

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 141



Number 141 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 07-06-2007**

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

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**KOTUG's RT MAGIC seen showing her capabilities in the port of Rotterdam
Photo : Piet Sinke ©**

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EVENTS, INCIDENTS & OPERATIONS



KOTUG's herring party 2007 was hold at the Wilhelminakade in Rotterdam Tuesday, due to the excellent organization, hospitality, good weather and a fine audience the party was very successful.

Photo : Piet Sinke ©

Wells Lifeboat rescues motor vessel

A 36ft sports diving craft had to be towed back to Wells Harbour after it started to take on water. The Lowestoft-based **Viking** damaged stern gear on a crab pot marker rope on Monday night while about 10 miles NE of Wells and issued a mayday call at about 7.30pm. The two middle aged men from the Thetford area on board - who also had a dog with them - managed to stem the leak and pump out water.

The Wells all weather lifeboat the **Doris M Mann of Ampthill** was launched at about 8pm and had towed the Viking back to Wells Harbour by 10.30pm. A cargo vessel, **Wisdom**, on route to Holland, had diverted to standby but was stood down once the lifeboat arrived.



Dokwerkers ziek bij lossen van containers

Bij het openen van het luik van een MSC-schip in het Delwaidedok is gisterenmorgen om halfeen een ziekmakende geur vrijgekomen. Die werd nog sterker toen dokwerkers twee containers met bestrijdingsmiddelen losten en op de kaai zetten. Vierentwintig dokwerkers kregen braaknijgingen. Daarop werd het werk stilgelegd en de hulpdiensten opgeroepen. De kaai werd afgesloten en ontruimd. Interventieploegen, waaronder een medisch team van dokter Luc Beaucourt, kwamen ter plekke. Het medisch rampenplan werd afgekondigd maar al na een uurtje beëindigd.

De 24 dokwerkers met ademhalingsmoeilijkheden kregen zuurstof toegediend. Zij werden overgebracht naar de hulppost van Siwa aan 142 van de dokken en naar de ziekenhuizen Palfijn en Klina. Zij konden nog dezelfde nacht naar huis.

Intussen had een speciale ploeg van BASF de containers geopend maar zij kon geen lek vaststellen. Volgens woordvoerder Dirk Oellibrandt van MSC zou er bij het laden van de containers in Brazilië mogelijk gemorst zijn met de pesticiden. Die zijn niet levensbedreigend maar zij verspreiden wel een doordringende geur en zij kunnen brandwonden veroorzaken op de huid. Dat was bij dit incident niet het geval. De zaak zal verder worden onderzocht door een gespecialiseerd bedrijf. Het lossen van het schip werd om halfdrie hernomen.

UK FLAG TOPS PARIS MOU

THE UK flag has taken top position on the Paris MOU Committee's 'White List' of quality flag states. The UK Ship Register was ranked third on the previous 'White List', which represents those quality flags with a consistently low detention record.

Peter Cardy, Chief Executive of the Maritime and Coastguard Agency, which administers the UK Ship Register, says: "This is tremendous news and contradicts the claims that in seeking the 'grow the flag' the UK Ship Register has lowered its standards and become a 'flag of convenience'. It is not, it has never been and it never will be".

"The reality is that the UK Ship Register is recognised as a 'Quality Flag' with ships flying the Red Ensign meeting the highest quality safety standards and, therefore, being less likely to be detained," he added. He said: "Reaching the top position on the 'White List' justifies our goal to work closely with our customers to improve the quality of the ships joining the Register. We believe that quality is non-negotiable and that standards set by reputable sections of the shipping industry should not be compromised by sub-standard shipping".



The **EVELYN MAERSK** seen approaching Rotterdam – Europoort
Photo : Jan Oosterboer ©

WHO IS THE “MOL”



Seen in the Amazone harbour in Rotterdam – Europoort, the moored **MOL PROMISE** and the departing **MOL ADVANTAGE** piloted by **Rik van Marle** seen from the ready for departure **WESER STAHL**, piloted by **Reinier van de Wetering** (photo)

Inspectie blundert met vaarverbod schip

door Arthur 't Hart

Het containerschip **Duricha**, dat zondag met veel machtsvertoon door de Waterpolitie en de Inspectie Verkeer en Waterstaat bij de Kreekraksluizen aan de ketting werd gelegd, had helemaal niet te veel gevaarlijke stoffen aan boord.

De lading voldeed aan alle eisen, gaf de inspectie gisteravond beschroomd toe. De inspecteur had zich volgens woordvoerder Frans Nederstigt verkeken op de ingewikkelde Europese regels.

Eigenaar/reder **Alexander Durinck** uit Ridderkerk is woedend. "Dit is een klucht. De inspectie moet eens leren een wetboek te lezen. Een heleboel stress, een heleboel gedoe en dat allemaal voor niks." De **Duricha** is, aldus Durinck, gisteravond doorgevaren naar zijn bestemming, Antwerpen.

Durinck gaat de Inspectie Verkeer en Waterstaat trakteren op een forse schadeclaim, belooft hij. "Dat wordt zeker een ton. De **Duricha** heeft twee dagen stilgelegen, ik moest een ander schip laten komen om het zogenaamde teveel aan gevaarlijke stoffen in over te laden en ik heb een kraanschip besteld. Dat kost een hoop geld."

De **Duricha** werd zondagmorgen aan de ketting gelegd toen een sluiswachter uit het elektronische scheepsinformatiesysteem opmaakte dat het schip geen vervoersvergunning voor het Schelde-Rijnkanaal had.

Volgens Nederstigt van de inspectie was de schipper op dat punt inderdaad in overtreding. Bovendien ontbraken, zegt hij, de stabiliteitsberekeningen voor het grote, gloednieuwe binnenvaartcontainerschip. Het vaarverbod en de aanhouding van de kapitein waren volgens hem dus toch terecht. Voor schadeclaims is Nederstigt daarom niet bang. "Het niet aan boord hebben van de stabiliteitsberekening is een ernstige overtreding."

Volgens reder Durinck klopt ook die redenering niet. De stabiliteitsberekening was er wél, zegt hij. "Weliswaar een voorlopige, want het schip is nog maar een week oud. Maar die vergunning is een half jaar geldig."

Het enige punt waarop hij de inspectie en de Waterpolitie een heel klein beetje gelijk geeft, is dat van de ontbrekende vervoersvergunning om te mogen varen op de Schelde-Rijnverbinding. "Formeel is dat juist. Maar we hadden die vergunning wél aangevraagd en betaald. De inspectie zelf had veel te veel tijd nodig om dat papiertje van een paar regels in orde te maken." Nederstigt erkent dat de vergunning was aangevraagd en betaald. Of de schipper en reder van de **Duricha** nu nog een boete te verwachten hebben, weet hij nog niet. "Dat moeten we nog bekijken."

Besieging a Chinese Cargo Ship in Jeju

Six patrol ships, seven boats and a helicopter of the Jeju Maritime Police are encircling a cargo ship with 88 Chinese illegal immigrants on the northwest sea, 12km away from Jeju port. The police caught the ship six hours after they ran, violating a stop order.

Alarm om tekort Nederlandse zeelui

Door : ANTOON OOSTING

De zeeliedenvakbond NautilusNL luidt de noodklok over het tekort aan Nederlandse zeevarenden. De afgelopen vier jaar is het aantal kapiteins met 13 procent, officieren (stuurlieden en werktuigkundigen) met 15 procent, gezellen (matrozen) met 23 procent en stagiairs met 23 procent afgenomen.

Het tekort aan geschoold Nederlands zeevarend personeel is zo nijpend dat schepen onder Nederlandse vlag niet of nauwelijks meer met het vereiste aantal Nederlandse officieren kunnen worden bemand. Nu beheren Nederlandse reders vanuit Nederland ongeveer 1500 schepen, waarvan ongeveer de helft onder Nederlandse vlag.

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Vooral de vacatures voor kapiteins (67 procent) en officieren (65 procent) zijn steeds moeilijker vervulbaar. Omdat vacatures niet door Nederlanders zijn te vervullen, zijn Nederlandse reders steeds vaker genoodzaakt personeel uit het buitenland en zelfs van buiten Europa te halen. Vorig jaar kwam 27 procent van de officieren en 10 procent van de kapiteins van buiten de Europese Unie. Oorzaak is volgens **NautilusNL** dat allereerst te weinig Nederlandse jongeren voor een loopbaan in de scheepvaart kiezen. En als ze al naar een zeevaartschool gaan om een opleiding als stuurman of werktuigkundige te volgen, dan blijven ze veel te kort varen. De gemiddelde carrière op zee van Nederlandse zeevarenden is teruggelopen tot zes à zeven jaar.

Het gevaar hiervan is volgens de zeeliedenvakbond dat de noodzakelijke kennis en kunde voor de Nederlandse zeescheepvaart en het **Nederlands Maritiem Cluster** (Scheepsbouw en aanverwante bedrijven) verloren gaat. Om het tij te keren heeft NautilusNL daarom een visienota 'Nu alle zeilen bij' uitgebracht. **NautilusNL** lanceert daarin vier speerpunten; 1: het verbeteren van de aantrekkelijkheid en kwaliteit van het maritieme onderwijs; 2: het opzetten van personeelsbeleid gericht op carrièreperspectieven en binding van medewerkers; 3: het zorgen voor uitstekende en concurrerende arbeidsvoorwaarden en arbeidsverhoudingen aan boord en 4: het zorgen voor een internationaal concurrerend vestigings-en ondernemingsklimaat voor de Nederlandse zeescheepvaart.



The above yacht was put in the water in Rotterdam and towed back to Giessen de Noord

Photo : Jan Simons ©

Alaska Governor Signs Cruise Ship Bill

Cruise lines are required to disclose that Alaska tour operators pay to advertise their tours on board under a bill that became law Monday. Gov. Sarah Palin signed HB 217, which amends the disclosure language in the cruise ship initiative passed by voters last August. Tour operators oppose the initiative's disclosure section as passed. They say the requirement that cruise lines publish commission rates would expose their price structures and could lead to unfair price undercutting by competitors.

The bill, introduced by Rep. Lindsey Holmes, D-Anchorage, was a compromise hammered out by tour operators, the cruise lines and sponsors of the initiative.

Besides disclosing that local operators pay for the advertising, the bill also requires that the cruise companies let passengers know they are free to book other tours on their own and provides information to help them do so.



Uganda: Death toll from boat accident rises to 39

With no hope of finding more survivors, the death toll after a boat carrying 69 people capsized on the Ugandan side of Lake Victoria rose to 39, police said on Sunday.

"We have so far rescued 30 people and we have lost any hope of finding any more survivors," said regional police commander Christopher Kubai, after the boat capsized in a violent storm late on Friday.

"We are still continuing to search for more but we lack equipment to do this." The weather, overloading and engine failure might have all contributed to the accident, off south-eastern Uganda's Bugiri District, Police said. All the passengers were traders taking goods to market when bad weather struck late on Friday and their vessel sank.

Boat accidents are common on Lake Victoria, Africa's largest lake, most of them due to overcrowding, poor safety, stormy weather or engine failure. The lake is bordered by Kenya, Tanzania and Uganda

6 dead after ship sinks in south China river

Rescuers have found six bodies of crew members from a ship that sank in south China's Pearl River early on Wednesday, but three others are still missing. The 1,181-ton ship, with 11 sailors aboard and a shipment of sand, capsized and sank at 2:42 a.m. in the Guangzhou section of the river and all 11 crew members fell overboard.

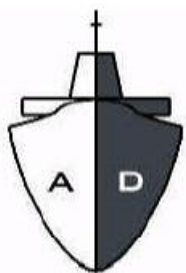
Rescuers from the local maritime affairs bureau and salvage departments rushed to the scene and two people were rescued at 3 a.m. The sunken ship was pulled out of the river about two and a half hours later.

The accident occurred when the ship tried to turn around in a fast-flowing section of the river, according to the south China rescue administration of the Ministry of Communications.

NAVY NEWS

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UAE orders missile system for patrol boats

A U.S.-made system to defend against cruise missiles will be added to a fleet of United Arab Emirates ships that will patrol the Persian Gulf. The UAE placed a \$76.5 million order for seven Rolling Airframe Missile Guided Missile Systems built by Raytheon for installation on six **Baynunah-class** corvettes that will soon begin guarding the coastline of the strategic nation.

The systems will be delivered beginning in December and will add to the versatility and overall firepower of the corvettes. The stealthy, shallow-draft ships will primarily conduct patrols of the UAE coastline against smugglers and potential terrorist infiltrators. The Rolling Airframe system is considered a proven and cost-effective defense against threats such as aircraft, surface vessels and cruise missiles. The system is currently deployed aboard warships from the United States, South Korea, Egypt and other nations.

"The Rolling Airframe Missile weapon system has been in more than 150 flight tests, with a success rate greater than 95 percent," Raytheon's Todd Callahan said in a statement Tuesday. "This extremely high reliability is the culmination of years of development and design improvements resulting in unparalleled capability."

The contract is a direct commercial sale and includes seven 21-round launchers as well as below-deck control equipment.

USNS Bridge Completes UNREPS with 9 Ships in Persian Gulf

USNS Bridge (T-AOE 10) conducted underway replenishments with nine U.S. ships June 1-3 in the Persian Gulf. More than 865,000 gallons of jet fuel, 2.3 million gallons of diesel fuel, 560 pallets of food, ammunition and stores were transferred over the three-day period. It was an undertaking that didn't intimidate the crew of Bridge in the slightest.

"This is what we come out here for," said Chief Mate Tom Giudice, Bridge's executive officer. "Give us as many ships as you can because that is our purpose out here."

For Bridge's civilian crew, taking on the challenge of keeping the ships supplied is how they contribute to maritime operations in the U.S. 5th Fleet area of operations (AOO). "Our role is to keep the ships out here doing business without having to pull into port," said Gary Schmidt, assistant cargo mate. "Bridge has been doing this for a long time, and it is nice doing business out here with the Navy." Bridge's embarked Helicopter Squadron Combatant (HSC) 23, conducted a vertical replenishment with **USS John C. Stennis (CVN 74)**, transporting pallets of supplies between the ships via helicopters.

Bridge conducted line-transfer replenishments with **USS Nimitz (CVN 68)**, **USS Hawes (FFG 53)**, **USS Princeton (CG 59)**, **USS Antietam (CG 54)**, **USS O'Kane (DDG 77)**, **USS Bonhomme Richard (LHD 6)**, **USS Denver (LPD 9)** and **USS Rushmore (LSD 47)**, during which Bridge used tethered lines and mechanical pulleys between it and the receiving ships to transfer the pallets. Fuel was transferred via extendable and retractable fuel lines. "It really is commonplace for us to take on this kind of workload," said Capt. Jeffrey Siepert, Bridge's master. The crew of Bridge takes pride in being able to methodically carry out the challenge of supplying nine ships in three days. Efficiency is the name of the game for these merchant marines. "It's all a big choreographed dance," said Siepert. "The crew has become so remarkably efficient, that if you walk out on deck during this event, you won't see anyone even speaking to each other. Instead, everyone knows what to do and how to do it right." For Schmidt, the momentum of the work takes on a life of its own, and the job gets done.

"Once we get going, it's really smooth," Schmidt said. "We really get rolling with the work. It's nice to be a part of this team and this ship." Bridge takes its role as a Navy supply vessel very seriously. "Supplying the warfighters in the shortest, safest and most efficient amount of time is the goal," said Siepert. "At the end of the day, carriers are able to

fly their aircraft, and ships are able to continue their coalition duties. That gives us an immense amount of satisfaction that we've done our part." Bridge is a supply-class fast combat support ship operated by Military Sealift Command. It entered the 5th Fleet AOO Feb. 19 in support of maritime operations.

Maritime operations help set the conditions for security and stability in the maritime environment and complement the counter-terrorism and security efforts in regional nations' littoral waters. Coalition forces also conduct maritime operations under international maritime conventions to ensure security and safety in international waters so that commercial shipping and fishing can occur safely in the region.

S. Korean, Japanese navies to hold joint rescue exercise

The South Korean and Japanese navies plan to hold a joint search-and-rescue exercise later this month in the waters between the two neighboring countries, naval officials here said Tuesday. The two-day training from June 19 will involve South Korea's 4,300-ton and 3,500-ton destroyers, one landing ship, one P-3C patrol plane and two anti-submarine helicopters.

Japan's Maritime Self-Defense Forces will dispatch two destroyers, one P-3C and two patrol choppers.

The two navies have conducted biannual drills, code-named "SAREX," since 1999. "The forthcoming training is expected to help improve the joint capability to cope with sea accidents and promote bilateral military exchanges," the Navy said.

Navy frigate heads for Persian Gulf

The Royal Australian Navy frigate, **HMAS Anzac**, has left the Garden Island Naval Base, south of Perth, for the northern Persian Gulf. The 183 crew will take over duties from **HMAS Toowoomba** as part of the reconstruction in Iraq under **Operation Catalyst**. The ship's commanding officer, Captain Ian Middleton, says this is Anzac's third deployment to the Gulf since 2001.

He says the crew has completed rigorous training to prepare for the challenges in Iraq. Family and friends farewelled the frigate's crew this morning.

Baltops-2007 military exercise begins in the Baltic Sea

International naval and military exercise **Baltops-2007** ([Baltic Operations](#)) has begun in the Baltic Sea and will run through June 15, the Lithuanian Defense Ministry press service said Monday.

The exercise involves 25 warships, two submarines, several fighter jets and helicopters from 11 countries and will be staged in the territorial waters of Denmark, Sweden, and Germany. The ministry said Lithuania will be represented in the military exercise by the Aukstaitis frigate with 63 crewmembers on board. The Baltops exercise, organized by the United States, has been held annually since 1994 within the framework of the NATO Partnership for Peace Program.

SHIPYARD NEWS

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Seen in drydock in Ketchikan (Alaska) the **QUEEN OF THE NORTH**, for repairs after her grounding last month, clearly seen the damage to her SB Azipod

Photo : Capt. Fred Eversen – Master Volendam ©

UK yards in CalMac newbuild bid

Two UK shipyards – Ferguson Brothers and Appledore – are among seven European yards invited to tender for an 85m-long ferry urgently need by CalMac, the Scottish Executive-owned operator, for its service between Kennacraig and Port Ellen on the Scottish island of Islay. At least one is known to be in Poland. The £20M (\$39.5M) vessel will have a capacity of more than 60 cars and about 500 passengers. A CalMac spokesman told Fairplay the company needed the vessel urgently because demand is strong, but the shortage of building slots means it is unlikely to be in service until 2010. A relief ship is contributing to a two-ship service. CalMac is the only bidder left in the tender for the Clyde and Western Isles ferry services, routes that CalMac already operates. The Scottish Executive said it is “proceeding with the tender in the hope of having a new contract in place by October.”

Seven Seas Launched



Subsea 7's newbuild deepwater Flexlay and J-lay vessel was launched at Merwede Schipyard on June 1. The **Seven Seas** will perform various offshore and subsea operations in addition to its main pipelay rolls. The high specification pipelay spread is being designed and manufactured by Huisma-Itrec in Holland. There will be appointed facilities for up to 120 people. The vessel will be completed the following months at Merwede Shipyard in Holland. At the end of October the vessel will go to Huisman-Itrec to install the specific pipelay spread. The **Seven Seas** is the second vessel for Subsea 7 built by Merwede Shipyard. The first vessel, the **Seven Oceans**, is at this moment at Huisman-Itrec and will be delivered in a few weeks. The **Seven Oceans** departs to the Gulf of Mexico for the first project.

A&P Tyne wins recycling approval

A&P Tyne, part of the UK's largest shiprepair business, has had an application to carry out ship recycling approved by South Tyne Council. A&P's Hebburn facilities will be used, which include two drydocks. Commenting on the decision, David Skentelbery, who took over as managing director of A&P Tyne today, told Fairplay: "Naturally we are very pleased. To have such a recycling facility is good for the company and the region." The news comes in a week when Able UK, situated a few miles to the south, has been given permission to recycle only four of the 13 US ships it originally contracted for. However Able still awaits planning permission for the activity, which is not likely before September. There is a huge recycling market in Europe as a number of naval and commercial vessels come to the end of their active lives at a time of more stringent environmental regulations.

Zaliv Wins New Order

Ukraine's Zaliv Shipyard has struck a deal with Dutch company Bodewes Shipyards to build two hulls. It will construct the 2,040-gt multi-purpose (MPP) container carriers for an undisclosed sum.

The contract is not the yard's first cooperation with a Dutch yard group. Dutch newcomer Unisea Shipping ordered a pair of 7,200-dwt MPP ships at Damen for delivery in 2008, with Zaliv building the hulls.

ROUTE, PORTS & SERVICES

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Golden Ocean Announces Vessel Sales

Golden Ocean Group Limited has agreed to get released from the bare boat agreements for the two 1990 built Panamax vessels M/V Golden Glory and M/V Golden Gem against purchasing the vessels for \$11m per vessel. The company has agreed to sell the two vessels for net sale proceeds of \$60m in total. Delivery to the buyers is expected to take place in September 2007. This transaction will give a positive addition to net income of approximately \$23m, and is estimated to release approximately \$38m in additional liquidity. In August 2006 the company paid \$38m to take over the bareboat agreements for the five Panamax vessels under the deal with Clipper Bulk Shipping Ltd. The cash flow from this investment until date and the sales proceeds will fully repay the gross purchase price. The company does still keep the three remaining 1994 built vessels and will continue to pay \$5,600 in bare boat hire per vessel until June 2011 when the company has an option to buy the vessels in accordance with the original agreement. Further the company has fixed out on time charter the Capesize vessel M/V Irfon. The vessel is committed for a period of 22 months to a first class counterpart at a gross rate of \$66,500 per day, and will be delivered to the charter in December 2007. The vessel is chartered in at a rate of \$27,250 per day and this charter will terminate at the end of the above charter out period. During the period of the time charter contract the Company anticipates to generate approximately \$25 million in cash.

Warning of Gib strait overcapacity

Large container port expansion projects underway at Algeciras and neighbouring Tangier Med will cause overcapacity and fierce competition among rival operators, Algeciras Bay Port Authority president Manuel Morón Ledro has warned. Speaking at the European Sea Ports Organisation conference in Algeciras, Ledro said he could not envisage there would be enough containers for everybody. "There will be around 25Mteu [capacity] available locally in the future. With 8.5Mteu to come onstream at Tangiers, 4Mteu already available at Algeciras, plus a further 8Mteu after the development of our Outer Isla Verde site, 4Mteu at our Campamento site and 1Mteu at Malaga." Tangier Med Special Agency president Said El Hadi said the huge investments were justified, adding that they were "based on the very real needs of shipping lines". He claimed capacity of 15-16Mteu would be required in the area within the next 10 years. A tender for the first Outer Isla Verde terminal concession, for a 35 hectare plot with an option for a second of 37 hectares, will be announced later this month. More than 65,000 vessels passed through the Strait of Gibraltar and more than 31,000 crossed North/South between the two ports, which are located on opposite sides of the Strait, last year.



KOTUG's **VS HAMBURG** seen in the port of Rotterdam
Photo : Piet Sinke ©

Port of Spain pilots get fast RIB

Almar Boats, Tacoma, Washington, has recently delivered the third of three 43 ft RIBs to the Port of Spain, Trinidad, Pilots Association.

Over thirty pilots are employed to ensure the safety of the numerous tankers and freighters that call on Port of Spain and four nearby harbors.

The Port of Spain pilots chose Almar after inspecting other pilot craft the company has produced: two 35 footers for the Brunswick Pilots in Georgia, and a 42 footer for the Virginia Pilots on Chesapeake Bay.

The three Trinidad boats are based on the deep-V hull that Almar general manager Mike Sandeman recommends for service in rough water and offshore.

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The angle at the bow entry (cutwater) is 50 degrees, with 24 degrees at the transom, giving it an easy motion in big swells or a short chop in harbor. It can cruise comfortably in a seaway at 30 knots says Sandeman, who has ridden along with the pilots on the U.S. east coast and the Caribbean.

"I quickly learned from this experience the risks that the pilots routinely face boarding ships, and how much they depend on their boats to perform when coming alongside a fully-loaded ship

making 12-15 knots," he says.

Almar has designed and built over 50 specialized RIBs since the early 90s and has gained invaluable experience in the design of the deep-V hull form.

Tube-attachment methods, chine shape and spray deflection are just three of the refined, tested features that Sandeman points to as significant on the pilots' boats. The inflatable tube is very effective at cushioning the shock as a pilot boat comes alongside a ship, and is soft enough to reduce the chance of injury should a pilot fall between the boat and the ship. Should a fall occur, the boat is equipped aft with a deployable Lifesling rescue device, and the pilot can be hoisted back onboard with a davit and manual winch.

The inflatable tubes must withstand the abrasion when alongside a ship and are reinforced by a heavy ribbed rubber laminate on the wear surfaces.

They are manufactured in two halves, joined at the bow, and attached to the hull with two widely-spaced flexible tabs. The upper tab is bolted through a flange on the gunwhale, the lower is fitted with a large-diameter bolt rope that is inserted in a grooved extrusion on the hull. This system allows the operator to easily replace a damaged tube.

The hull is welded from one quarter inch 5086 aluminum, the beam is 13 ft with tube inflated, the displacement is 22,000 lb. Power comes from a pair of Caterpillar C9s each developing 505 HP at 2500 rpm, controlled by the ACERT system that meets Tier 2 requirements.. The engines turn Hamilton 322 waterjets via a ZF 305 1:1 transmission.

Maximum speed is 39.8 knots at 2500rpm.

Fuel tankage is 250 gallons. The jets are steered by a Jastram hydraulic system from a center-line forward operator's helm. The skipper has a full suite of navigational equipment at his fingertips, including Furuno's 1623 radar, GP7000F plotter-sounder, FM3000 VHF's, and Saab A4 AIS.

Almar has several other RIB projects up to 50 ft on the drawing board. Almar is a division of North River Boats of Roseburg, Oregon



The **Balckyard** (EcoLoss Maritime) during trials with a **Victory Oil Sweeper** on the river Oude Maas. The **Victory Oil Sweeper** is built by **Koseq** (**Kampers Oil Spill Equipment**). The V-shaped arms can be used to recover oil and other pollutants in various ways under all kind of conditions.

Koseq is part of the Kampers Groep, Puttershoek

Photo : Jan Simons ©

Teekay Offshore Acquires Ships

Teekay Offshore Partners L.P. agreed to acquire interests in two double-hull shuttle tankers for \$160 million from Teekay Corporation (Teekay), the parent of its general partner. The Partnership will acquire the 2000-built **Navion Bergen** and Teekay's 50 percent interest in the 2006-built **Navion Gothenburg**, together with their respective 13-year, fixed-rate charters to a subsidiary of Petrobras Transporte S.A., the shipping arm of Petroleo Brasileiro S.A. It is expected that the vessels will deliver to Teekay Offshore in early July 2007 and will generate approximately \$16 million per annum in cash flow from vessel operations and approximately \$3.5 million per annum in distributable cash flow. Teekay Offshore will assume the pre-arranged financing of \$123 million relating to these vessels and finance the remaining purchase price of approximately \$37 million with borrowings under its existing revolving credit facilities, cash balances or both.

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Maersk rechtstreeks naar Piraeus

Maersk Line voegt de Griekse haven Piraeus toe aan het vaarschema van de Scan Med Service tussen Noord-Europa en het Middellandse Zeegebied. Die wekelijkse dienst was tot nu toe vooral op Turkije gericht, met aanlopen in Haydarpasa (Istanboel), Ambarli en Izmir.

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Op de heen- en terugreis werd ook de Zuid-Italiaanse hub Gioia Tauro aangelopen. De southbound-aanloop vervalt eind deze maand, zodat Piraeus de eerste loshaven kan worden voor lading die in Göteborg, Felixstowe en Antwerpen aan boord wordt genomen. Dat verklaart ook de korte transittijd van zes dagen tussen Antwerpen en Piraeus. Op de terugreis van Turkije naar Göteborg lopen de schepen nog wel Gioia Tauro en ook Felixstowe aan.



De **ANKARA** – Foto : Piet Sinke ©

In de Scan Med Service zet de Deense rederij vier schepen met een capaciteit van 2.328 teu in. De vroegere **Maersk Bahrain** vaart onder de naam **Ankara** in de kleuren van Hamburg Süd, omdat de Duitse rederij op deze route sinds 2004 met Maersk samenwerkt.



The **Neptune hull** installation with Heerema's **Thialf, Retriever** and the **Kelly Candies** as maintug. The hull will be installed in 4300 ft waterdepth in block Green Canyon 613 Gulf of Mexico.

Photo : Willem van Woercom ©

Ever Safety for Evergreen



"**Ever Safety**", the ninth of ten 7024TEU S-series vessels being built for Evergreen in Japan, was launched on 5 June at Mitsubishi Heavy Industries' Kobe shipyard.

Due for delivery in October 2007, Ever Safety is scheduled to join Evergreen Line's transpacific service. The eight earlier vessels are currently in the process of being transferred to Evergreen Line's new China Europe Shuttle (CES) service that will offer a fast link between Asia and North Europe.

The Evergreen Group is approaching the end of a shipbuilding program comprising 18 large post-Panamax containerships. Eight 8073TEU C-series are already in service and the S-series will be

completed in the near future.

With an overall length of 300 m. and a beam of 42.8 m., the vessel is able to carry containers 17 rows across on deck and 15 rows across below deck. The ship has a deadweight of 78,700 tones on a service draft of 14.2 m. The vessel has a single 10-cylinder Mitsubishi Sulzer 10RTA96C main engine developing 74,700bhp (54,900KW) to provide for a service speed of 25.3 knots.

Eimskip Adds Refeer to Fleet

Eimskip-CTG in Norway, has received its third newbuilt reefer vessel in 18 months. The vessel is built at Myklebust Verft AS in Norway. The new reefer vessel is a combined reefer and container vessel. It is 269 x 52.4 ft., with maximum cruising speed of 16 nautical miles per hour, and a deadweight of 2,500 tons. It has substantial loading and discharging capacity, about 200 tons per hour and is able to carry 1,800 pallets and 28, 40-ft. containers on deck. The vessel has side ports, which enables driving pallets directly onboard instead of having to hoist them using a crane.



The **WESTERN SPIRIT** departed after a few months maintenance the Tyne

Photo : Kevin Blair ©

Contract placed for first Twin Marine Lifter system



Stavanger-based SeaMetric International AS has signed a contract for the construction, assembly and testing of the first 20,000 tonnes capacity Twin Marine Lifter (TML) system.

Developed for installation and removal of such objects as platform topside and jackets with weights up to 20,000 tonnes, the Twin Marine Lifter system is based on using two heavy transport vessels.

Each has four, 2,500 t capacity lifting arms. The 75 m long arms are extensible by 15 m.

Lift force is created by deballasting the buoyancy tanks of the TML vessel and at the same time ballasting the ballast tanks.

The contract for the first TML system has been placed with contract with ESSCA (Hongkong) Ltd in consortium with China Petroleum First Construction Corporation (CPFCC) and the JingJiang Nanyang shipyard near Shanghai.

CPFCC will be responsible for the overall project management, the construction of the TML lift arm system and for assembly and testing of the complete TML system

The two DP class 3 heavy transport vessels that are the basis for the TML lifting system will be subcontracted to the JingJiang Nanyang shipyard which is a privately owned shipyard with 20 years experience.

CPFCC is a subsidiary of China National Petroleum Corporation (CNPC). CNPC Services & Engineering Ltd. has issued a Parent Company Performance Guarantee to SeaMetric International AS.

The DP class 3 heavy transport vessels, being used for the TML heavy lift systems are 140 m long, 40 meter beam and have a dwt capacity of 25,000 tonnes. They will have accommodations for 41, a helideck, and will be capable of submersion to -20 meters.

"This is a breakthrough for SeaMetric," says CFO Johan F. Andresen. "We have negotiated a very good contract with a very strong and capable fabrication group. CPFCC is a subsidiary of CNPC, a company with 1.4 million employees, about the same as the entire Norwegian workforce. We have also options in the contract for the construction of one more TML heavy lift system and two 180 meter long submersible heavy transport vessels (HTVs). These vessels will be similar to the vessels now being built, and they have the capacity to support a 30,000 tonnes TML system."

The vessels will be financed with a combination of equity and a bond loan. Fearnley Fonds has placed a bond loan of an initial \$60 million with possible subsequent extension to \$105 million.

Dartmouth-based Aspin Kemp to power vessel for California

California and Japan might have the lead in the development of the hybrid automobile, but Nova Scotia will play a key role in the development of what could be the world's first diesel-electric tugboat.

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The Dartmouth-based engineering group Aspin Kemp & Associates has secured a contract with Seattle-based Foss Maritime Company to provide the electric propulsion and control systems for a big hybrid harbour tug that could be operating in San Pedro Bay at the ports of Los Angeles and Long Beach as early as 2008.

"It's a very exciting project and one that should be very satisfying in the end as well," project manager John Stratton said Tuesday. California Governor Arnold Schwarzenegger is leading a green revolution in that state, which Mr. Stratton noted is home of the two busiest container ports in North America.

The Aspin Kemp group will produce the diesel-electric hybrid system that will use advanced power conversion and control technology and energy storage to maximize efficiency and reduce emissions.

Hybrid features in the new tug will take advantage of technology developed by XeroPoint Technology, an alternative energy solutions company based on Prince Edward Island, that will allow electric motors to kick in when loads are low, similar to the way a hybrid automobile operates. "A tug uses its optimum power less than five per cent of the time," said Mr. Stratton.

"The engines are happiest when the tug is pushing hardest. The rest of the time it is inefficiently burning a lot of fuel and spewing out a lot of emissions," said the project manager.

Foss Maritime, one of the world's biggest manufacturers of tugs, is building the basic vessel and engine system. Although the tug will look similar to other Foss tugs currently in use in ports around the world, it will operate much differently.

The advanced technology in the tug will result in an environmentally cleaner operation, one that will produce "significantly lower" emissions than conventional tugs. Nitrous oxide and particulate matter emissions are expected to be reduced by almost 50 per cent.

Since it will use less fuel, carbon and sulphur emissions - major contributors to greenhouse gases - will also be reduced. The hybrid tug will also be much quieter than conventional diesel tugs, but with 5,000 horsepower, it will be just as powerful.

Aspin Kemp has a background in marine electrical systems and the engineering firm's work can be found where there are powerful electric motors in a marine environment, said Mr. Stratton. He said the contract for the hybrid tug brings to Nova Scotia a significant move into what could be a major growth field.

The hybrid system can be retrofitted into existing vessels and has the potential to radically change the marine industry in North America, he said.

Maersk forms JV with Philippine firm

MAERSK has formed a joint venture with the Philippines' largest domestic shipping company, Aboitiz Transport System, to offer container shipping services in the country. Representing Maersk in the joint venture are Singapore-based feeder service Maersk's MCC Transport Singapore and Maersk's Philippine subsidiary, Maersk's Mercantile Ocean Maritime Co (Filipinas) Inc. The joint venture company, MCC Transport Philippines Inc, will have a paid-up capital of 25 million pesos (\$836,000).

Maersk MCC Transport Singapore will be the dominant partner, contributing 40 per cent of the capital, while Maersk Mercantile will have a 27 per cent share. Aboitiz Transport will have a 33 per cent share in the venture.

The joint venture will take delivery of its first 600 TEU-container vessel in June. The vessel, which will be operated by Aboitiz Transport, will offer a regular weekly service to the ports of Manila, Cebu and Cagayan.

This will be the largest dedicated container vessel operated by Aboitiz Transport, which normally carries cargo between islands. The two Maersk partners are regional short-sea operators fully owned by Maersk Singapore and are members of the AP Moller-Maersk group of companies.

WÄRTSILÄ: First orders booked for the new Wärtsilä 82-cm bore engines

Wärtsilä's licensed enginebuilders have in recent months booked orders for 52 of Wärtsilä's new series of 82-cm bore low-speed marine engines with an aggregate power of 1726 MW. The engines were introduced to the market in the end of 2005.

Orders for the new 82-cm bore engines have thus taken off with them being contracted for the propulsion of panamax-sized container ships and large tankers such as VLCCs for which they are specifically designed. Four engine types of the same 82-cm bore, the RT-flex82C, RTA82C, RT-flex82T and RTA82T types, are being developed by Wärtsilä Corporation. The first RT-flex82C engine is planned to begin testing in mid 2008, in cooperation with Hyundai Heavy Industries Co Ltd, Korea.

Details are given here of only a selection of the many orders for these 82-cm bore engines to indicate the range of ship types for which the engines have been contracted.

Orders for both container ships and oil tankers, Six 3400 TEU container ships have been ordered by the German owner Buxpower GmbH, each powered by a seven-cylinder Wärtsilä "82C" engine. The ships, contracted with ThyssenKrupp Marine Systems, will be built at Kiel (four ships) and Emden (two ships) with delivery due in 2009 and 2010. The engines, having a maximum continuous power of 31,640 kW at 102 rpm, will be built under licence by Doosan Engine Co Ltd, Korea.

Four panamax container ships ordered by Kawasaki Kisen Kaisha Ltd ("K" Line), Japan, will each be powered by an eight-cylinder Wärtsilä 8RT-flex82C engine of 36,160 kW at 102 rpm. The ships will be built by Hyundai Heavy Industries Co Ltd, Korea, at the Ulsan shipyard for delivery in 2009 and 2010. The engines will be manufactured by Hyundai's Engine & Machinery Division (EMD).

Two 4300 TEU container ships for Shipping Corporation of India also contracted at Hyundai will each be equipped with an eight-cylinder Wärtsilä RTA82C engine of 36,160 kW at 102 rpm. To be built at Hyundai's Samho shipyard, the ships are due for delivery in 2008, with the engines also manufactured by Hyundai EMD.

Two 318,000 dwt crude oil tankers have been contracted by Metrostar Management Corporation, Greece, also at Hyundai's Ulsan yard with each being propelled by a seven-cylinder Wärtsilä RT-flex82T engine. The engines from Hyundai EMD each have a maximum continuous power of 31,640 kW at 80 rpm. The ships are due for delivery in 2009 and 2010.

Ten 4300 TEU container ships contracted by the German shipowner Reederei Claus-Peter Offen will each be powered by an eight-cylinder Wärtsilä RTA82C engine. The ships have been ordered from Hyundai's Ulsan yard. The engines from Hyundai EMD each have a maximum continuous power of 36,160 kW. The ships are due for delivery in 2009 and 2010.

The four 82-cm bore Wärtsilä low-speed marine engine types

The four engine types, the RT-flex82C, RTA82C, RT-flex82T and RTA82T, are being developed on the basis of a common platform with as many parts as possible being shared to bring benefits of rationalisation in the design and manufacturing, lowering manufacturing costs, and rationalising also spare parts stocks.

The new Wärtsilä RT-flex82C and RT-flex82T engine types bring the benefits of both the electronically-controlled RT-flex common-rail system and up-to-date parameters to deliver optimum propulsion plants for the envisaged ship types.

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The '-C' versions are intended to be ideal prime movers for container ships of panamax size with capacities up to around 5000 TEU and service speeds typically of about 24 knots. They will have a stroke of 2646 mm and will be available with six to twelve cylinders to cover a power range of 21,720 kW to 54,240 kW at 87 to 102 rev/min.

The '-T' versions will have a stroke of 3375 mm to suit the optimum shaft speeds for the propulsion of large tankers, VLCCs and ULCCs of 200,000 dwt to more than 350,000 dwt. The engines will be built with six to nine cylinders to cover a power range of 21,720 kW to 40,680 kW at 68 to 80 rev/min.

A particular feature of these 82-cm bore engines is their novel extended layout field whereby the power/speed ranges of the engines are extended to higher speeds at ratings R1+ and R2+ with the same powers as the usual R1 and R2 ratings. The extended fields offer widened flexibility to select the most efficient propeller speed for lowest daily fuel consumption. This widened layout flexibility is already proving beneficial in ship projects.

Bourbon Atlas delivered by Bharati

Bharati Shipyard in Indian has delivered the MPSV **Bourbon Atlas** to Bourbon Offshore. The vessel, which is equipped for oil recovery, will be mainly used for maintenance work in oil and gas fields on the continental shelf of West Africa for the first charter and for ROV operations.

Mammoet Salvage wint twee grote bergingsopdrachten

Mammoet Salvage, branchegenoot van sleep- en bergingsbedrijf **Smit Internationale**, heeft twee grote opdrachten binnengehaald. Dat heeft bergingsbedrijf **Mammoet Salvage**, dat ruim een jaar geleden werd opgericht, woensdag bekendgemaakt in een persbericht.

De eerste order betreft het bergen van de **Ocean Leader**, een gezonken schip dat in een olierijk gebied voor de Mexicaanse kust ligt. De berging is inmiddels gestart.

De tweede opdracht heeft betrekking op de berging van een lading aluminium in de Golf van Finland. Hiervoor heeft Mammoet speciaal twee onderwater graafmachines ontworpen en ontwikkeld. De daadwerkelijke berging staat gepland voor augustus 2007.

MOVEMENTS



The 398 mtr long **EVELYN MAERSK** seen approaching Rotterdam – Europoort
Photo : Jan Oosterboer ©

AIRCRAFT / AIRPORT NEWS

Ierse maatschappij Aer Lingus bestelt twaalf vliegtuigen bij Airbus

De Ierse lagekostenluchtvaartmaatschappij **Aer Lingus** heeft twaalf vliegtuigen besteld bij de Europese vliegtuigbouwer Airbus. Het gaat om zes toestellen van het type **Airbus A350 XWB** voor lange afstanden en zes van het type **Airbus A330-300 E**, zo werd vandaag bekendgemaakt. Aan catalogusprijs is de bestelling 2,4 miljard dollar waard.

De vliegtuigen van het type A330 moeten tussen 2009 en 2011 geleverd worden en die van het type **A350** tussen 2014 en 2016. **Aer Lingus** heeft ook een optie genomen voor nog eens zes toestellen **A350 XWB**, met levering tegen 2018.

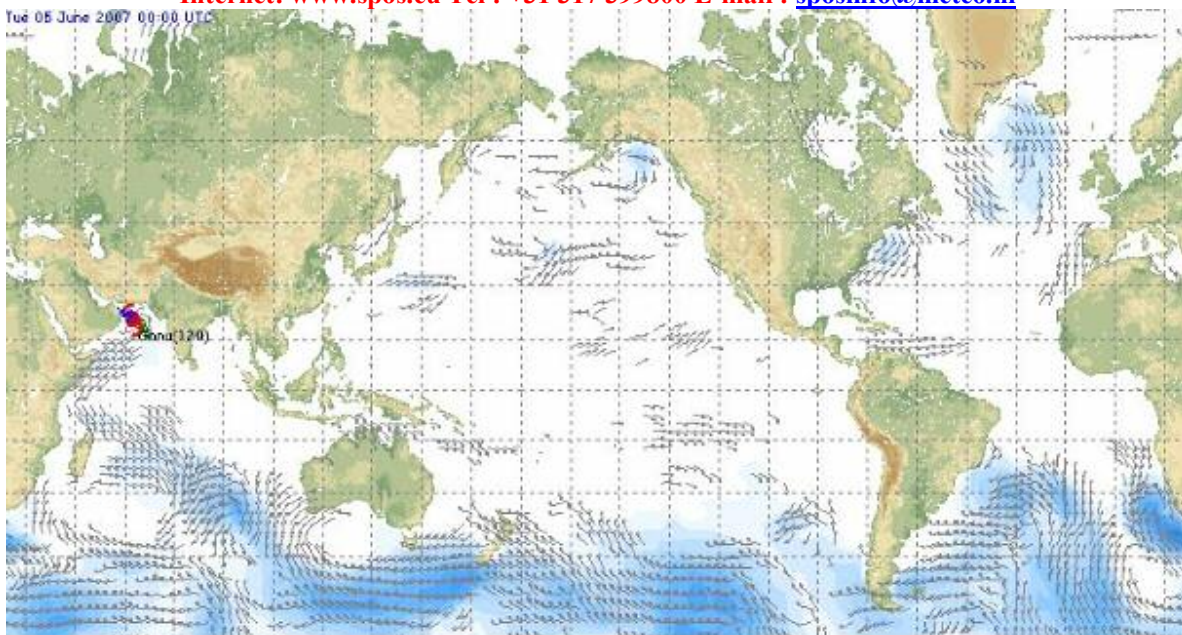
De maatschappij heeft naar eigen zeggen "significante kortingen" bekomen bij de onderhandelingen. De **A350** werd ontworpen om de concurrentie aan te gaan met de **787 Dreamliner** van de Amerikaanse concurrent Boeing. Deze laatste zal vanaf volgend jaar operationeel zijn, vijf jaar voor de **A350**. Airbus heeft tot nu toe dertien bevestigde bestellingen gekregen voor de **A350 XWB**, zijn Amerikaanse concurrent heeft er bijna zeshonderd.

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The **Piltun B** topsides for **Sakhalin Energy** have departed from Geoje in Korea bound for Sakhalin on 5th of June. The topsides -being placed on special built barge TCB2- is towed by the tug **Salviscount** and wing tugs **Salveritas** / **Salvicero** all of Semco Singapore and the tow is undertaken under the supervision of SAIPEM (division Far East). The topsides will -upon arrival- be installed by a team of SAIPEM with the floatover method and will mark another worldrecord once completed.

Photo : Hans Bosch ©

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