

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 148



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IN MEMORIAM

De redactie van de maritime press clippings ontving het slechte bericht dat is overleden :



WILLEM KOK

Op een leeftijd van 68 jaar

Willem was in zijn leven WTK, Technisch Inspecteur bij Smit-Lloyd, naderhand Technische dienst bij Hanno Shipping en tot aan zijn pensioen Technisch inspecteur bij Arklow shipping.

De redactie wenst namens alle lezers Willem's familie en vrienden en kennissen alle sterkte dit verlies te verwerken

Willem is in familiekring begraven op 1 juni te Enschede.

Correspondentieadres:
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EVENTS, INCIDENTS & OPERATIONS



The tug **MERCUR** seen in the Kattegat
Photo : Jan Plug ©

Ulstein Verft vessel named "Ship of the Year"

Ulstein Verft's Building no. 277, the **Normand Seven**, has been voted "Ship of the Year 2007," by a Norwegian panel.



The award was presented today by Norway's Minister of Trade and Industry Dag Terje Andersen at the Nor-Shipping trade show.

This is the the second year in a row that the Ulstein Group has received the award. Last year the first vessel with an Ulstein X-bow, the **Bourbon Orca**, was named "Ship of the Year".

Readers of maritime magazine Skipsrevyen nominate candidates and a jury of three picks the winner.

This year, **Normand Seven** was selected for its significance in taking the Norwegian shipyard

industry into a new, future-oriented niche. The ship is of Vik-Sandvik's design VS 4220 OCV.and the first purely

offshore construction vessel from a Norwegian yard. At 130 meters long and 28 meters wide, the **Normand Seven** is the largest ship ever built by Ulstein Verft. The bridge alone is 400 square meters.

Salvage operation for stranded ship resumes today

A salvage operation to rescue a stranded bulk carrier at Newcastle will resume today as a four-metre swell continues to bare down on the stricken 40,000-tonne vessel.

Water was last night being pumped into the cargo hold of the stranded bulk carrier **Pasha Bulker** to stabilise the vessel until it can be towed off Nobbys Beach, 160 km north of Sydney.

The team working to salvage the 225-metre coal carrier is continuing to transfer fuel oil from lower tanks to the upper part of the vessel, a NSW Maritime spokesman Neil Patchett said.

The team hopes to move the ship's fuel out of harm's way by today. The salvage team reported a hole in the ship's outer hull yesterday but the team was confident the inner hull remained intact.

Mr Patchett said water was being pumped from the ocean into cargo holds as ballast to ensure it sits more firmly on the shifting sands. "It could be finished overnight with the intention of settling the ship down and holding it more firmly on the sandy bottom," Mr Patchett said.

The strategy will assist any refloating operation. A specialised Sydney salvage tug, the **Leona**, arrived at Nobbys Beach yesterday. A second salvage tug from Melbourne, the **Cara**, is expected to arrive by Wednesday morning.

Mr Patchett said the "massive" salvage tugs would eventually help drag the **Pasha Bulker** off the sandbar where it has been stranded since Friday. "It's quite an involved operation and whatever is attempted in terms of the tow clear, it needs to be done in counter balance with concerns for the safety of the salvage people, the crews and the people involved, and also the impact on the environment."

He said improved weather would assist the salvage this week. "Just when they are going to be able to tow is unclear, but they are working as hard as they can, given the conditions and what's before them, to get to that point.

A draft salvage plan should be completed by today, but no attempt to move the **Pasha Bulker** will be made until at least Wednesday. The head of a marine assistance company says up to three tugs could be required to haul the vessel back to sea.

Sea Tow's Matt Cummings, who is not involved in the rescue, said the tugs would probably run ropes to the **Pasha Bulker** "and try and steer the ship through a small break where there's no rocks, where there's some sand".

NSW Ports Minister Joe Tripodi said the salvage team's main priority was to contain the ship's 700 tonnes of oil and fuel. He said the ship's owners would pay for the operation and faced a hefty bill.





The **SILVER SHADOW** seen departing from Amsterdam

Photo : Joep van Dam ©

RUSSIAN DOCKERS' LEADER STABBED

THE International Transport Workers' Federation (ITF) has called on its member unions to back it in its demands for a proper investigation into the knifing of a member of the Dockers' Union of Russia (DUR) outside the union's Kaliningrad office.

The call comes after Mikhail Chesalin, Chairman of the DUR's branch in the city, was beaten and repeatedly stabbed from behind by an unknown number of assailants as he was about to enter the office at 10:30 on 7 June. He was left lying unconscious on the ground. In an appeal to its affiliated unions to join its calls to the Governor of Kaliningrad and the Director of the Port of Kaliningrad for an investigation, Frank Leys, Secretary of the ITF's Dockers Section, said: "The ITF was outraged to hear about the violent assault of Mikhail Chesalin. The DUR has asked us to help put pressure on the law enforcement agencies to properly investigate the case. Russia has joined the shameful list of states where trade unionists are targets for assaults. The instigators should be aware that the worldwide dockers' community will not stand by and accept that these crimes are left unpunished, and we are therefore calling on all affiliates to demand that justice is carried out, and trade union rights respected in Russia."

Terrorism still a real risk in Malacca Strait, Malaysia's police chief warns

The Malacca Strait remains vulnerable to a terrorist strike that would send political and economic shock waves worldwide, Malaysia's police chief said Tuesday.

Militants could hijack a ship carrying hazardous material or use a vessel as a weapon to hit port and land facilities, Inspector General of Police Musa Hassan told law and shipping officials from more than 30 countries at an ocean security conference.

Maritime terrorism is a "threat which is real and possible that is lurking in the straits," Musa said. "The straits must be kept open and safe, and the prime responsibility is with the three littoral states of Indonesia, Malaysia and Singapore."

The 900-kilometer (550-mile) -long strait between peninsular Malaysia and Indonesia's Sumatra island has been notorious in the past for robberies by sea pirates, who can hide amid narrow channels, shallow reefs and thousands of tiny islands.

Rear Admiral Agus Suhartono, chief of Indonesia's western naval fleet, said authorities currently have no specific information of any terrorist plot targeting the Malacca Strait.

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Pirate attacks in the waterway — through which half the world's oil trade and a third of global commerce pass — have declined in the past three years after Malaysia, Indonesia and Singapore introduced coordinated security patrols. There were 11 attacks last year, down from 12 in 2005 and 38 in 2004.

Nevertheless, concerns still linger over the safety of some 200 ships that use the Malacca Strait every day to travel from Europe and the Middle East to Asia, Musa said, noting there have been fears that terrorists could try to "commandeer a ship transporting liquefied petroleum gas for a suicide mission."

"The use of a ship as a weapon in the manner of the (Sept. 11, 2001) attacks is a troubling scenario," Musa said. "It would mean rerouting the vessels, which would lead to the skyrocketing of freight and insurance rates, and which will lead to a devastating global economic impact."

An attack in the strait could also choke Asia's oil supply, Musa said. Indonesian officials have said regional terrorism remains a risk because of Jemaah Islamiyah, a loose militant network that has been implicated in attacks such as the 2002 bombings on Indonesia's tourist island of Bali that killed 202 people and other strikes on Western targets, most recently in 2005. But the group has been weakened by scores of arrests and raids, analysts say.

Capt. Pottengal Mukundan, director of the British-based International Maritime Bureau, a shipping security watchdog, said industry officials currently believe that "the relevant internal security authorities are well-prepared" to deter a terrorist assault in the strait. "We're aware of the possibility. We cannot ignore it, but we shouldn't hype it up," Mukundan said.



The **FRIGGA** departed with tow, seen here passing Dordrecht

Photo : Piet van Roon ©

Skippyballen brengen schip weer boven water

Door **ANTOON OOSTING**

Personeel van sleep- en bergingsconcern Smit uit Rotterdam stroopte een tijdje geleden de speelgoedwinkels van Bart Smit af om veertig van die ballen in te slaan. Daarmee hebben ze de voor de kust van Angola gezonken Nederlandse **Mighty Servant 3**, een halfafzinkbaar schip voor superzware transporten, naar boven gehaald.

De berging was succesvol en het schip is nu voor reparatie op weg naar Kaapstad. De **Mighty Servant 3** was op 6 december vorig jaar op onverklaarbare wijze naar de 52 meter diepe zeebodem gezonken. Alleen de hoofdmast stak boven water uit.

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Eind maart zetten de bergers van Smit het november vorig jaar in Congo gekapseizde baggerschip **Nautilus** van Boskalis weer rechtop. En nadat ze eerst alle bijna 2300 containers eruit hebben gehaald, proberen ze eind van deze maand het voor de kust van Zuid-Engeland gestrande containerschip **MSC Napoli** weer drijvend te maken.

Drie spectaculaire klussen waarmee de bergers van **Smit Salvage** bewijzen dat ze in deze wereld nog altijd de absolute toppers op hun gebied zijn.

De truc met de skippybal is volgens Bert Kamsteeg (53) de manager operations van het bergingsbedrijf, een voorbeeld van de succesvolle aanpak: „Hele simpele gedachten leiden vaak tot hele effectieve oplossingen.” De skippyballen zijn gebruikt om samen met chemisch cement perfecte afdichtingen te maken om het schip in compartimenten te verdelen. Daarna konden die compartimenten stuk voor stuk worden leeggepompt en gevuld met lucht.

De grote drijvende bok **Taklift 7** had de **Mighty Servant** in de takels om het schip stabiel naar boven te laten komen. „We hebben zoiets wel vaker gedaan maar het was voor het eerst dat we zo’n groot schip (180 meter lang, 27.720 ton draagvermogen) heelhuids boven water hebben gehaald,” vertelt Kamsteeg.

De klus is geklaard met een ploeg van zo’n dertig bergers onder leiding van een bergingsinspecteur. Onder hen machinisten, uitvoerders en z’n twintig duikers, die het echt gevaarlijke werk opknaptten. Zij moesten tot soms wel dertig meter diep in het binnenste van het grote schip de dichtingen met de skippyballen en het cement aanbrengen.

Kamsteeg: „Om zoiets te kunnen moet je ervaren zijn en vertrouwen hebben in eigen kunnen. Ter voorbereiding zijn we in Kaapstad aan boord van een zusterschip geweest om de gangen van het schip te verkennen.” De duikers waren in dit geval allemaal Nederlanders. „We hebben het liefst één nationaliteit op een klus. Het goed met elkaar communiceren, vooral onder water, is cruciaal. Eén fout kan fataal zijn,” zegt Kamsteeg.

De opdracht voor **Smit** was het drijvend maken, sleepklaar maken en het conserveren van de machinekamer. Want de eigenares van de **Mighty Servant 3**, scheepvaartmaatschappij **Dockwise** wil het schip zo snel mogelijk weer in de vaart hebben. Er is heel veel vraag naar de transportcapaciteit van dit soort schepen waar ook heel veel geld voor wordt betaald.

Een ander verhaal is het baggerschip **Nautilus**. Dat schip moest weg, omdat het in de vaargeul van een haven lag en daardoor het scheepvaartverkeer hinderde. Dit schip lag op z’n zij in vijftien meter diep water. Nadat de drijvende bok **Taklift 7** de **Nautilus** had rechtgetrokken, leeggepompt en ook weer drijvend had gemaakt, is het schip gesloopt.

Dat Smit Salvage deze klussen kreeg toebedeeld, is allerm minst een automatisme. Voor elke order moet worden geknakt. Veel hangt af van beschikbaarheid van mensen en materieel. In dit geval had **Smit Salvage** een ijzersterke troef, omdat de **Taklift 7** begin dit jaar in de haven van Las Palmas op de Canarische Eilanden lag en van daaruit is het niet zo ver naar Congo en Angola.

De berging van de **MSC Napoli** is opmerkelijk, omdat hierbij voor het eerst zoveel containers moeten worden geborgen. „Dat we zoveel containers van onder water moesten halen, hebben we nog niet eerder aan de hand gehad. Het zicht is 0, dus dat moet allemaal op gevoel,” vertelt Kamsteeg. Nadat eerst alle olie uit het schip is gehaald om milieuvervuiling te voorkomen, zijn sinds eind februari zo’n vijftig bergers in touw geweest om de containers vanuit het schip op pontons te laden. Nu dat is afgerond, wordt het schip leeggepompt en – voor zover dat gaat – drijvend gemaakt. Daarvoor zijn onlangs zeventien vrachtwagens met pompmaterieel vanuit Nederland naar Zuid-Engeland gereden. Kamsteeg: „Het schip zal behoorlijk scheef blijven hangen want twee grote compartimenten zijn en blijven lek. Er loopt een scheur onder heel het schip door. Maar we kunnen profiteren van mooi weer.”

GULF SCANDIC ENCOUNTERS ENGINE PROBLEMS



Saturday 9th June the 1997 built 274 metre double-hull tanker **GULF SCANDIC** encountered an engine failure off Pantelleria Island @ 1600hrs that is 188miles offshore Malta.

Photo : Lawrence Dalli © MALTA SHIP PHOTO

Tug Malta responded to the call & @ 2137hrs the twin screw

tractor 55 tonne bollard pull tug **SEA SALVOR** left Valletta skippered by **RAYMOND AZZOPARDI** & **EMMANUEL BORG** with Salvage Master **Captain Jimmy Dalli**. Towage started on Sunday 10th June @ 1030hrs & proceeded to Valletta roads where towage started & arrived yesterday @ 1130hrs but due that Malta Shipyards had no berthing space she had to wait till today & berthed @ Boiler Wharf, in the afternoon assisted with local tugs **LIENI, FELICA & WENZINA**. Vessel was piloted inside by Harbour Pilots **AUSTIN VELLA & IAN PACE BARDON**.



The **Volvox Asia** from Van Oord BV, seen working in Singapore Jurong Project.

Photo : Sjouk Bierma ©

CASUALTY REPORTING



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Coast Guard Responds to Vessel Aground

The Coast Guard is responding today to the scene of a fishing vessel that ran aground in Mantoloking, N.J. The Coast Guard was notified a that the **Danielle**, a 48-ft. wooden fishing vessel out of Cape May, N.J., was aground on the beaches of Mantoloking. Crewmembers from Coast Guard Station Manasquan Inlet, in Point Pleasant Beach, N.J., were dispatched to the scene to conduct an initial assessment and survey the scene. The Coast Guard dispatched marine inspectors to the scene from Sector Delaware Bay in Philadelphia to supervise the salvage of the vessel and coordinate the removal of fuel, oil and other potentially hazardous materials

Dry cargo Capital Star in distress, list 15 deg, engine down, Azov sea

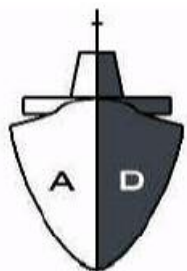
June 12, 00.33 LT – from Maritime Authority of Kavkaz port, Kerch strait, Azov sea. Dry cargo **Capital Star** (grt 3629, year built 1969, flag S.Vincent, managed by NEPTUN DENIZCILIK, IMO 7008635) in distress in 46.07.3N 037.05.8E, Azov sea. From Eisk to Alexandria, 4022 mt of timber. Due to improper ballast management vessel got 15 degrees list, total blackout, main engine down. Near by m/v **Volgo-Don 5044** rendered assistance, emergency generator on, but not main engine.

06.45 LT – tug Mercury on the scene, took m/v **Capital Star** under tow for nearest port Kavkaz. Weather fine.

NAVY NEWS

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The Dutch frigate F 804 **DE RUYTER** seen arriving in Gdynia

Photo : Thomas Grotnik ©

Ship ahoy: new vessel its crew can be justly proud of

POMP and ceremony can be trying at the best of times, but when it occurs amid the biting cold of a Melbourne winter morning, it can incur the curses of even the most hardened military buff.

The main attraction at a windy Station Pier was **HMNZS Canterbury**, the 131-metre ship that takes pride of place as the New Zealand Navy's largest, the sort of claim that often leads to stifled giggles. The **Canterbury** was built in the Netherlands but fitted out in Melbourne, under contract with Tenix, and here to receive it was New Zealand Prime Minister — and quaintly named "Lady Sponsor" of the ship — Helen Clark.

The event in Port Melbourne was the first official function on Miss Clark's four-day, trade mission to Australia. Joining her at the ship's commissioning were senior brass from both the Australian and New Zealand military, as well as the ship's crew and a cluster of Kiwi journalists.

Defying the cold, the Royal New Zealand Navy band played a few rousing numbers, while a group of seamen welcomed the ship with the carefully choreographed removal of caps. Even in celebration, strict discipline was the order of the day. Almost drowned out by the wind buffeting her microphone, Miss Clark explained the vessel's purpose.

"It will enhance our ability to provide support and assistance to our Pacific neighbours in times of natural disaster and civil emergency, and to work co-operatively with our friends, particularly Australia."

The ship sits proudly at Station Pier, its size rivalling the berth's usual resident, the **Spirit of Tasmania**. The numbers mesmerise even the most hardened cynic: the ship is 131 metres in length, with a displacement of 9000 tonnes; it can transport up to 250 troops, 40 light armoured vehicles, 33 containers, up to four NH90 helicopters and one Seasprite helicopter.

The 55-strong crew has been training in Williamstown for the past eight months, coming to grips with the scale and complexity of their new toy. Escorted by the ship's commanding officer, Tony Millar, Miss Clark toured the ship's decks, hospital and weights room as well as its cavernous belly, where the armoured vehicles and containers will soon sit.

The ship is the second in a seven-vessel contract between the NZ Defence Force and Tenix, signed in July 2004. Later, Miss Clark joined Victoria's Innovation Minister, John Brumby, on a tour of the Australian Synchrotron at Clayton. A New Zealand consortium has provided \$5 million for the \$207 million synchrotron, which accelerates electrons to create intense light that is used almost like a giant microscope.

The Prime Minister described the development as amazing, and said many scientists would cross the Tasman to use the new synchrotron. These included scientists, led by the University of Auckland's Professor Ted Baker, who plan to use one of the beam lines of synchrotron light to find weaknesses in tuberculosis proteins that could help in the fight against the disease.

It has been revealed that researchers at Melbourne's Howard Florey Institute and St Vincent's Institute will become the first to use the synchrotron for drug research.



The **A 385 FORT ROSALIE** visited the port of Brest
Photo : Jacques Carney ©

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Tanker Named at Jiangnan Shipyard

A.P. Moller - Maersk Group announced that the naming of the newest vessel, a chemical/product tanker of 16,500 tons, took place. The vessel was built at the Jiangnan shipyard for the A.P. Moller - Maersk Group. Elizabeth Bjerregaard, accompanied by her husband Peter Bjerregaard, Executive Vice President of the Danish Shipowners' Association, delighted A.P. Moller - Maersk and the shipyard by naming the vessel **NORDBY MÆRSK**. The vessel is the third in a series of six vessels that the Chinese shipyard has delivered to A.P. Moller - Maersk. Representatives from the Danish Shipowners' Association and A.P. Moller - Maersk participated in the naming ceremony. In line with the environmental policy of A.P. Moller - Maersk Group, the environment has been an integral part of the building of these vessels. The vessels have a shaft generator that ensures a better fuel economy and reduces emissions. Furthermore, gasses and fumes are recycled from the ship tanks during unloading and thus remain on board without being vented to the atmosphere. Finally, the vessels are IMO II classified, which means that they can carry a wide range of chemicals in addition to ordinary oil products. The vessels will be part of Swift Tankers which is Maersk Tankers' chemical/product tankers pool-cooperation with Teekay. **NORDBY MÆRSK** will be registered at Nordby, Fanø, with Ole Jensen as captain and Finn Jeppesen as chief engineer.

Havyard Leirvik to build advanced DSV



Havila Shipping ASA has announced the building of a state-of-the-art Diving Support Vessel of Havyard 858 DSV design at Havyard Leirvik, Norway. The vessel is scheduled for delivery in February 2010 and will immediately enter into a 10 year firm bareboat contract with further option periods.

The new vessel will be 120 meter over all with a 21 meter beam and have a 250 tonne crane and accommodations for 120 people.

With an ice class hull and Class 3 dynamic positioning, the vessel will be in compliance with the most demanding maritime and environmental regulations worldwide.

Havila Shipping says the vessel will be a leader in its class with a unique

24-man saturation diving system fitted with twin heave-compensated diving bells certified for Norwegian regulations.

The vessel will be jointly owned by Havila Shipping ASA and a North Sea based contractor who will operate it. All details are being finalized and Havila Shipping says more information will be made available upon signing of the agreement.

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The **MSC CAMILLE** seen arriving in Dubai - Photo : Reinier Meuleman ©

BUSIER, FASTER PANAMA CANAL

FIGURES for the quarter January-March just released by the Panama Canal Authority (ACP) show an increase in net tonnage, total transits and booking slot utilization. There was also an increase in "official accidents". Canal Waters Time (CWT), the average time it takes a vessel to transit the Canal including waiting time for passage, decreased.

Panama Canal/Universal Measurement System (PC/UMS) tonnage increased 6.30 percent - to 79.7 million PC/UMS tons from 75 million PC/UMS tons. The steady climb in tonnage was complemented by an increase in traffic, including transits of panamax vessels (the largest vessel that can transit the Canal). Total Canal transits increased 4.7 percent - to 4,052 transits from 3,869. Transits of panamax vessels increased 3.90 percent - to 1,559 transits from 1,501.

"The Panama Canal remains a vital and economically competitive transit system in the maritime and shipping industry. We are keeping up with heightened levels of demand for the waterway - handling more traffic and tonnage - while keeping transit time consistent, if not reduced," stated ACP Maritime Operations Director Manuel Benitez.

Athena chartered to provide accommodation during OE 2007

Athena, a cruise liner, has been chartered by the Aberdeen Exhibition and Conference Centre (AECC) to accommodate hundreds of delegates attending the Offshore Europe 2007 (OE 2007) exhibition, which takes place 4-7th September.

As **Seabrokers** reported, every time this show comes around there are huge problems finding hotel rooms for the influx of people who wish to visit the show and stay close to Aberdeen.

The AECC hope this move will provide the solution.

It is understood that the cost for a standard cabin (including coach transfer, breakfast and dinner) will be around £1,495 for six nights. According to the AECC, anyone interested in staying on this luxury cruise liner during Offshore Europe should call 00 44 (0) 1224 330330 to book their place.

Qatar builds first anchor handling tug

THE Deputy Premier and Minister of Energy and Industry Abdullah bin Hamad al-Attiyah yesterday formally launched **Halul 26**, a QR35mn anchor handling tug, the first one to be built in the country.



The vessel was built for Halul Offshore Services Company (HOSC) at a yard owned by a Q-Ship subsidiary. The vessel, equipped with state-of-the-art navigational equipment, had been built by the Qatar Engineering & Construction Company (Qcon), a Q-Ship subsidiary at the Marine Fabrication Yard in Mesaieed.

HOSC general manager Khalifa Mohamed al-Hitmi told Gulf Times the vessel would be pressed into the service of Aramco, Saudi Arabia, later this month.

"Initially, **Halul 26** will be with Aramco for one year. But subsequently it will complete another nine-year-term with the Saudi energy firm," al-Hitmi said. He said Aramco contracted **Halul 26** while it was still in the planning stage. "Since we have started construction on the vessel some two years ago, we could complete it for about QR35mn. "Otherwise the price would have more than doubled in view of the huge increase in steel price and labour costs," al-Hitmi said.

Q-Ship chairman and managing director Salem Butti al-Naimi said the construction of the vessel was a significant achievement for Qcon. It was entirely made at the Marine Fabrication Yard, Mesaieed, which is owned by Qcon. He said the anchor handling tug being built at the yard for HOSC was expected to be ready by the year-end. Senior Qatar Petroleum executives including Abdulla Salatt, adviser to the Deputy Premier, were present at the launch of the anchor handling tug.



The **OMAR III** seen arriving at the Singapore Cruise terminal
Photo : Capt. Jelle de Vries ©

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Shipping resumes at Australia's Newcastle port

Shipping operations have resumed at Australia's top coal export port of Newcastle, after loadings were stopped by a storm, a spokesman for the Newcastle Port Corporation said yesterday. The spokesman could not say when coal loadings would restart, but said two general cargo vessels were coming into the port while 45 ships were coming back towards the coast. The spokesman added that the port is planning to resume coal vessel movements today, subject to an assessment of flooding at the port which is restricting loading.

Coal vessel loading was halted as a result of weather conditions and flooding in the Hunter Valley, that led to the Hunter River busting its banks and flowing through the port. A major storm battering Australia's east coast for the past three days whipped up huge waves, suspending shipping operations in Newcastle and leaving some 50-plus ships anchored offshore

Three out of four for Safmarine



photo : Ian Shiffman ©

The recent arrival in Cape Town of the gleaming white, spanking new, **Safmarine Mafadi** marks the third in a series of four panamax ships ordered by the line. The 4 154teu vessel, which takes her name from the 3 450-metre Mafadi Peak in the Drakensberg, highest point in South Africa, is deployed on Safmarine's main Safari service between Asia and South Africa.

Cape Town cut from weekly southbound Europe-South Africa services

Cape Town, which has been an intrinsic part of north and southbound calls by ships of the South Africa – Europe Container Service (SAECS) since its inception in the 1970s, has been suddenly cut from all southbound sailings until further notice. The last vessel to make the Cape Town call before the ruling comes in is that of **SAFAMARINE NOMAZWE**, voyage 705A which has an ETA in the Mother City of 16 June 2007.

The measure has been introduced to improve reliability following a period of delays caused by congestion at South African and European ports, which has disrupted scheduling of the core service, said a communiqué from the group. Northbound calls at Cape Town will continue unaffected. The southbound Cape Town call will be reinstated on the core service as soon as circumstances permit, says SAECS. Meanwhile the weekly Intermediate service from Europe '...will continue to call Cape Town on the southbound leg as first South African port call, and continues to provide shippers for Cape Town with a competitive product. Alternatively, cargoes from Europe for Cape Town may be loaded on the Core Service for discharge on the northbound call.'

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In a related notice MOL, one of the SAECS members announced the following:



Photo : Sander van der Steen ©

Kindly note that in order to recover the schedule for the **MOL CULLINAN** 705A, the port of Cape Town, (1st call / Import call) will be omitted.

Please see the below mentioned updated schedule:

Port Arrival Departure
CPT 25 / May / 07
LPA 02 / Jun / 07 03 / Jun / 07
RTM 06 / Jun / 07 07 / Jun / 07
TIL 07 / Jun / 07 09 / Jun / 07
BRV 09 / Jun / 07 10 / Jun / 07
LP2 14 / Jun / 07 14 / Jun / 07
CPT OMIT
PLZ 23 / Jun / 07 13:00

Crowley Announces Expansion of Company Provided Logistics Services in El Salvador

Crowley announced that it will provide logistics services in El Salvador utilizing Crowley staff when its agency agreement with TranSebastian ends on July 1. Crowley's local staff will continue to provide the world-class logistics services to which area customers have become accustomed, offering a single point of access to freight forwarding, customs brokerage, air, minimum of twice-weekly ocean freight shipments, warehousing and domestic trucking within El Salvador.

Carlos Granadino will continue to serve as business manager with Nadia Rojas serving as manager, freight services. Crowley began logistics operations in El Salvador in 1998. "We have some of the most knowledgeable and experienced employees in the business," said Miguel Artiga, vice president Central America, logistics. "It was an obvious decision to have the logistics business handled in-house by our own staff instead of relying on outside vendors or partners. Our employees' local market experience bodes well for our continued success in El Salvador."

Located in the Export Salva Free Zone, Building 10 South in Lourdes Colon, La Libertad, El Salvador, Crowley can be reached at (503) 2318-0656. Customers can receive their cargo at Almacenes Generales de Deposito (AGDOS) located at BLVD BAYER, No 44 parque ind Merliot, San Salvador.

Forty-five years of operating in Central America have given Crowley an unmatched understanding of the distinctive regulations, infrastructure, and customs of the region. Crowley is committed to maximizing the area's rich, expanding trade and growing infrastructure opportunities for its customers.

Jacksonville-based Crowley Maritime Corporation, founded in San Francisco in 1892, is a privately held family and employee-owned company that provides diversified transportation and logistics services in domestic and international markets by means of five operating lines of business: Liner Services; Logistics Services; Petroleum Services, Marine Services and Technical Services. Other services provided within these business lines include contract towing and transportation; ship assist and escort; energy support; salvage and emergency response; vessel management, and petroleum and chemical transportation, distribution and sales. Additional information about Crowley its subsidiaries and business units may be found on the Internet at www.crowley.com.

MC DERMOTT PURCHASES SECUNDA

McDermott International, Inc. have announced that an affiliate of its subsidiary, J. Ray McDermott, S.A. has signed a definitive agreement to purchase substantially all of the assets of **Secunda International Limited**. The purchase price is approximately \$260 million. Due diligence is expected to be completed within third quarter of 2007.



File photo of the **MOBY RIDER** seen in Livorno – Photo : Piet Sinke ©

The **Moby Rider** was renamed " **M RIVER**" and she has been successfully beached for scrapping at Alang Ship Recycling Yard, India on the 2nd June 2007.

MOVEMENTS



After over a year laid up in Tilbury Docks the **OPERA** finally sailed, She arrived as **SILJA OPERA** on May 25th 2006 and sailed June 11th for Piraeus for **Louis Cruises Cyprus**. - Photo : Ken Smith ©



The **INGEBORG PILOT** seen at the River Tyne - Photo : Kevin Blair ©

AIRCRAFT / AIRPORT NEWS

'Akkoord over extra vluchten Schiphol'



De Boeing 747-400 **City of Tokyo** startend op Schiphol – Foto : Piet Sinke ©

Schiphol krijgt nog dit jaar ruimte om extra vluchten uit te voeren. Daarmee wordt voorkomen dat de luchthaven later dit jaar 'op slot' moet, zo heeft een goed geïnformeerde bron dinsdag bevestigd.

Schiphol dreigde later dit jaar de wettelijk vastgestelde geluidsgrenzen te overschrijden. Boetes dreigden zelfs. De luchtvaartsector heeft nu samen met de regio een akkoord bereikt dat Schiphol tot eind 2010 480.000 vluchten per jaar mag uitvoeren. Het overleg over Schiphol vond plaats onder leiding van de Groningse commissaris van de koningin Hans Alders.

Op dit moment mag Schiphol maximaal 430.000 vluchten per jaar uitvoeren. Het nu bereikte akkoord is overigens een advies aan minister Camiel Eurlings van Verkeer en Waterstaat en de Tweede Kamer, die daar later dit jaar een besluit over nemen. Eurlings heeft eerder laten weten dat hij veel belang hecht aan een overeenkomst aan de zogeheten „Alders-tafel", zoals het overleg over de toekomst van Schiphol wordt genoemd.

Onderwerp van overleg is nog altijd een voorstel van omwonenden om Schiphol op langere termijn (na 2010) tot maximaal 500.000 vluchten per jaar te laten groeien. In dat plan zouden 100.000 vluchten kunnen worden verplaatst naar andere vliegvelden, zoals Lelystad. Minister Eurlings is daar ook voorstander van.

Alders zal donderdag zijn advies uitbrengen. Hij wilde dinsdag alleen kwijt dat de beraadslaging over Schiphol „positief" is verlopen.

Libisch vliegtuig maakt noodlanding in Casablanca

Een Boeing 727-200 van de Libische maatschappij die was gecharterd door Libyan Airlines, heeft gisteren een noodlanding gemaakt op de luchthaven van Casablanca. Er was brand uitgebroken in een van de reactoren, zo meldt een woordvoerder van de Marokkaanse luchthaven.

Het toestel was met 114 passagiers op weg van Casablanca naar Tripoli, maar moest na 50 minuten rechtsomkeert maken. Wekelijks vinden tien vluchten plaats tussen Tripoli en Casablanca

MARINE WEATHER

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.... PHOTO OF THE DAY

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 148



The **Baloe** – Photo : Danny Plug ©

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