

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 140



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**The BERGE STAHL seen at Maas pilot station
Photo : Rik van Marle ©**

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EVENTS, INCIDENTS & OPERATIONS



Op 1 juni 2007 bestond de **Svenska Sällskapet för Räddning af Skeppsbrutne SSRS** 100 jaar. Voorafgaande aan de **International Maritieme Rescue Conference** heeft de SSRS in aanwezigheid van vele internationale gasten haar jubileum gevierd. Ter gelegenheid van dit jubileum heeft de Voorzitter van de SSRS, de heer F. Patrikson uit handen van de Voorzitter van de KNRM de heer C. van Duyvendijk de gouden legmedaille van de KNRM ontvangen.

Foto : Pim Korver FILM+VIDEO ©

ITF "WEEK OF ACTION"

THE International Transport Workers' Federation (ITF) and its affiliate unions have started a week of action that will visit and inspect vessels across Northern Europe. The ITF says its officials, dockers and union volunteers will investigate ships "irrespective of whether they are flying a national flag or flag of convenience, in order to establish and enforce decent conditions onboard".

The ITF says: "The week long operation will check conditions, recover owed wages, put vessels under ITF agreements that protect vulnerable workers, and more. It will also include a particular focus on three areas: CSAV ships; Leonhardt and Blumberg ships and ferries and ro-ros operating in the Irish Sea."

The action, which started today and is set to continue to Friday, is expected to cover most northern European countries and Scandinavia.

Steve Cotton, ITF Maritime Coordinator, said: "This is a new kind of week of action. It's an intensive, week long offensive that also adds these three distinct elements into the objectives of securing labour rights and quality shipping. It stands firmly alongside our long running campaigns but also gives everyone involved a chance to show what they can do."



The sheerlegs **MATADOR 3** seen lifting the crane boom onboard the **POLAR QUEEN** in Wilton Harbour (Schiedam)

Photo : Ton Holtkamp ©

KNRM Ouddorp in actie voor zeilers en boot zonder brandstof

door Piet Kleemans

De bemanning van KNRM-station Ouddorp moest afgelopen weekend twee keer uitrukken. Het eerste alarm betrof een zeilboot die aan lager wal was geraakt in de omgeving van de haven van den Osse.

Volgens de Kustwachtpost Ouddorp ging het om een zeilboot met één persoon aan boord, die was gestrand en niet meer op eigen kracht los kon komen.

Onderweg naar de opgegeven positie kwam echter de melding dat het de man toch gelukt was om zelf dieper water op te zoeken. De reddingboot keerde hierna terug naar thuisbasis KNRM-station Ouddorp.

Net terug boven aan de helling hoorde de schipper van de **Griend** dat iemand bij het Kustwacht Centrum melding maakte van een open motorbootje dat op eiland Ossehoek was aangespoeld, met aan boord drie kinderen en twee volwassenen.

In overleg met het kustwachtcentrum ging de **Griend** op pad. Bij Ossehoek bleek het om een Frans gezin te gaan dat een bootje had gehuurd en zich er niet van had vergewist of er voldoende brandstof in de tank zat. De Griend bracht de Fransen en het huurbootje naar Port Zélande.

Six crew rescued from burning N.L. fishing boat

Six crew members from a fishing boat that caught fire off the coast of Newfoundland were rescued from the icy North Atlantic ocean and taken to hospital Wednesday afternoon.

A coast guard spokesperson said the six men on board issued a garbled mayday at about 12:30 p.m. Atlantic time, and a fixed-wing **Hercules aircraft** from Greenwood, N.S. and a **Cormorant helicopter** out of Gander were dispatched to the scene immediately.

The **Cormorant**, first to arrive on the scene, discovered the men in the water. They were forced to evacuate the 18-metre Nautical Legacy after it had caught fire.

"We were on scene overhead the boat within an hour of receiving the call and found six personnel in the water, at which point we hoisted them out of the water and proceeded back to St. John's. Successful results all around," Capt. Chris Herten of the Search and Rescue Squadron, in charge of the cormorant helicopter that plucked the men from the water, told NTV News.

Five of the six men were able to don survival suits before entering the water. Rescue crews surrounded the young man who wasn't wearing an immersion suit, and got him out first.

"Two of the men were hypothermic," search and rescue technician Sgt. Dave Payne told NTV News. "They were very cold, but we got there in time." All six men are expected to make a full recovery. It's believed the men are from the Clarke's Beach area. NTV News reports the Nautical Legacy had burnt to the water line and is expected to sink shortly. There is no word at this time as to the cause of the fire.



Hulp voor mkb'ers van de grote zee

De bloei van de zeescheepvaart mist Friesland niet. Er is een reeks plannen van Friese ondernemers om met een eigen schip de zeeën te bevaren. Dat heeft ABN Amro geïnspireerd om voor Friesland een speciale 'zeevaartdesk' te formeren, een landelijke primeur. Deze op het districtskantoor in Sneek gezetelde afdeling richt zich speciaal op de kustvaart, zeg maar de mkb'ers van de zee.

Het voorbeeld ligt in Rotterdam, waar ABN Amro een 'shipping desk' heeft, die zich heeft gespecialiseerd in activiteiten die met de grote zeevaart verbonden zijn. „Ook die kennis en expertise kunnen we nu inzetten voor de kleinere zeevaart“, verduidelijkt Mascha Perquin, directeur zaken van het Sneker district. Eerder zette de bank al een 'agrarische desk' op.

De Harlinger havenactiviteiten vallen binnen dit district en het is Marianne Waanders die er voor de bank met haar jarenlange ervaring in deze sector al een groot netwerk heeft opgebouwd. Zij adviseert binnen een team van vier mensen over financiering, maar ook vooral over de zakelijke opzet van deze tak van zeevaart.

De scheepvaart kent een flinke groei. Het vervoer van goederen over water is flink toegenomen. De Harlinger haven telt over vorig jaar een groei van 6 procent. „Er ligt een groot potentieel“, denken Perquin en Waanders. In Friesland zijn enkele tientallen reders en kapitein/eigenaren actief. Binnen enkele jaren wil ABN Amro een verdubbeling van het huidige volume behalen. Per schip geldt een financiering van gemiddeld zo'n kleine €6 miljoen.

Cruise Ship Struck By Illness Returns

A Royal Caribbean ship with at least 200 sick passengers and crew returned to the Port of Miami on Saturday morning.

The cruise line said 200 of its 3,846 passengers and 12 of its crew came down with a stomach flu, possibly the Norovirus, on a seven-night sailing of the company's **Liberty of the Seas** cruise ship.

Officials said the virus was probably brought aboard by a passenger. People who came down with the bug did not have to be hospitalized and were treated with over-the-counter medications, the statement said.

Liberty of the Seas sailed from the Port of Miami on May 26, with port calls in San Juan, Puerto Rico, St. Maarten and Haiti. It returned at 6 a.m. Saturday, as scheduled.



The **P 1** and the **P 4** seen moored in Rotterdam – Parkhaven

Photo : Lenie Kleingeld ©

Fishermen rescued from stricken vessel

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All 23 fishermen were rescued from a fishing vessel which ran aground and started breaking up off St Francis Bay on Sunday, said the National Sea Rescue Institute (NSRI).

NSRI spokesperson Craig Lambinon said the boat hit a sandbank as she left the Port of St Francis harbour entrance in three-metre swells then ran hard aground on the rocks at about 5.30pm. The boat was washed against dollosse on shore and started breaking up. "All 23 men were rescued from the shore side by being taken off the vessel onto the dollosses assisted by NSRI shore crews and by local residents who had rushed to the scene to help," said Lambinon.

There were only minor injuries. Earlier in the day the NSRI evacuated a 45-year-old Humansdorp man from the fishing trawler **Sea Horse**, 20 nautical miles west of the Port of St Francis, after he apparently had a heart attack.



The **SALVICEROY** seen anchored off Goeje (Korea)
Photo : Hans Bosch ©

Havens vragen Commissie Europese milieuwetgeving dringend aan te pakken

Op de European Sea Ports Conference 2007 in Algeciras pleitten diverse stakeholders uit de havensector voor een onmiddellijke herziening van de Europese milieuwetgeving. Die wordt als de grootste hinderpaal gezien voor een duurzame en broodnodige havenontwikkeling in Europa.

Ter afsluiting van de consultatieronde van alle stakeholders uit de havensector over een nieuwe Europese havenpolitiek - die een jaar jaar geduurd heeft - worden op de jaarlijkse ESPO-conferentie drie consultatiezittingen georganiseerd. Daar kregen alle stakeholders nog eens de gelegenheid hun mening te ventileren. Over de nefaste impact van de milieuwetgeving op een duurzame havenontwikkeling was iedereen het eens. Dat milieu een zorg moet blijven is voor de havenbeheerders duidelijk, dat milieu het uitgangspunt wordt voor de noodzakelijke uitbreiding van havens is duidelijk een stap te ver.

CASUALTY REPORTING
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Two burned in Bangladesh blaze

Two crew members have been injured by a fire onboard a Hong Kong-flagged bulk carrier in a Bangladeshi port.

The fire onboard the 35,900-gt **Jon Chang** (built 1977) in Chittagong port on Monday is said to have "substantially" damaged the vessel, UAE-based newspaper Khaleej Times reported.

There is no indication of how injured the personnel were but the fire is understood to have been started by a short circuit of electrics onboard. The blaze was extinguished after three hours. The bulker had arrived in Chittagong with a cargo on iron coil on Saturday.

The Equasis database of ships lists the **Jon Chang**, managed by Ocean Longevity Shipping of Hong Kong, as "dead".

Lake Victoria claims lives as boat capsizes

A boat capsized on the Ugandan side of Lake Victoria and all 30 people inboard drowned, police said on Saturday.

The vessel capsized late Friday about six km away from its destination, Kyatu Island in Lake Victoria, police spokesperson Hassan Kasinje said. The passengers boarded the boat on the shores of Lake Victoria, about 200km east of the Ugandan capital, Kampala, Kasinje said.

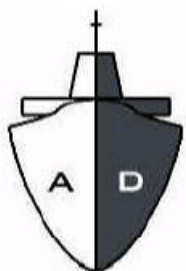
He said that fishermen who were about half a km away saw the boat capsizing, rowed to the scene but when they reached the boat, all the passengers had drowned. Kasinje said police are looking for the bodies because they have established no one survived the accident.

Boat accidents are common in Uganda, which has a number of lakes, and are mostly blamed on overloading and the near absence of law enforcement to monitor boat traffic. Lake Victoria is the world's second-largest body of fresh water, has a number of islands and borders Uganda, Tanzania and Kenya.

NAVY NEWS

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The tug **ARGONAUTE** seen arriving with the French cruiser **C 611 COLBERT** in Brest, the transport departed from Bordeaux May 31st

Photo : Jacques Carney ©

Kitty Hawk Returns From Sea Trials

Large harbor tugs assist **USS Kitty Hawk (CV 63)** as she returns to her forward deployed base after conducting sea trials.

The carrier was at sea for three days testing its shipboard systems and equipment following a four-month selected restrictive availability (SRA) maintenance period. Sailors also participated in a number of drills and exercises, such as mass casualty and man overboard drills. "Sea trials give us a better judgment of where the ship is at and where the crew's training level is that you can't find by sitting next to the pier," said Machinist's Mate 1st Class (SW/AW) Chad Hemric, Safety Department leading petty officer. "[Sea trials] help us find out if the ship is capable of performing its job." Sea trials provided the crew with a refresher course on at-sea operations after being in port since December. Many drills, such as general quarters, are better performed in an at-sea environment due to both physical and operational limitations while in port.

While in port, the crew will address discrepancies encountered during sea trials to prepare the ship for an extended deployment. Carrier Air Wing 5 Sailors will join the **Kitty Hawk** crew on a short deployment to earn the carrier's flight operations qualifications prior to departing for the summer deployment.

Bangladesh to re-commission navy frigate after five years



Bangladesh is to re-commission a frigate it purchased from South Korea for \$83 million but removed from its fleet five years ago after a government change and charges of corruption.

The frigate was "torpedoed by mean politics," The Daily Star said Sunday. The state-of-the-art frigate has remained idle for more than five years now because of sheer "political meanness" of the immediate past BNP-led alliance government, it said.

Left : The **BANGABANDHU** – Photo : Daewoo ©

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It was commissioned in June 2001 by the government led by Sheikh Hasina, but eight months later the regime of Begum Khaleda Zia de-commissioned it after charges were leveled that the vessel had been overpriced at taka five billion (\$1=Taka 60 approx.) and that it had sub-standard equipment on board.

A nephew of Zia, Saiful Islam Duke, who quit Bangladesh Navy owing to a bad record to become her personal secretary, was behind the de-commissioning move, the newspaper said.

Duke was involved in many defence purchases between 2002-06, it said. Significantly, the present government of Chief Advisor Fakhruddin Ahmed, while working to put the ship back in operation, is also pursuing the corruption case filed by the Zia government against Hasina and Daewoo Shipyard, the South Korean shipbuilder.

This case and the purchase of MiG-29 for Bangladesh Air Force have been mired in controversy and Hasina says their revival is meant to "target" her.

The procurement of the frigate of model **DW 2000H** built by Daewoo Shipyard triggered controversies prompting the BNP-led alliance government to file an anti-corruption case against the prime minister of the last Awami League government, Sheikh Hasina.

Equipped for underwater, surface and air operations, the high-tech frigate, of model DW 2000, '**Bangabandhu**', was decommissioned on Feb 13, 2002 and removed from the naval fleet for repairs, due to numerous defects in the machinery and combat systems. Placed at the Chittagong Naval Base, the newspaper said quoting unnamed "competent defence sources."

The decommissioning was done on the pretext of corruption in purchasing the frigate. "If there was corruption, let there be legal actions against that. But what is the justification of decommissioning a world class frigate of the navy?" another unnamed high defence official was quoted as telling the paper.

The then Bureau of Anti-corruption filed a case in 2003 in connection with the purchase of the frigate from the fourth lowest bidder in the tender, Daewoo, for incurring a loss for the government. The case virtually died after Hasina, Daewoo's local representative Abdul Awal Mintoo, and four defence officers had been granted bail in August 2003.

A high-powered investigation committee headed by erstwhile commodore Hasan Ali Khan was formed. The other members of the committee were Commodore Kalimullah, Captain P.K. Barua and Captain Naser. The committee was assigned to detect "substandard equipment" installed in the frigate, but it failed to substantiate the allegation, the newspaper said.

TECHDATA BANGABANDHU

D: 2,300 tons (fl) S: 25.3 kts Dim: 103.50 (98.00 pp) × 12.00 × 3.60

A: 4 Alenia Otomat Mk 2 Block IV SSM; 1 76-mm 62-cal. OTO Melara DP; 2 twin 40-mm 70-cal. OTOMelara Fast Forty

AA; 2 single 12.7-mm mg; 2 triple 324-mm B515 ASW TT; 2 mine rails; 1 helicopter

Radar: Thales Variant surf. search; Thales DA-08 air search; Thales Lirod Mk 2 f.c.

Sonar: . . .

EW: Thales Cutlass 242 intercept and Scorpion jammer

E/O: Thales Mirador-FD surveillance/tracking/f.c.

M: 4 SEMT-Pielstick . . . diesels; 2 props; . . . bhp

Range: . . ./. . . Crew: . . .

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The ex **LUCINA** at Dubai Drydocks for FPSO conversion

Photo : Reinier Meuleman (c)

More orders for IHC Holland Merwede

IHC Holland Merwede in The Netherlands has announced that the Group has gained new orders during the last three months to the value of € 650 million.

However, the company said that in spite of this increase in outstanding orders, there is still slipway capacity for custom build ships available for 2009.

Building capacity for standard dredging equipment is available from the beginning of 2008.

Orders have been received for the the design and construction of:

- A 32,000 m³ trailing suction hopper dredger for Van Oord. The ship will be built at Kinderdijk and is to be delivered at the end of 2009.

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- A 16,900 kW stationary custom-built cutter-suction dredger for HUTA Marine Works Ltd of Saudi-Arabia. The ship is to be built at Slidrecht and completion is planned during the first quarter of 2010.
- A 4,687kW stationary custom-built mono-pontoon cutter-suction dredger for Malayan dredging contractor Inai Kiara Sdn Bhd. The suction dredger will be built at Slidrecht and completion is planned during 2008.

Orders have been also received for the design and construction of:

- A new heavy lift crane vessel for Seaway Heavy Lifting in Cyprus. With a lifting capacity of 5,000 tons it will be the largest monohull heavy lift crane vessel in the world. The ship will be built at the IHC Krimpen Shipyard, and engineering and purchasing will be carried out by the Merwede Shipyard. Delivery of the completed ship is planned for the first quarter of 2010. The crane is to be designed and constructed by Gusto BV which is a subsidiary of SBM Offshore NV. (The construction of this new ship is also good news for IHC Hydrohammer, IHC HYTOP and IHC Handling Systems. The ship will be equipped with a number of their products and systems).
- A multi-purpose offshore support ship for Hornbeck Offshore Services in Covington, Louisiana. The ship is to be built by Merwede Shipyard BV and the completed ship is to be delivered during the third quarter of 2009.
- In addition, the Group has received two Letters of intent from Koninklijke Boskalis Westminster - one for the construction of a 40,000m³ jumbo trailing suction hopper dredger and one for the construction of two large 12,000m³ trailing suction hopper dredgers.

Delivery of the jumbo suction dredger is planned for the spring of 2011. The large suction dredgers will be delivered in 2009 and 2011 respectively.

The jumbo trailing suction hopper dredger will be built at Krimpen aan den IJssel. The other two suction dredgers will be built at Hardinxveld-Giessendam, and Kinderdijk respectively. The Group's other units have also achieved sales that amply exceed original expectations.

Shipbuilder Plans \$94m Facelift for Central Port

The Vietnam National Shipbuilding Corp. will reportedly turn Cua Viet into a 300-400 ha port complex with a shipyard, ecotourism facilities, a golf course, and a wharf to accommodate 100,000-ton ships,

The province has reportedly spent \$1.74m on the port since 1993 but it has been plagued by amassing sand deposits. The people's committee then decided to hand over the port to Vinashin hoping it would be able to develop Cua Viet and ultimately generate economic growth for the province.

Established in 1996 Vinashin and its 20 subsidiaries have targeted turning Vietnam into the world's 11th largest shipbuilder, four spots up the table, in the near future. They aim to earn revenues of \$1 billion this year.

The group has won contracts worth \$12.3 billion to build seagoing vessels in the next few years. The shipyard will now focus on oil tanker building. The company is capable of making 100,000-ton crude oil tankers and 150,000-ton floating storage and offloading units. Under a Vietnam government strategy, Vinashin will build a national shipping fleet to meet domestic transport and 30 percent of the export transport demand for crude oil. Vinashin said it was in need of \$2.5b to carry out projects to reach the goal of \$1-billion in ship exports by 2010. As part of the effort to reach the target, Vinashin plans to invest in upgrading 10 major shipyards capable of building 3,000-10,000 ton ships.



The **AUDACIA** seen fitting out at the Keppel-Verolme yard in Rotterdam Botlek
Photo : Mark Oosterhof ©

SMIT ORDERS 4 TUGS AT DAMEN

SMIT ordered 4 tugs of the Damen 3213 ASD tugs at Damen Shipyards, the tugs with a BP of 85 ton will be built in Vietnam and can be used for harbour towage and Terminal operations, the first 2 tugs will be delivered April 2009



The **OOCL KOBE** seen fitting out at the Samsung yard in Geoje (Korea)
Photo : Hans Bosch ©

\$23.7m for Drydock Modernization

W. F. Magann Corp., Portsmouth, Va., is being awarded a \$23,789,519 firm-fixed-price contract for dry dock modernization at the Norfolk Naval Shipyard. The work to be performed provides for an extension to Dry Dock #8 to service the new CVN Class hull with the bulbous bow.

Demolition of existing structures and utilities will be required to support the project as well as providing utility trenches, mechanical and electrical work and other incidental related work. Work will be performed in Portsmouth, Va., and is expected to be completed by July 2010.

Monster order at Daewoo

Daewoo Shipbuilding & Marine Engineering (DSME) has said it has won an order worth KRW 1.22 trillion (\$1.31bn) from a European owner. The South Korean yard said the order was for 9,100-teu containerships but remained mum about the identity of the owner or the number of vessels ordered.

Daewoo also confirmed on Monday that Korea Line Corp (KLC) has inked orders for two capesizes at the yard. TradeWinds reported last month that KLC had signed for the 180,000-dwt bulker pair at the yard for a price in excess of \$80m each for delivery in 2010.

Given that Daewoo's announcement on Monday indicated that the combined value of the bulker and containership orders is \$1.5bn the actual per-ship value of KLC's vessels is likely to be in excess of \$90m.

TradeWinds reported in May that German KG (limited partnership) Norrdeutsche Vermoegen ordered four units each of size 8,400-teu and 4,300-teu at DSME in a deal worth \$782m. The orders were part of a flurry of activity at yards in May with boxships the order of the day. "May has not yet terminated and we are already counting 45 orders for very large ships of over 8,000 teu," said analyst AXS-Alphaliner last month adding, "Never before has so much container capacity been ordered within a single month."

Nieuwe hal afronding modernisering Scheepswerf Balk

Met de realisatie van een nieuwe hal kan Scheepswerf Balk op Urk als een van de weinige refit-specialisten ter wereld, volledige refits van megajachten uitvoeren in een compleet geconditioneerde omgeving. Vrijdag 8 juni is de officiële opening van de zestig meter lange hal.

Naarmate een schip ouder wordt en de technische en uiterlijke staat verslechtert, is het soms wenselijk het in een heel nieuw jasje te steken (te refitten). Al ruim voordat de hal uit de steigers is gekomen, zijn de medewerkers van de scheepswerf begonnen aan de eerste grote refit, terwijl de volgende schepen al klaar staan om de verwarmde hal binnen te gaan. 'Met deze hal kunnen we inspelen op een grote internationale behoefte,' benadrukt directeur Daan Balk. 'Door snel veranderende technieken zijn schepen al na vijf jaar verouderd. Daardoor neemt de vraag naar refits enorm toe.'

In de ruime hal met binnenbaan kunnen jachten tot zestig meter lengte en twintig meter hoogte worden drooggezet. Dankzij de klimaatcontrole zijn de omstandigheden ideaal voor schilderen en lassen. Daarnaast beschikt de hal over een moderne machinebankwerkplaats, timmerafdeling en een magazijn. De werkplaatsen en de kantoren zijn gebouwd rondom het centrale gedeelte waar het schip staat, zodat zo efficiënt mogelijk gewerkt kan worden. Met de opening van de hal is de modernisering van werf afgerond.

Scheepswerf Balk is drie jaar geleden naar de voormalige visserijwerf van Metz verhuisd. Daar beschikt de werf over een voor Europa unieke hellingsinstallatie. Deze kan jachten tot 1200 ton en zestig meter lengte uit het water tillen. 'Wij hebben nu een werf waarmee we tot de koplopers van refitspecialisten horen. Wereldwijd. Dat is iets om trots op te zijn,' bevestigt directeur Balk.

ROUTE, PORTS & SERVICES

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Able UK loses "ghost ships"

Able UK, which in late 2003 won a controversial Marad contract to recycle up to 13 "ghost ships" from the James River Reserve Fleet, will no longer recycle nine of them.

Four of the ships arrived at the company's Graythorp facility on the River Tees, but Able UK has thus far been unable to start work on them. It has been dogged by bureaucratic delays as environmentalists have continued to raise concerns. Meantime, U.S. ship scrapping facilities have been less than happy with Marad's decision to export the work.

Now the contract has been renegotiated and Able UK will no longer recycle the nine of the vessels that remain in the U.S.

The BBC quotes Peter Stephenson, chairman of Able UK, as saying: "We are pleased that we have been able to agree with the United States Department of Transportation Maritime Administration that our contract for the recycling of the four vessels continues."

But, he said, "it is disappointing that, after all the efforts of so many people, the opportunity to bring the additional work, which would have been generated through the other nine vessels, has been lost due to the delay."

Able UK is currently appealing a decision by the local Hartlepool council to reject planning applications to decommission the Marad vessels at the Graythorp yard.

Deep Sea Supply secures charters for three newbuilds

Deep Sea Supply has obtained long term time charters for three of its newbuildings.

The PSVs **Sea Trout** and **Sea Angler** have obtained three year time charters with ENI Congo with start on July 15th and August 15th, respectively. The charterer ENI has an option to extend both contracts with one year. The value of the two contracts is about US\$47.5 million.

The AHTS **Sea Wolverine** (6,500bhp) which is the company's second newbuilding from ABG shipyard in India, has obtained a two year time charter with Swiber, Singapore.

The vessel will go on hire direct from the yard on October 1st. The value of this contract is about US\$10.8 million.

PRECISION PARKING



The **Westerdam** and **Crystal Serenity** docked in Kerkira, Corfu. Captain **Henk Keijer** docked the **Westerdam** within centimeters of the **Serenity** and an overhang of 130 meters at the stern.

Photo : Thomas van Benthem ©



The Swedish tug **FRIGGA** arrived in Dordrecht (The Netherlands), later the tug shifted to Rietbaan in Hendrik-Ido-Ambacht, it is not clear if the tug arrived to collect a tow, or if she is sold to Stolk.

Photo : Hans Lingbeek ©

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The **Seto Eagle** (ex **Iver Eagle**) shown discharging petroleum products from Australia at Lyttelton, New Zealand.

Photo : Alan Calvert ©

Cobelfret neemt rederij Ferryways over

De Antwerpse rederij Cobelfret Group heeft de aandelen van rederij Ferryways overgenomen. Dat meldt Ferryways op haar website. Een bedrag wordt niet genoemd. Eerder nam Cobelfret ook al Dart Line over.

Cobelfret versterkt door haar overnames haar positie op de shortsea-markt tussen Groot-Brittannië en het Europese vasteland. Ferryways opereert vanuit Oostende. Er zijn verbindingen met Tilbury, Ipswich en Immingham. De Cobelfret Groep was al actief vanuit de havens van Zeebrugge, Antwerpen en Vlissingen (NL). Bij de groep werken 1.500 personen.

UK BOX PORT GREEN LIGHT

UK Transport Minister Gillian Merron has given final approval to the proposed London Gateway Port at Shellhaven, Thurrock, in the Thames estuary. This follows agreement between the Port promoters, P&O (part of Dubai Ports World) and local planning and highway authorities to ensure that the impact of the full development on the local area highway network is adequately catered for.

Ms Merron said: "London Gateway will be able to provide much needed capacity for handling the UK's growing international trade in containers. This substantial development has the potential to provide many new jobs in the Thames Gateway Growth Area - already one of the Government's priority growth areas in England - including a possible 1,900 jobs which the promoters forecast for the port alone. It has taken time to finalise this decision. But it was right to consider carefully, and make appropriate provision for, the significant impacts that this major development will have in the growth area."

She added: "This outcome reflects the hard work by the promoters, the local authorities, transport bodies, environmental organisations and others to reach agreement on ways to mitigate the impacts of the development."

Ulstein Elektro delivers largest contracts ever to China and Spain

Ulstein Elektro AS has signed a contract for deliveries to four Ulstein PX105 PSVs for Bourbon Offshore Norway, and another on four SX124 seismic vessels for [Eastern Echo](#).

Together, the contracts amount to Nkr 100 million.

According to Ulstein Elektro's managing director Geir Holstad, the contracts represent a significant development for the company: "Ulstein Elektro has long been among the foremost players in Northwestern Norway in electrical installations in the maritime and industrial sectors, a market position we are determined to strengthen," he said. "We also recognise more growth potential providing maritime systems to a larger international market, and these contracts show we're on the right course."

The contracts cover navigation and communication equipment, including the ULSTEIN COM integrated communication system, ULSTEIN NAV integrated navigation system, and ULSTEIN Bridge Alarm System and bridge consoles.

The contract also includes main switchboards, engine room console and ULSTEIN IAS, a control and monitoring system.

Six Major Projects to Improve Bahrain Ports

Six major projects are under way at Bahrain Ports, the island's Customs, Ports and Free Zones President Shaikh Duaij Bin Salman Al-Khalifa said.

These include privatization and completion of Shaikh Khalifa Bin Salman Port, which is due to open by September 2008, facelift of the cargo section, establishment of general organization for ports, and switching over to electronic operation in the directorate, he said.

The switch-over to electronic operation will cost BD800,000.

There are also plans to expand and develop the customs area on King Fahd Causeway. An 11-hectare Customs Zone will be created and is being studied by the finance ministry.

The new zone, which will be built on reclaimed land near the present customs area, would ease congestion on the causeway because of cargo trucks.

Duaij said the directorate had purchased two devices at the cost of BD4-5 million for the inspection of large trucks on the causeway and Mina Salman.

The one on the causeway will be operational by December and the second in February 2008, he said.

Shaikh Duaij said BD520,000 had been spent on improving the working conditions in the last 12 months.

The training budget for the directorate has been increased by BD13,000 in 2006 to BD91,000 this year, he said, adding that BD109,000 had been allocated for next year.

He also said that the names of many administrative units and departments will be changed to make them more relevant to the nature of their operations.

Wartsila to Supply Equipment for Brazilian FPSO Conversion

The Brazilian offshore company Dynamic Producer Inc. has awarded a contract to Wartsila Corp. to supply the entire power, automation and propulsion system for a dynamically positioned well-testing FPSO (floating production, storage and offloading) vessel with the project name PIPA II. The project is due for completion in the first part of 2009.

This dynamically positioned well-testing vessel will be converted from an existing Aframax tanker and equipped with drilling, as well as production equipment. Dynamic Producer will employ the ship offshore in Brazilian waters from 2009 onwards.

Wartsila will supply the electrical propulsion, control and electrical distribution systems, including diesel generating sets, steerable thrusters and the complete automation and safety system, including topside automation.

As part of the contract, Wartsila will provide an integrated engineering team which will take care of all engineering related to the delivery of the scope. This team will also be involved in the commissioning phase during the conversion.

This is the third order for a complete solution for the offshore industry that Wartsila has received together with alliance partner Emerson Process Management. Similarly power and automation solutions were ordered by Petrojarl ASA for its **Siri FPSO** conversion and MPF Corp. Ltd. for its multi-purpose floater.

URS neemt nieuwe havensleper in gebruik

De Unie van Redding- en Sleepdienst heeft recentelijk een nieuwe havensleper in dienst genomen. De "**UNION KODIAK**" werd op de spotmarkt gekocht bij de Dearsan-werf in het Turkse Tuzla. Met de nieuwste aanwinst kan de groep snel inspelen op de groeiende sleepbehoeften in de haven van Antwerpen. De 32 meter lange en 11,6 meter brede "**UNION KODIAK**" beschikt over een paaltrekkkracht van 66 ton, waarmee het momenteel de sterkste sleper van de URS-vloot is. In de zomer volgt nog een zusterschip, de "**UNION GRIZZLY**". URS heeft nog één sleper in aanbouw en vier in bestelling bij een Spaanse werf.

MOVEMENTS



The Dutch **ZWERVER II** arrived from Tunesia in Malta for drydocking, after completion of the drydocking the **ZWERVER II** will stay in the southern part of the Mediterranean as a dive support vessel.

Photo : Marcel van den Berg ©



The **EIDE FIGHTER** departed with the **CASTORO XI** from Rotterdam

Photo's : Henk van der Heijden ©

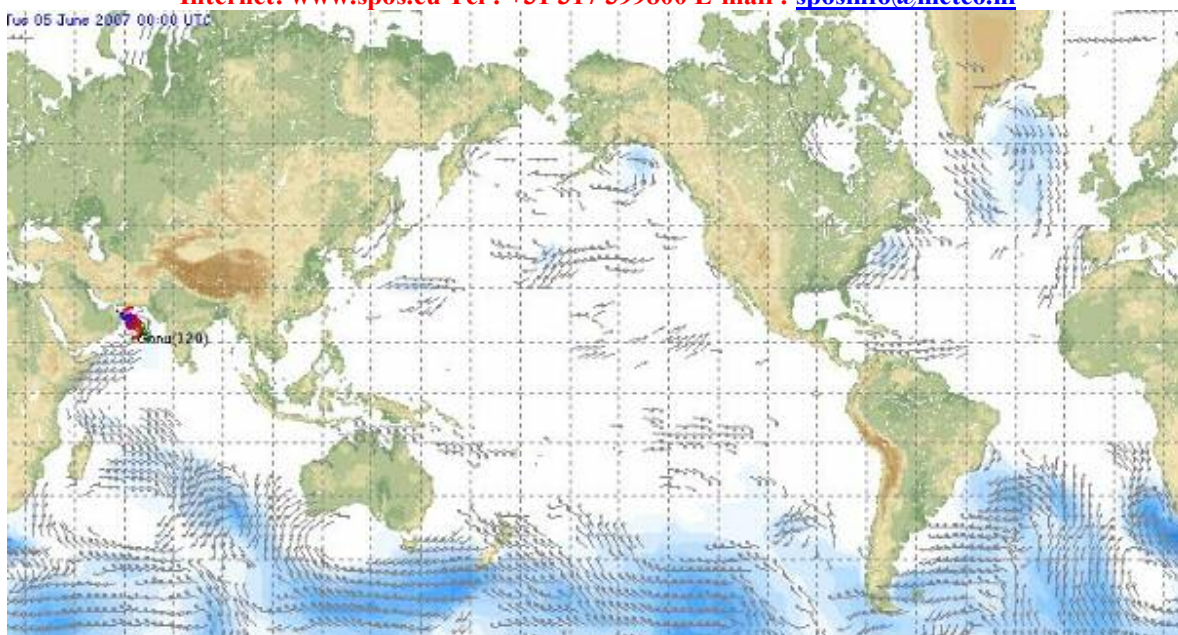


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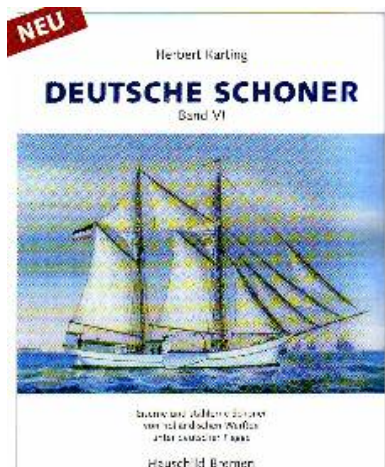
.... PHOTO OF THE DAY



The new South African fisheries inspection vessel **ELLEN KHUZWAYO** seen in the port of Cape Town, the new vessel is named after **Nnoseng Ellen Kate Kuzwayo** (29 June 1914 – 19 April 2006) she was a women's rights activist and politician in South Africa. She was president of the **African National Congress Youth League** in the 1960s. In 1994 she was elected to the first post-apartheid South African Parliament.

Her autobiography, **Call Me Woman (1985)** won the CNA Prize. - **Photo : Frits – Farocean Marine ©**

BOEKBESPREKING



In Duitsland is een nieuw boek uitgekomen over de ijzeren en stalen Schoeners die in Nederland zijn gebouwd voor Duitse rekening.

Maar ook over schoeners die voor Nederlandse eigenaren zijn gebouwd en daarna naar Duitsland zijn verkocht.

Het is **DEEL VI** van de serie **DEUTSCHE SCHOONER** geschreven door de gepensioneerde oud-loods Herbert Karting.

Dit boek is voor de geïnteresseerden in de oudere Nederlandse scheepvaart en scheepsbouw zeer de moeite waard om aan te schaffen en als naslagwerk te gebruiken.

Het boek is rechtstreeks te bestellen in Duitsland bij Hauschild Verlag Bremen.

<http://www.hauschild-werbedruck.de/>

ga naar Der Verlag > dan naar Maritimes , daar staat het boek tussen de andere uitgaven, Kosten: 64 Euro.

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