

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 155



Number 155 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 22-06-2007**

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The **ROTTERDAM** seen in her new Svitzer livery at Singapore roads

Photo : Jeroen Anneveld ©

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EVENTS, INCIDENTS & OPERATIONS



The **LADY MADELEINE** seen assisting the **MAERSK KITRINA** in the port of Southampton

Photo : Michel Radjiman ©

"TACKLE PORT CONGESTION!": APL

THE freight transport industry must collaborate to combat mounting congestion challenges and use a collective voice to move the issue up both public and governmental agendas, according to David Appleton, European Regional President for Neptune Orient Lines' container shipping arm APL.

Speaking at the international transport conference, TOC Europe, in Istanbul, Mr Appleton said: "Unfortunately, supply chain congestion is not on many people's radar screens. On the list of global issues, it does not rank very high."

He emphasised the need to address this situation because of the strain on Europe's transport infrastructure caused by the double-digit growth of imports to Europe, mainly from Asia. "Forecasts for trade growth in the future show that congestion within the European supply chain will not be reduced. Serious constraints on trade and a slowing of global economic growth are very real consequences," said Mr Appleton.

He stressed that the growth in trade, driven by consumer demand and the shift of production to lower cost locations such as Asia, has brought a strong response from transport providers. For example, shipping lines have invested on average euros9bn per year over the past three years, with that figure estimated to increase to more than euros9bn this year. Europe's ports have also announced plans for new container terminal capacity costing more than euros 6bn within the past five years, explained Mr Appleton.

He highlighted the importance of ensuring that the general public and policy makers recognise and support the efforts of the industry to move products quickly and efficiently and to overcome the threat of serious choke points caused by inadequate transport infrastructure – particularly on the landside.

He supported calls for the European Commission to bring clarity to the way in which planning decisions are made, and how sometimes conflicting plans for land resources are to be resolved, to convey greater certainty for port planners.

TWENTY APPLICATIONS MARITIME INNOVATION AWARD 2007

Jury will present a shortlist by the end of June



Twenty Dutch maritime companies have registered for the Maritime Innovation Award 2007. The jury, consisting of ten experts from the maritime cluster, will present a shortlist at the end of June. Early September the final nominees will be announced. The overall winner will receive the award during the Maritime Awards Gala on November 9th 2007 in Rotterdam.

Despite the extreme busyness of the Dutch shipbuilding industries, twenty companies have registered their innovations for the prestigious award. This once again proves the strategic importance of innovation for the sector. The Maritime Innovation award is an initiative of Holland Marine Equipment Association.

Applications for the Maritime Innovation Award 2007:

- | | |
|--|---|
| <input type="checkbox"/> Datema Delfzijl BV | ENCdirect |
| <input type="checkbox"/> MARIN | Compact Manoeuvring Simulator |
| <input type="checkbox"/> Threeforce BV E-marine | E-marine boat security systems |
| <input type="checkbox"/> Sat4Sea | Sat4Sea Satellite |
| <input type="checkbox"/> Cubic Marine BV | Cube system |
| <input type="checkbox"/> Maritieme Academie Harlingen | New training vessel Prinses Maxima/Prinses Amalia |
| <input type="checkbox"/> Huisman-Itrec | Subsea complex pipe laying systems |
| <input type="checkbox"/> Yachtsupport | Yachtsupport Innovative Floor System |
| <input type="checkbox"/> Machine- & Lierenfabriek C. Kraaijeveld | Safewinch |
| <input type="checkbox"/> Silvestris BV | Innovative glue and rivet connecting technology |
| <input type="checkbox"/> Radio Holland Netherlands BV | Padpilot Sigma 560 for inland shipping vessels |
| <input type="checkbox"/> Radio Holland Netherlands BV | MIND Maritime Infotainment Network Design |
| <input type="checkbox"/> Econosto Nederland BV | Fuseal Seadrain |
| <input type="checkbox"/> Ironic | Hybrid tubes |
| <input type="checkbox"/> Voith Turbo BV | Vector Prop system |
| <input type="checkbox"/> Radio Holland Netherlands BV | Connector |
| <input type="checkbox"/> Winteb VOF | Win 2000 heated air pipe head |
| <input type="checkbox"/> Kranendonk Industriële Automatisering | Total welding robot system |
| <input type="checkbox"/> Composail | Q winchdrive en compodrive |
| <input type="checkbox"/> Roden Staal BV | Deckrigger |

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The winner of the Maritime Innovation Award 2007 will be announced at the Maritime Awards Gala in Rotterdam on November 9th. This never to miss event also highlights the three other maritime awards: Ship of the Year Award (KNVTS), the Timmers Award (VNSI), and the personal award for the yachting industries (HISWA).

The gala will host hundreds of top level guests from the Dutch marine cluster, Dutch government and politics. The programme contains a well known speaker and spectacular entertainment, with as final highlight the presentation of the four awards.

For further information about the Maritime Innovation Award 2007 please contact Jan Smits, project manager Innovation of Holland Marine Equipment Association (T:+31 (0)10 44 44 333 or E: js@hme.nl).

BARRACUDA ARRIVED AT FLUSHING ROADS



The MULTRASHIP tug **BARRACUDA** arrived at Flushing roads with in tow the newbuilding hull of the **HAVILA SATURN**, the hull was handed over to the **MULTRATUG 7** whilst the **BARRACUDA** went in port to top up her bunkers before continuation of her trip to Norway with the newbuilding hull

Photo : www.tugspotters.com ©

Anchor-handing tug arrives in Newcastle



An anchor-handing tug has arrived at the NSW port of Newcastle to help salvage the stranded bulk carrier **Pasha Bulker**.

The 40,000 tonne ship has been stuck on a sandbar just off Newcastle's Nobbys Beach since it was blown aground in a severe storm on June 8.

Newcastle Port Corporation chief executive Gary Webb said the 64m anchor handling tug **Pacific Responder** had sailed from Queensland, where it normally provided emergency towage in the

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northern Great Barrier Reef and Torres Strait.

It will now be joining two other tugs, **Woonah** and **Keera**, to lay sea anchors and chains in the operation to save the **Pasha Bulker** by winching it off the sandbar and out to sea.

The oil spill response vessel Shirley Smith is still standing by as a precautionary measure while fuel oil is pumped from the **Pasha Bulker's** lower tanks to safer tanks higher on the vessel.

A spokeswoman for Newcastle Ports Corporation says the team aims to complete the fuel-oil pumping on Friday.

Salvage company Svitzer Salvage is providing two tugs to replace the **Pacific Responder** in north Queensland.

The 64 mtr long ETV **Pacific Responder** is an Anchor Handling Tug Supply (AHTS) vessel that has been modified to fulfill the role as AMSA's dedicated emergency towage vessel. AMSA has contracted Australian Maritime Systems (AMS), in conjunction with Swire Pacific Offshore, to supply and operate the ship under AMSA's direction. The ship is flagged in Australia and crewed by Australians.

It is the only vessel of its type in Australia and is operating in Queensland between its home port of Cairns and the Torres Strait. Its major function will be to respond to any maritime casualty that may occur, such as a ship running aground or becoming disabled. It is also equipped to limit the effects of ship-sourced pollution and to assist in search and rescue tasks.

A supplemental role for the ship is to carry out maintenance for about 100 days each year, on AMSA's aids to navigation (AtoN), including buoys. This will be achieved using a small landing barge and an 8-wheel, all terrain, amphibious vehicle. This combination is far more environmentally friendly than the LARCs that have previously been used.

The EVT **Pacific Responder** was commissioned at a ceremony held in Cairns on the 30th August 2006. After speeches by the Hon Warren Truss, the Federal Minister for Transport and Regional Services, Mr. Clive Davidson, AMSA's Chief Executive Officer, Mr. Edward G. Anson AM, AMSA's Chairman, and Mr. John Sugarman, Managing Director of AMS, Mrs. Truss performed the naming ceremony. After the officials and visitors had toured the ship it departed, under the command of Captain Bill Reay, on its first working voyage, bound for the Prince of Wales Channel in the Torres Strait.



The 2005 built Chemical / Oil Products tanker **Acadian** (IMO 9298715) , seen in Charlottetown Harbour PEI, Canada
June 20th 2007

Photo : Gord Trivett ©

Pasha Bulker holding up, but potential for oil spillage still a concern

Newcastle Port Corporation and maritime authorities are continuing preparations to re-float the stranded **Pasha Bulker** at the end of this month though the potential for oil spillage remained a concern, Ports Minister Joe Tripodi said the situation confronting port corporations and the salvage team remains serious.

"The **Pasha Bulker** is currently standing up well to the weather and heavy seas off the coast," Mr Tripodi said. "Following extensive discussions with the salvage team and Newcastle Port Corporation, however, I'm advised there remains risk of an oil spill during both the preparation for and the refloating attempt from Nobbys Beach. This is not a routine exercise - refloating a 40,000 tonne bulk carrier is a difficult task, made more complex by the breach in the vessel. This is an exceptional situation requiring extensive planning and preparation. Newcastle Port Corporation is prepared for the realistic chance that despite the detailed planning and best efforts of the salvage team to transfer fuel to higher and safer compartments in the ship, some residue oil could remain in the tanks." he said.

Newcastle Port Corporation CEO Gary Webb said personnel from more than 20 agencies are preparing equipment necessary for any response. "Incident control and oil spill teams are already on stand-by and remain on full alert to respond immediately should there be an oil spill of any nature," Mr Webb said. "Any potential oil spill response will be three-pronged - a combination of contaminant recovery, the possible use of dispersants and a shore-line clean up."

The oil spill response vessel Shirley Smith is presently in Newcastle, where it will remain on call. The two salvage tugs, Woona and Keera, have now been joined by the anchor handling tug Pacific Responder, which normally provides emergency towage response in the northern Great Barrier Reef and Torres Strait for the Australian Maritime Safety Authority. The 64 metre long vessel will be used to lay sea anchors and chains during the salvage of the Pasha Bulker.

Speaking of the potential for an oil spill, Gary Webb said "Contingency plans have also been developed to deal with a situation of oil entering the Hunter River or being deposited on Stockton Beach. Oil response and salvage equipment gathered from across the country has been moved to the forward-staging area, ready to be deployed if an incident occurs."

The response equipment includes: Five different types of boom, totalling more than 4000 metres; Mechanical skimmers; Flexi-dams for oil storage; Towable storage bags; Dispersants; and Associated pumps and equipment. Computer modelling has also been carried out to prepare various spill-drift patterns as part of the contingency planning. Air surveillance has not observed any oil around the Pasha Bulker to date and the attempt to refloat the vessel remains on target, for spring tides at the end of the month.

Brand aan boord viskotter WR291

Donderdagmorgen om 04.00 uur ontving het Kustwachtcentrum te Den Helder een melding van de viskotter '**Esther Jenke**' (de Wieringen-291) dat brand was uitgebroken na een vermoedelijke explosie in de machinekamer. Het schip bevond zich ongeveer 2 kilometer voor de kust bij Bergen aan Zee. De reddingboot van station Egmond aan Zee van de Koninklijke Nederlandse Redding Maatschappij werd direct gealarmeerd en was om 04.15 uur ter plaatse. Ook Kustwachtvaartuig '**Waker**' werd naar de plaats van het ongeluk gestuurd. Door de reddingboot van station IJmuiden werd brandweerpersoneel overgebracht. Rond 05.00 uur werd aangegeven dat de situatie onder controle was en de brand geblust. De schade is echter dusdanig dat het schip niet op eigen kracht naar de haven kan. Een collega-visser heeft hulp aangeboden en zal de '**Esther Jenke**' assisteren. Er zijn geen gewonden. De gehele bemanning is gezond en wel.

Crew rescued after boat blaze

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THREE crew members had to be rescued from their boat Wednesday after a fire developed in the engine. The drama unfolded onboard the **Haven Hawk** pilot boat at around 1pm, 15 miles south east of Harwich.

A lifeboat from Harwich was sent to the vessel, before calling for assistance from the RAF rescue helicopter, based at Wattisham. The crew was airlifted to safety at Walton on the Naze, while the lifeboat doused the flames on the **Haven Hawk** and towed her to Harwich Harbour.

A spokesman for the Thames Coastguard said the crew were not injured in the incident.

The situation was dealt with by 4.20pm.



HAL's **ROTTERDAM** seen moored in Flam (Norway) – Photo : Rob van den Hof ©



Kanoërs in problemen ten noorden van de Noorderpier

Dinsdagavond 19 juni om 21.25 uur werd de bemanning van de Koninklijke Nederlandse Redding Maatschappij station Hoek van Holland en Ter Heijde gealarmeerd voor 3 kanoërs in problemen. De kanoërs zouden zich ten noorden van Noorderpier bevinden. Door de sterk veranderde stroming die ontstaan is door zandsuppletie hebben zij zich ernstig vergist in de heersende waterstroming. Juist toen de KNRM reddingboot **Jeanine Parqui** uit de Berghaven was vertrokken werd het alarm ingetrokken.

De Hoekse redders die eenmaal onderweg waren besloten toch door te varen naar zee en een kijkje te nemen. Na een praatje met de bemanning van de **Politie 3** die ter plaatse was een leren volleybal gered van een wisse wereldreis. Na een uurtje oefenen (met de bal) richting Berghaven gevaren en aangemeerd.

EC bans old ship export to Bangladesh

The European Commission (EC) has imposed a ban on export of old ships from its member states to Bangladesh, which largely depends on scrap steel to run hundreds of re-rolling mills, official sources said.

The sources said the news on the ban was known from a recent letter sent by Faizul Latif Chowdhury, minister and head, commercial wing of the Embassy of Bangladesh in Brussels to European Metal Recycling Ltd director David Sheppard. In his letter, Chowdhury has inquired about the nature of the problem and relevant EC regulation that warrants a ban on exportation of old ships from member states to Bangladesh.

"I shall be glad if you can inform of the nature of the problem and refer to the relevant EC Regulation that enforced ban on exportation to Bangladesh," said the letter. Such a ban will not be a welcome news for the growing local ship-breaking industry in Chittagong as around 40 per cent of old ships are imported from the European Union (EU) member countries, said advisory council chairman of the Ship Breaking Association (SBA) Jafar Alam.

Alam, however, said his association is not aware about the ban that will affect the activities of 32 ship-breaking yards and the country's 700 re-rolling mills. Chowdhury, who has sent the copy of the letter to the Ministry of Foreign Affairs and the Ministry of Commerce (MoC), also sought advice from the European Metal Recycling Ltd on necessary efforts by the Bangladesh mission in Brussels to lift the unexpected ban.

Ship-breaking industry leaders presume that international propaganda about the safety issue of labourers in the yards may have influenced the EC to impose such ban. The International Labour Organisation (ILO) and International Maritime Organisation (IMO) have long been vocal on various controversial issues of the local ship-breaking industry that, according to its leaders, has emerged as one of the biggest in the world.

The local ship-breaking industry at Sitakunda in Chittagong is currently housing 32 private yards. The industry that currently employs about 25,000 labourers directly and some 0.3 million indirectly started in 1970s, but it has flourished at a faster rate since 1980s.

Some 140 ships were brought into the ship-breaking yards in fiscal 2005-06. Labourers break ships manually, which is devoid of any international rules and regulation.

However, sources with the ship-breaking industry said local expertise has been developed over the years in such a manner that it takes only three months to break a giant ship having 60,000 DWT (deadweight tonne) compared to five-month time in neighbouring India.

SBA chairman Jafar Alam said India will be benefited most from such a EC move as the local steel industry will have to rely on the neighbour for the import of billet and iron ores.

He said his association has been addressing the safety issues of the labourers as per recommendations by the ILO and the IMO.

"We are awaiting a government approval for establishment of a hospital in the ship-breaking zone," he said. Meanwhile, the Ministry of Shipping (MoS) assigned the Department of Shipping last year to verify various issues before providing permission for the import of old ships.

The move is aimed at discouraging import of old ships that might pose environmental risk, said AKM Shafiullah, director general of the Department of Shipping.

The MoS is also working on introduction of a policy on ship-breaking industry focusing on safety and environmental issues, said a ministry official.

The official said an inter-ministerial meeting will be held in the MoS today (Thursday) to seek opinions from the concerned sectors on the draft policy.

CASUALTY REPORTING



Ship Sinks, Crew Rescued

According to AFP, all 19 crew aboard the Panamanian ship FAIRCHEM STEED which sank in the Arabian Sea in bad weather were rescued by a passing vessel, the official Yemeni news agency Saba said. The agency said the ship, a chemical transporter, sank between Socotra Island and the south coast of Yemen when it was battered by high waves and winds. An official at the Yemeni maritime authority said the ship was transporting fertilizers, warning that it could cause harm to marine life. The ship went down in deep waters north of Socotra, adding that Yemeni authorities were seeking more information from the crew.

Two Towboats Sink

The Coast Guard is responded yesterday after two towboats, with four people sank, while tied alongside the dock on the Atchafalaya River in Krotz Springs, La.

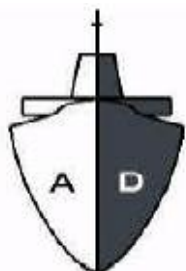
At just after 4 a.m. the Coast Guard received a call that the **MISS MARJORIE**, a 50-foot towing vessel, and the **AMY SUE**, a 62-foot towing vessel, were tied together and moored to the dock at the Krotz Springs Valero Refinery, when the deckhand noticed the **MISS MARJORIE** taking on water. The deckhand woke up the captain and crew just before the **MISS MARJORIE** sank, subsequently sinking the **AMY SUE** as well. Three crewmembers safely jumped to the pier while the fourth, the captain, swam safely to shore.

Pollution Investigators from Marine Safety Unit Baton Rouge assessed the waterway and declared that of the estimated 500 gallons spilled, there was only minimal recoverable diesel fuel which is currently being cleaned by spill contractors. Salvage operations are expected to begin Friday.

NAVY NEWS

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Above seen the Royal Malaysian Navy sail training ship KLD **TUNAS SAMUDERA A13** while off Malta after she took fuel to complete her voyage to Cartagena. She's on a World Tour to promote 50 years of Nationhood in Malaysia. She left Port Klang on 12th March 2007 & will return back to Lumut on 25th April 2008. Ship was started being constructed in March 1988 @ Brooke Yachts International Limited in Suffolk, UK and she was commissioned on 15th October 1989.

Photo : Lawrence Dalli – Malta Shipphoto ©

ADSB Celebrates Another Baynunah Keel Laying

Abu Dhabi Shipbuilding (ADSB) has reached another major milestone in the Baynunah Corvette Program for the UAE Navy. On June 21, ADSB laid the keel block for the third of a six-ship program and initiated the first steel cutting for the fourth ship.

The first ship is under construction in Cherbourg, France at the shipyard of ADSB's subcontractor, Construction Mecaniques de Normandie (CMN). The hull structure and superstructure are in place and outfitting is in process. The second ship construction at ADSB's Massafah shipyard facility in Abu Dhabi has now reached main deck level for the platform and work on the aluminium superstructure and top side module has commenced. The keel laying consists of placing the first construction block in position in the Ship Assembly Hall. The first hull block containing machinery and engineering spaces for the vessel's mechanical systems. ADSB's shipyard is undergoing an expansion which is progressing to plan and will be completed by the end of this year. Expansion of the Steel Production Shop, extension of the Assembly Halls and additional Warehousing are all now very visible within the shipyard. Earlier this year, additional dry berths and an extension to the Syncrolift Side Transfer System came on stream and are now handling vessels on a daily basis. The Baynunah Class vessels are Naval Corvettes designed by CMN. The French company is

also acting as a main subcontractor to ADSB for construction of the first vessel in France, technology transfer and supply of related logistics and training services. The other five vessels are being built at the ADSB facility in Mussafah.

Argentine navy ship arrives in Dublin

One of the world's largest tall ships, the Argentine navy's ARA **Libertad**, will steam up the Liffey early today with 10 "captives" on board.

The captives, mainly from Mayo, were press-ganged into service by Capt Pablo Vignolles at Galway docks earlier this week for the 100m (330ft) vessel's voyage to Dublin.

The ship, due up the Liffey by 6am, is on a nine-day visit to Ireland to mark the 150th anniversary of the death of Mayoman Admiral William Brown, who founded the Argentine navy.

The highlight is tomorrow's national military ceremony on the Liffey banks involving Minister for Defence Willie O'Dea and Admiral Jorge Omar Godoy, the Argentine navy's commander-in-chief.

Navy's Amphibious Transport Ship INS Jalashwa To Be Commissioned Today

A new Indian Navy ship -- the **INS Jalashwa** -- will be commissioned Friday at Naval Station Norfolk. The **Jalashwa** was formerly the **USS Trenton**, an amphibious transport dock ship.

The **Trenton** was decommissioned in January and transferred to the Indian Navy, marking the first time the U.S. has transferred a ship to India. The Indian crew came to Naval Station Norfolk in October 2006 to being training on the ship, which included some at-sea time with the American crew.

Friday's commissioning will also mark the first time a ship of this class will enter the Indian fleet. The Indian ambassador to the U.S. -- His Excellency Shri Ronan Sen -- will do the honors.

SHIPYARD NEWS

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Daewoo Wins \$800m in Contracts

According to reports, Daewoo Shipbuilding Marine & Engineering Co., won \$800m in orders from several European companies to build three bulk carriers and one offshore drill ship. The deals require Daewoo Shipbuilding to deliver the vessels by June 2010, the company said. It did not identify the companies that made the orders. Daewoo Shipbuilding said it has received shipbuilding orders valued at \$8.36 billion so far this year, achieving more than 80 per cent of this year's target of \$11 billion.

NEWBUILDING ORDER FOR MERWEDE SHIPYARD

IHC Holland Merwede BV is proud to announce that its subsidiary Merwede Shipyard received the contract for the design and construction of a multi purpose offshore support vessel for Hornbeck Offshore Services LLC from Covington in Louisiana United States.



Merwede Shipyard was granted this order because of its ability to design and offer the vessel including the integration of cranes within the required short delivery time and for a fixed price. The vessel will be built under Yard No 717 and delivery will take place 3rd quarter 2009. This world-class MPOCV will be capable of operating globally. However, the Hornbeck Offshore Services plans to deploy the vessel in its primary operating market, the deepwater and ultra-deepwater Gulf of Mexico ("GoM"). While this foreign-built vessel cannot qualify for Jones Act trade, the Company still intends to U.S.-flag the vessel, which offers certain strategic benefits to the Company and its GoM customers. Hornbeck Offshore also has an exclusive four-year option to construct two additional "sister vessels" based on the same Type-22 MPOCV design at a U.S. shipyard of its choice, which would qualify for domestic coastwise trade under the Jones Act.

Principal characteristics
Length over all approx. 131.70 Metres

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Length between PP, on design draught 117.70 Metres
Breadth moulded 22.00 Metres
Depth main deck mld. 9.50 Metres
Draught design mld. 6.25 Metres
Draught scantling mld. 6.75 Metres
Deadweight at design draught approx. 6,850 Metric tons
Deadweight at scantling draught approx. 8,050 Metric tons
The vessel will be built in accordance with the Rules and Regulations of Det Norske Veritas, to obtain the following notation: DNV □ 1A1, EO, SF, Dynpos, AUTRO, HELDK, DK(+), ERN (99,99,93) and further to the regulations of the Isle of Man Authorities.

This 8,000 deadweight ton vessel will be equipped with two cranes, a helideck, a moon pool and accommodations for 100 people. The primary crane will have lifting capacity of up to 400 tons in up to 3000 mtr of water depth and the secondary crane will provide significant additional lifting capacity. The ship has been designed by Merwede Shipyard in close concert with Hornbeck Offshore Services and has been based on an enhanced version of the Merwede Type-22 design, Merwede Shipyard's versatile 22 mtr beam design. It will be a fully Dynamic Positioned DP3 Multi Purpose Offshore Construction Vessel, suitable for worldwide operation.

Dubai Drydocks bags US\$175m job



Above seen a semi-submersible rig under construction at Dubai drydocks

Photo : Reinier Meuleman ©

Dubai Drydocks, a market leader in ship repair and conversions, has concluded an agreement with Singapore-based Navig8 to build four medium-range product tankers, with an option for four more vessels, Emirates News Agency reported.

The deal is valued at US\$175 million and is the biggest-ever signed by Dubai Drydocks. It will launch Dubai Drydocks into the arena of building larger merchant vessels.

Steel cutting for the first of the four confirmed 50,000 dwt chemical carriers is scheduled to begin in May 2008. The vessels will be delivered between 2009 and 2010. A deal on the option for four more tankers will be considered by December.

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Dubai Drydocks, which launched new ship building operations just last year, won the contract from Navig8 after beating back tough competition from several major international rivals.

The modern generation tankers will be built according to proven designs from South Korea and will comply with the latest common structural rules.

The deal assumes strategic significance since it follows closely the successful foray into the highly competitive Far Eastern market by Dubai Drydocks's parent company, Drydocks World, through the acquisition of a controlling stake in Pan-United Marine Limited, one of Singapore's largest shipyards.

Work on the Navig8 tankers will begin after the completion of two 16,500 dwt semi-submersible steel hulls for Aker Kvaerner, a Norwegian company.

Following the completion of an US\$81 million expansion project that included the development of the northern side of its massive yard into a modern fabrication yard, Dubai Drydocks has established itself as a major ship builder at the global level.

The company employs over 8,500 skilled artisans and is well respected within the maritime industry for providing a service, which fully meets the clients' requirements, said a press statement issued by the company.

ROUTE, PORTS & SERVICES

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MOL to Expand Fleet

MOL has outlined plans for fleet expansion. MOL announced that it intends to increase the bulkship fleet by 60 vessels over the period to mid-2012. In addition, the iron ore carrier fleet is to be expanded by 44 newbuildings. These ships will include five vessels of 300,000 tons, six of 230,000 tons and another six of 200,000 tons.

Multraship expands tug fleet

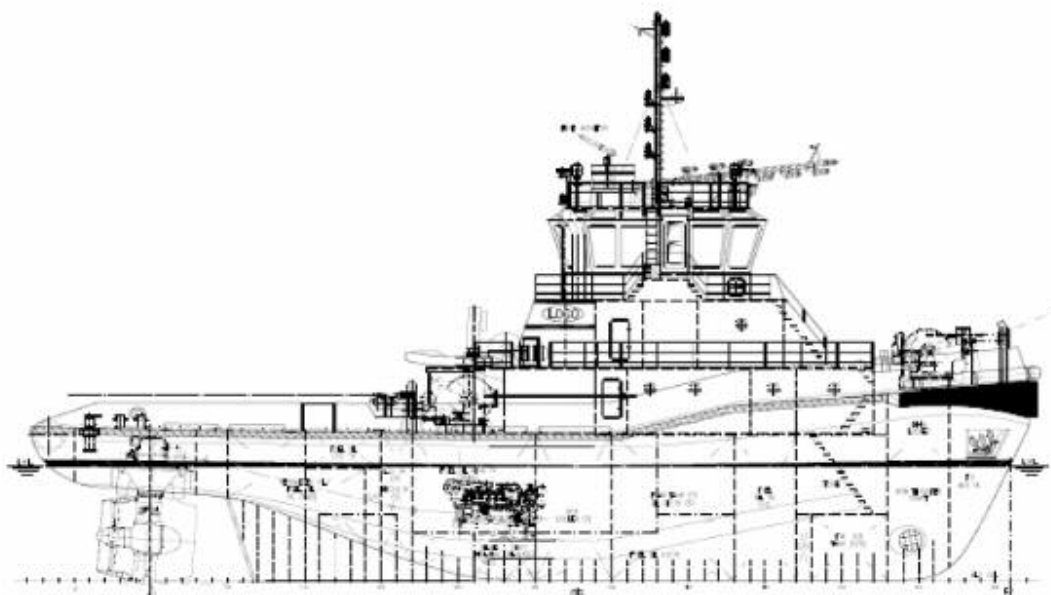
LEADING salvage and towage company Multraship has bought two newbuilding Azimuth Stern Drive tugs for delivery October 2007 and April 2008. The two multi-purpose tugs will be rated around 70 tonne bollard pull and are currently under construction at the Vega Denizcilik Sanayi Ve Tic. Ltd. Sti shipyard in Turkey.

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"Demand for reliable towage services in the North Sea is strong and we are pleased that we will be able to expand our fleet of modern tugs by buying these two new vessels for early delivery," says Leendert Muller, managing director of Multraship. "We also have two Carrousel tugs building for us in Malaysia, set for 2008/9 delivery, which will together with these two new multi purpose vessels give our River Scheldt-based fleet a substantial boost to capacity. It is very important for us to be able to deploy good fire fighting, salvage and oil pollution combating capacity rapidly in the busy Scheldt area."

Both tugs will be 35.7 m loa, 12 m beam and will have a multi-role capability for harbour, escort and sea towage and

also full firefighting and salvage roles. They will have FF1 fire fighting, Escort towage and Oil recovery notations. The first vessel will have two Caterpillar Engines, the second two ABC engines, delivering around 70 tonnes bollard pull through Z drive CP propellers. The vessels will have a double winch aft and a single winch forward and a free running speed of around 13 knots.



Multraship draws on more than ninety years of experience in the salvage and towage industries. Its core operations include salvage, wreck removal, harbour towage, coastal and deep-sea towage, services to the dredging and offshore industries and support for inland navigation. It operates and manages a fleet of thirty-one tugs, salvage vessels, floating sheerlegs and other craft equipped with modern towage, salvage and fire-fighting equipment and manned by experienced and highly-trained masters and crew. www.multraship.com

Foreign tourists flock to HCM City

HCM City drew 1.28 million foreign visitors in the first half of the year, a year-on-year increase of 11.3 per cent and 48 per cent of the year's targets, according to the municipal tourism department.



HCM City Department of Tourism director Dong Thi Kim Vui said that foreign visitors from Russia, not traditionally among the city's top tourism markets, surged by over 81 per cent over the previous year.

The **SUPER STAR GEMINI** seen in Ho Chi Min city.

Photo :
Capt Jelle de Vries ©

The number of visitors from

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mainland China also grew a whopping 49 per cent, followed by Australia (up 37 per cent), South Korea (33 per cent), Japan (15 per cent), Taiwan (8 per cent), and the US (8 per cent).

Tourism brought the city over VND10.3 trillion (US\$647 million) in revenue during the first half of the year, the tourism department estimated. At the same time, the department reported that the number of domestic travellers going abroad was also surging. Approximately 313,000 domestic tourists travelled abroad in the first six months of the year, an increase of nearly 20 per cent, with Singapore, Thailand, China, Malaysia and Cambodia among the most popular destinations.

The department attributed the growth to such factors as promotional airfares and simplified visa procedures.

Yesterday, Saigontourist Company welcomed 2,700 holidaymakers arriving on Star Cruises Group's **Super Star Aquarius** liner. The passengers were scheduled to visit the War Museum, Ben Thanh Market and the Cu Chi former guerrilla base.

Saigontourist announced that it was offering Meetings, Incentives, Conventions and Exhibitions (MICE) facilities to tours travelling from HCM City to Malaysia and Singapore next week on the five-star **Super Star Gemini** cruise ship. Saigontourist has serviced 4,000 MICE tourists in the first five months of this year.

East London plans new marina

East London's Buffalo City Council has given approval to the first phase of a R600 million plan to re-develop the city's beachfront which includes building a new marina and yacht harbour on the sea-side of the port.

The new yacht harbour will be immediately to the east of Orient Beach but is dependent on other plans to deepen East London port to accommodate larger ships.

Transnet has so far declined to finance the improvements to the harbour but has raised no objection to the city and developers attempting to raise interest for the project. The harbour deepening and new quays would cost in the region of R5 billion, it has been estimated.

Sand and silt dredged from this project would be used to create new beaches along the beachfront and to build the marina.

The plan forms part of a more ambitious project that will see Marina Glen on Eastern Beach developed with a hotel and luxury apartments and shops – the glen is currently an open park area.



NEW TUGS FOR SMIT REBRAS UNDER CONSTRUCTION

Below picture is taken 19/06/2007 during SMIT Rebras visit to the yard Detroit Brasil in Itajai, Santa Catarina, Brazil. SMIT Rebras has a total of 18 tugs under construction at this yard: first 12 ASD tugs of 45 TBP and Robert Allan RA 2500 design, followed by 6 ASD tugs of 65 TBP and Robert Allan RA 3000 design.



Photo : Pieter van Stein ©

From right to left hulls 309, 310, and 311 for the first three 45 TBP ASD tugs that will be delivered later this year.

SMIT Rebras Newbuilding Tugs - 12 x 45 TBP ASD Tugs

Length 24.40 m, Breadth 10.25 m, Molded Depth 5.05 m, Draft 4.00 m, Gross Tonnage 257

Bollard Pull 45 TBP, Engines Caterpillar 3512B HD, Horse Power 3700 hp / 2760 kw

Propulsion System Schottel SRP1012FP, FIFI 300 m³/ h

SMIT Rebras Newbuilding Tugs - 12 x 45 TBP ASD Tugs – Names:

Hull C-309: **SMIT TUPI**, Hull C-310: **SMIT TUXÁ**, Hull C-311: **SMIT TORÁ**, Hull C-312: **SMIT TICUNA**, Hull C-313: **SMIT TERENA**, Hull C-314: **SMIT TUCANO**, Hull C-315: **SMIT TAPAJÓ**, Hull C-316: **SMIT TAMOIO**, Hull C-317: **SMIT TARIANA**, Hull C-318: **SMIT TUPARI**, Hull C-319: **SMIT TAPEBA**, Hull C-320: **SMIT TUPINAMBÁ**

SMIT Rebras Newbuilding Tugs - 6 x 65 TBP ASD Tugs

Length 30.50 m, Breadth 11.00 m, Molded Depth 5.28 m, Gross Tonnage 402, Draft 4.20 m

Bollard Pull 65T, Engines Caterpillar 3516B HD, Horse Power 5360 hp / 4000 kw

Propulsion System Schottel SRP 1515 FP, FIFI 300 m³/h (4 Tugs), FIFI CLASS 1 (2 Tugs)

SMIT Rebras Newbuilding Tugs - 6 x 65 TBP ASD Tugs – To Be Named:

Hull C-321: SMIT TBN 13, Hull C-322: SMIT TBN 14, Hull C-323: SMIT TBN 15, Hull C-324: SMIT TBN 16, Hull C-325: SMIT TBN 17, Hull C-326: SMIT TBN 18

Tugboat Christened in Montreal

On Thursday, June 21, the Ocean Group, a harbor towing company in Quebec, christened its new tugboat, the **Océan Raymond Lemay**, named in honor of one of the most important figures in the Canadian maritime industry, and a well known figure in the Quebec business community.

Alphaminicourse gyrocompass uitgebreid met nieuwe opties

ALPHATRON



Met de introductie van de Alphaminicourse gyro is er duidelijk vraag uit de markt gekomen naar meer opties. Vanaf juli 2007 is de vernieuwde Alphaminicourse leverbaar. Deze is standaard voorzien van 16 programmeerbare NMEA uitgangen (4x RS 232 en 12x RS 422).

Middels DIP-switches kan worden gekozen voor een variabele boud rate tot maximaal 38000. Hierdoor is de Alphaminicourse zonder tussenkomst van extra interfaces geschikt voor de nieuwste high-speed radars van Furuno en JRC.

Voor toepassing in de offshore industrie is een interswitch ontwikkeld, volledig redundant conform de nieuwste DNV eisen. Op deze interswitch met handmatige override kunnen 3 Alphaminicourse gyro's worden aangesloten alsmede een magnetisch kompas. Meerdere afnemers kunnen rechtstreeks op het moeder kompas worden aangesloten.

Inmiddels heeft Alphasatron Marine voor dit systeem opdrachten ontvangen van Stolt Nielsen en Petrobras.

HAWAII SUPERFERRY ALAKAI IN SERVICE

US fast ferry operator Hawaii Superferry has taken delivery of the 107 metre long high speed ferry **Alakai** its builder Austal USA to Hawaii Superferry. A second US-flagged vehicle-and-passenger carrying catamaran is currently under construction at the yard.

Classed by Germanischer Lloyd, and powered by four MTU 20V 8200 M70 main engines via four ZF 53800 gearboxes, with a top speed of 35 knots, the high speed craft is capable of carrying 866 passengers and 282 cars. The ship incorporates environment-friendly technology, such as hulls with a non-toxic coating and on-board storage of wastewater, refuse and other solid waste. The vessel's design enjoys an excellent track record of safety and reliability. The environment-friendly, energy-efficient, specially designed catamaran meets or exceeds government standards for protecting Hawaii's islands and the ocean. The ship is the largest aluminium catamaran ever built in the US.

"An important requirement for **Alakai's** entry into service is the completion of the United States Coast Guard's detailed certification and inspection process, which is in its final stages in Mobile," said Hawaii Superferry's President and CEO John Garibaldi. "The **Alakai** is a unique, state-of-the-art US flagged vessel. The Coast Guard, Austal and Hawaii Superferry want to ensure that the vessel, its machinery and equipment, as well as its safety systems and plans are thoroughly inspected and reviewed."

BigLift Shipping extends fleet

BigLift Shipping, currently operating 13 heavy lift vessels having a maximum lifting capacity of 1400 mt, is undertaking an investment program to extend the fleet in numbers of vessels and in lifting capacity.

BigLift signed a contract with Larsen & Toubro of India, for the construction of two multi-purpose heavy-lift vessels.

The main characteristics of the newbuildings are:

length o.a.	154.80 m
beam	26.50 m
scantling draft	9.50 m
deadweight	18,680 mt

The vessels will be equipped with two Huisman heavy-lift mast cranes, each having an SWL of 900 mt: lifting capacity in tandem 1800 mt.



The newbuildings will have 1A Finnish Ice class, have hydraulically operated upperdeck hatch covers, pontoon tweendeck covers at adjustable heights, two trolley cranes of 37.5 t SWL, hold ventilation and heating, CO₂ and sprinkler systems in the hold. The vessels will be able to carry all kinds of dry cargo as well as project cargoes and heavy lifts in the most efficient manner.

To carry very tall heavy lifts such as cranes, modules, etc. the ships can sail with the upperdeck covers totally or partially open.

The vessels will be delivered end 2009 and early 2010. BigLift and Larsen & Toubro agreed on two further options for sister vessels.

The vessels are built at the brand-new shipbuilding facility of Larsen & Toubro at Hazira.

Larsen & Toubro, India's largest private engineering and construction company, recently decided to further diversify their activities into shipbuilding; targeting the construction of sophisticated vessels such as the BigLift newbuildings.

TRANSPORTER LOADED HER FIRST CARGO



Dockwise latest fleet addition **TRANSPORTER** loaded her first load an Indian Dredger
Photo's : John Falconer ©



Edda Sprite sold

Fearnley Offshore Supply has confirmed that Astrea Shipping Company in Greece has acquired the PSV **Edda Sprite** (1987 – 3,550 dwt) for Nkr 110 million. The ship's new managers will be Asso Divers.

Chiquita completes sale of refrigerated cargo vessels

Chiquita Brands International, Inc. has announced that it has completed the previously announced sale of its 12 refrigerated cargo vessels for \$227 million.

The cash proceeds from the transaction are being used to repay approximately \$170 million of debt, and the remainder will be retained for general corporate purposes, including growth investments or future debt repayments. The ships have been chartered back from an alliance formed by Eastwind Maritime Inc. and NYKLauritzenCool AB.

The parties also entered a long-term strategic agreement in which the alliance will serve as Chiquita's preferred supplier in ocean shipping to and from Europe and North America.

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With annual revenues of approximately \$4.5 billion, Chiquita Brands International, Inc. is a leading international marketer and distributor of high-quality fresh and value-added food products - from energy- rich bananas and other fruits to nutritious blends of convenient green salads.

The company's products and services are designed to win the hearts and smiles of the world's consumers by helping them enjoy healthy fresh foods. The company markets its products under the Chiquita(R) and Fresh Express(R) premium brands and other related trademarks.

MOVEMENTS

On 5th July the Royal Navy Sandown Class **HMS SHOREHAM M 112** & the Hunt Class mcmv **HMS ATHERSTONE M 38** are visiting Valletta.

From Thursday 12th - Tuesday 24th July the German Navy Type 206 submarine **FGS U18 S 197** will be visiting Valletta



The **CAPE ESMERALDA** seen in La Pallice port
Photo : Piet Sinke ©



The **GRAND PRINCESS** seen enroute Rotterdam
Photo : Tjep van Roon ©



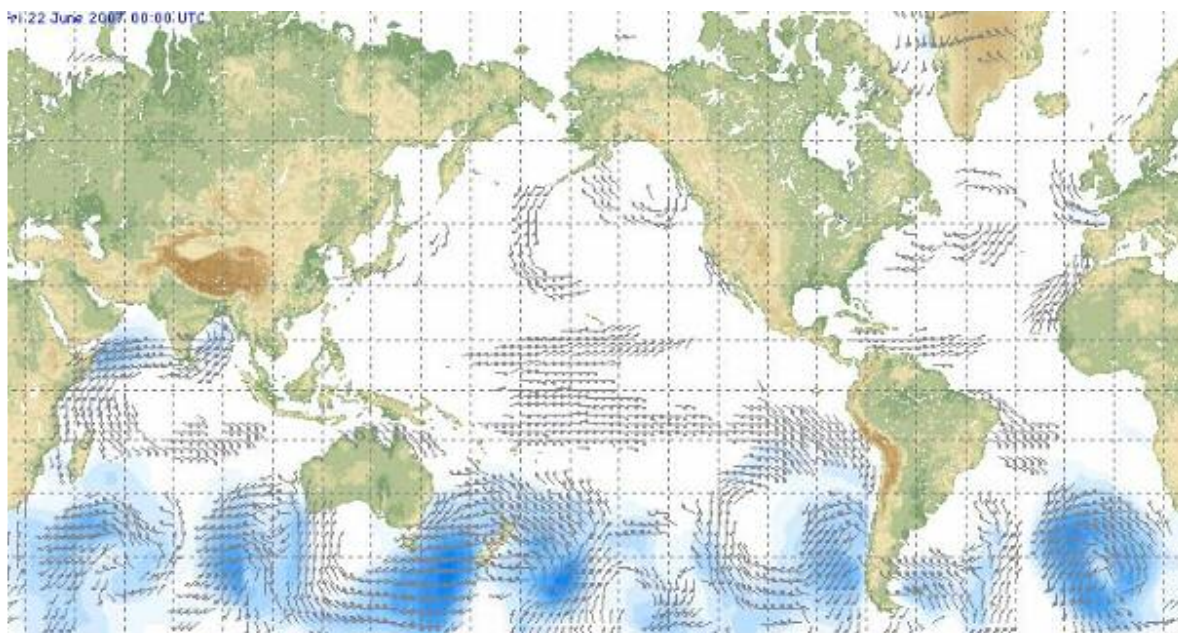
The **ARCADIA** and **GRAND PRINCESS** seen moored in Zeebrugge
Photo : Henk Claeys ©

MARINE WEATHER

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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 **MONTE OLIVIA** seen enroute Rotterdam

Photo : Rob de Visser ©

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