

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 153



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Telephone: (+31)105018000
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www.vlierodam.nl

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The tug **DE HONG** seen arriving with the **MIGHTY SERVANT 3** in Cape Town

Photo : SMIT ©

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EVENTS, INCIDENTS & OPERATIONS



The **NINA** seen moored in Valetta (Malta) – Photo : Marcel van den Berg ©

Brazen robbery targets passengers

Seventeen passengers aboard Carnival Cruise Lines' **Carnival Conquest** were robbed at gunpoint during a shore excursion in Jamaica last week. According to press reports, the passenger group – including six children – was robbed on Wednesday by two men while touring Lethe Estate, a banana plantation. "One of them had the gun right in my daughter's face; she was pleading for her life," passenger Kenneth Williams reportedly told KHOU-TV upon the ship's return to its Galveston yesterday. "Carnival has suspended the sale of this particular shore excursion and is working closely with local authorities," Carnival said in a statement to Fairplay, adding: "The safety and security of its guests is Carnival's number one priority." Following last week's incident, Carnival dispatched a counsellor to the vessel as part of

its CareTeam programme to assist affected guests and their families. The cruise line also said that "most of the stolen items have been recovered and returned to guests". According to the Jamaican press, one of the two suspects was killed in a shoot-out with police last week. Jamaica has long struggled with an image problem in the cruise industry due to the perceived criminal threat to passengers, despite the statistical rarity of such attacks.

Tug en route for ship salvage operation

A tug boat central to the salvage operation for the **Pasha Bulker**, stranded off a Newcastle beach, will arrive in the port city on Thursday. The **Pacific Responder** is sailing from Queensland to Newcastle ahead of the big tides necessary for refloating the 40,000 tonne vessel, which is wedged on a sandbar 20m off Nobbys Beach. The **Pasha Bulker** grounded during gale force winds and wild seas on June 8, and since then more than 20 Australian and international agencies have been collaborating on the salvage operation.

Two replacement tug boats will carry out the **Pacific Responder's** normal duties by providing emergency towing in the northern Great Barrier Reef and Torres Strait for the Australian Maritime Safety Authority.

"The tug is sailing from Cairns and expected in Newcastle on Thursday afternoon or early evening," NSW Ports Minister Joe Tripodi says. "**Pacific Responder** is 64 metres in length and will assist in laying sea anchors and chains as part of the salvage of the **Pasha Bulker**."

The salvage plan also involves three other vessels - the salvage tugs **Woonah** and **Keera**, and the oil spill response vessel Shirley Smith. Newcastle Port Corporation chief executive Gary Webb said the Shirley Smith would remain in Newcastle as a precautionary measure while fuel oil was pumped from the **Pasha Bulker's** lower tanks to safer tanks higher on the vessel. "The pumping of fuel oil is expected to take until Friday and the Shirley Smith will return to Sydney," Mr Webb said.

"It will then sail back to Newcastle for refloat of the **Pasha Bulker** on Spring tides later in June."

Storms raise fears of beached ship break-up in Australia

The giant coal carrier that beached on Australia's east coast last week could break up when more storms hit Tuesday, authorities in the port city of Newcastle warned Tuesday. They said driving rain and predicted wind gusts of up to 125 kilometres per hour could buckle the hull of the 225-metre **Pasha Bulker**, which dragged its anchors and beached 11 days ago. Newcastle Port Corporation spokesman Gary Webb said he was concerned for the 40,000 tonne ship.

'The advice we're continuing to get is that it's standing up well,' Webb said. 'Weather conditions like this, though, do continue to put the ship under stress.' The 30 ships standing off Newcastle, the world's biggest coal terminal, moved out to sea after the weather bureau warned of more wild weather on the way. In the storms 11 days ago nine people were killed 5,000 people were evacuated from low-lying areas after the Hunter River broke its banks.

Estimates of the damage were at more than 1 billion Australian dollars (840 million US dollars).



QE2 sold to Dubai World

Cunard Line yesterday announced the sale of its former flagship the Transatlantic passenger liner and cruise ship **Queen Elizabeth II** (QE2) to Dubai World.

The QE2 will be delivered to Dubai World in November 2008, where she will cease her role as an ocean-going passenger vessel and be refurbished and adapted for her new home as a first class tourism destination. From 2009, the vessel will be berthed at a specially-constructed pier at The Palm Jumeirah, the world's largest man-made island, to create a luxury floating hotel, retail and entertainment destination.



The ship, which was launched by **Queen Elizabeth II** in September 1967, 40 years ago this year, is the longest-serving ship in Cunard's 168-year history, and was their longest-serving flagship. Since she came into service in 1969, she has undertaken 25 world cruises, has crossed the Atlantic more than 800 times and has carried more than 2.5 million passengers.

QE2 has been purchased by Istithmar, the investment arm of Dubai World, a wholly owned company of the

Government of Dubai. Nakheel, developer of The Palm Jumeirah, is also a Dubai World company. The cost of the deal is said to be worth US \$ 100 million.

"We are delighted that when her legendary career as an ocean liner ends there will continue to be a permanent home for her that will enable future generations to continue to experience fully both the ship and her history," said Carol Marlow, president and managing director of Cunard.

Sultan Ahmed bin Sulayem, chairman of Dubai World, said that QE2 at The Palm Jumeirah will become one of the must-see experiences of Dubai and of the Middle East.

"We are investing in creating a truly global tourism destination. QE2 is without a doubt one of the wonders of the maritime world, and is easily the most famous serving liner in the world today. I am delighted we will be able to create a home for her on the newest wonder of the world, The Palm Jumeirah."

He said Dubai is a maritime nation which understood the rich heritage of QE2. "She is coming to a home where she will be cherished."

Istithmar said its refurbishment programme will aim to recreate QE2's original interior décor and fittings. QE2 at The Palm Jumeirah will also include a museum celebrating the rich history of the ship.

1.5 million fine in cruise ship sinking

The owners, operator and captain of a cruise ship that hit the rocks off the island Santorini and sank were fined a total of \$1.57 million Monday for polluting the Aegean Sea. Nearly 1,600 people, most of them Americans, including two dozen students from North Carolina, were evacuated from the Cypriot-owned ship on April 5, but two French tourists are missing and presumed drowned. The Sea Diamond sank the next day, with some 450 tons of fuel and lubricants in its tanks.

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A ministry announcement also accused the companies and captain of not monitoring the effect of the pollution on marine life in an environmentally sensitive area. Marinos, 35, and five other crew members are still facing criminal charges of negligence. Greek authorities and Louis Cruise Lines blamed the shipwreck on human error.

But Michalis Maratheftis defended the company's clean-up efforts, handled by a private Greek contractor.

Vassilis Mamaloukas, an environmental engineer leading the clean-up for contractor Environmental Protection Engineering SA, said the operation is going "very smoothly." "My personal assessment is that most of the fuel has already seeped out of the tanks, judging by the quantities we have picked up on the surface. We have collected some 250-300 tons, and a quantity has also been gathered on the coast."



The DAMEN SSV-4711 newbuilding hull **VOS TRADER** arrived at the Maaskant Shipyard in Stellendam towed by the tug **KRONOS**

Photo : Huib Trommel ©

Cruise passenger reported missing, ship reverses course in search

A Royal Caribbean cruise ship turned around Monday to help authorities search for a passenger who was reported missing.

Royal Caribbean says the 24-year-old unidentified man was last seen on a balcony in his room aboard the **Freedom of the Seas** early Monday morning.

He was reported missing several hours later. The man was on the cruise with his family. The ship was sailing from Miami to San Juan before it turned around to assist in the search.

Royal Caribbean says the FBI and the Bahamian Maritime Authority were aware of the missing passenger and the US Coast Guard also assisted search crews.

Pirate Ship in Chains

The notorious Russian pirate fish cargo ship, the **Mumrinskiy**, has been chained to the docks in the Dutch port of Eemshaven by activists to stop it from engaging in illegal activities with pirate fisheries and facilitating the plunder of the dwindling Barents Sea fish stocks.

The chaining of the **Mumrinskiy's** propeller to the dock by Greenpeace activists occurred after the failure of authorities to blacklist the ship and punish it for ongoing illegal activities.

On June 12th the **Mumrinskiy** was documented by the Norwegian Coastguard transshipping illegally to the reefer Sinbad, another vessel with a scandalous track record of involvement in the Barents illegal cod fishery.

The **Sindbad** was operating without a flag and under the unregistered name '**Marlin**'. The **Sindbad/Marlin** was immediately blacklisted but the **Murminski** escaped unpunished.

"The **Mumrinskiy** continues to break laws that have been put in place to manage the world's last remaining relatively healthy cod stock. It is obvious that it will continue to engage in illegal activities if allowed to return to sea," said Farah Obaidullah, Greenpeace Netherlands oceans campaigner.

"In a time of rampant over fishing governments can not continue to turn a blind eye to documented pirates like the **Mumrinskiy**. This ship must be scrapped, and her owners charged with stealing fish from the Barents Sea."

Greenpeace will hand over the keys of the lock chaining the **Mumrinskiy** to the dockside to the Dutch Minister of Fisheries later today, and is calling on the Dutch government and the international community to demand the immediate scrapping of the **Mumrinskiy**.

The **Mumrinskiy** has a long history of involvement in illegal operations, including transshipment of Barents cod from illegal boats, ignoring commands from Norwegian authorities and misreporting its cargo to hide illegally caught fish.

The **Mumrinskiy** arrived from the Barents Sea on Saturday to offload its cargo at Sealane Cold Storage BV, a Dutch freezing company. According to the United Nations 74 percent of the world's commercial fish stocks are either fully exploited or depleted.

Pirate fishing, also known as illegal, unreported and unregulated fishing (IUU) is a US\$9 billion rogue industry that has a devastating effect on fish stocks and biodiversity in some of the most ecologically important areas of the world's oceans such as the Barents Sea.

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"The reality is that there is simply not enough fish left in the sea for all the boats out there," said Sari Tolvanen, Greenpeace International oceans campaigner.

"Governments must work together to establish a global database of vessels and promptly blacklist those caught operating illegally, such as the **Murminskiy**, in order to address pirate fishing and establish a worldwide network of marine reserves to restore fish stocks".

Capsize vessel in previous escape

A vessel which capsized off Shetland with the loss of eight lives in April had almost tipped over last December, it has emerged. The disclosure was made in an inquiry in Alesund, Norway, set up to examine what led to the **Bourbon Dolphin** overturning during a routine operation. Seven crew survived but three were confirmed dead and five others were lost at sea.

The oil vessel capsized during a towing operation in the Chevron field. On Monday the commission heard evidence from Trond Myklebust, managing director of Bourbon Offshore in Norway.

He said the decision on whether or not a vessel was suitable for a job rested with the contractor, not with his company. Mr Myklebust admitted that he had since been told the **Bourbon Dolphin** was "marginal" for the job at the Chevron oil platform and that he now knew it was not the first or even second choice of vessel.

The **Bourbon Dolphin** capsized 85 miles west of the Shetland coast on 12 April and sank three days later. The three crew members confirmed dead were chief officer Bjarte Grimstad, 37, second officer Kjetil Rune Våge, 31, and 44-year-old captain Oddne Arve Remøy.

Search teams were unable to recover the bodies of his son David Remøy, 14, chief engineer Frank Nygård, 42, second engineer Ronny Emblem, 25, electrician Søren Kroer, 27, and 54-year-old bosun Tor Karl Sandø.

US SALVAGE DEAL

THE American Salvage Association (ASA) and the United States Coast Guard have formally implemented a Marine Salvage and Firefighting Quality Partnership with a Memorandum of Understanding (MOU) between the association and the Coast Guard.

The MOU says "the purpose of the partnership is to strengthen the communication and working relationship between the Coast Guard and the marine and firefighting industry in order to improve vessel and personnel safety within that industry; enhance national maritime security preparedness and response; promote timely, responsible and professional salvage response to marine casualties; and enhance the protection of the environment along our nation's waterways".

According to an ASA statement it and the Coast Guard have had a long, successful history of partnering on projects, including Industry / U.S. Coast Guard Cross Training; maritime salvage conferences; ASA's participation in the Coast Guard's Federal On-Scene Coordinator (FOSC) Training in Yorktown, Virginia; ASA salvage training to the various USCG Strike Teams; and the ASA's early, and continued involvement to the Hurricanes Katrina and Rita response at the Coast Guard's request.

"The American Salvage Association is pleased to work with the U.S. Coast Guard in establishing a firm foundation for this quality partnership, which will yield results and continuous improvement in marine salvage and firefighting within our respective organizations, and will be of great benefit ultimately to the general public," said ASA President George Wittich.

DOCKER PROTESTS HIT FINNLINES

BALTIC operator Finnlines expects to lose money as a result of actions by German dockers protesting about port privatisation.

In a statement Finnlines says that, since 24 May, operations at the terminals of Lübecker Hafengesellschaft at Lübeck have been suffering from actions of the dock workers' union. It says: "The reason is the union's protest against the planned privatisation of Lübecker Hafengesellschaft. As a consequence of this protest, all overtime work has been stopped. On Friday 15 June, 2007, there was a total strike for 24 hours. Further union actions are to be expected."

The company adds: "The port of Lübeck/Travemünde is the most important port in Finnlines traffic, as it is the other end of our ropax routes from Helsinki, Malmö (NordöLink) and St. Petersburg (TransRussiaExpress). These disturbances, which are beyond Finnlines control, may affect Finnlines operating profit negatively."

WELFARE SERVICES NOT REACHING SEAFARERS

SERVICES provided by maritime welfare agencies are no longer meeting the needs of those at sea in the way they have in the past according to a new report from the Cardiff-based Seafarers' International Research Centre and commissioned by the ITF's Seafarers' Trust.

Launched today the report is based on a year-long research project which surveyed seafarers and ship operators worldwide to discover what they need from the Seafarers' Trust and other concerned organisations. Entitled Port Based Welfare Services for Seafarers, the report can be downloaded at www.itfglobal.org/seafarers-trust/welfarerpt.cfm

The research is based on 4,000 responses to a survey designed to mirror the sizes of the world fleet nationalities and ranks. It used a mix of focus groups, interviews and questionnaires to achieve an understanding of what, in particular, seafarers who weren't using shore-based welfare facilities wanted.

It found that the port-based facilities that have been so painstakingly built up to help seafarers are now often being bypassed as a result of the degradation of social life at sea in the last decade. Seafarers may now work a whole contract term without ever seeing a welfare worker, simply because port calls do not allow them the time to visit onshore facilities. It also pointed to a near complete absence in facilities offered by companies, many of whom have tended to rely on the agencies to look after the social needs of their employees. Once again, ship to shore communications emerged as one of the most mentioned concerns, with the majority of ratings still not allowed to use email when at sea - despite its existence on most vessels. The responses suggested that its exclusion was often an arbitrary decision made by the captain, and that access to email for all onboard would be one of the most significant changes that could be made to improve seafarers' lives.

Tom Holmer, Secretary of the ITF's Seafarers' Trust, commented: "Dramatic though these results are, they will not come as a complete surprise to ourselves and our friends in the maritime welfare community, who are already planning ahead to meet this change. We have all suspected for some time that despite the magnificent efforts the agencies have made for so long, the services are no longer always getting through. The loss of shore leave, more than anything else, has brought us to a world where the accommodation and services offered in seafarers' centres must now be supplemented by a raft of new types of support."

He continued: "We commissioned this research to better guide how we can support seafarers' welfare over the next decade, and it has highlighted the need for change. We will launch it today to a gathering of our colleagues and friends from the world's seafarers' welfare agencies, and I believe it will form a useful reference point for the discussions about where, together, we all go from here."

Weer bom gevonden bij Oranjesluizen

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De Explosieven Opruimingsdienst (EOD) heeft dinsdag wederom een bom uit de Tweede Wereldoorlog aangetroffen bij de Oranjesluizen vlakbij Amsterdam, meldt NU.nl/ANP.

CASUALTY REPORTING



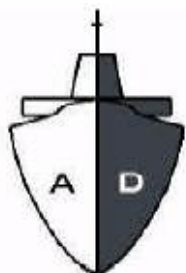
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ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax : + 32 3 297 20 70
e-mail : anglodutch@pandora.be



The new build Type 45 Destroyer **D 34 DIAMOND** seen on the slips at BAE Systems at Govan on the Clyde, due to be launched 27 November 2007.

Photo : Dave Wilkinson ©

Staatssecretaris bezoekt kustwacht

Voor het eerst sinds haar benoeming tot staatssecretaris van Binnenlandse Zaken en Koninkrijksrelaties, bezocht Ank Bijleveld-Schouten vandaag (19 juni) de Kustwacht voor de Nederlandse Antillen en Aruba. Daar liet zij zich uitgebreid informeren over de taken en werkwijzen van de kustwacht en de marine.



Foto : Karen Gelijs ©

De Commandant der Zeemacht in het Caraïbisch Gebied, tevens Commandant Kustwacht voor de Nederlandse Antillen en Aruba, commandeur Frank Sijsma, ontving de bewindsvrouw vanochtend met ceremonieel eerbewijs op Marinebasis Parera. Na een uitgebreide briefing over de operatiewijzen van de marine en kustwacht, kreeg de staatssecretaris een rondleiding door het 'Rescue and Coordination Centre' en het kustwachtsteunpunt Curaçao. Hierna volgde een rondvaart aan boord van een super-RHIB en een rondleiding aan boord van de kustwachtcutter Jaguar.

'Nederlands fregat langer voor kust van Libanon'

De Nederlandse deelname aan de VN-missie in Libanon wordt verlengd. Dat besluit neemt het kabinet vrijdag tijdens de ministerraad, meldt RTL Nieuws dinsdag. Sinds december patrouilleert een Nederlands marinefregat met ongeveer 160 bemanningsleden voor de Libanese kust. Deelname aan de missie zou 31 augustus aflopen.

De VN-troepenmacht werd ingesteld om de vrede te bewaren na de oorlog vorig jaar zomer tussen Israël en de radicale Libanese verzetsbeweging Hezbollah. De militairen ondersteunen als onderdeel van een internationaal vlootverband, geleid door Duitsland, de Libanese regering bij het controleren van de zee grenzen van het land. Ze controleren op illegale wapentransporten en proberen een veilige situatie op zee te bevorderen.

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Met de deelname aan de United Nations Interim Force In Lebanon (Unifil) draagt Nederland bij aan de uitvoering van VN-resolutie 1701. In maart nam het fregat **Van Speijk** de Unifil-taak over van zijn zusterschip **Van Galen**.

De Tweede Kamer was eind maart kritisch over de missie. Diverse partijen vonden dat er te weinig wordt gedaan aan de ontwapening van Hezbollah.

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info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium

Tel : + 32 (0) 14 62 04 11
Fax : + 32 (0) 14 61 16 88



info@disacivil.com
www.disacivil.com

Daewoo Wins \$504m Contract to Build Drill Ship

According to the Asia Pulse, the Daewoo Shipbuilding Marine & Engineering Co., said it had won a 504m order to build an offshore drill ship. The deal, from a U.S. company, calls for Daewoo Shipbuilding to deliver the semi-submersible ship by February 2010. The South Korean company won a total of \$4.3b worth of orders in 2006 to build offshore facilities such as platforms and rigs. For 2007, Daewoo Shipbuilding expects more than \$3b in orders to build such facilities.

Hyundai Mipo Wins \$222m Contract

The Hyundai Mipo Dockyard Co., a unit of Hyundai Heavy Industries Co. said it had won a \$222m order to build five chemical carriers. The shipbuilder will deliver the ships to an unidentified shipping company in Europe by February 2011, it said in a regulatory filing. South Korean shipbuilders such as Samsung Heavy Industries Co. are expected to see their exports rise 18 per cent to \$26 billion this year on the back of continuous demand for high-end ships and other products.



The **SMIT EUROPE** seen fitting out in Turkey – Photo : Hans van der Ster ©

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Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl

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Het wereldrecord varen in kiellinie is gebroken. Dat gebeurde zaterdag in Dordrecht. In een lint van 6 kilometer zijn 148 duw- en sleepboten over de Oude Maas en Beneden Merwede gevaren.

De boten moesten kop-aan-kont gaan varen op. Tussen de bruggen naar Zwijndrecht en Papendrecht voer een bonte sliert langs de kades. Er deden zowel historische- als hypermoderne boten mee. Het record komt in het Guinness book of records te staan. Het oude record is ruimschoots verdubbeld dat stond op 70 boten.



In Dordrecht last weekend the "Guinness book of records" record was broken, in total **148 tugs** lined up for a parade on the river - **Photo : Kees van der Kraan ©**

Steam loco makes for unusual ship's cargo

An unusual cargo is currently on its way to Durban by rail – a highly appropriate form of travel seeing as the cargo consists of a 177-ton steam locomotive.

The loco is a Class 15F No.3007 of the former South African Railways, which was acquired some years ago by a UK preservation society. On arrival in Durban the loco and tender will be loaded on board the MACS line cargo ship **DIAMOND LAND**, probably at Maydon Wharf and with the assistance of the port's floating crane.

The UK group which has acquired the loco wanted a 15F because a number of them were built by the North British Locomotive Works in Manchester – the final destination of No.3007.

Altogether 255 Class 15Fs were built – the first batch by the German locomotive builders Henschel and Berliner Maschinenbau between 1938 and 1939. The 15F was a derivation of the earlier Class 15E, which had been designed by the SAR's chief engineer Mr AG Watson. The main difference between the 15F and 15E was that the later design used Walschaerts valve gear instead of poppet valves.

With the outbreak of World War II further locomotives of this class were built by the British company's Beyer Peacock and North British Locomotive Co, with the final delivery coming out in 1948.

The 15F proved to be one of the SAR's most successful class of locos, operating heavy freight trains and passengers alike and in most parts of the country. In later years as electric and diesel locomotion took over mainline operations the class was relegated to certain branch line services and onto shunting duties. They remained in service until the late 1980s having provided nearly fifty years of excellent service.

A few of this class remain in preservation in South Africa. Now another is to make its way back to the land where it was built. Most of the remainder of the class, like most of the other classes of steam locos, have been scrapped.

Fisheries Exact a Heavy Toll

MANY species of seabirds, sea turtles and sharks are by-catch victims of fishing operations within the Atlantic Ocean's Benguela region. As a result, a two-year research project assessed the impact fisheries have on these species and how to solve the problem in a sustainable manner.

The assessment report, believed to be one the most extensive of its kind yet, was launched at Walvis Bay on Wednesday. The report was compiled by the World Wildlife Fund and BirdLife, and funded by the Benguela Current Large Marine Ecosystem (BCLME) programme.

According to statistics, an estimated 34 000 birds, 4 000 turtles and 6,6 million sharks are caught as by-catches annually in the Benguela region, which stretches from Angola to the south-western coast of South Africa.

Namibia's contribution to this is 31 000 birds, 700 turtles and 250 thousand sharks.

Minister of Fisheries and Marine Resources, Abraham Iyambo, said the issue of by-catches was a problem locally and internationally, and that the number of sea birds, turtles and sharks falling victim to fishing nets was a concern that should enjoy strong support from the governments of Angola, Namibia and South Africa.

He said the Namibian Government realised the importance of sustainable and responsible fishing and has worked diligently at keeping to regional and international standards.

Iyambo emphasised that most of the by-catches, especially birds and turtles, were accidental.

"There is no local industry targeting these species for commercial purposes, or at least that I know of," he said, but added that sharks did have commercial value locally.

He said the report came at a good time, and that the Benguela Current Commission, which includes Angola, Namibia and South Africa, should use it to improve its fishing policies.

He said there was a general lack of political will globally to implement the recommendations of such reports, and urged policy-makers, scientists and the fishing industry to study the report carefully in order to reduce by-catches.

The Benguela Current ecosystem is one of the most productive systems in the region, therefore a more aggressive approach is required to address the issue of by-catches.

The system also supports a very large fishing industry - especially long-line fishing - which has an effect on other marine species. The 92-page report is written in easy language and attempts to address the multi-faceted needs of society. It recommends solutions that recognise the social and economic importance of the fishing industry.

Malaysia's Bumi Armada to grow

Bumi Armada, the Malaysian offshore operator, is seeking bank loans of M\$1.2Bn (\$348M) to build its fleet of offshore service vessels. Chairman Datuk Mahamad Fathil Mahmood is planning to make use of the global increase in oil prices, a company spokesman said. The loans are likely to come from Labuan Bank or CIMB, as Bumi Armada's preference is for "US denominations". The company plans to acquire 17 deepwater vessels, to arrive at the end of 2008, to explore energy fields in Kikeh, Gumusut, Malikai, Kebabangan, Ubah Crest, Kamunsu, Pisangan and Jangas in East Malaysia. Malaysian captains are to be trained to operate dynamic positioning vessels at the Malaysian Maritime Academy in the maritime state of Malacca. The academy is owned by MISC, the country's leading LNG operator. In February Lloyd's Register Educational Trust, part of Lloyd's Register Group, awarded the academy \$200,000 to fund its Director of Studies position. Bumi Armada also plans to purchase FPSOs, FSOs and other vessels

"Riad Ahmedov" is delivered to Palmali



On June, 15 the Group Palmali was delivered the forth dry cargo vessel "**Riad Ahmedov**" of Euro cruiser, project RSD17.

The vessel was built at the shipyard Krasnoe Sormovo. The project of the ship was worked out by by Maritime Engineering Bureau (Odessa).

Technical data:
deadweight - 6350 tons,
length overall - 121.7 m,
length between perpendiculars - 116.94 m,
breadth - 16.50 m,
hull height - 6.20 m,
draught - 5.06 m,
speed - 11.5 knots,
capacity of propulsion engine - 2450 kw.

The vessel "**Riad Ahmedov**" was laid on December, 28 of the year 2005 and launched on April, 26 of the current year.



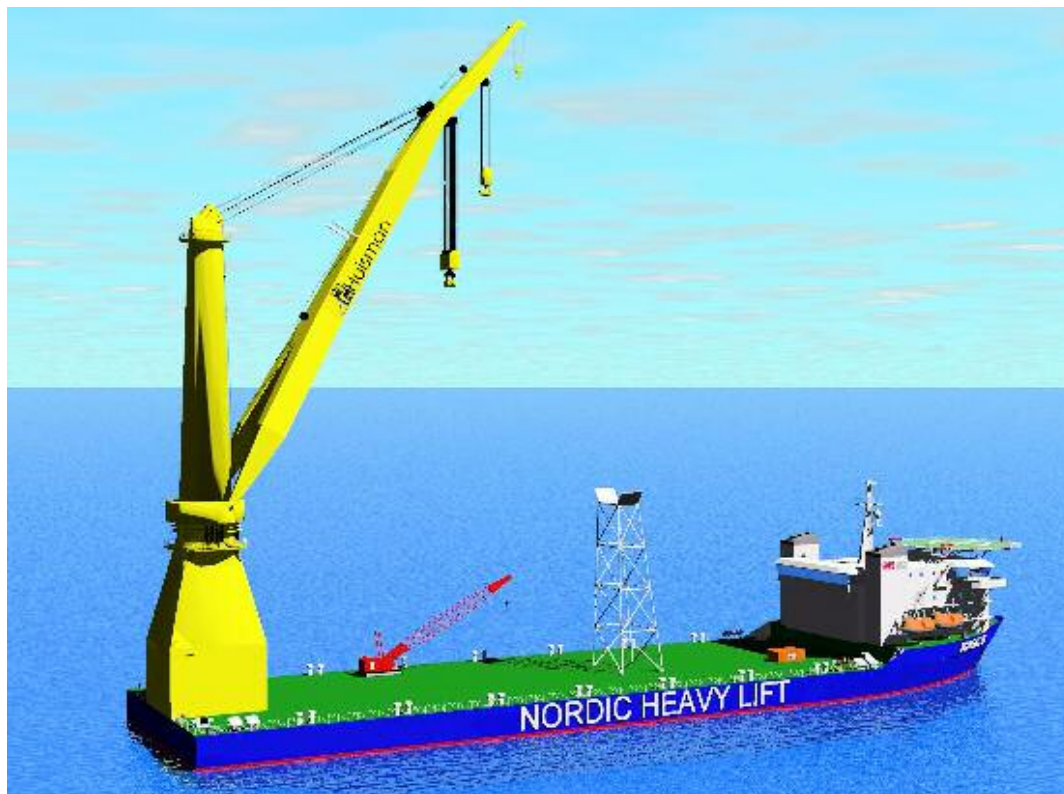
Euroseas Ltd. Takes Delivery of its 11th Vessel

Euroseas Ltd., an owner and operator of drybulk and container carrier vessels and provider of seaborne transportation for drybulk and containerized cargoes, announced that it took delivery of the M/V **Clan Gladiator**, a Handysize container ship of 30,007 dwt and 1,742 teu built in 1992 in Germany, which it had previously agreed to acquire.. The M/V **Clan Gladiator**, was acquired for approximately \$25.7 million; it is employed under a period charter contract at a rate of \$19,000 per day till April 2008.

RECORD 5000 TONNE HEAVY LIFTER DESIGNED BY SEA OF SOLUTIONS AND HUISMAN

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Nordic Heavy Lift subsidiary Avonway has ordered a unique crane vessel with a record 5,000 tonne single mast lifting capacity with Singapore's Sembawang Shipyard. This means again one of the innovative designs of Dutch based companies Sea of Solutions and Huisman-Itrec is put into reality. Sea of Solutions (part of Offshore Ship Designers Group) was responsible for both the concept and basic design of this monohull vessel, which has the largest single mast crane ever installed on a vessel. Huisman-Itrec designed and will construct this 5,000 mT crane. The crane vessel is scheduled to enter service in March 2010.



The design has many innovations but what catches the eye is the enormous single mast crane, reaching approximately 150 metres above the deck when topped up. It will be the largest single mast crane yet built. Until now the largest crane measured 3000 sT for the Sapura 3000, also a combined Sea of Solutions / Huisman project currently under construction.

Today's deepwater oilfield construction projects demand high transit speeds and good DP capabilities when on station. The vessel's transit speed

of ca. 14 knots is achieved by installing 2 propulsion thrusters of 5.5 MW each. These combined with four 3.2 MW retractable thrusters and a 2.5 MW bow thruster give the vessel DP3 class. Provision for a future 8-point mooring system is built into the design.

Main dimensions of the vessel are:

Loa	180.9 m
Lpp	170.1 m
Beam	46.2 m
Depth (moulded)	16.1 m
Draft (operational)	7.0 - 11.0 m
Installed power	6 x 5,765 kW

The 5000 tonne Heavy Lift Mast Crane is a typical and proven Huisman design, with the following main specifications:

Capacity over the stern	5000mt at 34m
Capacity revolving	4000mt at 41m
Mast height	82m
Total boom length	120m
Max radius main hoist	79m
Max radius aux hoist	109m
Max radius whip hoist	122m

Directors imposed at Ferryways

The Commercial Court in the Belgian city of Bruges has appointed three temporary directors to manage the struggling operator Ferryways. This is despite the takeover of the company last week by Belgian rival Cobelfret. The takeover was followed by stoppage of all Ferryways' activities amid accusations of fraud and embezzlement. However union leaders and Ferryways directors have firmly rejected these accusations. Belgian Transport Workers' Union chairman Ivan Victor has questioned the official version of recent events, alleging that Cobelfret misled the banks to force the bankruptcy of Ferryways, thereby eliminating its competitor in Ostend. Consultant Ernst & Young is about to start a thorough examination of Ferryways' financial records. An initial investigation by Ernst & Young appeared to find no evidence of possible fraudulent activity.



The brand new **STENA TRAVELLER** seen arriving in Hoek van Holland for the first time whilst the **STENA TRADER** departs bound for Killingholm
Photo : Frank de Visser ©

Saudi Arabia Donates Two Ferries to Egypt

The Kingdom of Saudi Arabia will soon give the Egyptian government two new ferries worth SR600 million to support sea transportation between the countries. The Egyptian Transportation Minister Mohammed Mansour said that the two ferries were modern, fast and equipped with the latest technology and safety conditions. The minister said that the two ferries are currently being built in Australia and are expected to be in service before the end of the year. He added that the ferries' routes would vary according to the season, from Yanbu to Safagah in Egypt and from Hurghada in Egypt to Jeddah Islamic Port.

The two ferries, along with others, will primarily transport Egyptian Haj and Umrah passengers. The ferry traffic annually between Egypt and Saudi Arabia is around 3 million. The Egyptian Consul in Jeddah, Afifi Abdul Wahab, said the donation was in line with the Saudi government's efforts to regularly help its friends. He went on to say that the new ferries would reduce the pressure on the existing ones and also help to avoid bottlenecks of passengers at both Saudi and Egyptian ports.

Able U.K. Wins Ghost Ship Battle

The scrapping of so-called ghost ships on Teesside looks likely to go ahead, reported the BBC. Able U.K. won a contract with the U.S. government to dismantle up to 13 vessels at its Hartlepool yard, and four ships arrived in late 2003. But delays caused by environmental and planning concerns prevented any work. Hartlepool Council has now removed the final hurdle, by admitting it can no longer block planning permission.

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The dismantling plans were dogged by debate over the potential impact on the surrounding area and wildlife. Last year, Hartlepool councilors threw out a number of planning applications by Able UK. Now, the authority has said new government planning policies mean it has no chance of successfully challenging an appeal by Able UK to the Planning Inspectorate. Able UK has welcomed the decision, which came too late to save an order from the US government to scrap a further nine vessels on Teesside.



Dockwise **SWAN** loaded in Curacao the jack up **Mr JOSEPH**, already onboard the **SWAN** is seen the paddle boat (Casino) **PRIDE OF GOA**, the paddle boat is to be offloaded in India whilst the jack up is to be offloaded somewhere in Africa

Photo : Kees Bustraan ©

Cecon takes first option vessel at Davie

Cecon ASA in Norway has confirmed that it has taken up the option it held on the first of the four Vik-Sandvik VS4220 Offshore Construction Vessels.

The vessel will be built with Davie Yards with delivery scheduled for the fourth quarter of 2009.

The vessel will be equipped a 400 tonnes offshore crane, rated for 4,000m and will otherwise be identical to Cecon's first two vessels, currently under construction.

The vessels are 130m long with a deck area of 2,000m², DP Class 3, 100 man accommodation and a maximum transit speed of 16 knots. The total estimated project cost for the contract is US\$143 million, with an increment of approximately US\$10-12 million for the larger crane.

Algoma orders tanker in Turkey

Canada's Algoma Central Corporation reports that its wholly-owned subsidiary Algoma Tankers Limited, has entered into an agreement with MedMarine Group for the purchase of a double-hulled petroleum product tanker under construction in the Eregli Shipyard, Turkey.

The vessel replaces the single-hulled **Algonova** which was sold in January 2007 and will operate in the Great Lakes-St. Lawrence Waterway and Atlantic Canada regions.

Delivery of the ship is scheduled for February 2008 and is expected to cost approximately \$42 million.

Algoma Tankers Limited owns and manages four Canadian-flagged tanker vessels. The corporation also owns a foreign-flag tanker through a wholly owned foreign subsidiary.

SMIT expands activities in Egypt

SMIT herewith announces that it bought a share of 50% in Ocean Marine Services in Egypt. Together with its partner for 25 years (the Shilbaya Group) seven work vessels will be deployed on term charters for the Egyptian petroleum industry.



The **OCEAN CAIRO** seen outward bound from Suez.

Photo : Piet Sinke ©

Above mentioned participation is in line with SMIT's strive to focus its growth strategy on the pursuit of stability and predictability of its business activities.

Transfennica welcomes third new ship into fleet

The third newbuilding in a series of eight vessels, M/s **Genca**, has joined her sister vessels M/s **Timca** and M/s **Kraftca** in the growing Antwerp-Hamina trade.



She started her regular weekly service with loading in Antwerp on Saturday 2 June and discharges in Hamina on Tuesday 5 June and in Hanko on Wednesday 6 June.

Photo : Richard Wisse ©

M/s **Genca** has a length of 205 m and a breadth of 25.5 m with a container capacity of about 640 TEU and about 2,900 lane metres.

As her two sisters she sails under Dutch flag and has a speed in excess of 22 knots and is ice-strengthened above

highest ice-class 1A Super. She was built in Poland at Stocznia Szczecinska SA

MOVEMENTS



The **XIN SHANGHAI** seen arriving in Rotterdam-Europoort

Photo : Dirk van Wolveren Sr ©



The **SPEED ONE** seen arriving in the port of Dover

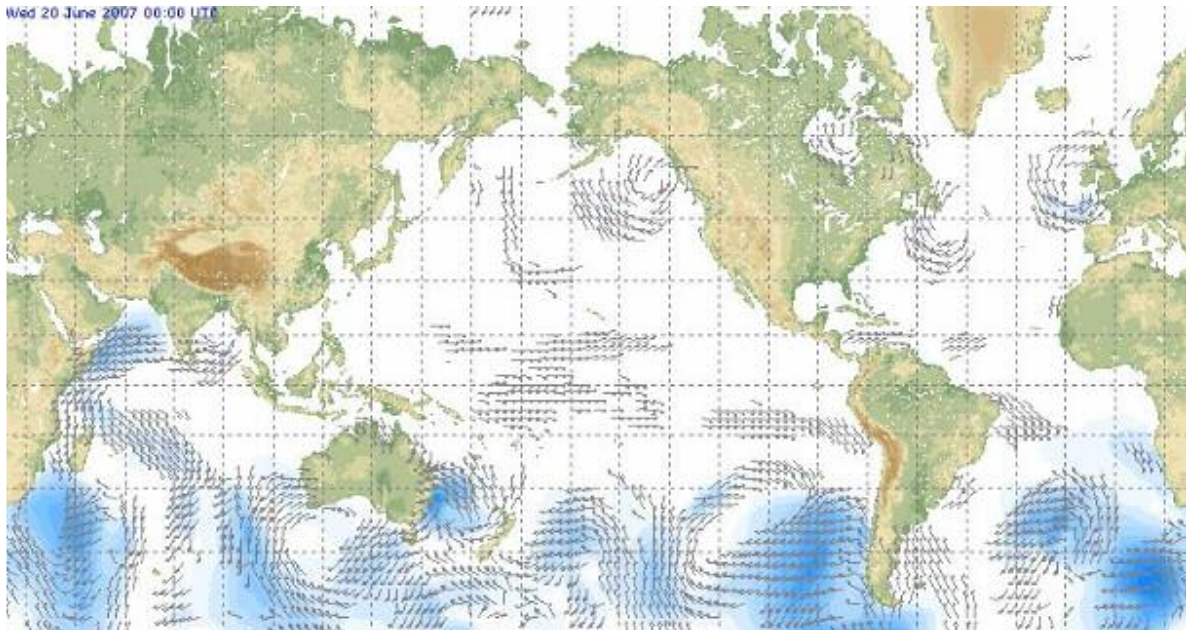
Photo : John van der Linden ©

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Internet: www.spos.eu Tel : +31 317 399800 E-mail : sposinfo@meteo.nl



Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The steam powered tug **PIETER BOELE** seen during the tugboat parade in Dordrecht
Photo : Arie Verheij ©

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