

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 156



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News reports received from readers and Internet News articles taken from various news sites.

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The W 332 HEIMDAL - third patrol vessel of project ST610 by Skipsteknisk, built at Gryfia ship repair yard, Szczecin Poland seen enroute her homeport.

Photo : Tomasz Grotnik ©

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EVENTS, INCIDENTS & OPERATIONS



The **QUEEN OF THE NETHERLANDS** seen operating in Abu Dhabi.
Photo : Crew of the Queen o/t Netherlands ©

Polluting ships made to pay YTL 7 million

The İstanbul Metropolitan Municipality, which took over the inspection authority of ships passing through the Bosphorus straits 11 months ago, has been issuing vehicles polluting the Marmara Sea and the Bosphorus with financial penalties.

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Some 300 ships, 90 of them under the Turkish flag, were delivered a total fine of YTL 7 million for polluting, to be paid within one year. The majority of punishments were the result of dumping refuse into the sea, whereas the heaviest punishments were given to ships dumping oil. The average punishment for dumping effluent is YTL 20,000. Individual fines levied were based upon the quantity of waste and ranged from YTL 10,000 to YTL 50,000. Inspections were carried out by land and sea, with helicopters and airplanes providing air support. The İstanbul Metropolitan Municipality has been conducting its monitoring operations with scrupulous care in order to prevent pollution of the Marmara and Black Sea coasts, as well as in the Bosphorus. The municipality recently acquired two boats to use for this aim. One is stationed in the Tuzla-Pendik region and the other is in the Yenikapı-Zeytinburnu region. The boats conduct nonstop inspections, with a team of 12 municipal policemen and three environmental engineers. Air support is used as a rapid response and emergency resource by the municipality.

The waste polluting the waters around İstanbul can be analyzed in order to identify those responsible. Craft found to be dumping waste are punished immediately. In cases where the waste source cannot be determined, the pollution is cleaned up by the Municipality's Sea Services Directorate.

Ships from Hong Kong to Korea, from Panama to Russia are dumping waste into Turkish waters. The ships found to be the most polluting were Turkish ships. So far 89 crafts under the Turkish flag have been punished for dumping dirty water, oil waste and fuel overfill. Turkish ships were followed by craft from Panama, with 36 ships, and then Malta, with 15 ships.



The **MOL DRAKENBERG** seen approaching East London
Photo : Edwin Wiegers ©

A slacker wire could have saved Bourbon Dolphin

During the Royal Commission hearing about the illfated AHTS **Bourbon Dolphin** it was revealed that the tow master on the semi-submersible **Transocean Rather** initially refused to give more slack on the wire. The master of **Bourbon Dolphin** asked to have more slack on the wire allow the vessels more room to manoeuvre. At first the tow master refused to give out more wire, but later relented when the captain insisted.

When captain Grim Bergtun, the master of AHTS **Olympic Hercules** was asked if he believed that the accident could have been avoided had the wire been slackened, he answered "Yes". The slack on the wire had allowed **Olympic Hercules** to get back in position through strong current and six metres waves. The tow master appeared to understand that **Bourbon Dolphin** had difficulties, because he asked **Olympic Hercules** to stand by to assist.

According to captain Bergtun, the tow master also asked the **Bourbon Dolphin** to terminate the job and get out of the area. Seven anchors were already in place and the situation was not regarded as critical.

Owners of sunken cruise ship to fight €1.17 million (US\$1.57 million) pollution fine

The owners of a cruise ship that sank off a Greek holiday island two months ago said Thursday they would fight a €1.17 million ((US\$1.57 million) government-imposed fine for polluting the sea.

Cypriot-owned Louis Hellenic Cruises called the fine "entirely unfair and unfounded," saying it had done all it could to minimize pollution from oil and lubricants leaking out of the hulk, which lies over 100 meters (325 feet) below the surface. "The company will take all necessary action to have the relevant decision canceled," a company announcement said.

Louis Hellenic Cruises also said it was setting up a €4.3 million (US\$5.76 million) fund with a Greek court to compensate any parties who sustained damage in the wreck.



Photo : Teun van der Zee ©

The **Sea Diamond** hit rocks off the Aegean Sea island of Santorini on April 5, and sank a day after with some 450 tons of fuel and lubricants on board. It has leaked more than 300 tons of oil into the sea, prompting a massive cleanup operation.

Almost 1,600 people, mostly American tourists, were evacuated from the foundering ship. Two French tourists remain missing and are presumed drowned. The fine against the ship's owners, Louis Group, operators Louis Hellenic Cruises and captain Yiannis Marinos — for polluting the sea and nearby coast and for failing to submit a plan to pump out the remaining fuel from the ship's tanks — was imposed Monday by Merchant Marine Minister Manolis Kefaloyiannis. Separate daily fines of €9,000 (US\$12,000) — totaling €560,000 (US\$750,000) so far — have been levied on the company by Santorini port authorities. Louis Hellenic Cruises said Kefaloyiannis' decision ignored its efforts to contain leakage. The company has contracted Greek experts to conduct the cleanup effort. Up to 300 tons of oil have been mopped up at sea, and dozens of tons on the coast.

"The action taken by the Owners ... has helped to contain the environmental consequences of the vessel's sinking to a minimum," Louis Hellenic Cruises said. The company said any attempt to pump out the fuel remaining in the **Sea Diamond's** tanks "would be extremely dangerous" to divers and the environment. The ship's captain and five other crew members are still facing criminal charges of negligence. Greek authorities and the shipowners blamed the shipwreck on human error.

Uitgebrande vistrawler lag illegaal aan kade Velsen-Noord

De vistrawler **Willem van der Zwan SCH 302**, waarin op 30 januari in Velsen-Noord een grote brand ontstond, had geen vergunning om voor langere tijd werkzaamheden te mogen verrichten. Dat staat in een onderzoeksrapport dat woensdagavond in Velsen bekend is gemaakt, meldt het Haarlems Dagblad.

Dit rapport en een rapport van het Instituut voor Veiligheids en Crisismanagement (COT) over de scheepsbrand concludeert onder andere dat de brandweer de brand sneller onder controle had kunnen krijgen als er eerder externe scheepsbranddeskundigen waren ingeschakeld. Tevens werden de omwonenden slecht op de hoogte gebracht van de omstandigheden en risico's. Daardoor was niet iedereen bekend met de aanwezigheid van blauwzuurgas in de omgeving van het brandende schip.

De brand op de **SCH302** ontstond op 30 januari tijdens werkzaamheden. Pas vier dagen later was de brandweer de brand meester.

FASHION TV's F.DIAMOND IN RHODOS



Fashion TV's **F DIAMOND** seen moored in Rhodes - Photo : Paul Kroonenburg ©

The **F. Diamond**, which can carry up to 1,000 passengers, is 140m long and has 8 decks.

The **F.DIAMOND** has over 200 luxury cabins, a relaxing spa, indoor and outdoor restaurants, discos and nightclubs, a casino and Poker rooms, chill out lounges and a stunning outdoor pool! The **F. Diamond** cruise includes: Top fashion shows; Duty free shops; Gourmet food: Casino; Cocktail bar; Nightclub with international DJs; Swimming pool.



The French ETV **ABEILLE BOURBON** seen operating of Ushant lighthouse
Photo : Philippe Plisson ©

RNLI launches €400,000 Ballyglass/Belmullet lifeboat appeal

The RNLI have launched the Ballyglass/Belmullet Lifeboat **Appeal** which was set up to raise €400,000 towards the cost of providing a new D-class inshore lifeboat for Belmullet and the construction of a permanent inshore lifeboat station to house the 16-foot inflatable lifeboat and a launching vehicle.

The RNLI already operates an all-weather Severn lifeboat in Ballyglass. However, following an approach by local residents five years ago, after the tragic drowning of two young children in Blacksod Bay, the RNLI agreed to place a relief D-class lifeboat at Belmullet town, which could be launched from a number of sites around the area.

Mayo County Council gave the RNLI use of a temporary site close to the Canal in Belmullet where the lifeboat could be stored. The local authority has now leased the site to the charity to allow the construction of a permanent inshore lifeboat station.

The launch was attended by Sean Hannick, Chairman of the Ballyglass/Belmullet Lifeboat Appeal Committee, Gerry Coyle, Cathaoirleach of Mayo County Council, Harry McCallum, Lifeboat Operations Manager for Ballyglass and the

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volunteer crew and station management of the lifeboat. Also in attendance was Brian Feeney, Chief Executive of the Western People. The paper has donated a brand new Chevrolet Aveo car worth €16,000 to be raffled for the appeal.

Speaking at the launch Mr Hannick said: "The Belmullet Peninsula encloses shallow coastal waters in both the Blacksod and Broadhaven Bays and access to the offshore islands and covers on the western shore can be difficult for an all-weather lifeboat to reach. Through the RNLI providing an inshore lifeboat, we can ensure that these areas are covered for a fast response from a highly trained lifeboat crew in the case of an emergency at sea."

Addressing the launch Mr McCallum added: "The new D-class lifeboat for Belmullet will be capable of 25 knots and will also be fitted with a GPS chart plotter to assist the crew with navigation during callouts. With the mobile launching rig capable of deployment to various launching and recovery sites within the area, this lifeboat will provide an additional search and rescue capability for our coastline. Also the new lifeboat house will provide the crew with suitable meeting rooms and essential training facilities. It will be a very welcoming environment to come home to after a long and tough service at sea."

Construction of the new building commenced in April 2007 and delivery of the new D-class lifeboat is due on completion in the autumn. The RNLI is a registered charity with 55 lifeboats at its 43 stations in Ireland ranging from 5m to 17m in length. The RNLI relies on voluntary contributions and legacies for its income.

Listing ship reaches safety in Tasman Bay



The bulk iron sand carrier **Taharoa Express** anchored safely in Tasman Bay near Nelson tonight.

The ship got into trouble about 2.30am today after its load of iron sand shifted while in rough sea and it began listing about 78km south west of Cape Egmont. Maritime New Zealand (MNZ) said the ship was still listing, but was stable.



MNZ spokesman Ross Henderson said the ship was now securely anchored about 17 nautical miles (31km) north of Nelson in the more sheltered waters of Tasman Bay.

He said MNZ Marine Safety Inspectors would visit the vessel tomorrow and assess its condition. The crew would also work to correct the list and get the vessel upright, but it was unknown at this stage how long this may take.

The 275m vessel's progress today had been hampered by strong winds of around 45-50 knots (80-85 kmh) and heavy swells of around eight metres.

The vessel was intact and not taking on any water, and all 25 crew were safe. Mr Henderson said they were in direct communication with the vessel through the Port of Taharoa pilot and loading master, who was on board and was providing regular progress reports.

Plans were in place to respond if the situation changed, Mr Henderson said.

The Transport Accident Investigation Commission (TAIC) is to investigate the incident.

The 140,000 tonne bulk carrier was at the centre of a maritime incident in 2004 when it lost power and drifted towards a beach on the west coast south of Auckland.

The iron sand carrier runs regularly between China or Japan from Port Taharoa in the Waikato.

Finnish Lifeboat Society rescues increasing numbers in distress at sea

Lack of seamanship skills often the cause for raising the alarm

The number of the rescue tasks of the Finnish Lifeboat Society have increased in all parts of the country, and particularly in waters off Helsinki coastline.

A more and more common reason for the difficulties boaters are facing these days is an utter lack of seamanship, says Janne Juppala, the master of the Coast Guard patrol vessel Rautauoma, which will be keeping watch over the sea area off Helsinki at Midsummer. In 2002 the number of search and rescue missions in the entire country was 848, and in 2006 the corresponding figure was already 1,180, including a total of 138 people having been rescued from drowning.

The most lively area is the Gulf of Finland, and the majority of rescue missions are carried out in the waters off Helsinki. There the number of missions has doubled over the last two years. The growth is a result of increased recreational boating.

Even the type of rescue tasks has changed, while more and more often the reason for an incident is a lack of skill or practice of handling a boat.

"As all new boats are equipped with good radars and map plotters people are not familiar with traditional navigation, and when electrical problems occur, they are in trouble", notes Janne Juppala. Common reasons for requests for help include technical problems, groundings, running out of fuel, and natural conditions such as heavy weather. "Many of the technical failures could be avoided if the vessels were properly maintained and the equipment were inspected regularly", comments Jori Nordström from the Finnish Lifeboat Society.

"The Finnish Lifeboat Society is also increasingly deployed for urgent medical transports, as the authorities know that we have facilities for taking care of sick or injured people", says Jukka-Pekka Lumilahti from the Helsinki Lifeboat Association.

On the other hand, the number of actual search missions has declined, as today's mobile phones have batteries that can last even for a week, making the localisation of people in water areas a lot easier.

The Midsummer emergency service, Operation Meritähti, provided by volunteer search and rescue workers, will be launched tonight. A total of nearly 140 rescue vessels will patrol on the coastal area and inland waters, prepared to help people in distress at sea and on large lakes. The Midsummer emergency service will end on Sunday evening.

Missing skipper search called off

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Rescue teams trying to find a skipper missing from his tug boat have called off the search for the night. The man has not been seen since Wednesday night and it is believed he may have fallen overboard from the tug, moored on the River Crouch, Essex.

A rescue helicopter and lifeboats were sent out by Thames Coastguard in the afternoon after the skipper's colleagues failed to contact him.

At about 1830 BST the search was called off for the night, said the Coastguard. A strong river current could hamper his chances of survival, a coastguard spokesman said.

Simon Milnes, watch manager at Thames Maritime Rescue Co-ordination Centre, said: "We believe that the skipper may well have fallen overboard, as his boarding boat is securely tied up alongside the tug, the wheelhouse is also securely locked, but a pair of glasses were found on the deck.

"The last sighting of the skipper was at 2300 BST last night leaving a public house. "The search has been extensive with nothing found so far, there is strong current on the river, and if the casualty was not wearing a life preserver his chances would be seriously reduced."

No decision has yet been made on whether to restart the search on Friday morning.

Tall Ships' Races naar Den Helder

Den Helder is volgend jaar finishhaven van de jaarlijkse Tall Ships' Races. Daarmee doet de klassieker onder de races met historische zeilschepen sinds vele jaren weer een Nederlandse haven aan. De organisatie maakte dit donderdag bekend.

The Tall Ships' Races is 's werelds grootste jaarlijkse zeilevenement. Het speelt zich in wisselende Europese regio's af. In 2008 start het evenement in Liverpool, waarna de vloot via Maloy en Bergen (Noorwegen) op 20 augustus aankomt in Den Helder. Naar verwachting nemen zo'n honderd grote zeilschepen aan de race deel.

Naast vele andere maritieme en publieksactiviteiten is er op 23 augustus een grote Parade of Sail op het Marsdiep. De organisatie verwacht dat ongeveer 400.000 bezoekers op het evenement afkomen.

Nigeria: Missing Ships - Group Accuses Navy of Cover-Up

In what it described as a replay of scandal involving MT African Pride which led to the retirement of two naval generals, a group under the aegis of Coalition Of Nigerian Youths For Good Governance yesterday in Abuja alleged that two crude oil bunkering ships, MT Balle and MT Alruhula, have disappeared from the custody of Nigeria Navy. The ships had been arrested in Calabar and detained by the Nigerian Navy in Port Harcourt, Rivers State.

The group also alleged the disappearance of another barge which was under the custody of the navy in Port Harcourt too. However, Naval spok-esman, Captain Obioma Medani, has refuted the allegation, saying that an investigative panel was still sitting on the issue.

The group alleged that the ships were arrested in March and June respectively off the Calabar coast by men on board NNS Kyanwa and were subsequently berthed at NNS Pathfinder, Port Harcourt. They allegedly disappeared on June 12. The coalition also accused the police for treating the issue lightly and queried why the past Inspector General of Police Sunday Ehindero who might have had the information was in a hurry "to want to clear all grounds before his handover".

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However, Police spoke-sman Haz Iwendi, when contacted on phone yesterday, said "the Police had no business and still has no business with the ships. The ships were in the high seas and we don't have the facility to go there and we are not involved in any investigations as regards the ships".

The group made a four-point demand. They asked for the immediate constitution of a public panel of inquiry to look at the disappearance of the two missing ships and other missing vessels, the immediate release of the full report on the findings of all commissions of inquiry on the MT African Pride, an inquiry "to also look deeply into the cases of the immediate past Inspector-General of Police Sunday Ehindero and Navy Captain G. Ajedokun to see if they are connected to the missing vessels and the immediate reorganisation of the nation's maritime security organisation commencing with the immediate removal and prosecution of the Chief of Naval Staff for his incapability to secure the nation's territorial waters."

In a statement yesterday, Medani described the allegations as "untrue".

"On the contrary, an official Board of Inquiry headed by Captain Bimbo Ayuba is presently sitting in Port Harcourt to ascertain the circumstances that led to the incident.

The Board has been tasked to identify anybody who in any way may have contributed to unauthorized movement of the detained vessels.

"Presently, all the officers and ratings who had any connection with the custody of the vessels are presently being held under detention pending the findings of the Board of Inquiry. In addition, the Navy has spread its dragnet to re-arrest the two vessels and from all indications the Navy effort will soon yield result," he said, reiterating that "as a responsible body, the Navy follows the due process in discharging its activities".



The **COSTA MAGICA** seen moored in Bergen (Norway)
Photo : Peter de Decker ©



Containerschiff auf Grund gelaufen

Ein finnisches Containerschiff ist in der Nacht zum Mittwoch auf der Unterelbe bei Stade auf Grund gelaufen. Die 141 Meter lange «**Linda**» fuhr sich zwischen Stadersand und Bützfleth fest, wie die Wasserschutzpolizei in Hamburg mitteilte. Nach ersten Erkenntnissen war die Hauptmaschine wegen einer verstopften Brennstoffleitung ausgefallen, wodurch das Schiff manövrierunfähig wurde. Der Frachter hat den Angaben zufolge einen Tiefgang von 7,30 Metern, die Wassertiefe betrug an der Havariestelle dagegen nur 6,50 Meter. Eine Stunde später kam das Containerschiff dann durch das auflaufende Tidehochwasser wieder frei. Die Behörden sprachen zunächst aus Sicherheitsgründen ein vorläufiges Weiterfahrverbot aus. Der Germanische Lloyd als Klassifikationsgesellschaft genehmigte jedoch später die Weiterfahrt bis Rotterdam.

CORRECTION

**In Yesterdays newsletter the wrong name of the sunken chemical tanker was mentioned, please find below the correct article and names of ships involved
Sorry for the inconvenience**

Chemical tanker sinks

Nineteen seafarers have been rescued by a passing vessel after their Panama-flagged chemical tanker sank off the coast of Yemen on Wednesday.

The one Georgian and eighteen Turkish crew members of the 10,077-dwt **Alexandra C** (built 1981) were plucked from the water by another Panama-flagged chemical tanker after their vessel sank about 120 miles off the Yemeni island of Socotra on Wednesday morning. A source at the Turkish operator of the **Alexandra C**, Selay Denizcilik Sanay, told TradeWinds on Wednesday that the crew abandoned ship after the engine room became flooded in adverse weather conditions.

A distress signal was issued and after about four hours in a lifeboat the unharmed crew members were picked up by the passing 20,000-dwt **Fairchem Steed** (built 2005), managed by Singapore-based Anglo-Eastern Shipmanagement. The **Alexandra C** was fully loaded with a cargo of 10,000 tons of urea ammonium nitrate and was destined for the Far East from the Black Sea. It was on spot charter but the Turkish source could not disclose the charterer.

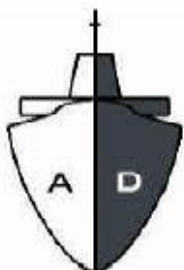
Collision in S.Petersburg

Chemical/Oil Products Tanker "**EK-STAR**" (grt 8829, year built 1999, flag Norway, IMO 9164524) and the Refrigerated Cargo Ship "**HUMBOLDT REX**" (grt 7637, year built 1998, flag Philippines, IMO 9179397) were in collision at St. Petersburg on 18/06/07. m/v "**EK-STAR**" was berthed at the time and sustained minor damage and the "**HUMBOLDT REX**" was manoeuvring to berth and sustained damage to the port side. Both vessels inspected. No leakage, no spill, no injuries. m/t **Ek-Star** left S.Petersburg on June 21, 11.30 LT, for Karlshaven. m/v **Humboldt Rex** leaving June 22, 15.00 LT.

NAVY NEWS

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The **CAPE KNOX** seen anchored at Kali Limenes (South coast of Heraklion) taking bunkers.

Photo : Nektarios Papadakis ©

USS Minneapolis-St. Paul is being decommissioned

After a final deployment marred by the deaths of two sailors and the transfer of its commander, the fast attack nuclear submarine **USS Minneapolis-St. Paul** was decommissioned Friday. After 23 years of service, Friday's ceremony is a scheduled and routine inactivation for the submarine, and not the result of problems stemming from its last deployment to the North Atlantic, said Petty Officer 1st Class Christine Shaw, a Submarine Force spokeswoman.

Sailors and family were scheduled to gather at Pier 3 of Naval Station Norfolk in Virginia on Friday morning to bid farewell to the 21st Los Angeles class attack submarine. Afterward, the submarine will be placed in a shipyard and taken apart, Shaw said. There will be no observance during the ceremony for Senior Chief Petty Officer Thomas Higgins and Petty Officer 2nd Class Michael Holtz, who drowned Dec. 29 after being swept from the sub's bridge during bad weather as the sub pulled out of port in Devonport, England. Two other sailors were injured.

"[Organizers] have closed that chapter," Shaw said. "They will always be a part of the boat, but they don't think this is the appropriate time to honor them." In late January, the Navy's Submarine Force commander relieved Cmdr. Edwin Ruff of his post.

The incident, and a second, unrelated nonfatal sub collision 10 days later, led to an operational "stand-down" for all submarines, in which commanders were told to focus on getting back to basics of submarine operations.

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The second incident happened Jan. 8, when the fast attack submarine USS **Newport News** collided with a Japanese oil tanker as the tanker passed over the submerged sub in the narrow Strait of Hormuz. The **Minneapolis-St. Paul**, a \$900 million, 360-foot submarine built by Electric Boat Division of General Dynamics Corp., in Groton, Conn., has made 12 deployments since it was commissioned March 10, 1984. It was operated by a crew of 12 officers and 115 enlisted sailors, according to the sub's Web site.

The **Minneapolis-St. Paul's** final six-month deployment to the North Atlantic included port visits to Brest, France; Rota, Spain; Plymouth, England; and Lisbon, Portugal. In all, the sub has visited 26 ports over its life span.

Imtech Awarded Contract for MILGEM Corvette

Imtech Marine & Offshore has been awarded the contract by Turkish Defense organization SSM for the delivery of an extensive Integrated Platform Management System (IPMS) for the First of Class of the New Turkish Navy MILGEM Corvette. Imtech will execute this program together with its Turkish partner YALTES and will be the first candidate to supply the same system on the remaining 11 vessels. YALTES will be the main contractor for this project while IMTECH will provide the technology and system integration.

The MILGEM Corvette, from the Turkish words Milli Gemi (National Ship), has an overall length of 324 ft. With a displacement of 2,000 tons and 11.8 ft design draft, it will be fully operational up to sea state 5 and be partially operational at sea state 6. The main propulsion system consists of one gas-turbine and two diesel engines (CODAG).

The maximum speed of the ship will be 29+ knots with a propulsion power of approx 30.000 kW. The corvette has been designed to operate with 93 crew, including personnel for flight operations. The Turkish Navy plans to build up to twelve of these new multi-purpose Corvettes of the MILGEM class.

Construction of the first MILGEM class corvette is in progress at the Turkish Naval Forces Istanbul Naval Shipyard and is scheduled to be operational in 2011. Imtech's UNIMACS 3000 series Integrated Platform Management System (IPMS) will be used to monitor & control all platform machinery, electrical power generation & distribution, damage control and auxiliary systems.

SHIPYARD NEWS

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AP Moller's Odense shipyard close to order from UK's EPIC Shipping

AP Moller Maersk's Odense Staalskibsvaerft AS said it is in a late stage of negotiations regarding construction and delivery of six ro-ro ships for UK based shipping group EPIC Shipping.

A contract with EPIC Shipping is expected to be signed by the end of June, the shipyard added.

The ships, which measure 193 metres in length, will be delivered in 2009 and 2010, Odense Staalskibsvaerft said.



The **KOTA KAMIL** was spotted in Cape Town – Photo : Ian Shiffman ©

Grimaldi-Naples Launches Ferry

On June 22, the cruise ferry **Cruise Roma** was launched at Fincantieri's yard at Castellamare di Stabia for owners Grimaldi-Naples. Paola Grimaldi wife of the company president Guido Grimaldi was the ship's godmother. **Cruise Roma** will be delivered at the beginning of 2008 and is the first of a series of 4 sister ships commissioned by Grimaldi-Naples Group at Fincantieri.

The vessels will be used to increase the Group's Mediterranean services. **Cruise Roma** will be the largest and most modern of its type able to carry 3,000 lane metres of wheeled vehicles, 215 cars and 2,300 passengers at a maximum speed of 28 knots. Accommodation consists of 19 suites, 50 junior suites and 400 standard cabins.

The launch of **Cruise Roma** is part of a much larger and more ambitious program which involves an investment of \$2.6b over the next 5 years including the construction of 30 new builds. By 2011 the Grimaldi-Naples Group fleet will be composed of 140 multi purpose ships including car carriers, ro-pax and cruise ferries.

Vinashin Launches Freighters

Vietnamese shipbuilder, the state-run Vinashin, delivered Tuesday two 53,000 ton container ships to the UK's Graig Investment. The 623-ft. vessels were built by two Vinashin subsidiaries – Nam Trieu Shipbuilding Industry Company and Ha Long Shipbuilding Company. The vessels, built at a cost of \$30m each, are based on designs provided by Denmark's Carl Bro Marine.

ROUTE, PORTS & SERVICES

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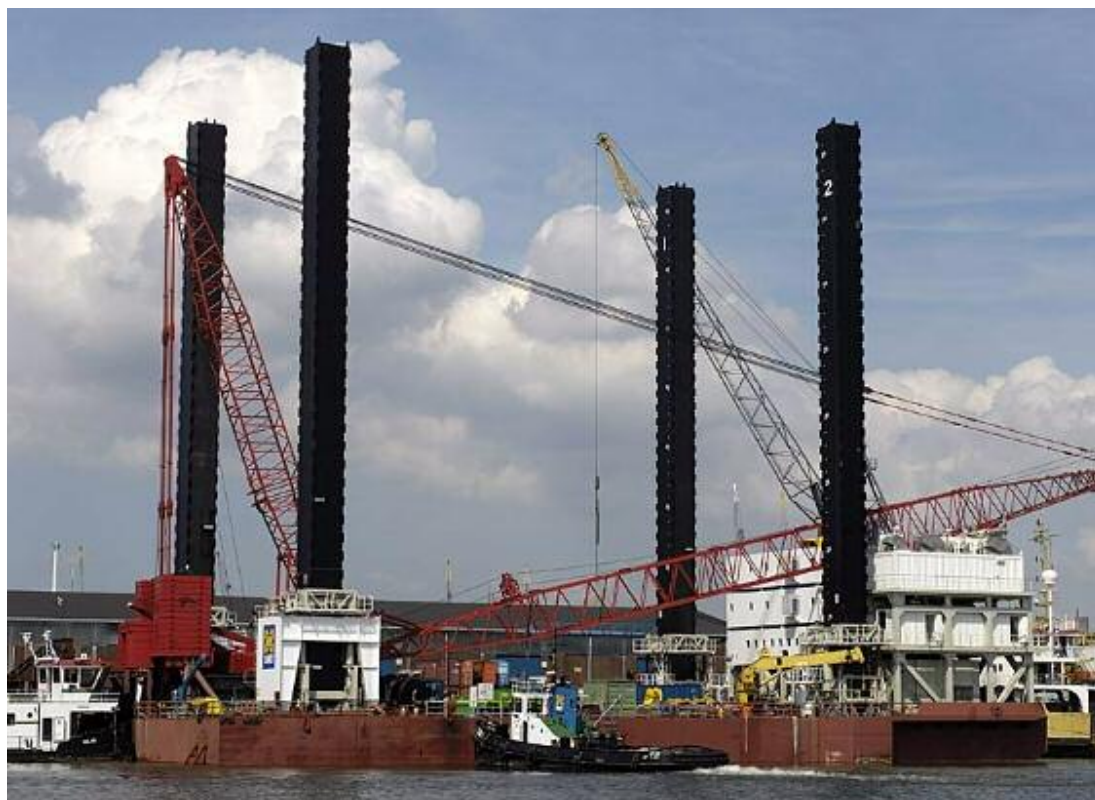
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The Jack up platform **LISA** seen arriving at the SMIT premises at the Waalhaven

Photo : Hans de Jong ©

Nederlandse handelsvloot verloor in 2006 terrein

Door : ANTOON OOSTING

De Nederlandse handelsvloot is vorig jaar amper gegroeid, dit in schril contrast met de sterke groei van de wereldvloot. Daardoor verliest de Nederlandse zeescheepvaart terrein. Dat constateert de redersvereniging KVNVR in haar jaarverslag 2006.

Als oorzaak voor de achterblijvende groei van het aantal schepen onder Nederlandse vlag wijst de KVNVR op de kwaliteit van de dienstverlening door de Inspectie Verkeer en Waterstaat (IVW) 'die al geruime tijd sterk onder de maat is, ondanks afspraken over verbeteringen'. „De kwaliteit en de snelheid in de afgifte van certificaten, ten behoeve van het registreren en bemannen van schepen onder Nederlandse vlag, hebben sterk te lijden onder administratieve perikelen bij deze dienst. Een klantgerichte, kwalitatief hoogstaande en snelle dienstverlening is echter vereist, wil de Nederlandse vlag aantrekkelijk blijven ten opzichte van andere EU- en niet EU-vlaggen,” schrijft de KVNVR in haar jaarverslag. Volgens de IVW is de dienstverlening niet de enige reden waarom schepen worden uitgevlagd naar andere landen. „Veel landen hebben het gunstige fiscale klimaat dat Nederland heeft ingevoerd in het midden van de jaren negentig gekopieerd en zelfs gunstiger gemaakt voor de reder. Dat is de belangrijkste reden.”

Ook de bemanningseisen zijn volgens de IVW in sommige landen flexibeler omdat de kapitein niet dezelfde nationaliteit hoeft te hebben als het schip of omdat het percentage bemanningsleden met dezelfde nationaliteit als het schip niet zo groot hoeft te zijn. De uitgifte van officiële technische certificaten verloopt de laatste tijd juist erg goed, zegt de IVW. „Daar is sinds kort grote verbetering in gekomen. Zeker sinds de inspectie de uitgifte daarvan grotendeels in handen heeft gegeven van particuliere keuringsinstanties. Er is wel een moeilijk te verwerken hausse in de aanvragen van bemanningsdocumenten, onder meer doordat er op de Nederlandse vloot een groot verloop is aan bemanning.”



The **MARIEKE** seen arriving in Durban
Photo : Dirk Raeymaeckers ©

Russian president orders merger of 2 major shipping companies

President Vladimir Putin ordered the merger of the country's two largest shipping companies Wednesday, creating what a top company executive said would be one of the world's largest shippers.

The merger of OAO Sovkomflot and OAO Novorossiisk Shipping Company, known as Novoship, continues the trend by the Kremlin setting up government-controlled conglomerates in an effort to overhaul strategic sectors that have foundered since the Soviet collapse.

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In addition to merging Sovkomflot and Novoship, the new company will be put on the government list of strategic enterprises, thus limiting foreign investors' access to the company's share, according to Putin's decree.

The government will also will transfer its 50 percent stake in Novoship onto Sovkomflot's balance sheet in the course of the merger, according to the decree. Based in the Black Sea port of Novorossiisk, Novoship ships mostly crude oil and oil products, operating or owning 53 vessels. St. Petersburg-based Sovkomflot, which is already 100 percent state-owned, has a fleet of 56 vessels.

Sovkomflot General Director Sergei Frank, said the new company would be among the world's five largest shipping companies with close to US\$5 billion (euro3.72 billion) in assets. Frank also said the merger would give major backing to energy projects on Russia's Far East and Arctic shelves.

"The consolidation of the two companies' assets will give strong and reliable support to major projects on Russia's continental shelf and future liquefied gas shipments," Frank said in televised comments.

In recent months, the government has forged an aircraft-manufacturing corporation bringing together several of the country's major builders, and is in the process of uniting the country's shipbuilding companies into a single state-controlled corporation. The country's atomic energy-related companies are also being combined.



Elliot Bay designs stim vessel for ONGC

The Oil and Natural Gas Corporation of India has contracted with Elliott Bay Design Group, Seattle, Wash., to provide consultancy for the design, construction and delivery of a 110 m x 19 m x 9.25 m well stimulation vessel.



The function of the vessel is to provide well stimulation services in open ocean environments, primarily in the Arabian Sea offshore India.

The overriding requirement is for a ship which can perform advanced offshore well stimulation operations while under redundant Dynamic Positioning (DP Class 2) functions within international regulations, International Association of Classification Society, Indian Registry of Shipping and Directorate of

General Shipping certification.

The vessel is to be equipped for high pressure pumping operations and storage facilities with various blends of chemicals including sand, flow back facility and burner boom, and will feature a helicopter deck and three cranes.

EBDG has completed the concept design and currently is preparing the preliminary design. Contract design completion is scheduled for late summer 2007.



The Chinese ETV **NAN HAI JIU 111** seen moored in Shanghai
Photo : Capt. Jelle de Vries ©

Ferry crash prompts Sydney Harbour speed limit

A SPEED limit of 15 knots will be introduced for all craft travelling under the Sydney Harbour Bridge, in line with the recommendations of a report into a fatal ferry crash. The NSW government today tabled the report from the investigation into the crash involving a fisherman's boat and the Dawn Fraser Rivercat early on January 5 this year.

Peter Karatasas, 72, suffered a heart attack and had his right leg amputated in hospital before dying eight days after the accident. Transport Minister John Watkins today said all 11 recommendations made by the Office of Transport Safety Investigations (OTSI) would be implemented by Sydney Ferries and NSW Maritime.

This included the adoption of a 15 knot speed limit under the bridge from August 1, although he said the Sydney Ferries fleet was already adhering to the new, slower speed. At the time of the January accident, the Dawn Fraser was travelling at 22 knots. "The report shows we have more work to do if safety is to remain our highest priority for ferry passengers and harbour users," Mr Watkins said.

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"Sydney Ferries and NSW Maritime have accepted all the recommendations from the OTSI report." Five of the eleven recommendations were directed at the Maritime Authority, including a call for it to prohibit drifting or deliberately stopping under the bridge except in the case of an emergency.

Six recommendations were directed at Sydney Ferries, including that it review training and vessel operating instructions to emphasise the need for ferry masters to exercise caution when visibility was reduced. It also recommended the training of general purpose hands on ferries to perform the duties of a "lookout".

Opposition transport spokeswoman Gladys Berejiklian said Mr Watkins' decision to call a press conference about the report before it had been made public was an attempt to downplay the seriousness of the report. "It speaks volumes about the government's lack of accountability or commitment to scrutinising or improving ferry safety," she said. She reiterated her calls for the January fatality, and another ferry crash beneath the harbour bridge that claimed four lives in March, to be investigated under a special commission of inquiry into Sydney Ferries.

"These fatal accidents should be investigated in open court where the public can judge for themselves how Sydney Ferries is being managed ... by the government." The January incident is also the subject of a coronial inquest, and the ferry master involved is presently before the courts charged with culpable navigation.

MOVEMENTS



The **MINERVA ELEONORA** seen in Rotterdam – Europoort

Photo : Jan Verhoog ©

AIRCRAFT / AIRPORT NEWS

Maersk verkoopt belang in Martinair aan KLM

Het Deense AP Moller Maersk wil zijn belang van 50 procent in Martinair verkopen aan KLM. Dat is de uitkomst van het onderzoek dat AP Moller Maersk en KLM deden naar de toekomst van Martinair. Hiermee moet de patstelling in de aandeelhoudersstructuur worden opgelost.

KLM en AP Moller Maersk hebben ieder een belang van 50 procent in Martinair. KLM heeft het belang van het Deense bedrijf altijd graag willen overnemen, maar de Europese Unie hield dit tegen. KLM zou dan een te dominante positie krijgen in het passagiers-en vrachtvervoer in Nederland en dat wil Brussel niet.

Volgens KLM is de Europese luchtvaartsector de laatste jaren veranderd, waardoor geen sprake meer zou zijn van een monopoliepositie. Een woordvoerder van KLM stelt dat de maatschappij zo snel mogelijk in gesprek gaat met de autoriteiten. 'Maar we moeten het ook nog eens worden met AP Moller Maersk over de overnamecondities.'

Volgens KLM en AP Moller Maersk is het in het belang van alle partijen dat Martinair een aandeelhouder krijgt

EasyJet vliegt van Brussel naar Berlijn

De Britse lagekostenmaatschappij easyJet legt vanaf 29 oktober een dagelijkse vlucht in tussen Brussels Airport en de Duitse hoofdstad Berlijn.



Een **EASYJET A-319** in de landing op Schiphol – Foto : Piet Sinke ©

EasyJet zal de vlucht van 1 uur en 25 minuten naar Berlijn Schönefeld uitvoeren met een Airbus A319 met 156 plaatsen. Een ticket enkele reis wordt aangeboden vanaf 21,99 euro (inclusief alle belastingen en toeslagen), aldus de maatschappij. De Belgische luchtvaartmaatschappij Brussels Airlines vliegt al zes dagen per week naar Berlijn Schönefeld.

Het gaat om de tweede bestemming die easyJet aanvliegt van op de luchthaven in Zaventem. Op 29 juni begint ze met een dagelijkse vlucht naar het Zwitserse Genève. Daar zou vanaf november een tweede dagelijkse vlucht bijkomen, zegt Jan Van der Cruysse van Brussels Airport.

Martinair staakt vluchten in Europa

Martinair stopt met passagiersvervoer in Europa. De "relatief kleinschalige activiteit" zou volgens Martinair te hoge kosten met zich meebrengen. De maatschappij gaat wel door met het vracht- en intercontinentale passagiersvervoer en laat ook weten dat KLM de enige aandeelhouder wordt. Nu hebben Maersk en KLM beiden vijftig procent van de aandelen in handen.

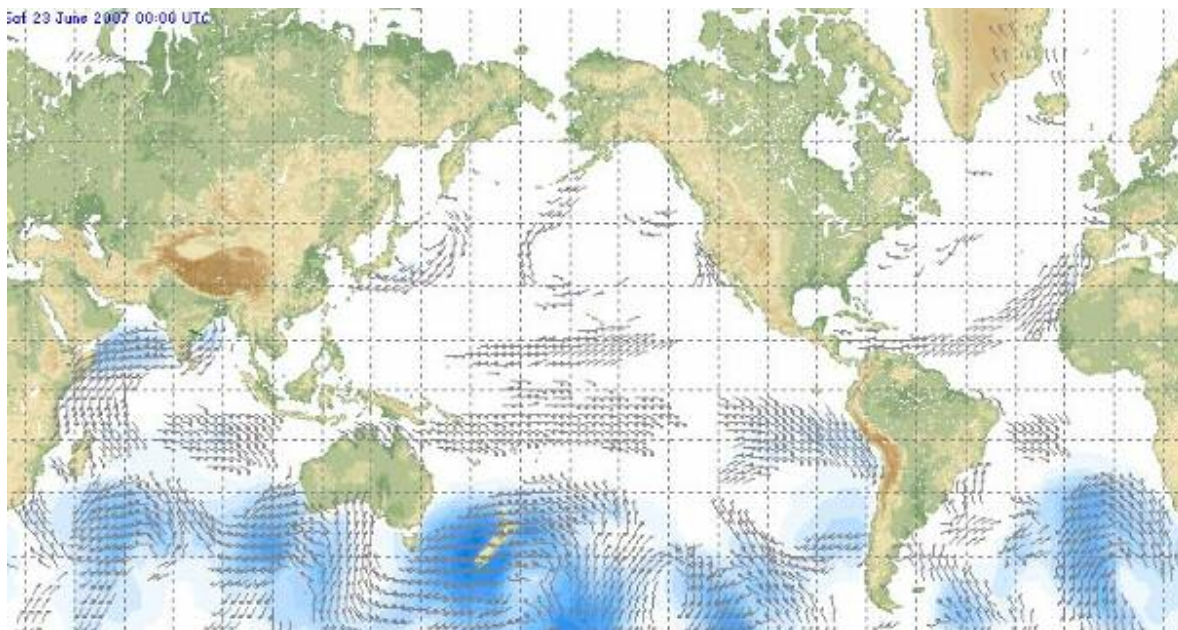
De Raad van Commissarissen en de directie zijn zich er naar eigen zeggen van bewust dat deze maatregelen negatieve gevolgen zullen hebben voor een deel van de medewerkers. Martinair zegt een sociaal plan op te stellen met het oog op de onvermijdelijke gedwongen ontslagen.

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 **ABEILLE BOURBON** seen riding high along the Brittany coast (France)

Photo : Philippe Plisson ©

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