

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 160



Number 160 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Wednesday 27-06-2007**

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

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



The 2000 built Japanese Coast Guard patrol vessel PC 24 URANAMI, one of the 15 patrol vessels of the 35-mtr long HAYANAMI class

Photo : Y.Fukushima ©

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: smitwijs.sales@svitzerwijismuller.com

**DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE
NEWS CLIPPINGS ?? PLEASE SEND THIS TO :**

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS
Nieuwe Valentijn voor KNRM-station
Noordwijk aan Zee



De nieuwe **PAUL JOHANNES** – foto : Arie van Dijk ©

Reddingstation Noordwijk aan Zee van de Koninklijke Nederlandse Redding Maatschappij (KNRM) krijgt de beschikking over een nieuwe reddingboot. De reddingboot met de naam **Paul Johannes** wordt zaterdag 30 juni 2007 gedoopt door mevrouw J. Companje – Boeremans die de nieuwe boot door een schenking mogelijk maakt.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 160

Paul Johannes is de overleden echtgenoot van mevrouw J. Companje – Boeremans. Hij stierf in 1942 in een kamp in Indië. De vader van de gulle geefster was al Redder aan de wal (donateur) en zo groeide zijn dochter van kinds af aan op met de Redding Maatschappij. Zij werd in 1950 zelf ook Redder aan de Wal. Door de gift van mevrouw werd het mogelijk een nieuwe reddingboot aan te kopen voor reddingstation Noordwijk aan Zee.

De huidige reddingboot **Valentijn** uit Noordwijk is de oudste reddingboot van het type Valentijn en zal straks als eerste boot van dit type worden toegevoegd aan de reservevloot. Om de 40 reddingstations van de KNRM volledig



operationeel te houden streeft de KNRM naar een reservevloot die zorgt voor volwaardige vervanging van het materieel. Juist daarom is de komst van een Valentijn in de reservevloot bijzonder belangrijk, omdat er voor vervanging van een van de zestien Valentijns vaak een kleinere boot werd ingezet die veel minder capaciteit biedt dan een Valentijn met ruimte voor 50 geredden.

Boven : de "oude" reddingboot van Noordwijk is de **VALENTIJN** – Foto : **Piet Sinke** ©

De nieuwe reddingboot **Paul Johannes** wordt de 6e reddingboot van het type Valentijn 2000. Na 10 jaar ervaringen met tientallen reddingboten van het type Valentijn, werd het ontwerp nog eens nader bekeken en leidde in 2000 tot de bouw van het type Valentijn 2000. Het nieuwe type is iets langer dan de 'oude' Valentijn. Daardoor is de werkruimte op het achterdek groter, maar ook het stuurhuis is comfortabeler voor de bemanning. De Paul Johannes werd gebouwd door de werf Habbeké in Volendam. Het schip heeft een aluminium romp en opbouw. De rubberrand (de zogenaamde 'tube') geeft de reddingboot extra drijfvermogen en stabiliteit.

Piracy on the high seas

To many people the term 'piracy on the high seas' conjures up a romantic image of swashbuckling gallantry in a long-gone age. Unfortunately in the present day context, the term is a stark reminder of a dangerous and vicious crime that is being regularly perpetrated.

Moreover, the situation has steadily deteriorated since the days of the Cold War when the distribution and concentration of major-power navies were to be found in greater numbers in all regions. The reality of today is that many localities cannot control their adjacent waters with serious implications for the marine industry.

In most cases the methodology employed for boarding is generally similar and the robbers will be equipped with modern aids such as GPS, mobile and satellite telephones and they will mount their attack in fast boats propelled by large outboard motors. Often they will approach from behind in the blind arc of the ship's radar and board the ship with speed and agility. In the case of straightforward robbery, within 30 minutes they can be away to continue their crimes elsewhere.

Notwithstanding the gloom of the situation, optimism that things might improve should not be ruled out. Three years ago the Malacca Straits were considered the world's worst area for piracy, with insurers loading premiums and

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 160

shipping lines in fear of the area. Today the picture is different after one tsunami and concerted action by the littoral states that has managed to contain the menace. The threat remains but the containment appears successful. However, such success is badly needed elsewhere in the world.

The regions affected are numerous - these include Indonesian waters, the South China Sea, the Philippines, the Indian Sub-Continent (Bangladesh and Indian waters), Somalia, Red Sea, Gulf of Aden, Nigeria, the Ivory Coast and off Santos in South America.

But help for the worried operator is available - all reputable flag states give information, recommendations and guidance concerning areas to avoid and instructions where security levels should be enhanced.

The US and British navies offer bulletins, advice and guidance in the Middle East region through their Marlo and UKMTO offices respectively and the US Office of Naval Intelligence gives a weekly update on its website. Commercial services are also available - in particular through various classification societies. By far the most well-known agency is the UK-based International Maritime Bureau, with its Piracy Reporting Centre in Kuala Lumpur, Malaysia.

The International Ship and Port Facility Security (ISPS) Code is an important factor in the fight against piracy and whatever the critics of the code say, if nothing else it has increased general awareness, it has instilled a sense of reality into ship operators and their crews and it has formalised procedures to raise the alarm and for authorities to respond.

Of particular relevance to operators is prevention and although an unpopular contingency - an increase in ship manning numbers does provide some measure of insurance. At the present time it is somewhat absurd that ships are operating with proper, flag-state-approved ship security plans that in many cases could not be effectively implemented for any length of time due to low manning levels.

It is also evident that many flag states seem not to take proper account of ISPS code needs when stipulating minimum safe manning - perhaps the IMO in its wisdom should rename the certificate the 'Minimum Safe and Secure Manning Certificate' in recognition of this situation.

However, at the end of the day it is the elimination of the perpetrators of piracy that must be achieved by international co-operation and which the ISPS Code cannot do and for which there is no immediate answer to the ship operator. Pro-activity and prevention is thus the only current countermeasure and the only formal tool for this is the ISPS Code.



The **MSC MALTA** seen enroute Antwerp
Photo : Richard Wisse ©



Kapitein T. Vet herdacht.



Veel Maassluizers weten zelfs 50 jaarna dato nog wie **Teun Vet** was. Zij die hem niet zelf hebben meegemaakt, hebben de naam van horen zeggen. Kapitein Vet was de legendarische gezagvoerder die bijna zijn gehele carrière op de sleepboot "**Zwarte Zee (III)**" voer. Het schip werd in 1933 in dienst gesteld en, naar het gevoel van velen prematuur, in 1966 aan een sloper verkocht. Tot 1963 de sterkste zeesleper ter wereld en met 4200 pk machinevermogen, zou de imposante sleper ook heden ten dage nog in de middenklasse mee kunnen en

dat zegt toch wel iets.

Teun Vet werd in 1893 geboren. Als 12-jarige voer hij als dekknecht op havensleepboten van de Internationale Sleepdienst Maatschappij. De "**Daisy**" was zijn eerste boot, een nietig vaartuig vergeleken met de hedendaagse havenslepers. Binnen zes jaar, dus op zeer jonge leeftijd, was hij al schipper op één van de stadsboten. Het was al snel duidelijk dat Teun meer in zijn mars had. In 1920, toen hij 26 jaar was, ging hij naar de zeevaartschool om zijn stuurmansdiploma Grote Sleepvaart te halen. Na nauwelijks twee jaar studie kwam hij terug als stuurman op de toenmalige "**Hudson**". Vier jaar later, inmiddels veel ervaringen op diverse zeeslepers rijker, werd hij bevorderd tot kapitein, eerst op de kleinere eenheden als de "**Waterweg**" en al snel op de grotere boten als "**Seine**" en "**Oostzee**". Tijdens het slepen van het Singaporedok in 1928 van Engeland naar de bestemming waar het dok naar genoemd werd, was hij één van de twee dokkapiteins. Met de "**Gele Zee**" maakte hij in 1931 een lange reis met de tinbaggermolen Tempilang naar hetgeen toen Nederlandsch-Indië was. Het was duidelijk dat voor hem een grote toekomst was weggelegd.

Die werd werkelijkheid toen L. Smit & Co's Internationale Sleepdienst begin dertiger jaren besloot tot de bouw van 's werelds sterkste zeesleepboot, de hierboven al genoemde "**Zwarte Zee**". Het was bij rederijen gewoonte dat de oudste kapiteins gezagvoerder werden op de vlaggenschepen. In dit geval werden de oudere kapiteins gepasseerd en werd **Teun Vet** in één klap de meest vooraanstaande gezagvoerder. Hoewel de oudgedienden niet blij waren erkende men later dat de directie er goed aan had gedaan een relatief jonge man op zo'n toen geavanceerd vaartuig te benoemen. Het betrof immers de eerste motorzeesleper van de maatschappij en dan bovendien nog met een voor die tijd ongekende kracht.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 160

De kwaliteiten van de “**Zwarte Zee**” en dus die van **Teun Vet** kwamen aanvankelijk maar aarzelend tot bloei. Toen er echter enkele spectaculaire sleepreizen en bergingen waren gemaakt was de reputatie van zowel vaartuig als gezagvoerder nog voor het uitbreken van de Tweede Wereldoorlog gevestigd. In de meidagen van 1940 werd de superieure sleper door de overheid gevorderd en kreeg **Teun Vet** de opdracht om met zijn schip naar Vlissingen te varen en daar de nog niet afgebouwde torpedobootjager **Isaac Sweers** op te halen. Het was zaak het oorlogsschip uit handen van de bezetter te houden en naar Engeland te slepen. Dat lukte en sleper, sleep en bemanning werden onmiddellijk ingelijfd in de geallieerde vloot.

Tijdens de oorlog hebben de opvarenden van de “**Zwarte Zee**” talloze spannende, riskante en hachelijke situaties meegemaakt. Het geheel grijs geschilderde schip was bruikbaar voor het verslepen van dokken, voor het verrichten van bergingen en voor het begeleiden van konvooien. Dat ging gezagvoerder en bemanning niet in de koude kleren zitten. In 1944 nam het schip deel aan de invasie in Normandië en op die manier werd **Teun Vet** c.s. betrokken bij de bevrijding van ons land.

Na de oorlog ging de carrière van de inmiddels beroemde gezagvoerder “gewoon” door. Zo werd van een deel van het Singaporedok, dat eigenlijk tot wrak was geworden en 25 jaar eerder mede door **Teun Vet** in goede staat naar het Verre Oosten was gesleept, in 1953 door hem en zijn collega’s van de sleepboot “**Thames**”, teruggebracht naar Engeland. Eind juli 1956 bleek kapitein Vet ernstig ziek. In Port Said moest hij het commando van zijn schip overdragen aan een collega en naar huis terugvliegen, waar een zware operatie hem wachtte. Na die ingreep leek hij aanvankelijk goed te herstellen en in januari 1957 kon hij als gast de proeftocht van de toen nieuwe “**Clyde**” meemaken. Helaas, de verbetering in zijn gezondheid was van korte duur en een nieuwe operatie was niet mogelijk. Op 23 juni 1957 overleed **Teun Vet** in Maassluis, 63 jaar oud.



De **FURIE** gereed liggend in de haven van Maassluis voor de rondtocht met de familie Vet

Foto : Jan Steehouwer ©

Voor zijn vrouw en verdere familie, voor de sleepdienst, voor zijn collega’s en de Nederlandse koopvaardij in het algemeen betekende het heengaan een zware slag. Anno 2007 is de reputatie van kapitein Vet eigenlijk niet overtroffen noch aangetast. Het is daarom niet verwonderlijk dat zijn familie contact heeft opgenomen met het Nationaal Sleepvaart Museum om de vele malen gedecoreerde gezagvoerder, 50 jaar na diens overlijden, op passende wijze te herdenken. De familie heeft dat in het museum gedaan op zaterdag 23 juni 2007.

Het museum zelf doet dat door middel van een speciale kleine expositie van ca. 40 foto's betrekking hebbend op de carrière van **Teun Vet**, met verschillende scheepsmodellen van de "**Zwarte Zee (III)**" en met curiosa als de onderscheidingen en zijn persoonlijke notitieboekje, waarin alle aantekeningen maakte omtrent zijn "joppen". Tot en met 2 september 2007 is deze bijzondere tentoonstelling te zien in één van de kleinere zalen van het museum aan de Hoogstraat 1-3 te Maassluis, iedere dag geopend van 14 – 17 uur, behalve op maandag.

Hijacked ship 'running out of supplies'

A DANISH cargo ship hijacked by Somali pirates earlier this month has run out of food and fresh water at sea, a Kenyan maritime official said today. The MV **Danica White** and its five Danish crew members were carrying building materials from Dubai to Kenya when it was seized off Somalia in the world's most dangerous waterway.

"The news we are getting is that food has run out in that ship and there is no water," said Andrew Mwangura, director of the Mombasa-based East African Seafarers Assistance Programme. The vessel's generator had apparently broken down, Mr Mwangura said, so its water purification equipment also failed. Just days after the **Danica** was captured, a US Navy warship destroyed three small pirate boats being towed behind it, but was forced to abandon the chase after it entered Somali waters.

Such attacks have increased since a Somali Islamist movement that brought a semblance of order for six months was ousted in January. Three other ships -- a Taiwanese fishing boat and two from Tanzania Three other ships -- are currently being held by Somali pirates. The captors killed one Taiwanese sailor this month after his vessel's owners refused ransom demands, Mr Mwangura has said.

Salvaged tanker heading home

A salvaged Indonesian edible oil tanker that was stranded for nearly a year on a sandbank off the Myanmar coast is finally on its way home. The 2,200dwt **Bina** was caught in a storm in the Bay of Bengal en route for Chittagong from Jakarta on July 2, last year. The captain steered the tanker into Myanmar waters near Lape Island. "We dug a small channel from the vessel to deeper water with a workforce of 120 men; when the canal was filled with water by monsoon rains it was possible to free the vessel with the help of an Indonesian tug on 8 June," said Ko Ko Latt, director of Yangon-based salvor Gulf Shipping Management. The 13 seafarers were rescued by Myanmar-Total tug **Seabird Badamya**, but all attempts since August to pull the vessel off the sandbank and into deeper water using tugs from Indonesia and Singapore were unsuccessful. Finally, **Bina's** owner, Australia-Bangladesh Trading Company, engaged Gulf Shipping Management. "The tanker is now under tow on way back to Indonesia," said Ko Ko Latt.

Pasha Bulker salvage efforts continue

SALVAGE crews were set to lay the third crucial anchor in efforts to refloat the bulk carrier **Pasha Bulker**, which ran aground off Newcastle earlier this month. Over the weekend, tugs connected two anchors to the bow of the 40,000 tonne vessel, which has been stuck on a sandbar off Nobbys Beach since severe storms savaged the New South Wales coast on June 8.

One of the four tugs involved, **Pacific Responder**, will connect the third anchor to the **Pasha Bulker's** stern. Svitser Salvage, the experts handling the salvage mission, today would not comment on reports that structural damage to the near-new ship could compromise the operation. Salvage expert Captain Brett Devine told The Daily Telegraph it was "highly likely" the bulk carrier was so badly damaged and deeply embedded in the sand that the Svitser operation would struggle to succeed.

Mr Devine said the salvage cost would be comparable to the cost of replacing the damaged carrier, and it would be best to cut their losses. The Newcastle Port Corporation is expected to give an update on the mission later today.

However, Svitser Salvage's Drew Shannon on Friday said the salvage team was on target to carry out the refloat plan on spring tides at the end of this month. An air exclusion zone one nautical mile (1.86km) wide and 2500 feet (762

metres) high has been imposed over the vessel to protect the heavy lift helicopter and tugs working in the refloating attempt, the ports corporation said.

UK Coastguard search on for Italian crewman overboard from MV Delia

Solent Coastguard is co-ordinating a search following a Pan Pan message received at 7.30 this morning reporting that an Italian crewman was believed to have gone overboard from the Merchant Vessel **'Delia'**, 20 miles south of Selsey Bill, earlier this morning. The crewman had not been seen since 6.20am.

Solent Coastguard scrambled the Coastguard Rescue Helicopter **'Whiskey Bravo'** to the scene, Selsey RNLI lifeboat is also on scene and Bembridge RNLI lifeboat have just been tasked to attend the search area. The **'Delia'** was on route to Canakkale, Turkey. We do not know if the missing crewman was wearing a life jacket.

Solent Coastguard Watch Manager Colin Griffiths said: "Despite the air and sea search, we have not yet been able to locate this man. The helicopter is continuing its sweep of the area; the weather conditions on scene are wet and windy with south westerly force 5 winds and a sea swell of 1.2 metres."

MARINE MAAKT BOM ONSCHADELIJK

De Koninklijke Marine maakt woensdagochtend (vandaag) een oude vliegtuigbom onschadelijk in de monding van de Nieuwe Waterweg. Het gaat om een bom van 250 pond uit de Tweede Wereldoorlog.

LYNX IN ACTIE VOOR IRAN SUSANGIRD



Een Lynx van de Koninklijke Marine heeft vandaag twee opvarenden van een schip gehaald die door zwaar weer in de problemen waren geraakt. Het Kustwachtcentrum van Den Helder alarmeerde tegen elf uur vanmorgen de Groep Maritieme Helikopters met het nieuws dat een overkomende golf twee bemanningsleden van de **'Iran Susangird'** over het dek had gesleept waarbij ze diverse verwondingen opliepen. Het schip bevond zich op dat moment 32 kilometer west van Hoek van Holland, 109 kilometer vanaf Den Helder.

De helikopter steeg om 11.13 uur op en spoedde zich naar **'Iran Susangird'** waarop hij de redder, arts en brancard afzette. Beide patiënten moesten naar het ziekenhuis voor verdere behandeling. Vanwege de nabije ligging werd het Erasmus MC in Rotterdam gekozen. Door de beperkte laadruimte moest de Lynx twee keer vliegen om

beide patiënten daar te krijgen.

Louis asks for fine to be dropped

Louis Cruises has responded to this week's €1.17M (\$1.57M) fine for polluting the waters off Santorini by describing the punishment as "entirely unfair and unfounded." In a statement issued this morning, Louis claims it has done more than the laws call for in dealing with pollution issues. Shipping minister Manolis Kefaloyannis admitted in a 19 June

statement that two-thirds of the 450 tonnes trapped in the **Sea Diamond** have come to the surface. "The pollution caused is considered to be of rather small significance and does not justify the minister's exhausting the utmost rigour of the law by imposing the highest fine provided," today's statement said. Regarding submission of a plan detailing how the remaining fuel should be removed, representatives from Louis, its P&I Club and technical experts visited Kefaloyannis last Friday "and presented the relevant plan which was agreed to be submitted also in writing as soon as possible ... This has now been done." Technical advisers London Offshore Consultants regard an attempt to pump oil from the wreck as "extremely dangerous" both to the lives of the divers and, potentially, to the environment. ITOPF's recommendation is to install a purpose-built floating boom, which has now been ordered. In view of the above, says Louis, the minister's decision should be cancelled.



Dry cargo collided with tanker – Novorossiysk port

When moving from Berth #4, Novorossiysk sea commercial port, dry cargo **Clipper** (6066 grt, 1987 year built, flag Malta, manager CIHAN DENIZCILIK PETROL, IMO 8802337) collided with tanker **Desna** (893 grt, year built 1978, flag Russia, owner and manager Novorossiysk sea commercial port, IMO 8899794) berthed at Berth #4. No damages, no spill. m/v **Clipper** anchored in point #10 area 414, for investigation.

New Clearwater clam vessel capsizes near wharf in Taiwan, sinks without injuries

A \$50-million clam vessel being built for Clearwater Seafoods Income Fund capsized and sank in shallow waters while being towed from a shipyard in Taiwan to a nearby dry dock, the company said Monday.

The Halifax-based trust says none of the workers aboard was injured, but warned investors in a news release that the accident will delay delivery of the vessel and impact expected profits next year. "This vessel was expected to add to our clam business profit in 2008," said the release.

"While it is difficult to estimate the time to recover from this accident or the delay on the clam business profit growth, early estimates are approximately 12 to 18 months." The company told investors the sinking wouldn't impact on the current year's cash distributions, but could impact on 2008 earnings.

The vessel had been expected in Canada by late this year, an arrival that stock analysts had been awaiting as a way to boost the catch. Colin MacDonald, the chief executive of Clearwater, said he heard of the boat capsizing while he was eating his porridge at around 4 a.m. on Monday morning, and recalls initially simply not believing the news.

He said he was relieved that the 30 to 40 workers aboard managed to scramble off the vessel without injury.

He said consultants will have to determine the exact nature of the damage. "Experts are being flown in from Singapore and Japan and I'm sure they're frantically working on a plan to get everything back afloat and they'll go through the interior of the vessel and determine what has to be taken out and what has to be salvage or thrown in the garbage," he said.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 160

MacDonald says that with the clam business making up about 20 per cent of the company's \$315 million in annual revenues, the sinking is "disappointing" news. Clearwater had been planning to replace two of its clam vessels with the vessel being constructed in Taiwan.

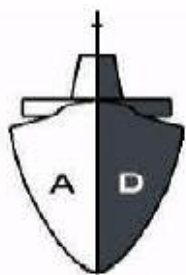
In its recent annual information form the company stated, "the new clam vessel will generate incremental earnings by increasing the harvesting capacity and improving the processing efficiency to improve yields." However, MacDonald says "this accident impacts only the growth in our clam business for 2008," and notes the company has 21 other vessels to carry on the majority of his business.

In December 2006, the **Atlantic Pursuit**, another Clearwater clam vessel, sustained damage to its wheelhouse after a large wave smashed through the bridge. The vessel was towed to St. John's, N.L., for repairs, which were also covered by insurance.

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

ANGLO DUTCH SHIPBROKERS bvba



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



The Bahraini Frigate **90 SABHA** is the former **USS Jack Williams (FFG 24)**

Photo : Jacob Versteeg ©

The **Sabha** was decommissioned from U.S. Navy and transferred under Grant-Aid program September 15th, 1996

Technical details FFG 90 SABHA

D: 2,769 tons light (3,658 fl) S: 29 kts (30.6 trials)

Dim: 135.64 (125.9 wl) × 13.72 × 5.8 (6.7 max.)

A: 1 Mk 13 Mod. 4 launcher (4 Harpoon and 36 Standard SM-1 MR missiles); 1 76-mm 62-cal. Mk 75 DP; 1 20-mm Mk 15 Phalanx gatling CIWS; 4 single 12.7-mm mg; 2 triple 324-mm Mk 32 Mod. 5 ASW TT; 1-2 AS.365F Dauphin helicopters
Electronics:

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 160

Radar: 1 Cardion SPS-55 surf. search.; 1 Raytheon SPS-49(V)4 air-search; 1 Lockheed Martin Mk 92 Mod. 2 missile/gun f.c.; 1 Lockheed Martin STIR (SPG-60 Mod.) missile/gun f.c.

Sonar: Raytheon SQS-56 (7.5 kHz)

EW: Raytheon SLQ-32(V)2 passive; Mk 36 SRBOC decoy RL syst. (2 6-tubed Raytheon Mk 137 launchers); SLQ-25 Nixie towed acoustic torpedo decoy

TACAN: URN-25—E/O: 2 Mk 24 target designators

M: 2 G.E. LM-2500 gas turbines; 1 5.5-m dia. CP, 5-bladed prop; 41,000 shp (40,000 sust.)—2 350-shp drop-down electric propulsors

Electric: 3,000 kw tot.

Range: 4,200/20; 5,000/18 Fuel: 587 tons + 64 tons helicopter fuel

Crew: 21 officers, 195 enlisted (incl. aviation group)

US warship's proposed visit trigger fears

The proposed visit of US warship '**USS Nimitz**,' one of the largest nuclear-powered aircraft carriers in the world, in Chennai has pressed the panic button among port workers, even as Port Trust authorities dismissed their apprehension as "unfounded and unwarranted".

The warship, presently in the Gulf, is likely to reach on July one and will be anchored in Chennai till July 5. Water Transport Workers' Federation of India General Secretary T Narendra Rao said that even if there was a small radiation from the US Navy super carrier, the entire Chennai city and its surrounding areas would be affected.

He has written to the Union Cabinet Secretary, Union Shipping Secretary and Chennai Port Trust Chairman not to allow such a "deadly and disastrous" vessel to enter Indian waters. "Many countries like Australia have denied permission to the warship to enter their territorial waters," he added.

Though official clearance from the Centre for the ship's visit was still awaited, naval officials had already visited the Chennai Port to supervise the arrangements, he said. Rao claimed that the Port Trust had made elaborate arrangements to face any eventuality in the wake of the ship's proposed visit and had entirely vacated a hospital complex in order to treat people in case of a nuclear radiation.

Even the medicines for dealing with any contingency would be provided only by the Atomic Energy department, he added. Port Trust Chairman K Suresh said the fear about nuclear radiation was "unwarranted and unnecessary as the warship had already visited many countries as part of its global cruise".

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



- Marine emergency response
- Wreck removal and salvage
- Diving services
- Underwater civil engineering
- Welding and cutting services



info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium

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



info@disacivil.com
www.disacivil.com

VT Halter Receives Contract for Egyptian Ships

VT Halter reportedly won the Phase II contract with the U.S. Navy to build three fast missile ships for the Egyptian Navy when it was awarded a \$41.5 million modification to a previously awarded contract, according to a report on www.gulflive.com. The modification is for long lead-time materials relating to the command and control systems for the three ships. The efforts required include all hardware, software, licensing, design engineering, production engineering, manufacturing, test engineering, technical documentation, and program management through factory acceptance testing and shipyard delivery of each respective system.



The DEME dredger **VLAANDEREN XVII** seen in Setubal in the drydock

Photo : Sander van der Steen ©

Keppel wins rig orders worth \$534 million

Singapore's Keppel FELS Limited (Keppel FELS), a wholly-owned subsidiary of Keppel Corporation Limited, has secured two rig contracts totaling \$534 million. They cover construction of a drilling/production jack-up rig and a deepwater drilling tender rig. Both rigs will be built to Keppel's proprietary design. The first contract, worth \$400 million, is for the third KFELS N Class jackup rig for Skeie Drilling and Production, a member of the Skeie Group.

The second is from repeat customer Seadrill Asia Limited for a semisubmersible drilling tender (SSDT) at \$134 million.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 160

The jack-up contract is subject to certain conditions being met by July 9, 2007 and the unit is expected to be delivered in the fourth quarter of 2010. Developed by Keppel O&M's R&D arm, Offshore Technology Development, the KFELS N Class jackup rig provides the flexibility of having a unit that can undertake drilling and production activities concurrently.

Capable of operating in water depths of up to 430 feet and drilling depths of down to 35,000 feet, the rig will have features to readily accept process modules for production activities.

The design complies with the demanding and technically challenging requirements of rigs operating in the Norwegian sector of the North Sea.

"Having three KFELS N Class orders in less than half a year is strong endorsement for this innovative design," said Mr Choo Chiau Beng, Chairman & CEO of Keppel Offshore & Marine (Keppel O&M), parent company of Keppel FELS, "It reinforces our confidence that the rig has what it takes to meet market requirements for highly robust rigs in the North Sea type of conditions."

Slated for delivery at end 2009, the drilling tender will be built to Keppel FELS's proprietary **KFELS SSDT 3600E** design.

This new tender rig will be an enhancement of the last two **KFELS SSDT 3600** design rigs, West Setia and West Berani, which Keppel FELS built for Seadrill Asia. The enhanced version includes modifications such as increased crane load capacity to 250 tonnes, four mud pumps and accommodation and services for 160 personnel.

The Keppel O&M group has built a total of five tender drilling rigs for Seadrill Asia, formerly Smedvig, since 1994.

Seadrill Asia's parent company, Seadrill Limited, has also ordered four jackup rigs with Keppel FELS, of which three are currently under construction. The first of the four, West Ceres (ex Seadrill 3), was delivered on time and within budget in 2006.

The KFELS SSDT series has been developed by Keppel O&M's R&D arm, Deepwater Technology Group. A conventional drilling tender can only be deployed next to fixed platforms, but the KFELS SSDT series, with their enhanced capabilities, can operate in deepwater up to 5,000 ft alongside Spars and Tension Leg Platforms.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl



Cape Town was hit by the first winter storm of this season as can be seen above

Photo : Port of Cape Town ©

Moran To Launch Pushboat

Around the end of June Moran Towing Corp. of New Canaan, Connecticut will launch the **Lisa Moran**, a new triple screw push boat at the C&G Boatworks yard in Mobile Alabama. This will be the third push boat in the extensive and varied Moran fleet. The firm's two existing pushboats were repowered with Cummins engines earlier this year. Three Cummins KTA38 M0 mains, each one producing 850 hp at 1800 rpm, will power the 77 x 30-ft. **Lisa Moran**. Each engine will turn into ZF model W3310 marine gears with 5:1 reduction and five-inch diameter Aquamet 17 shafts. The hull has a molded depth of ten feet six inches. Accommodations are designed for a crew of eight. Tankage includes 30,000 gallons of fuel, 5,000 gallons of water and 165 gallons of lube oil. The boat will be fitted with a Markey TYS-24 towing winch and 65 ton Nabrico deck winches.

The **Lisa Moran's** main engines were furnished by Cummins Power Systems out of Baltimore and up fitted by Cummins Mid-South L.L.C. for delivery to C&G Boatworks. Cummins Mid-South is the distributor of Cummins and Onan products for Arkansas, Alabama, Louisiana, Mississippi, Eastern Missouri, Southern Illinois, the panhandle of Florida, and western Tennessee.

Dredging Corp to add new vessels

State-owned Dredging Corp of India (DCI) is to acquire three more dredgers for around Rs10Bn (\$244M) to enhance its capital dredging potential. "We are going in for three trailer suction hopper dredgers for shallow draught with 5,000m³ capacity in order to meet the planned requirements of major ports for deepening the approach channels of harbours to 14m from the present 9-12m as envisaged in the 11th Five-Year Plan. This is expected to be completed within the next three years," said T Madhusudan, general manager (operations) and technical advisor, DCI. Public Investment Board is expected to clear the proposal soon. DCI has also placed an order with state-owned Mazgaon Docks for a mid-size cutter suction dredger having a pumping distance of 3km with 1,500-2,000m³/hour capacity. It is expected to be delivered to DCI by the end of the year. DCI currently has two cutter suction dredgers and 10 trailer suction hopper dredgers.

TRANSOCEAN TOURS SAILS INTO THE UK WITH MARCO POLO



The **MARCO POLO** seen arriving in La Rochelle – Photo : Piet Sinke ©

TRANSOCEAN TOURS from Bremen , operators of the **ASTOR** and **ASTORIA**, who have secured the long term charter of the 22.080 GRT **MARCO POLO** from her new owners GLOBAL CRUISE, announced that she will commence her cruise programme on the UK market in April 2008.

Nigerian Strike: 40 ships stranded in Lagos waters

No fewer than 40 goods-laden ships are stranded outside the Lagos ports due to the on-going labour strike, the President of the National Association of Government Approved Freight Forwarders (NAGAFF), Usman Sanusi, has said.

Sanusi told the News Agency of Nigeria (NAN) in Lagos on yesterday that apart from the 40 ships stranded on the waters, those that landed recently were also not being attended to as dockworkers had joined in the strike.

NAN correspondent who visited the ports today reported that the ports were deserted and devoid of the usual high human traffic as their gates were shut to trucks.

The NAGAFF President decried incessant strike in Nigeria and its impact on the economy, explaining that the nation loses average revenue of 8,000 dollars per day on a ship during strike or lock-outs.

Similarly, the President of the National Council of Managing Directors of Licensed Customs Agents (NCMDLCA), Lucky Amiwero, has expressed concern over the implication of the strike on agents and importers.

He said that the major problem that would be encountered by the agents and importers after the strike would be how to pay charges on rents and demurrage by both the shipping companies and private terminal operators.

Amiwero said that the shipping companies and terminal operators had never waived charges as used to be done by the Nigerian Ports Authority (NPA) in situations like this when it was in charge of operations at the ports.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 160

"Shipping companies and terminal operators should oblige us with waivers on rents and demurrage in situation of strikes, lock-outs and public holidays," Amiwero said.

The National Vice President of the Association of Nigerian Licensed Customs Agents (ANLCA), Dayo Abdul Azeez, told NAN that though the strike had paralysed operations at the ports which are the gateway to the nation's economy, its members are in support of it as all Nigerians feel the hardship brought about by the fuel price hike.

He decried the rise in prices of goods and services and appealed to government to heed the demands of the NLC.

However, the Public Relations Officer of the Apapa Area 1 Command of the Nigerian Customs Service (NCS), Dera Nnadi, told NAN that all officers and men of the command were on duty because they were para-military and had to be at their duty posts.

He also said that the Automated System of Customs Data (ASYCUDA) for the on-line processing of cargo documents was opened for business. He, however, said that because NPA staff were members of the NLC, the gates to the ports were locked, thereby disrupting business activities in the area.

The Customs Public Relations Officer at the Tin-Can Island Port Command, Chris Osunkwo also told NAN that officers and men of the command were at their duty posts, but that the people they were supposed to serve (importers and agents) were not forthcoming.

Indonesian ferry lines disappointed

The cost of ferry travel between Indonesia's islands is to rise by up to 30% to cover the increase in bunker expenses, according to Maman Permana of the Indonesian Ship Owners' Association. The hike will take effect from 12 July. Bunker costs have risen by four or five times over the past three years, he said. However, owners are disappointed by the ceiling imposed on the hike, after the association pushed for an increase of up to 200%. There is some concern that heavily-subsidised state operator Pelni might not have to contribute to the government in the same way as private companies. Observers believe one consequence of the price increase would be higher demand for air travel.



BUSAN HITS TRANSSHIPMENT RECORD

The Korean port of Busan broke its record for transshipment cargo last month, handling 521,682 teu, up 16.5% on the previous year. Total monthly box traffic was 1.15m teu, up, 12.6% on the previous May. The port said import/export cargo had particularly increased, with the rising trend set to continue through the rest of this year following the scrapping of South Korea's tax on containers.

STAR WINS ASIAN BEST CRUISE AWARD

Star Cruises has won the TravelWeekly Asia award for best cruise operator of the year at a ceremony in Hong Kong. "We are honoured to have won the prestigious 'Best Cruise Operator' award by TravelWeekly (Asia) as we continue to commit in contributing significantly to the cruise tourism and offer the most memorable cruise vacations in the region," said Jean Teo, Star Cruises' Senior Vice President, Sales and Marketing. "Winning the award is also timely as it coincides with the welcoming of our latest addition to the fleet, **SuperStar Aquarius**, the largest ship to be home-ported in Hong Kong on 22 June 2007."

Weitere Schiffe für Harms Bergung



Die Flotte der Hamburger **Harms Bergung Transport & Heavylift GmbH & Co. KG** wächst weiter. Das Neubauprogramm umfasst insgesamt zwölf(12) Fahrzeuge - neun Schlepper, ein schnelles Crewboat und zwei Plattformversorger. Darin eingeschlossen sind die Schlepper „**Primus**“, „**Magnus**“ und „**Taurus**“ von der Mützelfeldtwerft/Ferrostaal, die bereits in Fahrt sind. Zusätzlich zu den vier in diesem und dem nächsten Jahr noch folgenden Schleppern mit 220 beziehungsweise 280 Tonnen Pfahlzug hat Harms Bergung bei Ferrostaal/Mützelfeldt zwei weitere Schlepper des Typs „**Primus**“ mit 110 Tonnen Pfahlzug zum Stückpreis von 17 Millionen Euro bestellt.

Photo : Piet Sinke ©

Prisco's tanker sea trials

24 June, The first tanker-Suezmax "**Prisco Mizar**" for Prisco successfully passed sea trials on Hyundai Heavy Industries shipyard in Ulsan, South Korea.

The primary intent of these trials is the examination of all machinery and running characteristics peculiarly in sea. This vessel passed all necessary tests and showed perfect results. "**Prisco Mizar**" is almost ready to be put into operation as all final works are being completed. A naming ceremony will be held on 28, June.

Dredger arrives to start work on widening Durban port entrance

The trailing suction hopper dredger **MARIEKE** arrived in Durban last week as a tangible pieces of evidence that work on widening and deepening the port entrance is about to get underway. Once the dredger goes to work facing Durban's beachfront perhaps even the most ardent of sceptics will accept that the channel widening is now happening. According to the National Ports Authority the contract has been awarded to the consortium of Dredging International and Group Five, the latter a leading South African construction company.

The initial work will take place on the north side of the Pier 1 breakwater, which will later be broken up with materials re-used in the construction of a new breakwater about 100m further north. Later the dredger will commence cleaning and deepening the channel where the old breakwater now stands and later still will dredge the existing channel to the required depth. The project is expected to continue until early 2010 with **Marieke** remaining in Durban for at least two years. Various channels within the harbour will also be dredged both wider and deeper to accommodate the larger ships that shipping lines, in particular container lines, have indicated they want to introduce.

By 2010 the NPA expects to have been given the go-ahead for the construction of a new container basin at Bayhead on the south of the harbour, which will also require extensive dredging. The dredger **Marieke** was built in 2006 and is one of the more modern vessels in the Belgian company fleet. With a length of 97.5m and a beam of 21m the vessel is capable of dredging to a depth of 33m – the maximum dredge in Durban however is expected to be about half that.

Het Wordt dringen op de offshore installatiemarkt

Offshore-aannemers, actief met het installeren of ontmantelen van platformen op zee, lijken alle vertrouwen in de toekomst te hebben. Dit blijkt uit de vele orders en plannen voor de bouw van kraanschepen en andersoortige zeer grote hefvaartuigen, die lasten kunnen tillen van 5000 tot bijna 50.000 ton. Deze vloot moet de komende jaren vooral veel oudere platformen uit zee verwijderen.

Net als bij de hausse in de bouw van booreilanden, bevoorraders, pijpenleggers en andere offshorevaartuigen, lijkt nu ook in de installatiemarkt het hek van de dam. De jongste order in dit segment is afkomstig van **SeaMetric International** uit Stavanger, dat een **Twin Marine Lifter** heeft besteld bij JingJiang Nanyang-werf in Shanghai. Het betreft een combinatie van werkschepen met een hefcapaciteit van 20.000 ton waarmee topsides en jackets van offshoreplatformen kunnen worden geïnstalleerd of verwijderd. Bijzonder aan het **Twin Marine Lifter** systeem is dat het is gebaseerd op de inzet van twee 25.000 dwt zware-ladingvaartuigen, die elk 140 meter lang en veertig meter breed zijn. Elk schip wordt uitgerust met vier 75 meter lange hefbomen met elk een capaciteit van 2500 ton. Door beide vaartuigen te ballasten of ontballasten kunnen zware offshoreconstructies worden gelicht om ze vervolgens te plaatsen op een transportvaartuig dat voor vervoer naar de wal zorgt. De bouw van de eerste **Twin Marine Lifter** neemt zeker een jaar in beslag. SeaMetric heeft ook een optie voor een tweede vaartuig van het TML-type genomen. Dit werkschip wordt een slagje groter en kan 30.000 ton tillen.

Eerder maakten al twee andere offshore-aannemers bekend met een innovatief type hefschip bezig te zijn. Het verst hiermee is de Noorse onderneming MPU Offshore Lift, die bij de Keppel Verolme-werf bij Rotterdam is begonnen met de bouw van de **MPU Heavy Lifter**. MPU staat voor **Multi Purpose Unit**. Dit ontwerp bestaat uit een halfafzinkbaar hefvaartuig dat grotendeels uit beton is opgetrokken. Het heeft een U-vormig drijflichaam met vier grote betonnen kolommen. Tussen deze kolommen komen hefframes te hangen. Met de **MPU Heavy Lifter** moeten straks lasten tot maximaal 15.000 ton kunnen tillen. Het betonwerk wordt uitgevoerd door een samenwerkingsverband van Van Hattum & Blankevoort en BAM Civiel. Het hefschip krijgt een gewicht van 51.000 ton en moet in 2009 operationeel zijn.

Het grootste hefschip dat binnenkort op stapel wordt gezet is de **Pieter Schelte** van Allseas. Dit wordt met haar lengte van 360 meter en breedte van 118 meter het grootste werkschip ter wereld. Het ontwerp, waaraan jaren is gewerkt, is eigenlijk een reuzencatamaran, bestaande uit twee schepen met de afmetingen van mammoettankers die aan de achterzijde met elkaar zijn verbonden. De ruimte tussen de boegdelen heeft een lengte van 112,50 meter en een breedte van 52 meter. Hiermee kan om een platform worden gevaren. Met een innovatief hefsysteem kunnen vervolgens topsides met gewichten tot 48.000 ton worden geïnstalleerd of verwijderd. Op het achterdek van de **Pieter Schelte** komt een hefsysteem waarmee jackets tot 25.000 ton kunnen worden getild en via een kantelmechanisme aan dek worden getrokken. Omdat Allseas verwacht dat voor dit schip niet het hele jaar door voldoende installatie- en ontmantelingswerk voorhanden zal zijn, wordt de **Pieter Schelte** straks ook als pijpenlegger ingezet. Hiervoor komt een grote stinger tussen de boegdelen te hangen. Allseas wil dit schip in het Verre Oosten laten bouwen. Hoewel de opdracht nog niet is gegund, heeft Allseas al wel een order geplaatst voor de levering van acht grote dieselgeneratoren en andere componenten die een lange levertijd hebben. De offshore-aannemer verwacht het gevaarte eind 2010 of begin 2011 operationeel te hebben. Het project vergt een investering van 1,3 miljard euro.

Stena Vision sails again

Concordia Maritime's V-MAX tanker **Stena Vision** is back in traffic after repairs to the reduction gear. The vessel has been lying idle since May last year. **Stena Vision** is chartered in from Arlington Tankers and sails on a charter for American Sunoco to the end of this year. After that, the vessel will together with its sister vessel **Stena Victory** start a two-year charter for Russian Lukoil. Both vessels are built 2001.



The Flare of the **NJORD-A** was lighted for the first time using a flare which was shoot through the gas cloud.

Photo : Jan Plug ©

MOVEMENTS



The new **EBBA MAERSK** seen during her maiden call to Rotterdam – Europoort

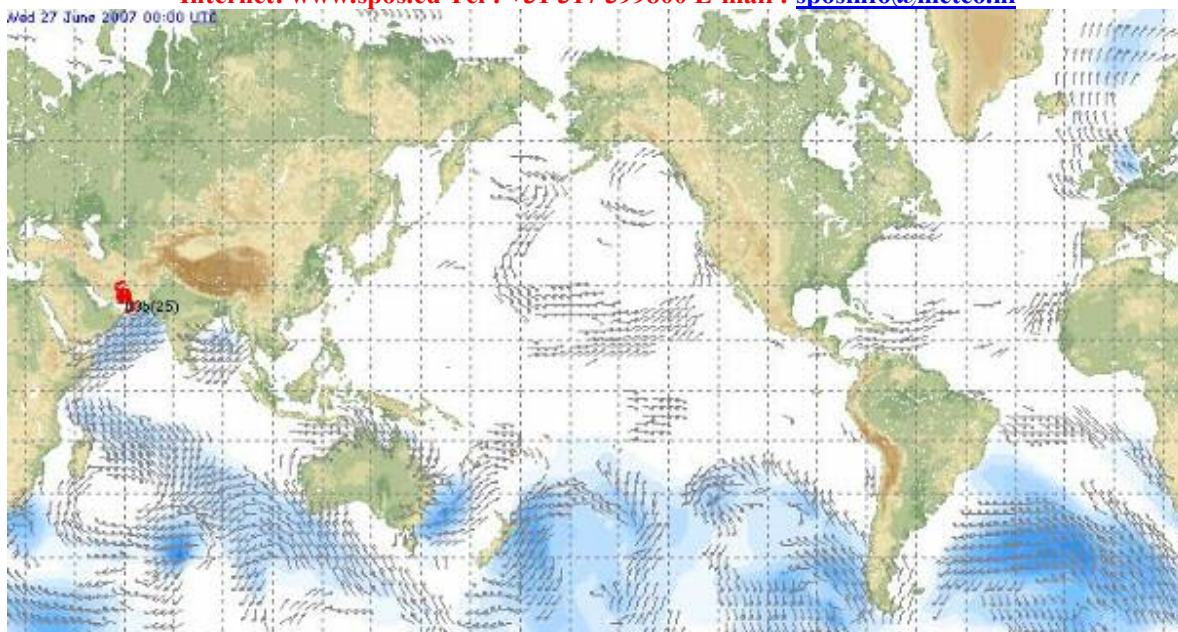
Photo : Frans Sanderse ©

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



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



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

.... PHOTO OF THE DAY



Above seen in the port of Kobe is the "**KAIWO MARU**" 2,556 gross tons built in 1989 being successor to previous "**KAIWO MARU**". Behind moored is the "**NIPPON MARU**" 2,570 gross tons built in 1989 also being successor to previous "**NIPPON MARU**". In October 2004, "**KAIWO MARU**" went aground on a breakwater in way of Fushiki Port, Toyama Prefecture, facing the Sea of Japan, in the gale weather due to the typhoon with severe damage to her hull. She has returned to sailing in January 2006 having undergone extensive repair.

Photo : Y.Fukushima ©

The compiler of the news clippings disclaim all liability for any loss, damage or exense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.