

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 150



Number 150 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 16-06-2007**

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The Float-Off of the Tahiti Hull from the Mighty Servant 1

Photo : Willem van Woercom ©

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EVENTS, INCIDENTS & OPERATIONS



The **SOVEREIGN** seen moored in Rio Grande – Photo : Marcelo Vieira ©

'Outsiders' not needed to patrol Malacca Strait: Malaysia

The US wants it, and India, China and others may be waiting to move in, but Malaysia continues to maintain that there is no need for "outsiders" to patrol the Malacca Strait.

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Stating that piracy and other crime on the Malacca Strait has reduced in the last three years in the vital sea lane, a senior government official, speaking on condition of anonymity here, said emphatically: "There is no need for outsiders to come in."

"There is no real danger. Piracy and other crime have to be settled by the navies, the marine crew and maritime agencies," he said in response to questions about security in the Malacca Strait through which at least 600 ships pass daily.

The 960-km narrow sea lane, sandwiched between Malaysia, Singapore and Indonesia, is one of the world's busiest waterways with about 50,000 ships plying the route annually, carrying half of the world's oil and one-third of the world's trade.

While piracy has persisted for centuries, the issue of curbing it, if not eliminating it totally, has gained international prominence after the US mooted the Proliferation Security Initiative (PSI).

"We are not against PSI," the official said, adding that it had been discussed by the cabinet of Prime Minister Ahmad Abdullah Badawi. "There is no decision," he said.

The Asia Pacific region is divided, with Malaysia and Indonesia opposed to the participation of any "outsiders", while Singapore, the third littoral nation, along with Australia and others, think that what is in place is not enough.

The US has for some time been keen on a role for India. India has indicated its readiness, provided it is welcomed by the littoral states. The "no outsiders" stance has been variously attributed to the anti-US sentiments in Indonesia and Malaysia, both Muslim nations, in the wake of 9/11, and to anxiety to prevent an international maritime rivalry in the region.

If India is welcomed, there would be pressures to allow China too, according to some analysts. The Indian government has been closely monitoring the situation and has rendered help, when called upon. In 1999, Japan sought help to rescue a sea-jacked ship.

When India extended help to US vessels in 2002 for the safe passage of "high value" American cargo, it produced no adverse effect on the region. On the occasion, the "capability of India" was matched by its "acceptability" to the regional powers, according to Western sources.

After the US mooted the PSI in 2004 in the wake of several incidents of piracy, Malaysia and Indonesia said they would manage the problem themselves. Both have since floated or strengthened their maritime agencies, coordinating patrolling with Singapore.

The Malaysia Maritime Enforcement Agency (MMEA) began patrolling from December 2005. It has plans for 72 ships and an air wing, with more than 4,000 personnel, since it needs to expand its operations to cover Malaysia's other territorial waters.

Malaysia's top policeman, Inspector General Musa Hassan, told a conference of maritime industry security experts here Tuesday that the threat was "real and plausible" and that there was need for vigilance to battle maritime terrorism, including attacks on ships, the hijacking of ships carrying dangerous materials and the use of vessels to attack ports.

Such attacks on the crucial trade route would cripple economies globally, he said.

The problem is especially acute in Indonesia. There were 325 reported pirate attacks worldwide in 2004, while nine occurred in Malaysian waters and eight in Singaporean waters, a total of 93 occurred in Indonesian waters.

On June 4, Indonesia's Defence Minister Juwono Sudarsono called on Japan, China and South Korea to help, including by providing technical assistance to his cash-strapped nation secure the vital Malacca Strait.

"What we lack in Indonesia is effective capacity to deploy resources, equipment, ships," he said at the annual Shangri-La Dialogue, a regional security conference.

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According to the International Maritime Bureau, worldwide pirate attacks fell for the third year in a row in 2006. Attacks on ships at sea in 2006 fell to 239 vessels, down from 276 in 2005.

That same trend echoed in the Strait of Malacca where attacks dropped from 79 in 2005 to 50 in 2006. Nonetheless, in 2004, the region accounted for 40 percent of piracy worldwide.

A Malacca Strait Fund was mooted at a conference here in March by getting each ship to pay one US cent per dead weight tonnage. "If every transiting ship contributed only 1 U.S. cent per DWT to the Malacca Straits Fund, it will generate US\$40 million (euro33 million) annually to the fund," it said in its report.

The report said the burden-sharing measure must not impinge on the sovereignty of the littoral states.

HOOGVEEN IS WEER BEWAPEND

De voormalige mijnenveger **Hoogveen M 827**, die deel uitmaakt van de schepencollectie van Museumhaven Willemsoord, is weer bewapend. Op zowel het voor- als achterschip is een mitrailleur geïnstalleerd. De restauratie van

de mijnenveger is hiermee weer een belangrijke stap verder gekomen.

Foto : Piet Sinke ©



De mijnenveger, die vorig jaar een ligplaats is toegekend in Museumhaven Willemsoord, wordt met veel liefde en zorg gerestaureerd door vrijwilligers van de Stichting Vrienden van de Koninklijke Marine (VVKM). Deze stichting heeft ook het voormalige hydrografische opnemingsvaartuig **Snellius** onder haar beheer. Hoewel de mijnenveger qua dekuitrusting, waaronder het mijnenveegtuig, al

redelijk compleet is, werden toch node de twee Bofors 40 mm mitrailleurs op het voor- en achterschip gemist. Deze waren al wel in het bezit van de Stichting VVKM, maar moesten alleen nog aan boord worden geïnstalleerd. Hiervoor kwam op dinsdag 12 juni een grote mobiele telescoopkraan in actie. De kraan takelde de op een vrachtauto aangevoerde mitrailleurs één voor één aan boord.

"De **Hoogveen** heeft nu weer haar vertrouwde silhouet terug", zegt Paul Schaap, plaatsvervangend voorzitter van de Stichting Nautische Monumenten. "Het doet ons als overkoepelende organisatie deugd dat onlangs de zeer beperkt financiële middelen de restauratie van onze museumschepen toch steeds weer een stapje verder komt. Zo is onlangs nog een nieuwe wachtruimte op het lichtschip Texel geplaatst."

Het komende jaar wordt alles op alles gezet om tijdens de grote Race to Sail manifestatie die in augustus 2008 in Den Helder wordt gehouden, zoveel mogelijk museumschepen spic en span te hebben. De Stichting Nautische Monumenten en de Stichting VVKM hopen dat de **Hoogveen** voor die tijd nog een dokbeurt krijgt. Als hierbij de

complete houten romp flink onder handen is genomen, ligt dit schip er weer strak bij. De twee mitrailleurs zijn overigens onklaar gemaakt, zodat ermee schieten onmogelijk is.

ITF CLAIMS “WEEK OF ACTION” SUCCESS

THE International Transport Workers' Federation (ITF) says its week-long action mainly aimed at enforcing ITF agreements on open register-ships was “an overwhelming success that will leave a lasting impact on the lives of seafarers”.

During the ITF week of action, which ended on 8 June, ITF “inspectors”, dockers and unions investigated both open register-vessels and those flying a national flag to, the ITF says, “help secure decent conditions on board”. The week of action was held in Belgium, Denmark, Estonia, Finland, France, Germany, Ireland, Latvia, Lithuania, Netherlands, Norway, Poland, Russia, Sweden and the UK.

The ITF claims as “key successes” 12 new agreements on vessels in Germany, a number of which were achieved following actions such as boycotts by dockers against the **CMA CGM Iguacu** in Hamburg and the **MSC Bremen**. Actions also took place in Cherbourg, France, where a blockade of the ferry **Normandy** was lifted after Irish Ferries and Celtic Link agreed to begin talks about a collective bargaining agreement. Meanwhile in Poland, discussions over an ITF agreement were set up between unions and owners of the **Eleni K** and shipowner Columbia Shipmanagement Ltd pledged to sign an ITF collective agreement for **Cape Fulmar**.

ITF Maritime Coordinator Steve Cotton described the event as “outstanding”. He said: “Hundreds of ships have been inspected across the continent and issues such as safety, owed wages and poor working conditions tackled. We’ve seen excellent support from our docker colleagues, from unions and across national boundaries. This event has made a difference that will last far beyond this week.”



The heavy lift ship **Zhen Hua 16** arrived at Port Chalmers, New Zealand with Port Otago's new container crane on board June 15th

Photo : Ross Walker ©



Tanker re-floated in Rio

The Transpetro-operated oil tanker **Torm Signe** was refloated on Monday after it ran aground in Guanabara Bay, Rio de Janeiro. Three tugs were in attendance as the 75,000dwt vessel, which was carrying 55,000 tonnes of fuel oil, was pulled free of the seabed and then anchored so that the Port Captaincy department could carry out a first inspection. About seven per cent of the load was removed before the Torm Signe was refloated "as a precaution". The vessel was later towed to Petrobras's Ilha D'Agus at Governor's Island in Guanabara Bay where another inspection would determine whether any minor repairs were needed. The Rio Port Captain said that no oil had escaped and there had been no danger to the environment. However he promised that a full investigation would be carried out. The **Torm Signe** ran aground in high winds last weekend.



The **SHARON SEA** seen arriving in Rotterdam – Europoort – Photo : Jan Oosterboer ©

Hoger beroep tegen loods Pelican 1

Het Openbaar Ministerie (OM) gaat in hoger beroep tegen de Nederlandse loods van de **Pelican 1**. De **Pelican 1** kwam in juli 2003 bij het Nauw van Bath in aanvaring met de Maersk Bahrein.

De rechtbank in Middelburg sprak de loods 2 weken geleden vrij, omdat de aanvaring mogelijk te wijten was aan een defecte stuurinrichting. Het OM is ervan overtuigd dat de **Pelican 1** te snel heeft gevaren en wil met het hoger beroep een voorbeeld stellen

Crew evacuated after chemical leak

Seven Louis Dreyfus Line employees working on the UK-flagged ro-ro cargo ferry **Norman Spirit** were taken to hospital at Le Havre yesterday after a chemical leakage from a container on the car deck. The medical checks followed the detection of a leak of chlorophenol, covering an area of about 30cm², LD lines said today. Passengers had already disembarked when the bad smell was detected. The leak prompted the company to order a full evacuation of staff and vehicles from the ferry, and firemen were summoned to the scene. The container in question was checked and later put back on the ferry. The incident did not affect sailing times.

19 seafood containers held up at Indian port

Seafood shipments worth Rs400 million made to India for re-export to Europe have stuck up at two Indian ports and the Indian traders have threatened to cancel the deal and return the consignments to Pakistan.

This is the latest setback in a series of shocks suffered by the seafood exporters since April 12 when the EU banned export of seafood from Pakistan.

Another major challenge awaits the seafood industry. The exporters fear that if the export of fisheries to EU countries is not resumed by August 1, they would be in deep trouble as the landing of small shrimps, which are mostly destined for Europe, will touch the peak level between 200,000-300,000 tons a day.

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Last but not the least problem faced by fish exporters is from the Marine Fisheries Department (MFD), which is not providing them a copy of action plan submitted by Pakistan to the European Commission.

Fisheries sector sources said that the EC had already received information that the Pakistani fisheries products, which had already been banned by the EC on quality ground from April 12, had been lifted by the Indian traders at lower rates for onward shipments to the European countries. Sources said that the EC is reported to have taken serious notice of such practice adopted by the Indian traders and has finally blocked such imports from India to Europe.

Sources said that some 19 containers each loaded with 20,000-25,000 tons of seafood products worth Rs6-7 million each are arriving back to Pakistan, thus causing huge loss to the exporters. The exporters had discussed this issue with the Secretary Ministry of Food, Agriculture and Livestock (Minfal), Ismail Qurieshi in the last week of May but he could not provide any solution as he was removed from the post very next day of the meeting.

Chairman Pakistan Seafood Industries Association (PSIA), Mohammad Hanif Khan said that he had written a letter to the director general of MFD to provide the copy of the action plan but so far he had not received any thing.

"Exporters have the right to know the details of the government's follow up efforts in handling the ban imposed by the EC on seafood exports," he said.

The EC had sought comments and guarantees from the government in their final report but instead of taking the real stakeholders into confidence on the action plan the MFD acted against the fish processing plants and suspended their license.

These processing plants had successfully undergone three inspections done by the EC inspectors. Traceability and cold chain were new issues pointed out for the first time by the EC inspectors and they needed time to be implemented.



The **ANDROMEDA** seen being piloted out from Willemstad by pilot Clifford Neuman

Photo : Clifford Neuman ©

CASUALTY REPORTING



Tug sinks, 4 saved

Four people were rescued uninjured after the tug they were on sank in Seymour Narrows. The tug **Glen Shiel**, owned by Moore Marine, capsized in the early morning hours of June 6 while in the process of turning, says Major Mitch Leenders of the Joint Rescue Coordination Centre in Victoria. "There are very significant currents in those narrows," explained Leenders. "They are considered a dangerous area to navigate."

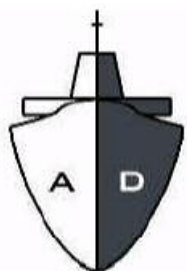
The tug was girded by the barge of logs it was towing while trying to turn and sank quite rapidly. Fortunately the four people on board the tug were able to get to the safety of the barge where they lit a fire.

The JRCC was alerted to the problem when the tug's emergency beacon was activated and the signal picked up by the search and rescue satellite. The lifeboat from Port Hardy Coast Guard station was sent to the scene with back up from the Buffalo and Cormorant rescue aircraft from Comox. "The people had started a fire on the barge, so it wasn't too difficult to spot," said

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The **USNS CHARLTON** visited Cape Town

Photo : Glenn Kasner ©

Venezuela set to order Russian submarines

Russia's RIA Novosti news agency says that Venezuela is close to striking a deal with Russia on the procurement of several diesel submarines for its Navy, quoting a source in the Russian shipbuilding industry said Thursday.

The RIA Novosti source says negotiations have focused on the procurement of the new Amur-class diesel submarines and Project 636 low-noise submarines with Club-S integrated missile system.

Russia's Kommersant financial daily reports that Venezuela had approached Russia with a request to build nine diesel submarines, five of the Project 636 and four of the project 677 Amur boats. Kommersant estimates the deal could be worth \$1 billion to \$2 billion.



The Dutch **L 801 JOHAN DE WITT** arrived in Willemstad (Curacao)

Photo : Kees Bustraan ©

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The **EURO DAM** seen under construction at the Fincantieri shipyard in Marghera

Photo : Henry Veringa ©

Chinese shipbuilding company wins \$61 mln contract in Indonesia

THE Chinese shipbuilding company Jiangsu Eastern Shipyard has been awarded a contract to build two oil tankers worth 61.49 million U.S. dollars by Indonesia's state-run oil firm Pertamina, an executive said Thursday.

Jiangsu is expected to deliver the two tankers in July 2010, Pertamina President Ari Soemarno said after signing the contract with Jiangsu executives here. Soemarno said the contract was a result of a recent tender attended by several foreign shipbuilders, including South Korea's Hyundai Heavy Industry. The tankers will be used to transport kerosene for a period of 25 years, he said, adding that no local shipbuilding company was capable to meet contract requirements in pre-tender offering. "Pertamina needs more tankers to boost its competitiveness," he said

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The **MAX MOLS** seen in the Kattegat with 39 knots speed

Photo : Jan Plug ©

EC CLEARS WÄRTSILÄ/HYUNDAI JV

THE European Commission has cleared the creation of a joint venture between Finland's Wärtsilä Technology and South Korea's Hyundai Heavy Industries (HHI). The proposed operation would give Wärtsilä and HHI joint control over a newly created joint venture, which would produce Wärtsilä50 DF LNG carrier propulsion engines which can use either liquefied natural gas or oil based fuels. The engines would be mainly for the Korean, Taiwanese and Japanese markets.

An EC statement says: "The Commission's investigation has found that the proposed transaction would not significantly impede effective competition in the European Economic Area (EEA), given the limited scope of activities of the joint venture, which will produce only one type of engine (dual fuel engines) mainly for the Korean, Taiwanese and Japanese markets. Wärtsilä is active in the production and sale of a variety of ship propulsion and power plant solutions, including ship engines."

Hawaii Superferry now en route

The **Alakai**, Hawaii Superferry's first vessel, built by Austal USA, left Mobile, Alabama June 14th before dawn Honolulu time on its delivery voyage. The **Alakai's** 7,600 mile journey from Mobile to Hawaii will take it through the Panama Canal, after which it will refuel in Los Angeles in preparation for the last leg of the voyage home.

The **Alakai** is anticipated to arrive in Hawaii in early July. Once in Hawaii, the crew will conduct route familiarization and training voyages for certification by the U.S. Coast Guard.

Prior to start of service which is expected later this summer, the **Alakai** will provide opportunities for residents to come aboard while in port on the islands of Oahu, Kauai, Maui and Hawaii.

Melbourne port sets cargo record

The Port of Melbourne has set an Australian record by handling two million shipping containers in 12 months.

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This ranks Melbourne among the top five ports in the Southern Hemisphere, handling more than A\$75 billion (\$97.5 billion) in trade every year. About 38 per cent of Australia's container trade passes through Melbourne - more than Adelaide, Brisbane and Fremantle combined and 25 per cent more than Sydney.

'As the first Australian port to reach this milestone, the port has confirmed its status as the nation's premier container port and demonstrated its importance to our economy,' said Victorian State Minister for Roads and Ports Tim Pallas.

'The port provides a critical international gateway for our exporters and importers, with links to over 300 ports across the world,' he said

EBDG to Design DP2 Well Stimulation Vessel

The Oil and Natural Gas Corporation of India has contracted with Elliott Bay Design Group to provide consultancy for the design, construction and delivery of a 110m x 19m x 9.25m well stimulation vessel. The function of the vessel is to provide well stimulation services in open ocean environments, primarily in the Arabian Sea offshore India. The overriding requirement is for a ship which can perform advanced offshore well stimulation operations while under redundant Dynamic Positioning (DP Class 2) functions within international regulations, International Association of Classification Society, Indian Registry of Shipping and Directorate of General Shipping certification. The vessel is to be equipped for high pressure pumping operations and storage facilities with various blends of chemicals including sand, flow back facility and burner boom, and will feature a helicopter deck and three cranes. EBDG has completed the concept design and currently is preparing the preliminary design. Contract design completion is scheduled for late summer 2007.

New Ship and New Service

On June 13 Mitsui O.S.K. Lines, Ltd. (MOL) held the naming ceremony for its 8,100TEU containership at Nagasaki Shipyard & Machinery Works, Mitsubishi Heavy Industries, Ltd. The ship was named "**MOL Creation**", reports the press-center of the company.

Technical data of "**MOL Creation**": Deadweight - approx. 89,370 tones , Length overall - approx. 316 m, Breadth - approx. 45.6 m Draft - approx. 14.5 m, Speed - 25.25 knots per hour

It should be pointed out that "**MOL Creation**" will serve North China-Europe Service which the company will have in July by joining CMA-CGM's existing service as a ship operator. This service directly links main ports in Northern China and major ports in Europe.

After MOL's participation, the service will be operated with MOL's new 8,100teus containership "**MOL Creation**" and CMA-CGM's 8 ships.

Rotation: Dalian - Tianjin - Shanghai - Hong Kong - Yantian - Port Kelang - Southampton - Hamburg - Rotterdam - Zeebrugge - Le Havre - Chiwan - Dalian.



Ship Finance inks boxship newbuild contracts

Ship Finance International Limited has signed shipbuilding contracts for a total of five container vessels with scheduled delivery in 2010.

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Two 2,500 TEU container vessels will be built at Jiangsu Yangzijiang Shipbuilding Co. Ltd., China and three 1,700 TEU container vessels will be built at Guangzhou Wenchong Shipyard Co. Ltd., China. The aggregate construction cost for the vessels will be approximately \$190 million, and will be paid according to the work in progress schedule as specified in the shipbuilding contracts.

Including newbuildings, the company's container fleet will then consist of 12 vessels, of a total fleet of 65 vessels. The new vessels will be marketed for medium to long-term contracts, consistent with our strategy.

Lars Solbakken, CEO of Ship Finance Management AS, said in a comment: "We are very pleased with these newbuilding contracts, where a combination of very attractive construction cost for the vessels and a positive outlook for the container market is expected to generate premium returns for Ship Finance and a higher long-term dividend capacity when the vessels commence trading."

Solbakken said the investments in the newbuildings will initially be financed through existing credit lines and "will thereby not restrict the dividend capacity until delivery. These investments verify the company's strategy to grow and diversify the asset base, and we anticipate further growth opportunities in the container segment."



G.P.S. Marine acquired the sheerlegs **GPS APOLLO**, this sheerlegs was built as the **TAKLIFT 2** and served for a few years as the **GIRODE** in French waters, at the photo the **GPS APOLLO** is seen at the Merwede shipyard for special survey.

Photo : Hans de Jong ©

Two hulls now under construction

TUGZ International, LLC, the well-known and successful owner-charterer of the "Z Class", 4,000 hp multipurpose U.S. flag reverse tractor tugs designed by Jensen Maritime Consultants, Seattle, is introducing a new Jensen designed tug to fill the niche between the 2,000 - 3,000 hp tug market for harbor work, fireboats, and construction operations as well as for coastal towing.

The newly designed "HANDYSIZE" Class describes the new tug design as just the right size, just the right power, environmentally sound, fuel efficient and versatile enough to accomplish most tug jobs at the lowest operating cost, "when bigger is just too big, and smaller is more than enough."

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This series of tugs will be built at TUGZ's affiliate Great Lakes Shipyard, Cleveland, Ohio. The shipyard recently opened new state-of-the-art facilities for tug and barge construction. Not new to shipbuilding or to tug operations, some of the The Great Lakes Group of transportation companies have been around since the turn of the 19th century and its tugs operate on all the Great Lakes, all the coasts, Puerto Rico, Hawaii, and Alaska. For many years it also owned and operated a Gulf shipyard too.

"There is a real market need and we have had serious inquiries", said Ronald C. Rasmus, President of the Group. "Studies have shown that there are more than 1,500 U.S. flag tugs over 30 years old in the less than 3,000 HP range that will need to be replaced over the next few years. Owners of this Handysize range are looking for a low cost, fuel efficient, versatile workhorse, and our new "HANDYSIZE" Class tug design just fits the need."

The Great Lakes Shipyard will build the "HANDYSIZE" Class tugs for sale, or for lease-purchase or charter through its affiliate TUGZ. Two tugs are now under construction with deliveries November 2007 and April 2008. The tugs are available as ASD's or as nozzled Twin-Screw Conventional models for those operators whose work application makes the Z-drive unnecessary and too expensive. Some operators believe that the conventional tugs will work better in ice and in debris-filled, low, and muddy waters.

The new tug has some very interesting features in its design to minimize operating costs. Among them are using an ABS "ice-class" hull standard for sturdiness and icebreaking, if applicable, the increased 5/8ths inch steel thickness and tighter framing in the bow and stern ensures an increase in the useful life of the tug beyond the normal or statutory life.

Because the tug is less than 79' and less than 100 gross tons there are several advantages that translate to operational flexibility and savings including only one (1) Licensed Operator is required - other crewing at Owner's discretion; Crew not required to hold AB or OS ratings; Designed for two (2) man operation with bridge control of engine room and deck winches; and high fuel efficiency.

Measuring 74.0' (22.6m) in length with molded beam of 30.0' (9.1m) and a maximum draft of 11.0'(3.3m) the tug attains a bollard pull of 36 short tons (72,000 pounds est.) and a free running speed of 12.0 knots from a pair of Cummins QSK 38 diesels each developing 1,400 hp at 1,800 revolutions/ minute. These turn 72.0" diameter Kaplan type propellers inside Type 37 stainless steel lined nozzles and Twin Disk MG 540 with 5.17:1 ratios.

A pair of 65kW generator sets provides the electrical needs while the standard 2,000 gpm fire pumps, which feeds a single forward deckhouse-mounted monitor, is driven off one of the generators. Additional fire monitors and foam capability for a fireboat version of the tug are available as an option. Keel coolers provide a saltwater-free engine room.

Ahead of a well insulated forward bulkhead are two twin-bunk crew cabins and a laundry. On the main deck, a single cabin for the captain is located on the starboard side of the deckhouse opposite the mess room, and a toilet/shower room is located portside aft. All the accommodations are air conditioned.

There is a full walk-around bridge deck with steps up from main deck, fore and aft. One central door aft and internal staircase gives access to the traditionally laid out wheelhouse. Eleven windows and three lower windows forward provide 360° view. The exhaust casings are cut off a waist height to ensure good visibility.

Amongst an impressive array of wheelhouse electronics is a pair of radar units, a GPS, autopilot, compass, and an optional Techsol engine room monitoring and alarm system. The tug is designed for seven-day endurance for coastal service and the tank capacities include 21,600 gallons of fuel and 1,800 gallons of potable water.

More details about the availability of this 74-foot Handysize tug and The Great Lakes Group of companies can be found on www.thegreatlakesgroup.com



The **EISHA** seen in the Kattegat – photo : Jan Plug ©

Staking dreigt bij Vopak

Weer is er onrust in de Rotterdamse haven. Nu bij tankoverslagbedrijf Vopak waar stakingen dreigen. Na twee dagen intensief onderhandelen zijn de loononderhandelingen bij Vopak volledig vastgelopen. De kans op een staking groeit snel.

De vakbond eist een loonsverhoging van 2,5 procent, die na prijscompensatie uitkomt op 3,25 procent. De directie van het tankoverslagbedrijf, met zo'n 650 mensen in dienst, wil daar niet in meegaan.

FNV Bondgenoten heeft gisteren het eindbod van Vopak resoluut afgewezen en zal dat volgende week ook in een vergadering aan haar leden aanraden. Ruud Wennekes van FNV Bondgenoten zal de directie een ultimatum stellen. „Wordt daar geen gehoor aan gegeven, volgen er onherroepelijk acties.”

„We willen het werk stilleggen. Het worden geen vriendelijke acties, we zullen er zo hard mogelijk in gaan,” dreigt hij alvast. Vorige week al bleek op bijeenkomsten in Rotterdam en Vlissingen dat de actiebereidheid. Het zit het personeel van Vopak vooral niet lekker dat het bedrijf winst maakt, maar dat het daarin niet mag delen.

New seismic vessel for Fugro

Fugro has christened its new 3-D seismic vessel **Geo Barents**. **Geo Barents** is a 3-D seismic acquisition vessel capable of deploying six 6 streamers of up to 9 km in length. The vessel has an overall length of 76.95m. The vessel was built at Solstrand shipyard in Tomrefjord, south-west Norway. The vessel is owned by KS Geo Barents.

“This vessel is the most advanced that Solstrand has ever built,” said Arne K Tennøy, Managing Director of Solstrand. “**Geo Barents** is not only the largest vessel built by our shipyard but also the first for the offshore industry. It was a demanding and interesting project. I believe that our employees deserve special credit for the exceptional work they did. We have many reasons to be proud.”

The vessel hull is that of a trawler built by Noryard AS at Braila in Romania. The steel hull was towed to Norway late spring 2006 and then extended, making it possible to increase the number of crew onboard from 30 to 49 people.

Ferryways on brink on bankruptcy

Belgian ferry operator Ferryways is expected to go into administration any day now, according to news from the country. An administrator would be appointed by the judge at Brugge commercial court. Yesterday all Ferryways activities in UK ports and in the Belgian port of Ostend were halted after the trade unions were informed of “serious financial problems”, revealed a week after Ferryways was taken over the Cobelfret group of Antwerp. “Cobelfret apparently bought a pig in a poke”, a trade union spokesman said. Meanwhile, the Belgian banks suspended their payments in favour of Ferryways. Ferryways would not comment further but a Cobelfret spokesman conceded that the company had not sufficiently checked Ferryways' accounts before the takeover. Ferryways started operations in 2000

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and, having quickly risen to become a major player in the short-sea market, became the leading Belgian market ferry operator. It offered frequent sailings between its hub in the port of Ostend and the British ports of Ipswich, Tilbury and Immingham.



A busy day in the **port of Dover**
Photo : John van der Linden ©

Havila orders sophisticated dive support vessel

Havila Shipping has ordered a Dive Support Vessel of Havyard 858 DSV design at Havyard Leirvik. 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 120m overall with a 21m beam and have a 250 tonne crane with accommodation 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. It will have a 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 her.



The **SERENADE** of Louis Cruises seen in Rhodes - **Photo : Ko Rusman ©**

Celebrity launches new cruise brand

It's hardly a budget cruise, but it's not luxury, either. That's what Celebrity Cruises says its new Azamara brand will deliver as its smallish ships roam the Caribbean, Asia, Europe and, eventually, the whole world.

Most fares posted online in May at azamaracruises.com ranged from \$150 to \$200 per person, per night, double occupancy, depending on cruise length, destination and date. At those prices, Celebrity promises fresh-cut flowers, Frette cotton robes and flat-screen TVs in each stateroom, plus "butler service," which its press release didn't further define. Officials said the new brands are in the "deluxe" category, between "premium" and "luxury."

Besides two restaurants, one Mediterranean-style and another with steak and seafood, the 710-passenger ships will have wine bars with tastings and seminars. And, of course, there's an onboard spa and upscale shops. **Azamara Journey**, the first ship in the new fleet, left Cape Liberty Cruise Port in Bayonne, N.J., in May for its first weeklong round trip to Bermuda. After summer, it will sail in the Caribbean, South America, Europe and, later, embark on a world cruise.

For its maiden voyage, the **Journey**, which formerly sailed as the **Blue Dream** for a Madrid line that was acquired by Celebrity's parent company, got a four-week, \$19 million makeover. It emerged with a new paint job, new restaurants and bar, an expanded spa, and new bedding and linens. In October, another refurbished ship from the Madrid line, the **Azamara Quest**, will join the fleet.

Scandlines start route op Finland

De Deens-Duitse ferrymaatschappij Scandlines breidt zijn actieradius uit naar Finland. In oktober start de rederij een dienst tussen Rostock en Hanko met een nog onbekend schip. In januari komt daar de Aurora bij.

Scandlines kan dan met twee schepen vier afvaarten per week en per richting bieden. De overtocht zal 32 uren in beslag nemen. De schepen kunnen 128 trailers vervoeren. Scandlines is actief tussen Duitsland, Denemarken en Zweden en heeft daarnaast ook nog een Baltische connectie tussen Rostock en Ventspils.

De rederij wil via Finland ook lading voor de Russische markt vervoeren. De concurrentie op de route wordt zwaar, want Finnlines vaart al met drie snelle en vooral grote schepen tussen Travemünde en Helsinki. Tallink heeft op zijn beurt drie snelle ro/pax-schepen die van Superfast Ferries werden overgenomen, op de dienst Rostock-Helsinki. Eerder dit jaar verhuisde de Finse aanloop van Tallink van Hanko naar Helsinki. Scandlines is nu nog voor elk 50 procent in handen van het Deense verkeersministerie en van Deutsche Bahn (DB). Het proces om de ferrymaatschappij te privatiseren sleept al ruim een jaar.

De rederij maakte op de vakbeurs Transport Logistic 2007 in München bekend dat ze in de eerste vier maanden van dit jaar 374.321 vrachtwagens heeft vervoerd (+ 16 procent). De route Rostock-Ventspils kende met 61 procent de sterkste groei.

Frontline Ltd. - Sale of Vessel

Frontline Ltd. ("Frontline") is pleased to announce that it has agreed to sell its 1988-built single hull Suezmax tanker **Front Horizon** for net sale proceeds of \$28 million. Delivery to buyers is expected to take place in the period July to August 2007. The buyer of the vessel is a joint venture where Frontline's Chairman John Fredriksen has an indirect interest in one of the Joint Venture partners. The vessel will stop active trading and is intended to be used for other purposes. The sale will generate approximately \$17 million in liquidity and a gain of approximately \$6 million.

The sale of the vessel should be seen as part of Frontline's strategy to reduce its single hull tanker exposure. After this sale 87 % of Frontline's fleet is double hull or double sided. Seven out of the eight single hull vessels in the fleet are fixed out on long term charter to 2009-2010, reducing the spot trading single hull tonnage to only one Suezmax.

MOVEMENTS



The **PACIFIC VENUS** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan ©



The **SAINT ROCH** seen moored in Amsterdam at the USA Terminal.

Photo : Jan Walch ©

AIRCRAFT / AIRPORT NEWS

Waalse luchthavens liggen plat

De Waalse luchthavenvakbonden zijn vanmorgen, vroeger dan voorzien, met een stakingsactie gestart. Ze blokkeren de luchthaven van Charleroi. Alle 24 vluchten van vrijdag zijn er geannuleerd. Ook op de luchthaven van Luik-Bierset is sedert 8.30 uur het werk neergelegd.

De vakbonden blokkeren de luchthaven van Charleroi sinds 5 uur vanmorgen. De 24 vluchten - twaalf vliegtuigen die moesten opstijgen en twaalf die moesten landen - zijn geannuleerd. Ryanair had gisteren al de meeste klanten verwittigd.

In Bierset zijn er vandaag drie vluchten voorzien. De vlucht van 10 uur werd geschrapt.

Naar aanleiding van de staking zal Jetairfly zijn vluchten vanuit en naar Luik en Charleroi omleiden via Brussels Airport. De passagiers zullen per bus van en naar Brussel worden vervoerd. Eén vlucht vanuit Luik is vanmorgen probleemloos vertrokken. Vluchten vanuit Alicante naar Luik, van Luik naar Malaga en van Malaga naar Luik gaan via Brussels Airport. Idem voor een vlucht van Casablanca naar Charleroi en vanuit Charleroi naar Casablanca.

De directie van de luchthaven van Charleroi (BSCA) vraagt de passagiers om niet naar de luchthaven te trekken. Er is een infolijn. Passagiers kunnen terecht op 016/27.10.06 of op de site van de luchthaven. BSCA raadt de passagiers aan contact op te nemen met hun luchtvaartmaatschappij over de terugbetalingsmodaliteiten.

De bonden protesteren tegen de plannen van Waals minister van Transport André Antoine om de veiligheid van de luchthavens in handen te geven van de privésector. Een ontmoeting was voor vandaag gepland en acties waren mogelijk vanaf 15 uur. Maar die actie is dus vervroegd.

De voorziene personeelsvergaderingen van het MET-personeel zullen om 14 uur plaatsvinden.

Ryanair pikt stakingsactie niet

Ryanair, de belangrijkste luchtvaartmaatschappij op de luchthaven van Charleroi wil een onmiddellijk einde van de stakingsactie bij het veiligheidspersoneel. Volgens Ryanair is de actie onwettig en misprijzend voor de duizenden reizigers die het vliegtuig wilden nemen. Aan het Waalse gewest vraagt de luchtvaartmaatschappij een passend urgentieplan waarbij een beroep wordt gedaan op politie of privé-beveiligingspersoneel.

Ryanair wijst erop dat het al de tweede stakingsactie is van het veiligheidspersoneel (MET) in een jaar tijd. "Nogmaals worden de reizigers volledig respectloos behandeld", luidt het.

Ryanair biedt de passagiers haar verontschuldiging aan en wijst erop dat de actie volledig buiten haar controle valt. Klanten die een reservering hadden voor vrijdag waarvan de vlucht werd geannuleerd, mogen gratis omboeken via de website of via het call center (+32 16 271 006).

Ryanair heeft nog geen berekening gemaakt van de financiële schade als gevolg van de stakingsactie. "Maar er is zeker sprake van schade, zowel financieel als commercieel", aldus woordvoerder David Gering. Volgens hem onderzoekt de juridische dienst de mogelijkheid om de geleden schade te verhalen.

Het is nog niet zeker, maar als er ook zaterdag gestaakt zou worden, is Ryanair van plan om gerechtelijke stappen te nemen om dat te verhinderen. "We willen onze passagiers niet langer gijzelen. In het weekeinde hebben we trouwens een nog hogere bezetting", verklaarde Gering.

Voorzorgslanding F-16 bij open dagen luchtmacht

Een F-16 heeft gisteren (vrijdag) rond het middaguur een voorzorgslanding moeten maken tijdens de open dagen van de Koninklijke Luchtmacht op vliegbasis Volkel.

Volgens een woordvoerder van de basis kwam kort na de start een vogel in de motor van de straaljager terecht en is de vlieger direct teruggekeerd. De piloot heeft een brandstoftank afgeworpen.

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De brandweer rukte preventief uit en heeft de ongedeerde piloot uit het toestel gehaald. De F-16 is weggesleept en de landingsbaan moest worden schoongemaakt. Onder het publiek was volgens de woordvoerder geen sprake van paniek. Het programma werd kort stilgelegd.

De luchtmacht verwacht vrijdag en zaterdag in totaal ongeveer **250.000** mensen bij de open dagen. Bezoekers krijgen onder meer een vliegshow en een tentoonstelling voorgeschoteld. Ook is een groot aantal vliegtuigen en helikopters van dichtbij te bekijken.

Defensie stelt verder een mobiel verkeers- en gevechtsleidingscentrum open waar op radarschermen te zien en te horen is hoe de **'Quick Reaction Alert'** zijn taak uitvoert.

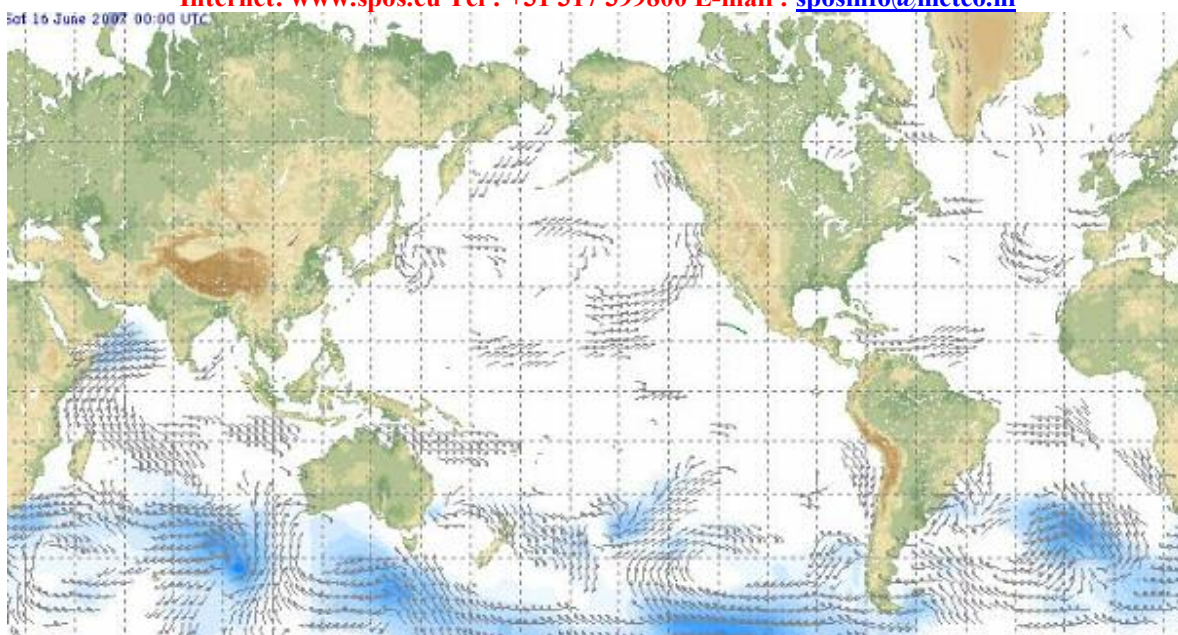
De jaarlijkse open dagen spelen een belangrijke rol bij de werving van nieuw personeel voor de krijgsmacht.

MARINE WEATHER

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.... PHOTO OF THE DAY



Sunrise over the North Sea seen through the 4000-ton main hoist block onboard the **HERMOD**
Photo : Fedde Visser ©

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