

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 154



**Number 154 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 21-06-2007**

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The **AMADEA** seen enroute Amsterdam

**Photo : Joop Marechal ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **SMIT BISON** seen in La Pallice port (France) – Photo : Piet Sinke ©

## Bourbon Dolphin wrong vessel for the job

As the Royal Commission into the **Bourbon Dolphin** got underway in Ålesund, Western Norway, the head of Bourbon Offshore Norway, Trond Myklebust, himself an experienced anchor handling captain, claimed that the vessel should never have been the main ship in the fatal operation. In an open hearing Myklebust said that the operation should have been stopped when they realised that bigger vessels than the **Bourbon Dolphin** were struggling. At one stage **Bourbon Dolphin** asked for assistance from the much bigger **Olympic Hercules**, but that was refused by the tow master on the semi-submersible rig **Transocean Rather**. The **Olympic Hercules** has a bollard pull of 270 tonnes against only 194 tonnes for the **Bourbon Dolphin**. The owners of the vessel, which sank north west of Shetland on 12 April, were never informed of the technical difficulties in the anchor handling operation. Deep water anchor handling operation is often done by moving the anchor first and connecting the chain afterwards.



The **WAKER** with her new SVITZER funnel markings seen in Ijmuiden

Photo : Willem Koper ©

## Boot met 26 vluchtelingen voor Malta gezonken

Ten zuiden van het eiland Malta is woensdag een boot met 26 vluchtelingen aan boord gezonken. Volgens het Italiaanse persagentschap Ansa kon de kustwacht nog maar één lijk bergen. Drie andere levenloze lichamen werden in zee gespot. Vier vluchtelingen overleefden de schipbreuk omdat ze zich aan voor de tonijnvangst bedoelde kooien konden vastklampen. Een van hen vertelde de autoriteiten over het drama. Pas afgelopen weekend had de Italiaanse kustwacht de lijken van 14 Afrikaanse migranten ten zuiden van het eiland Lampedusa ontdekt.





## PHOENIX Recovers Australian Submarine Rescue Vehicle

Phoenix International, Inc. successfully recovered the Australian Submarine Rescue Vehicle, REMORA, from 460 feet of seawater (fsw) offshore Rottnest Island, Western Australia. The rescue vehicle fell to the seafloor last December when its launch/recovery cable parted during at-sea test operations. The 18.4 ton vehicle remained on the bottom for four months prior to its recovery.

Recovering REMORA was a particularly satisfying event for Phoenix as the company is not only the U.S. Navy's prime contractor for worldwide underwater search and recovery operations, but it is also the Navy's prime contractor for the maintenance and operation of the Submarine Rescue Diving Recompression System. The Australian submarine rescue capability will be fully restored once the refurbishment of REMORA is completed. To have played an instrumental role in supporting the anticipated re-establishment of a fellow submarine community's rescue capability was extremely gratifying.

The REMORA recovery operation was undertaken at the direction of the U.S. Navy's Supervisor of Salvage and Diving (SUPSALV), the organization responsible for managing this nation's underwater search and recovery capabilities. As SUPSALV's prime contractor for search and recovery operations worldwide, Phoenix mobilized and deployed the Navy's Remotely Operated Vehicle, CURV III, to first examine the condition of REMORA and then to rig it for recovery. Using the U.S. Navy's Fly-away Deep Ocean Salvage System, a motion compensation system that minimizes snap loads during heavy lift operations, and a 200-ton mobile crane, the heavy vehicle was brought directly up to the surface. M/V **SEAHORSE STANDARD** served as the primary support ship for the recovery operation.

Phoenix provides manned and unmanned underwater operations, design engineering, and project management services to clients in the offshore oil & gas, defense, and other oceaninterest industries worldwide. Expertise is available from six regional offices in the areas of wet and dry hyperbaric welding, conventional and atmospheric diving, robotic systems, and tooling. [www.phnx-international.com](http://www.phnx-international.com)



The **SILVER WHISPER** seen approaching Rhodes  
Photo : Ko Rusman ©

## FALKLANDS WARNING

TWENTY-five years after the UK's merchant fleet played a pivotal role in the Falklands task force, the maritime union Nautilus UK has called for a new Parliamentary inquiry into the strategic needs for shipping.

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In a new report – Don't Forget the Fourth Arm – the union warns that there are now not enough ships to support a repeat of the task force. The number of UK owned and registered trading ships has reduced from 985 at the time of the Falklands to 295 today.

Crucial lessons from the Falklands and the Gulf are in danger of being lost, Nautilus UK warns. The Royal Navy cannot and does not supply its own logistical needs in wartime: this is the role of the Merchant Navy, with its specialist cargo ships and larger transportation capacity.

Admiral Sir John Fieldhouse said after the 1982 Falklands war that 'without the ships taken up from trade, the operation could not have been undertaken'. During the campaign, the Ministry of Defence chartered 30 vessels and requisitioned a further 22 UK merchant ships. A further 22 civilian-crewed RFA ships were also involved.

But even at the time of the Falklands conflict, there were some difficulties in finding enough British registered and crewed ships to take part in the war effort. And since then, the number of British seafarers serving in the UK Merchant Navy has declined from more than 57,000 to barely 16,000. The report says successive UK governments have seemed content to rely on chartering multinational-crewed ships – often flying flags of convenience – to supply the nation's logistical needs in war zones.

Nautilus UK general secretary Brian Orrell said it is crucial that politicians stage a much-needed debate over the Merchant Navy's role in Britain's defence. 'A defence policy based upon reliance on foreign flagged ships and foreign seafarers is strategically unwise and commercially dubious,' he added. 'There is a pressing need for these critically important issues to be given serious political and strategic consideration.'

## Stranded ship 'intact' off Newcastle

The stranded bulk carrier **Pasha Bulker** is "standing up well" off a Newcastle beach, after a major storm forecast to hit the NSW coast overnight moved out to sea.

"It wasn't as bad as what we expected," Newcastle Port Corporation spokesman Keith Powell said. "The **Pasha Bulker** is still standing up well to the conditions." The 40,000-tonne bulk carrier became stuck on a sandbar off Nobbys Beach in a major storm on June 8.

There were fears that massive seas and high winds forecast for the area overnight would broadside the stranded vessel, possibly breaching its hull or causing it to tip over. Mr Powell said the weather bureau's warnings of storm-force winds saw 69 bulk carriers, which had been waiting to enter Newcastle Port, sail out into open waters on Tuesday.

"They are still out to sea. We have a heavy entrance in the port and we have restrictions at the present moment," he said. Newcastle Port chairman Wilton Ainsworth said "detailed planning" was continuing in the effort to refloat the **Pasha Bulker**.

About 25 people were working on the salvage project this week, down from about 55 in the days following the ship's beaching, he said. "These people have been pulled away from their normal duties, which has placed a strain on their own organisations, and we thank them for the cooperation and understanding," Mr Ainsworth said.

"Many people will return next week as we progress towards safely attempting to refloat the **Pasha Bulker**."

Groups involved in planning for the refloat attempt, along with specialist company **Svitzer Salvage**, include NSW police, several port authorities, Nobbys Surf Life Saving Club, NSW Maritime, the Australian Maritime Oil Spill Centre and the NSW Department of Environment.

## Ships head out to sea as storm looms

MORE than 50 bulk carriers in waters beyond the stranded Pasha Bulker off Newcastle are heading further out to sea ahead of forecast wild weather. Newcastle Port Corporation spokesman Keith Powell said 52 vessels have weighed

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anchor and are heading away from the coast after being advised 50 knot winds and seven metre seas are expected to develop in the area tonight. Up to 16 vessels remain at anchor off the coast, but they are also expected to follow the others to deeper water, Mr Powell said.

The flat-bottomed bulk carrier **Pasha Bulker** remains firmly grounded on sand 20m off Newcastle's Nobbys Beach after gale force winds and wild seas on June 8 drove it aground.

It will be pounded again by huge swells overnight, but Mr Powell said there was no current concern about the hull's integrity, or that it might tip over.

NSW Maritime is investigating whether some ships ignored the strong weather warnings for June 8, resulting in the Pasha Bulker's grounding and close calls for at least two other vessels.

## UK DETAINS SIX

THE UK's Maritime & Coastguard Agency (MCA) detained six foreign-flagged ships in UK ports during May 2007. The overall rate of detentions compared with inspections carried out over the last twelve months is 4.6% a slight decrease on April's twelve month rate.

During the month of May 118 Port State Control inspections were carried out in the UK. A total of 36 vessels had no deficiencies raised against them, 55 had between one and five deficiencies, 15 had between six and ten deficiencies, 10 had between eleven and twenty deficiencies. There were two vessels with more than twenty deficiencies.

Out of the detained vessels two were registered with flag states listed on the Paris MOU white list and three were registered with a flag state on the grey list and two were registered with flag states on the black list.

Vessels detained in May included a 2,598 gt Georgia-flag general cargo, detained in Bristol for 10 days with the fire main holed in forecastle area and for lack of emergency preparedness - fire drills. A 1,499 Panama flag-general cargo ship was detained in Newhaven for five days with expired ships certificates and for trading on an interim and expired SMC certificate.

## ERITREAN PIRATES HIJACK FISHING VESSEL

IN an indication of the level of danger of piracy in the southern Red Sea, the ICC International Maritime Bureau says in its weekly report a hijacking of a fishing vessel on the high seas off Eritrean waters. The IMB says that pirates attacked and fired upon an Egyptian fishing vessel underway and forced it to stop on 7 June. They hijacked the vessel to Eritrean regional waters and are holding 23 crew member.

Would appear to be suggest hostage taking for the purpose of extorting ransom appears to be spreading from Somalia where pirates are believed to be holding four vessels

Meanwhile off Somali waters the IMB reports an incident in which three boats approached a tanker on converging courses. As the ship altered her course, the boats adjusted their course and continued to approach the ship. As the ship increased speed, the distance between the boats and ship increased which prevented the boarding.

## Cruise ship resumes voyage as search for missing passenger goes into second day

A cruise ship that had turned around to look for a missing passenger resumed its voyage Tuesday as the Coast Guard began a second day of searching for the 24-year-old man.

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Relatives last saw the man around 1:45 a.m. Monday on his stateroom balcony and reported him missing about seven hours later, according to Royal Caribbean International. The ship, **Freedom of the Seas**, turned around to try to find him in the water east of Eleuthera Island, Bahamas.

The FBI and the Bahamian Maritime Authority were aware the passenger was missing, the company said. His name was not released. The ship, operated by Miami-based Royal Caribbean Cruises Ltd., was expected to dock in Puerto Rico on Wednesday, a day later than scheduled, then return to Miami on Sunday.

Passengers have survived falls from cruise ships before, including three in March alone. A 35-year-old man was pulled from the water about eight hours after he went over the side of a Carnival Cruise Lines ship off Florida's coast on March 16. A few weeks later, a man and woman in their 20s went overboard from a Princess Cruises ship and were rescued about five hours later with no major injuries.

### Stomach troubles hit new ship

A new bout of badly upset stomachs has hit the popular coastal ferry Hurtigruten, with several passengers falling ill on the new ship "**Fram**". According to Hurtigruten operating manager Svein Sollid, nine passengers were taken ill on the ship which is cruising near Greenland.

About 200 passengers were infected with the norovirus aboard the three Hurtigrute ships "**Midnatsol**", "**Finnmarken**" and "**Nordlys**" recently. None of these ships has yet to be given a clear bill of health, NRK (Norwegian Broadcasting) reports.

It is not yet confirmed if the problems on the "**Fram**" are caused by the same virus. Sollid said that Hurtigruten was cooperating with medical authorities in the city of Tromsø in northern Norway to do what they could to contain the illness and prevent new cases. We have drawn up and carried out procedures for dealing with contagious diseases. Contacting contagious disease authorities is part of these procedures," Sollid said.

The "**Fram**" was delivered from the Italian shipyard Fincantieri in Trieste in April this year. The ship was christened by Crown Princess Mette-Marit in Oslo on May 19.

### Scheepsrovers slaan slag in Dordt

In het Wantij wordt de laatste tijd regelmatig 's nachts op schepen ingebroken, meldt Kantoor Binnenvaart in een e-mail nieuwsbrief aan de leden. VAART! krijgt ook meldingen van drie sleepboten die, liggend langs de Rene Siegfried en Tourmalijn, tijdens Vaart in Dordt bestolen zijn.

Het bezoek is volgens Kantoor Memo voornamelijk gericht op elektronische apparatuur: tv's, dvd-spelers, laptops en andere makkelijk mee te nemen spullen. Eén van de leden van Kantoor Binnenvaart overkwam dit in de afgelopen week. Tot overmaat van ramp werd ook nog zijn fiets die aan dek stond meegenomen als transportmiddel. En hij was nota bene aan boord, zelfs zijn hond was niet aangeslagen en de stuurman voorop was ook niet wakker geworden.

Van een buurman hoorde hij later dat deze ook al visite had gehad en in één van de volgende nachten was het opnieuw raak bij een ander schip. Hij heeft aangifte gedaan bij de politie te water en heeft ook de havendienst in kennis gesteld. Tot zijn verbazing hoorde hij van de havendienst dat hij de enige was die hiervan melding had gemaakt. Da's jammer vond de havendienst, "want als wij hiervan beter op de hoogte worden gehouden, kunnen we samen met de politie veel gericht actie ondernemen."

De onfortuinlijke schipper heeft in elk geval een beveiligingsbedrijf om advies gevraagd over het hang en sluitwerk of elektronische alarmering om een volgende keer zo mogelijk te voorkomen.



## Ferry collision at Paturia Ghat injures 15

Fifteen people were injured in a head-on-collision between two BIWTC ferries at Paturia Ghat in the Padma River here Tuesday. Witnesses said a Paturia-bound ferry, '**Shah Paran**', collided with another ferry, '**Enayetpuri**', shortly before anchoring at the ghat around 2:30 am, leaving 15 people in both the ferries injured.

"Both the ferries were full of vehicles during the collision. Luckily, there had been no major accident," said BIWTC Daulatdia section manager Gopal Chandra Majumder.

In another incident, another BIWTC ferry, 'Bir Sreshtho Matiur Rahman', carrying 19 vehicles, ran aground in an emerging shoal near Paturia Ghat at about 1:30 am. On information, a BIWTA salvage ship rushed to the spot and started the rescue operation. Meanwhile, some 400 vehicles were waiting in long queues for crossing the river, causing sufferings to thousands of passengers.

## A collision in Vietnam

A collision between a tanker and another vessel in Vietnam left an oil slick on the river serving Ho Chi Minh City on Tuesday. The incident on the Nha Be River outside Vietnam's commercial capital left a large gash in the Vietnam-flagged tanker as authorities were scrambled to clean up the spill.

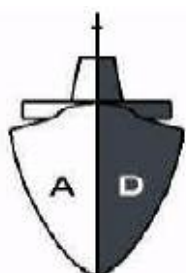
The 1,800-dwt **Quang Duc** (built 1979) was moored on the river on Tuesday but broke from its moorings in strong currents and smashed into a vessel said to be owned by the country's state-owned Vietnam Shipbuilding Industry Group (Vinashin).

The **Quang Duc** was said to be carrying 1,700 litres of fuel oil, 400 of which leaked from a three-metre-long gas which opened in its hull. Pollution control measures were immediately put in place by the port authority and the spill was cleaned up within hours. The **Quang Duc** was repaired and towed to safety.

## NAVY NEWS

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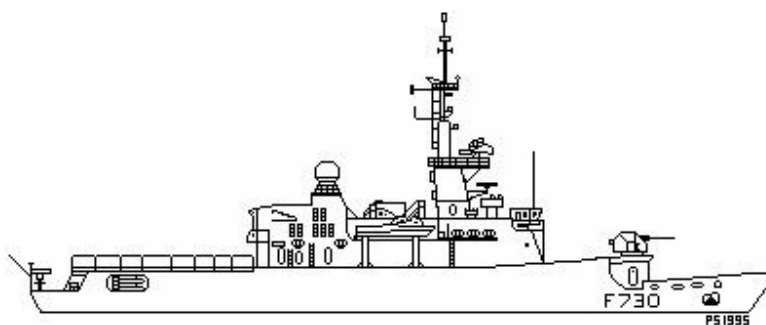


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The French FLOREAL class surveillance ship **F 735 GERMINAL** seen in the port of La Palliser  
Photo : Piet Sinke ©



Drawing : Piet Sinke ©

The **Floreal class** is intended for operations in low-risk areas for ocean surveillance, economic exclusion zone patrol, fisheries protection, and maritime policing duties.

#### TECHNICAL DETAILS F 735 GERMINAL

D: 2,600 tons (2,950 fl) S: 20 kts Dim: 93.50 (85.20 pp) × 14.00 × 4.40  
A: 2 MM 38 Exocet SSM; 1 100-mm 55-cal. Model 1968 CADAM DP; 2 single 20-mm 90-cal. GIAT F2 AA; 1 AS.565MA Panther or AS.319 Alouette-III helicopter; 1 2-round Simbad SAM syst. (. . . , Mistral missiles)  
Radar: 2 DRBN-34A (Decca RM 1229) nav.; 1 DRBV-21A surf./air search  
Sonar: none  
EW: F 730, 733 only: ARBG-1A Saigon VHF-UHFD/F; ARBR-16 intercept  
M: 4 SEMT-Pielstick 6PA6 L280 BTC diesels; 2 CP props; 8,800 bhp—250 kw bow-thruster  
Electric: 1,770 kw tot. (3 × 590-kw sets, 3 Baudouin 12 P15 2SR diesels driving)  
Range: 10,000/15 Fuel: 390 tons Endurance: 50 days  
Crew: 12 officers, 49 petty officers, 22 ratings + 13 aviation party



In Willemstad (Curacao) the **L 801 JOHAN DE WITT** loaded 500 volunteers onboard to execute some tests, special with all this people inside the vessel the aircon system was tested.

**Photo : Kees Bustraan ©**

## **Moose Delivers Patrol Boats to Navy**

Moose Boats recently delivered four M2-35 Moose Boats to the U.S. Navy. Last year, Moose Boats was awarded a U.S. Navy contract for the construction and delivery of twelve M2-35 Catamaran Patrol Boats. This is the first delivery to the U.S. Navy under the current contract. The remaining eight vessels will be delivered over the next 10- month time period. The M2-35 is a 35.5 ft. aluminum catamaran powered by twin Cummins 380 hp turbo diesels and is propelled by Hamilton 292 water jets. These vessels will be assigned to the U.S. Navy's Kings Bay, Georgia and Kitsap, Washington SUBASEs and are specifically designed to meet current Antiterrorism/ Force Protection requirements. These M2-35 crafts will be used to detect, identify, warn, disable or defeat potential threats in the vicinity of vulnerable U.S. Naval assets. The wide, stable hull along with an all-weather cabin will accommodate a crew of five. Its shallow 21 in. draft allows for a great deal of maneuverability within depths of less than 3 ft. of water. These boats have a service speed of 27 knots and a top speed of over 35 knots.

## **Australia picks Navantia designs for A\$11 billion naval expansion**

Spain's Navantia is the big winner in an Australian \$ 11 billion (US\$9.3 billion), five ship expansion of the Royal Australian Navy.

The Australian Government has selected the F100 design by Navantia for three next generation Air Warfare Destroyers (AWD) for the Royal Australian Navy (RAN). The Spanish design beat out a competing design by Gibbs & Cox based on the U.S. Navy's DDG 51 Arleigh Burke.

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And a version of Navantia's 27,000 tonne strategic projection ship has also been chosen for two amphibious ships, beating out a design from France's Armaris based on its Mistral Class LHD.

As well as supplying the designs for both classes, Navantia will build the hulls of the two amphibious ships and parts of the three destroyers.

The A\$8 billion (US\$6.7 billion) AWD program will see Navantia work with the AWD Alliance (Defence Materiel Organisation, shipbuilder ASC and Raytheon Australia) to deliver three AWDs to the Royal Australian Navy.

The first of these Air Warfare Destroyers will be delivered in late 2014, followed by the second and third ships in early-2016 and mid-2017 respectively.

The Australianized F100 AWD Design is described as capable across the full spectrum of joint maritime operations, from area air defense and escort duties, through to peacetime national tasking and diplomatic missions. The Royal Australian Navy will undergo a quantum leap in its air warfare capability when the F100 enters service.

Since entering service with the Spanish Navy, F100s, among their many other tasks, have worked alongside the United States Navy (USN) as the first foreign Aegis equipped ship to be fully integrated into a USN Carrier Strike Group and has successfully been deployed as the flagship of NATO's Maritime Group Standing Reaction Force.

The Australian government says that while the selection of the platform is a significant milestone for the AWD program, the work undertaken to date has demonstrated the value of the selection of the Aegis Combat System in 2004 as the central element of the AWD's war-fighting capabilities.

The selection of the F100 follows two years of detailed research and simulation to determine the best ship to meet the needs of the Australian Defence Force through to the middle of this century.

The F100 has been developed with modern accommodation requirements in mind and has a crew of around 200. It also provides the Royal Australian Navy with a growth path to accommodate tomorrow's naval warfare technologies.

In selecting the F100, the Australian Government says it has ensured the Navy will take delivery of an Aegis equipped AWD before any potential maritime air warfare capability gap eventuates.

The F100 is an existing design that is in service with the Spanish Navy. This substantially reduces the cost and schedule risks traditionally associated with a project of this size and complexity.

Raytheon Australia has been confirmed as the mission systems integrator for the Air Warfare Destroyer. Raytheon Australia will be contracted to complete the design, development and procurement of the Australianized Combat System.

The project will shortly move into the Build Phase. Australian Industry will deliver products and services for around 55 per cent of the AWD program over the next 15 years which will be followed by high value through-life support contracts into the middle of the century.

While Adelaide based ASC will conduct the final assembly of the AWDs, around 70 per cent of the ship modules will be built at other shipbuilding sites around Australia, potentially including sites in Western Australia, Queensland, New South Wales, Victoria and Tasmania.

The Australian Defence Force (ADF) will obtain what's described as "one of the largest and most advanced amphibious deployment systems in the world" following the Government's selection today of Tenix as preferred tenderer for the supply of the two amphibious ships.

Subject to successful contract negotiations, the preferred tenderer is Tenix. Defence will now enter negotiations with Tenix leading to a contract for delivery of the ships between 2012 and 2014.

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With their integrated helicopters and watercraft the ships will be able to land over a thousand personnel by sea and air, along with their vehicles, the new Abrams tanks, artillery and supplies. Each ship will also be equipped with medical facilities, including two operating theaters and a hospital ward.

Approximately one quarter of the construction of the amphibious ships will take place in Australia. The construction of the superstructure and the majority of the fitout will occur in Melbourne, with an estimated value of up to A\$500 million. The majority of combat system design and integration work will take place in Adelaide, worth up to A\$100 million for the South Australia economy. There will also be further work contracted to other states.

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The 2001 Damen built H.M. CUSTOMS & EXCISE patrol vessel **SEEKER** seen enroute the builders yard  
Photo : Lenie Kleingeld ©

## CDL to launch tug boat of Indian company

Colombo Dockyards Limited's (CDL) launch of the Anchor Handling Tug a boat, built for Great Ship (India), is scheduled to take place next week.



"This occasion will mark the first launching of the new construction hull to be carried out utilising the recently converted shipbuilding dock," Assistant Manager Marketing Darshana Chandrasekera said.

CDL had invested much resources to modernise the previous repair dock No. 2 to a fully-fledged shipbuilding dock with increased tonnage and widening of the entrance to handle beamer ships, which is at the Colombo Port.

This is the first of the two Anchor Handling Tug Supply Vessels (AHTSV) with a 80 Ton Bollard Pull capacity for Greatship (India) Limited, a wholly owned subsidiary of one of India's largest private sector shipping companies, the Great Eastern Shipping Company, who are in the business of providing offshore oil field services catering to the oil and gas E&P domain. Greatship will give some more orders in the near future as well.

The keel laying to mark the commencement of work on the first AHTSV was held on October 23, 2006 and work on the second AHTSV commenced on December 21, 2006.

The first and the second AHTSV's are scheduled for delivery in December 2007 and during first quarter of 2008 respectively. The project team handling this project, comprising local engineers and workers from all levels have rallied as one team to turn out this engineering creation, to be launched next week.

Given the professional approach taken by CDL in handling this project, the owners have already confirmed a repeat order for two more identical AHTSVs both expected to be delivered during the year 2009. Further, it undertook many orders from Middle Eastern countries especially from Saudi Arabia, Chandrasekera said.

CDL was formed in 1974 with the main objective of carrying out ship repair and shipbuilding activities in Sri Lanka.

In a span of 33 years the CDL has achieved a status of one of the most dynamic and comprehensive shipbuilding and ship repair facilities in the South Asia region.

## Damen signs Vietnamese deal

Dutch shipbuilding group Damen has teamed up with a second yard in Vietnam to meet growing demand. It said it will guarantee sufficient orders to fill the new capacity at state-owned Song Thu Company in Danang for five years.

It added: "The agreement comprises an intense form of cooperation between the two companies." It will also "take into consideration" domestic orders for Song Thu, controlled by the defence ministry.

The yards have already cooperated on a tug for the Vietnamese marine police and are building four Damen ASD 2411 tugs for export and a multipurpose vessel for domestic use.

In February Damen said it was teaming up with Vietnam state yard group Vinashin to found a new joint venture company in Haiphong. Damen Vinashin Shipyard (DVS) will cover 42 hectares and have a 500-metre waterfront. It will build offshore vessels and tugs.

## SKorea's Hanjin Heavy wins 224 mln usd container ship order from Delphis

Hanjin Heavy Industry Co, South Korea's seventh-largest shipyard, said that it has secured a 224 mln usd shipbuilding order from a new European client on the back of increased shipping volumes and fees.

Delphis of Belgium placed an order for Hanjin Heavy to build four large-sized container ships by the end of 2010, the shipbuilder said in a regulatory filing.

It said the order added to its heavy backlog of more than three years. The contract brought the shipbuilder's order book to 17 vessels worth 1.3 bln usd. The order book is now at over 70 pct of the 1.7 bln usd yearly target Hanjin Heavy has previously set.

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The new **STENA TRAVELLER** seen enroute Rotterdam

**Photo : Frits Janse ©**

## **Siem Offshore acquires Simon Møkster PSV**

Siem Offshore has entered into an agreement with Simon Møkster Rederi in Norway for the acquisition of the large PSV **Stril Supplier** at a price of NKr 280 million.

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The vessel is an MT 6000 design built in 1999 and has diesel electric propulsion, a deck area in excess of 900m<sup>2</sup>, and full under-deck capacities including methanol.

The vessel will be named **Siem Supplier** and delivered to Siem Offshore in July 2007 after the completion of its current charter.



With the arrival of the new **STENA TRAVELLER** in the Rotterdam area the last days of the **STENA SEARIDER** are counted for, the **STENA TRAVELLER** will take over the duties from the **SEARIDER**

Photo : John van der Linden ©

## René Smit commissaris Havenbedrijf Rotterdam

Oud-havenwethouder René Smit is benoemd tot commissaris van het Havenbedrijf Rotterdam (HbR). De voormalig Rotterdamse CDA-wethouder volgt Ella Vogelaar op, nu zij minister van Wonen, Wijken en Integratie is geworden.

Smit was van 1990 tot 1996 wethouder in Rotterdam voor onder meer de haven en financiën. Vervolgens vervulde hij functies als directeur-generaal Openbare Orde en Veiligheid op het ministerie van Binnenlandse Zaken, voorzitter van de Raad van Bestuur van het Albert Schweitzer Ziekenhuis in Dordrecht en sinds 2005 voorzitter van het College van Bestuur van de Vrije Universiteit en Hogeschool Windesheim. Achter de schermen is Smit nog steeds actief voor het CDA.

Zijn brede bestuurlijke ervaring in de publieke sector en zijn kennis van de haven waren voor de aandeelhouders, de gemeente Rotterdam en de staat, reden om Smit te benoemen. Dat heeft het havenbedrijf woensdag bekendgemaakt.

De Raad van Commissarissen bestaat verder uit voorzitter Ad Scheepbouwer, Rob Abrahamsen, Mel Kroon en Rutger van Slobbe.

## Imtech says Chinese maritime order book reaches 120 mln eur

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Technical services provider Imtech NV says its maritime order book in China is growing rapidly and is currently worth 120 mln eur. Imtech said its Chinese maritime order book includes orders for work on over 240 ships.

Recent orders include a 15 mln eur contract for technology aboard 20 feeder container ships that are under construction, as well as orders on over 20 tugboats, 4 general cargo vessels and 4 chemical tankers, the company said.



### MOL SPRINGBOK delayed by engine trouble

Mitsui OSK Line South Africa (MOL) advises that the container vessel **MOL SPRINGBOK** on voyage 704B has suffered engine problems en route to Europe.

"This has unfortunately caused a delay in schedule and she is expected to undergo repairs in Lisbon. In order to regain the time lost and ensure that her cargo is delivered promptly, the following changes have been made to her schedule:

All Bremerhaven (Import) cargo will be discharged in Antwerp. This cargo will be loaded onto the **DAL East London** 705A for Bremerhaven discharge

The Bremerhaven (Export) cargo will be loaded onto the **Lars Maersk** 706A or **DAL East London** 705A. All Lisbon cargo will be loaded onto the **DAL East London** 705A. Antwerp Export cargo will be transferred from the DAL East London 704A to the **MOL Springbok** 705A

The ship will be omitting the Port of East London, voyage 705A/B." **MOL Springbok** is deployed on the South Africa - Europe (SAECS) Intermediate Service. The updated schedule for **MOL Springbok** is as follows:

Port Arrival at berth Departure

CPT 06/06/2007  
LIS 24/06/2007 25/06/2007  
ANR 27/06/2007 28/06/2007  
THP 29/06/2007 29/06/2007  
BRV OMIT  
LEH 30/06/2007 30/06/2007  
LIS OMIT  
CPT 14/07/2007

### Maersk Wins Shipping Line of the Year Award

Maersk Line has been awarded shipping line of the year 2007 by International Freight Week (IFW) magazine. The winner was judged by a panel selected from IFW subscribers - a group of around 200 freight-forwarding and shipping executives. Maersk Line was chosen from the five finalists in this crucial category. This award demonstrates industry recognition of Maersk Line and its continuing improvements in customer service.





The **MAERSK VLAARDINGEN** – Photo : Tjep van Roon ©

## Transfennica start dienst op Bilbao

Ro/ro-rederij Transfennica begint eind september een lijndienst vanuit Zeebrugge op Bilbao voor het vervoer van onbegeleide trailers. De nieuwe Trans Iberia service is volgens de rederij een gat in de markt, omdat vrachtwagenverkeer op deze route steeds moeilijker wordt door aanscherpingen in de Europese regelgeving. Transfennica zal drie aanlopen per week bieden en een transittijd van 38 uur.



The **MIGHTY SERVANT 3** seen getting moored in Cape Town  
Photo : Aad Noorland ©

## Chembulk Tankers Celebrates Launch

Amidst an array of industry supporters, Chembulk Tankers, the 21st Century Chemical Carrier Company, launched the newly formed company at a gathering last week held at the R. Jinishian Gallery in Fairfield, CT. The company-- which was formed in January as an acquisition by CEO Bob Burke and the AMA controlled ACP Fund II—entertained maritime industry luminaries surrounded, appropriately, by maritime art.

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The Chembulk fleet currently consists of fifteen 21st Century high specification stainless steel chemical tankers, with another to be delivered next month and three more next year. All the ships were built to accommodate current and future regulations on the environment and safety



Two pilot tenders seen operating at Maaspilot station, the **MERCURY** seen outward bound whilst the **PIONEER** is seen enroute Hoek van Holland

**Photo : Willem Knoppert ©**

## Omega Navigation Orders 5 Tankers

Omega Navigation Enterprises, Inc. signed shipbuilding contracts with Hyundai Mipo Dockyard, to build and acquire five 37,000 dwt double hull handymax product tankers. Four of these product tankers are scheduled for delivery in 2010 starting in the first quarter of 2010, with the fifth scheduled for delivery for February 2011.

The purchase is \$44.2m per vessel.

With the addition of these five vessels, the Omega fleet will consist of 13 product tankers with a total deadweight capacity of 697,358 tons.

"We are pleased to announce the continued implementation of our growth strategy with the ordering of these five newbuilding handymax product tankers," said George Kassiotis, President and CEO of Omega Navigation. "These are high specification IMO II/III product/chemical tankers and are being built in one of the most specialized and reputable yards in the world for building this type of vessels."

## Freight rates suddenly raised by shipping companies: 2500 containers stuck at Chinese port

Some 2500 containers of miscellaneous items, worth over 15 million dollars are reportedly stuck at a Chinese port due to sudden raise in tariffs by shipping companies, importers told Business Recorder here on Tuesday. "These consignments are stuck for last 15 days at Xingang port of China, and the number of containers is increasing," they added.

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Almost all shipping companies have raised their tariffs by approximately \$1,000 to \$2,300 on 40 ft container from \$1,300 in the wake of high demand of shipments and monsoon season in the Persian Gulf region, they said. Tariffs on 20 ft container have been raised by \$500 per container and now the shipping companies are charging \$1,400 per container against previous \$900.

"The sudden raise in freight charges by shipping lines would increase the cost and imported items would become costlier. Therefore, importers have stopped all consignments at the Chinese ports," importers said. They said that Pakistan's major imports are from China because of low rates in the region. Xingang port is the main port of China for exports to Pakistan. The stuck containers are loaded with chemicals and dyes, electronics, steel products, cloth, toys, crockery, cosmetics, cement plants and other products, they said.

"I am a chemical importer and around 200 containers belonging to us alone worth 0.5 million dollars loaded with chemicals are stuck at the Chinese port," said Haroon Agar, an importer of chemicals and plastic. Rumours of cut in the rebate from 13 percent to 5 percent by China are circulating in the Chinese markets, offering the importers an incentives to take away their delivery at the earliest. Therefore, importers are trying to ship their consignments immediately, he said.

High freight demand by shipping companies is unaffordable for local importers. Therefore, they have stopped shipment of consignments from China, he added. "We are waiting for decline in the freight to book consignments but if it would not reduce within next few days then we will be forced to import the commodity at high tariff," importers said.

Chinese exporters are demanding extra cost for freight and pressuring for delivery as their port demurrages are increasing day by day, they said. They said, "If the shipping companies do not reduce their freight charges then we will import the goods at high tariff, which could raise local prices".

## MOVEMENTS



Upon completion of the drydocking / maintenance period in Rotterdam the **A 836 AMSTERDAM** was towed back to Den Helder by the Svitzer tug **SVITZER MARKEN**

**Photo : Teun van der Zee ©**





Peter Doyle's **YM SANTOS** seen in Rio Grande  
**Photo : Marcelo Vieira ©**

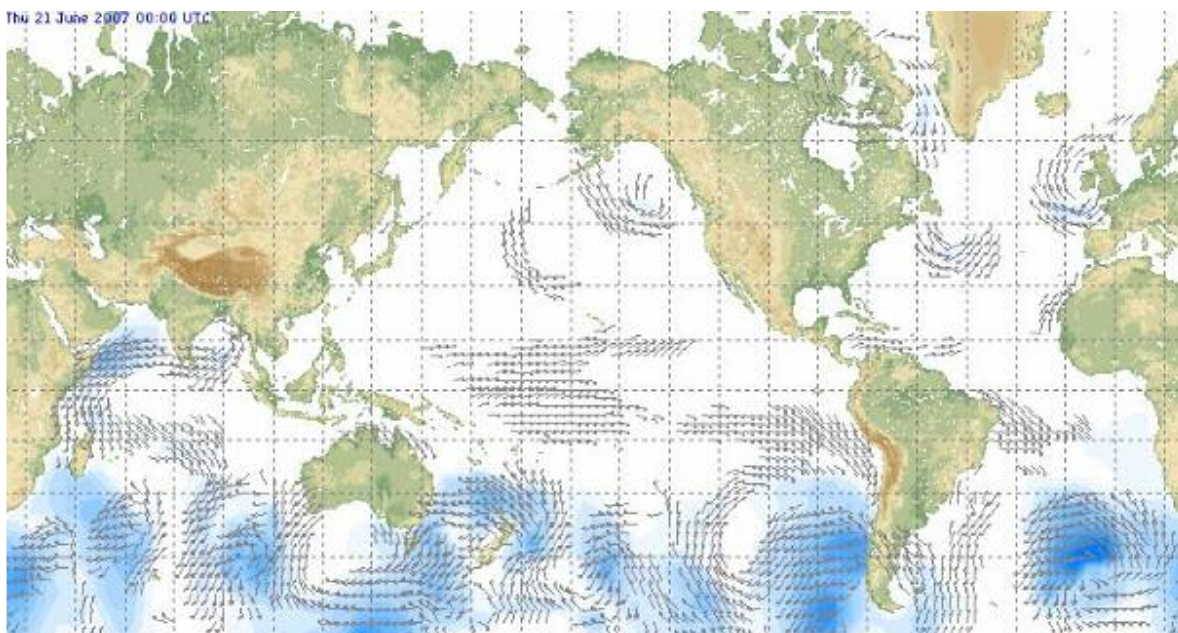
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## **.... PHOTO OF THE DAY ....**



The **RAMBIZ** seen loading the Giant grab **HDW-1** on her deck.  
**Photo : Piet Sinke ©**

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