for Nova Scotia**

Plans for a \$300-million container port to be built on the Canso Strait between mainland Nova Scotia and Cape Breton were unveiled last week Tuesday. The port is designed to handle the explosion in containerized shipping. Vessels now being built can carry up to 14,000 containers, each six metres long. Too big for the Panama Canal, they will come to North America via the Suez Canal and be unloaded at Guysborough, N.S. for shipment to the U.S.

Guysborough expects to reap \$2 million in taxes on the port, along with 500 construction and over 400 permanent jobs. The proponent, Melford International Terminal Inc., will put the proposal through a full environmental review. It predicts construction could begin by June 2008, with operations beginning in 2010.

## **Brostroem Expands Further in Asia**



Brostroem has entered into an agreement for the acquisition of the Petroships Group, a group of companies in Singapore and Malaysia operating a fleet of 9 small and intermediate size product tankers in Southeast Asia, reports the press-service of the company.

Brostroem's acquisition of the Petroships Group is expected to add about SEK 200 mn in group net sales on an annual basis deriving from the 5 acquired fully owned vessels. The contribution from the three partly owned vessels will only be accounted for as results from associated companies. Overall the acquisition is expected to give a positive contribution to group net results and returns as from 2007.

## **New Dry Cargo Vessel for Irinvestship Limited**

On May 26 the third dry cargo vessel of 6750 tons' deadweight (project RSD19) for Irinvestship Limited (Iran) was launched at the Volgogradsky Shipyard, reports the press-service of the company.

The contract on building the series of 4 river-sea vessels was signed in August 2005. The head vessel "**Iran Anzali**" was delivered to the customer in February of the current year, the second ship was launched in March. The fourth vessel was laid down in December 2006. The vessel is to transport general cargo, break-bulk cargo, timber and logs, containers and hazardous cargo in the Caspian Sea, Mediterranean Sea, Black Sea, Baltic Sea, White Sea, North Sea.

The length of the ship of the named project - 140 m, the breadth - 16.70 m, the hull height - 6 m, the deadweight in sea/river - 6750tons/4343tons, the tonnage in sea/river - 6325tons/4100tons, the speed - 11.8 knots.

The project of the ship was worked out by Maritime Engineering Bureau (Odessa), the class of the ship is "**Volgo-Don max**".

## **Disney to drop Med in 2008**

Disney Cruise Line has seen strong demand from US passengers for cruises in European waters, but will not repeat this year's Barcelona calls in 2008. "Europe is the first destination for US passengers; it's where they want to go next," chairman Tom McAlpin told Fairplay during a visit to the Spanish port late last week. DCL's **Disney Magic** makes eight cruises in the western Med from Barcelona this spring, beginning on 24 May, but will not return in spring 2008. The **Magic** will cruise out of Los Angeles throughout next year's spring/summer seasons, however DCL has not ruled out stationing in Europe one of its two newbuildings scheduled for delivery in 2011 and 2012. Nor has the company any plans to launch a marketing campaign to win European passengers; instead it will continue to focus on US passengers and UK cruise passengers. McAlpin said he expects company yields to increase by 2% this year, but declined to go into further detail. Disney Cruise Line's financial figures have not yet been made public and are included in results for Walt Disney World.

## **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 **UNION KODIAK** arrived in Belgium from Turkey  
Photo : Richard Wisse ©

## **AIRCRAFT / AIRPORT NEWS**

# **Transavia.com onthult eerste 737 met Jumbo-reclame**

Vakantievlieger transavia.com heeft woensdagavond (30 mei) de eerste van drie Jumbo Boeing 737's onthuld. De toestellen vliegen de komende drie maanden in de kleuren van supermarktketen Jumbo. Van buiten zijn de Boeing 737-800's gedecoreerd met armen die gevulde boodschappentassen dragen, en ook aan de binnenzijde keert de merknaam vaak terug.

Zowel transavia.com als Jumbo zijn maar wat trots op de samenwerking. Topman Onno van den Brink van transavia.com zei verheugd te zijn om nu eindelijk, net als moederbedrijf Air France-KLM, ook eens te kunnen zeggen Jumbo's in de vloot te hebben.

Vorige week onthulde Luchtvaartnieuws.nl al dat Jumbo en transavia.com zouden gaan samenwerken. Volgens Jumbo-directeur Frits van Eerd wordt de samenwerking, die nu voor vier maanden is aangegaan, ongetwijfeld daarna nog voortgezet.

De eerste "Jumbo" vliegt donderdagochtend naar Griekenland, om vervolgens 's middags Eindhoven aan te doen. Daarna vliegt het toestel via Griekenland naar Amsterdam.

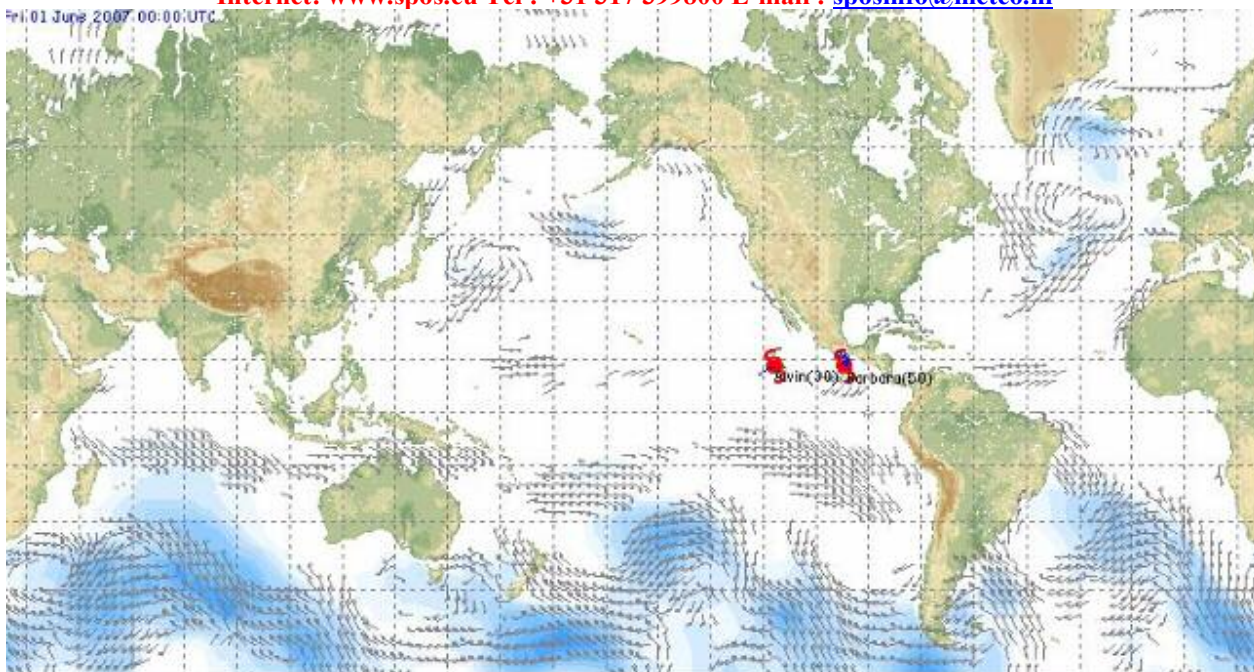
## **MARINE WEATHER**

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

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 136



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 THE DAY ....



The German navy Planet class (Type 752) research ship **FS 751 PLANET** seen leaving Valletta Tuesday 29th May.  
**Photo : Lawrence Dalli ©**



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 136

D: 3,500 tons (fl) S: 15 kts (sust.) Dim: 73.00 × 27.20 (25.00 deck) × 6.80

A: 1 fixed, submerged 533-mm TT

Electronics: Radar: 2 . . . nav.—Sonar: trials installations

M: diesel-electric drive: 2 . . . . . diesels, 5,400 kw tot. generator capacity, 2 Jeumont-Framatome axial-flux permanent magnet motors; 2 shrouded props; 6,000 shp—2 bow- and 2 stern-thrusters

Range: 5,000/15 Endurance: 30 days

Crew: 25 + 20 trials personnel or scientists

The **Wehrforschungs und Erpropungsschiff (WFES)** trials vessel **PLANET** was ordered on 7-12-00 at the Nordseewerke shipyard in Emden , laid down 26-04-2002 and was taken into service during 2004. Will initially conduct trials of the DM-2A4 torpedo and then will support trials of the Type 212 submarines

Employs a SWATH (Small Waterplane Area, Twin-Hull) catamaran configuration. A containerized fuel cell will supply emergency and in-port electrical requirements. A stern radial gallows equipment crane will be installed, and there will be a twin-drum towing winch. Up to five portable laboratory/equipment vans will be accommodated. The trials torpedo tube will be installed in the lower, starboard hull pontoon. A full suite of oceanographic equipment, including precision cranes, will be carried, and the ship will be equipped for trials with new sonar systems.

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.