

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 161



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Rederij Groen's guard vessel **AQUARIUS G** seen in Norwegian waters

Photo : Jan Plug ©

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EVENTS, INCIDENTS & OPERATIONS



The **ISLAND ESCAPE** seen in Santos February 2007

Photo : Bruno Pricoli ©

Drie slepers met de naam Holland

Nederlandse bedrijven verdwijnen van vaderlandse bodem. Voor honderden miljoenen vallen ze in buitenlandse handen. Wat is er over van Hollands glorie? Toen de familie Wijsmuller (en andere Nederlandse aandeelhouders) het sleepvaartbedrijf Wijsmuller in 2001 verkocht, ging er letterlijk een stukje Hollands glorie verloren. Stond immers niet Jan Wijsmuller, in oktober 1906 de oprichter van Bureau Wijsmuller, model voor Jan Wandelaar in de roman **"Hollands glorie"** van Jan de Hartog?

Wijsmuller maakt nu deel uit van het machtige Deense concern Maersk, dat zich na de overname van P&O Nedlloyd steeds nadrukkelijker in Nederland presenteert als maritiem werkgever.

Wijsmuller werd in 2001 samengevoegd met het nog oudere sleepvaartbedrijf Svitzer uit Kopenhagen. Sindsdien opereren de twee als één onderneming onder de naam Svitzer-Wijsmuller. Thuisbasis is de haven van IJmuiden. Op de kop van de Haringhaven laat de onderneming een nieuw kantoor bouwen.

Henk Marijs uit Veenendaal was van 1968 tot 1995 marconist bij Wijsmuller. „Een geweldige tijd. Het was een prettig bedrijf om voor te werken. Op de boten heerste een goede gemeenschapszin.” Marijs maakte verschillende spectaculaire bergingen mee. Die van de tanker **Andros Patria** bijvoorbeeld. „Mijn vrouw was tijdens deze berging, die twee maanden duurde, bij mij aan boord. Een uniek gebeuren voor een vrouw.”

Het waren ook de jaren dat Iran en Irak met elkaar in oorlog waren en elkaars schepen beschoten. In het vorig jaar verschenen boek **"100 jaar Wijsmuller"** (uitg. Lanasta, Emmen, 32,50 euro) beschrijft auteur **Nico J. Ouwehand**, verbonden aan het Nationaal Sleepvaart Museum in Maassluis, hoe een sleepboot van Wijsmuller werd beschoten. Op 22 januari 1985 werd de Wijsmuller **Ribut** geraakt door een Iraakse Exocetraket. Het schip raakte zwaar beschadigd maar zonk niet.

In 2003 dook de boot weer op, nu onder de naam **Otton**, met een grote hoeveelheid drugs in de haven van Vlissingen. Twee jaar later werd de voormalige sleepboot verkocht aan een sloper in Spanje.

Als Jan Wijsmuller een schip profijtelijk wist te verkopen, gaf hij prompt opdracht voor de bouw van een nieuw exemplaar, veelal met dezelfde naam als het verkochte vaartuig. Zo komt het dat de vloot van Wijsmuller drie slepers kende die de naam **Holland** droegen, de naam van de eerste sleepboot die Jan Wijsmuller in 1911 liet bouwen.

Voorals in de jaren zestig bloeide de (haven)sleepvaart als nooit tevoren. Er waren maar weinig momenten dat de sleepboten van Wijsmuller niets te doen hadden. Het was de tijd dat Wijsmuller de beroemde provincieboten ontwikkelde: de **Gelderland**, de **Utrecht** en de **Noord-Holland** bijvoorbeeld. Krachtpatsers die met gemak de grootste zeeschepen aankonden.

Oud-marconist Marijs vindt het jammer dat Wijsmuller niet meer zelfstandig is. „Maar dat geldt voor de hele Nederlandse sleepvaart. En kijk ook naar **ABN AMRO**, **Fokker** en **Hoogovens**. We houden in Nederland uitverkoop van bedrijven.” Bang dat ook de naam op termijn verdwijnt, is Marijs niet. „Het is een sterk merk waarachter een enorm stuk knowhow schuilgaat.”

Was de verkoop van Wijsmuller een goede zet? **Dubbeldam & Company** in Ridderkerk is gespecialiseerd in fusies en overnames. Directeur Marijn Dubbeldam (36): „Voor Maersk is de aankoop van het Nederlandse sleepvaartbedrijf een stap op weg naar het marktleiderschap. Wijsmuller had 150 sleepboten, Svitzer 50. Na nog een aantal overnames heeft het bedrijf nu meer dan 600 boten. De familie Wijsmuller wilde de onderneming verkopen, dus dat kwam mooi bij elkaar. Na de fusie gingen de kosten omlaag en de opbrengsten omhoog. Dat zie je vaker als twee ondernemingen die hetzelfde werk doen, samengaan.”

CITRO saves the lives of 3 people at Caracasbaai

On Friday afternoon June 15 there was high drama at Caracasbaai where three people had to be rescued from a perilous situation. CITRO together with the Coastguard immediately organized a rescue operation in which they managed to bring all 3 victims to safety.

Two American youngsters on a Sea Doo got into a jam at the West side of Caracasbaai during the afternoon hours. The sea was as rough as the North shore making it easy for anyone on a Sea Doo or in boat to rapidly find themselves in trouble.



The **GRIEND** crew from left to right **Johnny Imperator**; **Jovino Falbru**; **Curd Evertsz** and **Krik Parrel**

This is an even more dangerous situation for tourists who are unfamiliar with the territory. The youngsters were riding the Sea Doo too close to shore in rough seas and were thrown from the Sea Doo in the direction of protruding rocks. They were able to swim towards a rock but were stuck in a dangerous area with high breakers. You could compare the situation to the message you receive on your cell-phone when you can't get a connection: "... the place you have landed in the water on in this rocky shore can not be reached...by any vessel..."

High waves beat them back and forth and no one could get close to them by boat. A boat was immediately put available by the owner of 'Downtown Diving' and sent with 'Baja Beach' personnel on board to try and pick up the two American youngsters. Although their intentions were good, they were not able to handle the situation properly and it soon turned from bad to worse when one of the people on board the boat also found himself in the water with the two American youngsters. They managed to recover the Sea Doo but now 3 people's lives were in danger.

Once they sounded the alarm CITRO quickly got into action together with the Coastguard. They immediately dispatched the Coastguard's superrhib as well as CITRO's rescue boat "**Griend**" to Caracasbaai. The location of the victims was not accessible by boat so a diver was sent to reach the 3 stranded victims and help them out of the perilous situation they were in. Curd Evertsz, the CITRO diver on board is trained and fit to perform in these types of rescue operations. Tied to long lines and safety gear Mr. Evertsz jumped into the rough sea and started the rescue operation. Following a few tense and dangerous moments he managed to reach the victims and don them with a

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safety vest in order to take them back to safety. All this was off course carefully planned and orchestrated considering the danger involved. Strong back-up from units on scene, both from CITRO and the Coast and close coops were mandatory.

Care had to be taken not to turn a disaster in an even worse disaster. This was truly a 'high-risk operation' but by working together, coordinating with the boats from the Coastguard as well as CITRO they were able to limit the risks and lower the victims safely from the rocks they were stuck on. All victims were donned with safety vests and were then carefully helped through the rough sea with the help of safety lines. All went well and they were soon able to pull all three victims on board the CITRO boat and take them back to shore, where their parents were waiting anxiously for their safe return.

All three victims as well as Evertsz of CITRO suffered some bumps and bruises as a result of the rough sea but nothing that needed medical attention. All the cuts and scrapes were superficial.

A situation that could have ended in tragedy thankfully resulted in a Happy Ending. There were a lot of happy faces and hugging all around. CITRO warns that it is extremely important to recognize the power of the sea and to do your utmost to take preventive measures. Take the time to be informed of sea conditions before you venture close to shore, next to the shore, on the sea, in sea or underwater. It takes less time to inform yourself of potential dangerous sea conditions than it takes to rescue you from one of these dangerous situations. In this case the story had a happy ending but it could also have ended in disaster. Being properly informed of sea conditions and safe equipment is not only important for those who go to sea but also those who operate, manage or work in establishments involved with water sports. Lives could be unnecessarily lost causing a lot of grief and what for? Simply because nobody took the time to prepare for a situation they could have prepared for. That is why it's so important to work on prevention. You can avoid disaster, don't forsake yourself or others.



The **JULES VERNE** seen departing from Malta
Photo : Lawrence Dalli – Malta shipphoto ©

Bourbon Dolphin job would have been stopped in the Norwegian sector

AHTS **Bourbon Dolphin** was grappling with a too heavy anchor in six metre waves north west of Shetland when the vessel capsized on April 12th and later sank, the Royal Commission sitting in Ålesund heard from crewmembers giving

evidence. A Commission member pointed out that operations in six metre waves would have been stopped in the Norwegian sector, while there is no such limitation in the British sector. Captain Grim Are Bergtun of **Olympic Hercules** told the enquiry that two other vessels were supposed to have done the job that **Bourbon Dolphin** had to take on. The operational plan was for the vessel to assist others. But suddenly **Bourbon Dolphin** became the main vessel of the operation. The charterer had asked for a vessel with minimum bollard pull of 180 tonnes, while **Bourbon Dolphin** had 194 tonnes. However, with the thrusters going, the actual bollard pull was much less. Bourbon Offshore managing director Trond Myklebust, told the Commission he had no idea why the vessel was designated the main ship. He said it was up to the charterer to decide if the vessel was up to the job.

Vlootplan loodsdiensten in duigen

door Harmen van der Werf

Samenvoeging van de twee posten voor de beloodsing van zeeschepen in de Westerschelde-monding gaat niet door. Het Vlaams en Nederlands loodswezen blijven elk een loodspost bedienen.

"We dachten een visie te hebben", zeggen Guido van Rooij en Joost Waasdorp van het Nederlands Loodswezen in Vlissingen, "maar het is een droom gebleken." Teleurgesteld zijn ze niet eens. Ze hebben meer iets van: 'Zo gaan die dingen nu eenmaal'.

Het idee, afgekeken van de Elbe-monding bij Hamburg, was zo logisch als wat. Het Vlaams en Nederlands loodswezen moeten hun vloot vernieuwen. Dat was hét moment om - ondanks de historische, politieke en culturele verschillen - samen op te trekken en de twee loodsposten in de Westerschelde-monding tot één terug te brengen. Het plan was te gaan werken met één centraal gelegen moederschip. Kleinere vaartuigen zouden loodsen vandaar naar de zeeschepen brengen en van boord halen. Op jaarbasis zou dit miljoenen euro's besparen. Het mag niet zo zijn. De Vlaamse overheid - waaronder de Vlaamse loodsdienst valt - heeft besloten de eigen loodspost voor Oostende te handhaven. Vakorganisaties van loodsen en ondersteunend personeel vreesden verlies van werkgelegenheid en te lange vaartijden in het nieuwe concept.

De vloot wordt wel vernieuwd. Vlaanderen schaft een moederschip aan en drie kleinere vaartuigen; allemaal swaths, schepen met twee rompen, zoals de veerschepen Vlissingen-Breskens. Die zijn bij hoge golfslag nog stabiel. Dure beloodsingen met helikopters kunnen dan vervallen.



Het in 1988 geprivatiseerde Nederlands Loodswezen werkt al sinds eind 2005 met een swath, de **Cetus**. Dit schip functioneert volgens Van Rooij en Waasdorp 'boven verwachting'. "We stopten anders met beloodsingen bij 2,5 meter golfslag. We kunnen nu doorgaan tot 4 é 5 meter." De **Cetus** had overigens wel motorproblemen, zoals ook de veerboten Vlissingen-Breskens. Er trad corrosie op in het koelwatersysteem. Van Rooij: "Vervelend, maar het is opgelost."

Foto : Fred van der Spek ©

De **Cetus** blijft als bemannings- en bevoorradingsvaartuig. De loodskotter ten noorden van Westkapelle wordt echter niet

vervangen door een (te) duur swathmoederschip, maar door een nieuwe kotter met slingercompensatie. Beloodsingen blijven er gebeuren met snelle jollen, 'sloepen' die vanaf de kotter opereren. Alles moet in 2010 rond zijn. Het wordt oude wijn in nieuwe zakken. Van Rooij en Waasdorp: "Wat we wilden, was misschien iets te mooi."



Africa Mercy arrives in Liberia

The hospital ship **Africa Mercy** starts work in Liberia this month (June 2007), following a warm welcome from the country's president, Ellen Johnson-Sirleaf.

Thanks to a massive 8-year, \$62m refit, the former rail ferry **Dronning Ingrid** is now the world's largest non-governmental hospital ship - with modern healthcare facilities and a 400-strong crew of volunteer seafarers and medical personnel.

The **Africa Mercy** is expecting to offer some 7,000 operations a year - all free of charge - including cataract removal, tumour removal, cleft lip and palate reconstruction, orthopaedics and obstetric fistula repair.

There will also be a number of education, agriculture and infrastructure projects run by the volunteer crew, including the construction of schools and clinics, and primary healthcare training for local people.

This continues the work started by the **Africa Mercy's** sister ship **Anastasis**, which is now due to be retired by the Mercy Ships charity. The **Anastasis's** captain, Nautilus NL member Jurryan Schutte, has transferred to the **Africa Mercy**.

Strong winds may hinder ship refloating

SALVAGE crews have postponed the much anticipated attempt to refloat the bulk carrier **Pasha Bulker**, grounded off a Newcastle beach, until at least Thursday evening. The delay has not been attributed to the weather but strong winds and 3m swells forecast for the area could play a part in the timing of attempts to free the ship.

New South Wales Ports Minister Joe Tripodi said he had been advised tomorrow's planned salvage operation had been pushed back 24 hours because equipment on the ship's deck would not be ready for an attempted refloat.

He said the decision was made this afternoon by Drew Shannon, shore-side salvage master of Svitzer Salvage. "The plan was to attempt to refloat as early as Wednesday evening, now (it is) likely to be attempted on Thursday, should all preparations be completed and all conditions suitable," Mr Tripodi said. "We make no apologies for the precautions being taken by this decision."

The 40,000 tonne vessel ran aground on a sandbar off Newcastle's Nobbys Beach during a severe storm on June 8.

Mr Tripodi earlier today said freeing the Pasha Bulker could take more than one attempt. "I have every confidence that every preparation has been undertaken with enormous professionalism and we're looking forward to a very good result," he said.

"It may be possible or probable that more than one attempt will be necessary. "It will depend on the weather and what occurs after the first attempt." Mr Tripodi said the countdown would begin when crews started to pump out seawater which has been acting as an anchor, 12 hours before the attempted refloat.

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He said a world-class salvage team remained on standby to prevent an oil or chemical spill, with around 700 tonnes of fuel and 100 tonnes of other chemicals on board. The full extent of environmental damage could not be examined until the ship had been moved, Mr Tripodi said.

Winds up to 70km/h and waves up to 3m high are forecast to hit coastal areas in the Hunter region on Thursday, the Bureau of Meteorology (BoM) says. A low pressure system, currently out to sea, will make its way north along the NSW coast, BoM senior forecaster Neale Fraser said.

Meanwhile, two Australian engineers said they had invented a technique that would cheaply and easily free the **Pasha Bulker**. University of Sydney Professor Rob Wheen said the ship's plight prompted him to revisit a unique method of marine salvage that colleague Ian Bowie first published more than 20 years ago.

The two men realised pumping seawater into the sand immediately under the ship would change its consistency, turning it into a form of quicksand. "They are trying to drag the ship across the sand and our invention actually reduces the friction between the hull of the ship and the sandbar it's sitting on," Prof Wheen said.

He said the idea had been tested experimentally on models and he was convinced it would work on scaled-up ships.

But he warned the method would not work if the ship was stranded on rocks.

Fishy story

The South African National Sea Rescue Institute (NSRI) at Port Alfred was activated at noon on Sunday following a request for help from a fisherman who said he'd been towed out to sea by a large fish.

The fisherman involved, Deon Jooste (30) from Witbank but now living in the Eastern Cape coastal resort, had gone fishing in his sea-kayak and while close inshore near the harbour pier had caught what he described as a very big fish or possibly a shark.

The 'very big fish or shark' towed him some three nautical miles out to sea before he decided to cut the line and paddle back to shore. Jooste said he initially thought the fish would tire but when this didn't happen he was forced to use his knife and cut the 20 pound fire fishing line as he was heading further and further out to sea.

He hadn't had a chance to see what it was that he'd caught (or is that the other way round) and after cutting the line and paddling for home he found the north-westerly winds too strong to make much headway back to port. He consequently used his cell phone to call for help from the local caravan park, who alerted the NSRI.

The NSRI responded by launching the rescue craft **KOWIE RESCUER** which located the fisherman about one mile off-shore and one mile from the Kowie River. Jooste was taken on board with his kayak and brought back to shore somewhat tired and shaken from his experience but otherwise okay, and with no doubt more than a few fishy stories to tell his grandkids one day.

Two vessels handed over to Sri Lankan Navy

The Indian Coast Guard (ICG) personnel handed over two Sri Lankan vessels to its Navy here on Monday.

Sources said one of the two Lankan vessels - **Samuthra Deva Matha** - seized by the ICG for illegal fishing in Indian waters near Cuddalore on April 23 and the other one **Kaveesha Budha**, rescued along with its six crew on April 1 near Devanampattinam, were handed over to the Chennai police.

As per the State Government's order, Commanding Officer Vivek Varma handed over the vessels to the Lankan Navy.

Maritime NZ update on the Taharoa Express.

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Slow and steady progress is being made to right the listing bulk iron sand carrier **Taharoa Express**, Maritime New Zealand (MNZ) says. The 275-metre long carrier has been anchored in Tasman Bay, near Nelson, since Friday evening. The crew have been working since then to right the vessel, after its load shifted in heavy seas near Cape Egmont early on Friday.

Since yesterday, the crew have been using pumps flown in from Nelson to remove excess water contained in the vessel's cargo holds. The water is used to help pump in the iron sand and is a normal part of loading operations. Additional pumps may be brought in to help speed up the process.

The pumping operation has so far resulted in the vessel's list being reduced from 14 degrees yesterday to 12 degrees today. There are no concerns for the safety of the 25 crew or the vessel. The vessel will not depart until the weather has eased and MNZ is satisfied that it is seaworthy.

Bulgarian freight vessel re-floated after grounding

A Bulgarian-flagged freight vessel was safely re-floated Monday, two days after it grounded about nine miles (14.4 kilometers) east of the Brunswick harbor entrance, the Coast Guard said.

Three towing vessels from Savannah and Brunswick were contracted by the Coast Guard to assist in the emergency operation. They arrived shortly before high tide and soon had the 612-foot (186.5-meter) **Koznitsa** free from the shallow water about 4 p.m., the agency said.

The **Koznitsa** remained at anchor awaiting more thorough inspections to ensure there is no damage. If the inspection findings are acceptable, the vessel will be released and allowed to continue its initial voyage, the Coast Guard said.

The **Koznitsa** is owned by Navigation Maritime Bulgare and was headed to sea after loading grain products in Brunswick when it ran aground on Saturday. The cause of the grounding incident remains under investigation.

French, U.S. Ships Assist Merchant Vessel in Arabian Sea

French Ship **Dupleix (D 641)** and USNS **Kanawha (T-AO 196)** responded to a distress call from a North Korean-flagged merchant vessel at approximately 6:26 pm local time in the Arabian Sea June 25.

The vessel reported that it was anchored with a weak mooring line, disabled diesel engine, no food or water, and was in danger of sinking. The sea conditions were unstable, with waves eight to 12 feet high. Unable to locate nearby assistance, Combined Task Force (CTF) 150 directed a rendezvous with the distressed vessel to take its crew of 13 Indians, two Burmese and one Sri Lankan on board.

The vessel reported it was unable to evacuate its crew with its own lifeboats, prompting Dupleix and Kanawha to use their rigid hull inflatable boats (RHIB). At approximately 9:35 pm, Dupleix and Kanawha launched RHIBs and evacuated all 16 crew members safely. The crew members were transferred to authorities in Salalah, Oman.

"Considering the weather conditions in the area, **Kanawha** and **Dupleix** undertook a tough nighttime rescue operation, which tested the limits of the RHIB," said Rene-Jean Crignola, Dupleix commanding officer. "The prompt assistance of Kanawha successfully allowed us to expedite the rescue and get all crew members transferred safely within 50 minutes."

CTF 150, commanded by French Rear Adm. Alain Hinden, is responsible for maritime operations in the Gulf of Oman, Gulf of Aden, the Red Sea, the North Arabian Sea and parts of the Indian Ocean.

CASUALTY REPORTING



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The **RPA 16** seen operating in the port of Rotterdam

Photo : Tjep van Roon ©

Two ships trapped in sea storm off Gujarat coast

Two ships are trapped in sea near Porbander in Gujarat. Heavy rains and speedy winds lashed several parts of the state on Sunday night which continued today also. According to reports one ship **Aracadia Progress** has 29 people on board while **Suja 3** has 27 people. The authorities are trying to provide them relief but the boats are not bale to go into the stormy sea.

Meanwhile, the met office has forecast heavy to very heavy rains over South Gujarat region, Saurasthra, Kutch, Diu, Daman, Dadra and Nagar Haveli during the next 36 hours

Navibulgar bulker aground off US

Coast Guard officials will try again later today to free a Navibulgar-owned Handysize that grounded on Saturday after leaving the bulk port in Brunswick. USCG spokesman Donnie Brzuska tells Fairplay that efforts to free the 25,544-dwt Bulgarian-flagged **Koznitsa**, which is laden with grain were thwarted by the tides. "If we can't free it , lightering is the next option," he said. The vessel is aground on a soft bottom, he noted, adding that no injuries, hull damage or pollution have been reported.

HUNGRY SEA SWALLOWS DENDEN



As feared earlier, the West African ship "**DenDen**" which was caught in the middle of the sea near Tannir Bavi in Mangalore (India) has at last been completely swallowed by hungry sea. All the efforts to pull the ship to the shore failed as ship sunk in front the eyes of thousands gathered by the spot.

As reported earlier out of the total 24 persons in the ship 2 persons have already died and 3 are in serious condition while 14 more have been rescued. But as of now 5 persons are still missing and they have not been spotted after they jumped into the sea when it sunk.



'**DenDen**' ship from Eastern African country Eritrea was on its way to Dubai after loading furnace oil from KISKO on Tuesday June 19. But no sooner it left the shore, a technical snag was reported. As a result ship was anchored in the sea, a few nautical miles away from NMPT. Abraham Kuhan, a native of Ghana who is the captain of the ship declined technical help saying that they were able to set the snag right.

But the ship moved towards Tannir Bavi shores owing to storm on Friday June 23 night and submerged in the sea. There were 3 Pakistanis, 16 Eritreans, 2 each from Sudan, Ghana and one from Sri Lanka.

The present situation is that people are thronging in thousands to the shore. Local fishermen have been of

great help since they took initiative to rescue the trapped crew of the ship.

Journey of the ship : **DenDen** sailed off from New Mangalore Port on June 20 at 6.30 am, Second engineer D Mohammed changes over to another engine when the oil temperature is just 40 degree Celsius against the mandatory 95 degree Celsius. It results in seizure of the engine. Though fuel injectors are cleaned and put again, the engine refuses to start On June 21 morning, the ship's agent sends a boat to take back 24 injectors for cleaning, Trouble starts on Friday, when winds damage the anchor, dragging the ship to Tannir Bhavi beach, four nautical miles off the port

Captain Abraham Kwaw calls the Coast Guard at 9 am on Saturday. As help is delayed due to bad weather, 12 crew jump off to lifeboat

Fishing vessel crippled after colliding with cruise ship

The collision between a Seattle-based fishing vessel and a cruise ship in southeast Alaska early Monday that crippled the seiner is under investigation, U.S. Coast Guard officials said. The **Adirondack**, a 58-foot salmon boat, was dead in the water after the crash disabled its steering system, said Petty Officer Sara Francis.

No injuries have been reported, and the 257-foot cruise ship **Spirit of Yorktown** reported no damage, Francis said. Another fishing vessel — the **Guardian** — arrived on the scene and towed the Adirondack to Sitka, where Coast Guard officials inspected it, she said.

"We certainly got hit, and it sustained pretty extensive damage," said Adirondack owner and operator Alan Jacklet, 43. "There was no breach to the hull, so we were very fortunate." The crash occurred around 1 a.m. Monday in calm seas and light winds in southeast Alaska's Chatham Strait, on the southeastern end of Catherine Island, about 15 miles south of Angoon, Francis said.

The skies were overcast at the time of the collision, making the area dark, she said. Jacklet, of Carnation, Wash., said he didn't know exactly what happened because he wasn't on watch at the time of the crash. On watch were two new but experienced crew members.

Reached on his cell phone in Sitka, Jacklet said his vessel was heading north to Sitka at about eight knots when the collision occurred. The top house is crushed, he said, and the right side of the ship was severely damaged. "Everybody was very lucky to not have been injured," he said.

Shortly after the crash, the Yorktown radioed the Coast Guard and sent a small boat to the **Adirondack** see if its four-person crew needed assistance, Francis said. Jacklet said the Guardian was only about 4 miles away from his location and was able to reach the scene in about a half hour. The **Yorktown** was traveling under its own power to Petersburg, where it was scheduled to reach Tuesday afternoon. It will also undergo an inspection upon its arrival, Francis said. Francis said she could not comment further on the specifics of the incident, citing the ongoing investigation. She said a final report could take as long as six months to prepare.

It is the second time in as many years the **Yorktown** has been involved in an accident, Francis said. In 2006, it ran aground in Washington state. In that case, the company was not cited for wrongdoing, Francis said. "We determined it was an accident and it was pretty minor," she said. It was unclear whether the ship was operating under the same captain.

Seattle-based Cruise West, owned by West Travel, Inc., operates nine small ships, and its **Spirit of Yorktown** — the largest ship in its fleet — travels between Alaska and through the Panama Canal to the Caribbean. It has a cruising speed of 10 knots with a capacity of 138 guests and a crew of 40. Company officials did not immediately return calls seeking comment.

Jacklet said the Coast Guard has cleared his ship to get repairs, and he hopes he will be able to get the **Adirondack** — his livelihood — back onto the water within a week. "It's going to be rough and tumble, but it will work," he said.

Halt of Athena due to damage in engine room.

Tuesday morning at 5.25 am (Paris time) the **Athena**, a BOURBON fleet Multi Purpose Supply Vessel operating under contract with TOTAL E&P Congo, reported a technical incident provoking entry of water in the engine room. It was at 15 nautical miles off the coast of Congo, in transit between the oil fields of Likouala and East Tchibouela.

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In conformity with BOURBON and TOTAL Safety Management procedures, emergency committees were put in place immediately, on site in Pointe Noire and in France.



To optimize operations the anchor was dropped to immobilize the ship and the engine compartments were cut off. The 63 people on board (26 crew members and 37 technicians) were immediately evacuated onto the Total barge situated in the vicinity.

The **Athena** was then tugged by **Achille**, a BOURBON fleet Anchor Handling Tug Supply Vessel also under

contract with TOTAL E & P Congo, to the outer roadstead of Pointe Noire, where it is sheltering and safe since 07.00 p.m. Paris time. All preventive measures have been taken and no pollution has been reported.

Pumping and water tightness of the hull are in progress before transferring the vessel to a shipyard for dry dock and repair.



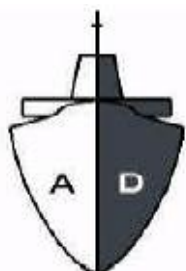
The 2007 built **CORONA LIONS** seen in Newcastle (Australia)

Photo : Slotmaritimephoto ©

NAVY NEWS

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HMS Ocean Foils Airborne Drug Smugglers of the Caribbean

Plymouth-based helicopter carrier **HMS Ocean**, the Royal Navy's largest warship, has made another seizure of nearly half a tonne of cocaine during its current maritime security patrol in the Atlantic and Caribbean.

This time fifteen bales of the drug, with a street value of around £29 million, were hoisted from the sea by one of the ship's Merlin helicopters after an attempt by smugglers to drop them to a waiting boat. This is the second seizure by HMS Ocean in the last six weeks and represents yet another significant victory in the war against drugs, which has seen the Royal Navy and Royal Fleet Auxiliary, working with other UK and foreign agencies, seizing over £1bn worth in the last 15 months alone.

Secretary of State for Defence Des Browne said today: "**HMS Ocean's** latest operation is another impressive strike against drug trafficking. Two big drug hauls in just six weeks is a real achievement and the ship's crew deserve praise for the skill and commitment they have displayed in their anti-narcotics work on the Atlantic and Caribbean patrol. They are a credit to their service and our country."

The latest success came after an intense 48 hour period of operations by **HMS Ocean** working closely with the US Coastguard and other law enforcement agencies in the region. Maintaining constant patrols over the region with Sea King aircraft fitted with state of the art surveillance radar, the ship has been tracking aircraft where there are indications to believe they may be attempting to smuggle cocaine out of South America.

Two days ago two suspicious aircraft caught the Sea King's attention and the ship launched a Merlin maritime patrol helicopter of Culdrose-based 700M Squadron, to assist. The aircraft were tracked into the territorial waters of one of the Caribbean nations, where local authorities took up the trail.

However, on the 24th June the Sea King took up the trail on another suspicious aircraft whose behaviour indicated that it might be looking to drop its cargo to a boat waiting off the coast. HMS Ocean immediately launched two of its landing craft, crewed by Royal Marines of 9 Assault Squadron, which dashed ahead of the ship to the site of the likely drop.

A Merlin also took off to join in the chase, equipped with a Maritime sniper team, skilled at disabling small boats' engines. The Merlin observed the suspect aircraft drop bales into the water, which were picked up by a waiting boat, and dived lower for a closer look. Alarmed by the sudden appearance of the helicopter, the boat's crew threw the bales into the sea and headed straight for the coast. The Merlin set about collecting the bales, soon to be joined by the Royal Marines' landing craft, and a local coast guard craft. In the dark ten bales were recovered (six by HMS Ocean) and a further search of the area at first light by Merlin yielded another five.

The total of 15 bales amounted to about 485 Kg worth some £29 million at UK street value prices.

Commanding Officer, Captain Russ Harding said "I am delighted that all our efforts recently in accurately tracking suspect aircraft into other states, where the chase is handed over to the local authorities, has also borne fruit with the foiling of this attempted air to sea drop. This second drug seizure by Ocean is solid evidence of the success of the ship's ability to interdict the air smuggling route from South America using the powerful combination of my Merlin and Sea King aircraft, backed up by the Royal Marine assault squadron. Our success today is testament to the effectiveness of the joined-up multinational approach to combating the drugs trade in the Caribbean."

He went on to add, "We look forward to staying on patrol in the region to continue to disrupt this trade, carrying out vital maritime security work which remains a high priority for our Government and the Royal Navy."

Navy plans to commission new destroyer in Boston

The US Navy announced that it will commission its first ship in Boston in five years in a November ceremony christening a new guided missile destroyer, the **USS Sampson**. The destroyer, which was built at the Bath Iron Works in Maine, will be commissioned Nov. 3 at Massport's Black Falcon Cruise Terminal.

"**Sampson** will be the most technologically advanced warship ever built," US Senator John F. Kerry said in a statement. "**Sampson** and her fine crew will be ready to carry out the fighting tradition of the United States Navy."

The **Sampson** will be the fourth Navy ship named in honor of Rear Admiral William T. Sampson. Sampson became the commandant of the Boston Navy Yard in October 1899 after a decorated career. During the Spanish- American War, **Sampson** took the **USS New York** in search of the Spanish fleet. On July 3, 1898, Spanish Admiral Pasqual Cervera's fleet was destroyed in a five-hour battle.

The captain of the **USS Sampson** will be Commander Philip Roos. With a crew of 25 officers and 250 enlisted sailors, the **Sampson** is 511 feet long, 66 feet at its widest point, displaces 9,200 tons of water, and has a top speed in excess of 30 knots.

France shows off new, roomy amphib



Photo : Glenn Kasner ©

The French Navy's new 21,500-ton amphibious ship **Tonnerre** towered over the quay in Cape Town harbour. On coming aboard, a visitor is struck by something just not found inside the nearly twice-as-large American ships: space.

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The **Tonnerre**, second of France's two **Mistral-class Force Projection and Command (BPC)** ships, is nearly as roomy as a cruise ship. Wide passageways with high overheads, large stairwells and spacious accommodations permeate the ship's interior, in stark contrast to the crowded passageways and often tight berthing on U.S. Navy ships.

The roominess might seem a waste of space to some sailors. But, said Cmdr. Bernard Longép , chief architect of the BPC program at the French procurement agency D l gation G n rale pour L'Armement, the extra room has distinctly military applications.

"The ship was designed with major input from naval operators and the Army," he said. Chief among the Army needs were room to carry equipment, and wide, clear corridors.

Tonnerre and **Mistral** are designed to carry 450 fully equipped troops, along with as many as 16 helicopters, four mechanized landing craft or two landing craft air cushions and a variety of military vehicles and tanks. Unlike U.S. assault ships, the French ships do not carry a wide range of sensors and cannot operate fixed-wing aircraft such as AV-8 Harriers.

But the highly automated Mistrals are a great advance over their predecessor amphibis, the 12,400-ton **Foudre** and **Siroco**. Designed to function as people carriers as much as amphibious transports, the **Mistrals** have a crew of only 167 sailors, down from 235 in the **Siroco**. More than 700 people can be accommodated in an evacuation situation, and a capacious joint command center comes with 200 plug-and-play workstations.

Long p  said that a major goal of the Mistral program was to reduce costs by 40 percent compared with the 11-year-old **Siroco**. "This ship is double the size but we got it for the cost of the **Siroco**," he said, noting that France spent about 650 million euros (\$875 million) for both ships.

Key to reducing cost, Long p  said, was a modular construction approach that used several shipyards to build different ship sections and the use of three major contractors:

- * DCN, as prime contractor responsible for cost deadlines and performance, built the aft part of the ships, integrated the combat system and completed the vessels in Brest. More than half the after section was subcontracted to Stocznia Remontowa, Gdansk, Poland.

- * Alstom Marine-Chantiers de l'Atlantique built the fore sections — including all living and most working spaces — and supplied the propulsion pods.

- * Thales handled the design, the radar surveillance system and production of the communications system.

The influence of Chantiers de l'Atlantique — now owned by Aker Yards — is obvious in the living areas of the **Tonnerre**. The St. Nazaire shipyard has a long history building passenger ships — including the **Queen Mary 2** — and the accommodations are of a high standard. All staterooms have en suite facilities, and all officers have single-berth staterooms. The largest berthing area for the crew handles four sailors, while most troops are accommodated in roomy compartments with six double racks.

A lounge also is within a short distance of all staterooms, and the crew is provided with a large game room and an equally sizeable reading room — each with projection devices, sofas, chairs and a bar.

The exposed piping and ductwork common among many warships is hidden in the forward areas behind composite-construction beige panels. Quality of life was a major factor in the design, said the **Tonnerre's** commanding officer, Capitaine de Vaisseau Philippe Hello.

"Yes, the ship is nice," he said. "Because of that, the crew needs to work more. It's a very high motivation." The small crew means the ship needs more sailors with technical skills, and only about one quarter of the crew are junior enlisted, Hello said.



Photo : Ian Shiffman ©

"There is a lot of cross-training. It's the same as on a submarine," he said. With many functions automated, the **Tonnerre** can get by with less than a dozen watchstanders. Hello said the ship crossed the Atlantic in April with only nine watchstanders, including three on the bridge. Crewmembers said they can sometimes feel alone while walking the ship's wide passageways.

Because they mix skills, Hello said the ship does not have the usual pyramidal structure of rank. "The pyramid is not a pyramid," he said. "The key word is productivity." The high level of modular construction also helped reduce the building time for the ships, another key cost factor, Longép  said. He noted that construction of each ship, from start of fabrication to sea trials, took three years.

The usual six-month trials period for the Mistral was cut short last summer when the ship — yet to be formally commissioned for service — was sent to Lebanon to handle the evacuation of foreign nationals during the Israeli invasion. The operation showed modifications were needed to the well deck, said Long p , and other changes were made to lower-quality winches and hatches that were prematurely wearing out.

But since being commissioned Feb. 28, **Tonnerre** has been busy. The ship left its Toulon base April 10 for a 14-week "verification cruise" and won't be home until July 24. After stopping in Canada, **Tonnerre** came in early May to the US for interoperability trials, where it embarked U.S. Navy MH-53E and MH-60S helicopters and LCACs. Martinique was next, followed by port calls at Rio de Janeiro, Brazil; Cape Town, South Africa; and Dakar, Senegal.

After a two-week period in drydock, the **Tonnerre** is scheduled to take part in a NATO exercise in the Adriatic, and Hello noted the ship already has a full schedule for 2008. Mistral and **Tonnerre** were constructed using civilian International Maritime Organization standards in many places, along with fittings similar to those in other French ships. Supply Officer Arnaud Guign  said the ships "represent a new merger between civilian and military technology."

Hello agreed: "It's a merger of civilian and military technology and operations to get the best of both."

Brunei navy ships to be sold

Three Offshore Patrol Vessels based on a frigate design that have been laid up on the Clyde at Scotstoun ever since they were completed in 2004 are now to be sold by Brunei. The three navy ships were ordered by the Royal Brunei Navy to very exacting standards and were locally termed "the Sultan's boats". BAE SYSTEMS, the ships' builders maintain they had met the specifications required but Brunei insisted the ships were below par.

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However around Clydeside rumours were rife about the true state of affairs with many saying the simple truth was that Brunei simply did not have the trained personnel to handle the very advanced systems on the ships. It now transpires those rumours may indeed have been correct.

The Glasgow-based Herald newspaper reports that BAE confirmed that they have reached an agreement to hand over the ships to Royal Brunei Technical Services, describing it as 'amicable'. This follows a period where Brunei withheld the final payments for the ships whilst going to arbitration over the matter.

The paper quotes 'a naval insider' who says that Brunei had to save face with regards to their inability to crew the vessels, saying they were used to vessels that were 20 years old and did not have the level of sophistication that the three OPVs built at Scotstoun had.

The newspaper also says it understand that Brunei has approached a German firm to handle the sale of the vessels.

Facts about the three OPV's

Names: **KDB NAKHODA RAGAM, KDB BENDAHARA SAKAM, KDB JERAMBAK**

Tonnage: 1940 disp, Length: 314 feet, Breadth: 39 feet, Propulsion: 4 x MAN diesel: Speed: 30kn

Launch dates:

KDB NAKHODA RAGAM: Saturday, 13 January 2001

KDB BENDAHARA SAKAM: Saturday, 23 June 2001

KDB JERAMBAK: Saturday, 22 June 2002

SHIPYARD NEWS

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Lloyd Werft plans mega dock

German repair and conversion specialist Lloyd Werft intends to build a huge new dock to accommodate the latest generation container ships. With a length of 360m and a width of 55m, it would be the largest dry dock in Germany. The plans were made public at the yard's 150th anniversary at Bremerhaven on Friday, attended by more than 600 guests including the top management of Italian shipbuilder Fincantieri, one of the shareholders of Lloyd Werft.

Managing director Werner Lüken told local newspaper Weser Kurier that the yard is in talks with financial institutions to secure the necessary funding for the project, estimated at €100M (\$134.5M). The dry dock is to be built next to its facility behind the Kaiserschleuse lock, which is currently only able to take ships up to Panamax size. Bremen state

government has given its approval for a complete overhaul and expansion of the lock so it can accommodate vessels of over 300m in length and 50m in beam, independent of Lloyd Werft's expansion plans.

Baltic Yard to Have New Orders

The representatives both of Sovkomflot, JSC and Gazprom, JSC has examined the Baltic Yard's facilities and opportunities to build vessels there.

According to the press-service of the yard, Sovkomflot asked the management of the yard to work out a proposal on construction a series of tankers-asphalt carries under 2+2 scheme during the next 2 weeks. The ships will have 5.85 thousand tons deadweight and will be able to carry cargo at 1700 C temperature. Besides, the representatives of Sovkomflot are interested in the opportunity to build Ro-Ro ships, tankers of ice-class and 52 thousand tons deadweight and other vessels there.

By the results of Gazprom visiting it was decided to form a joint work group with Gazprom, Baltic yard and other companies which will prepare the project to build provider-ships and constructions for ice-strengthened platforms.

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OPTREDEN GLORIA ESTEFAN TIJDENS WERELDHAVENDAGEN

Ter gelegenheid van het 75-jarig bestaan van het Havenbedrijf Rotterdam, zal op zaterdagavond 8 september wereldster Gloria Estefan vanaf een ponton in de Maas een optreden verzorgen tijdens de Wereldhavendagen. Het gaat om een éénmalig televisie-optreden dat in het teken staat van de Europese presentatie van haar nieuwe CD '90 millas'. Rondom de show organiseert het Havenbedrijf een waterspektakel met Nederlandse sterren. Vuurwerk vanaf het water sluit het unieke concert af. Het evenement is gratis toegankelijk. NOS doet live verslag van het programma van 19.30 tot 19.55 en van 20.30 tot en met 22.00 uur op Nederland 1.

Gloria Estefan werd 1 september 1957 te Havana geboren als Gloria María Milagrosa Fajardo García`. De Cubaans-Amerikaanse vedette won vijf Grammys en had internationale hits met onder andere 'Dr Beat'; en 'Can't stay away from you'. Ze begon haar loopbaan in 1975 bij de Miami Sound Machine. De 'Queen of the Latin pop' verkocht

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wereldwijd meer dan 70 miljoen albums. Tijdens haar optreden in Rotterdam zal zij zeker ook aandacht besteden aan haar grote hits uit de jaren tachtig.

Met haar nieuwe CD " 90 Millas" eert Gloria haar Cubaanse afkomst met een collectie van nieuwe Spaanse liedjes. Vele beroemde artiesten zoals oa.: Andy Garcia , Arturo Sandoval, Carlos Santana, José Feliciano, Paquito d'Rivera en Sheila E. zijn als gastartiesten op deze CD te horen.



Above seen Cox'swain David Eccles doing maneuvering exercises in Bangor Marina, Northern Ireland, with the new **Atlantic 75** inshore lifeboat named **JESSE HILLYARD** based in Bangor.

Photo : Brian Harvey ©

First ROTV project for Noordhoek Survey successful

Noordhoek Survey is proud to announce the success of their first ROTV pipeline inspection campaign in the Southern North Sea.

After successful sea trials early June 2007 Noordhoek became the proud owners of 2 MacArtney FOCUS 2 ROTV's. Approached by two major UK clients to undertake approximately 600km of pipeline inspection Noordhoek knew that this would be the ideal campaign to prove the 2 ROTV systems.

The DPII DSV **Noordhoek Singapore** was mobilized in Den Helder on the 18th June and sailed that evening to commence offshore calibrations. Using a combination of Side Scan Sonar and Multibeam data the campaign was completed within a week. The ROTV is a very stable platform for hydrographical and geographical surveys. Not only was the campaign completed in record time with no loss of the quality of data it was completed in the most challenging of conditions, the Southern North Sea off the east coast of England where there are strong currents, numerous platforms and sandbanks of 5m!

On board the vessel during the pipeline inspection campaign the onboard geophysicist Professor Jean Lanckneus commented, "The side scan data acquired was of outstanding quality. The stability and maneuverability of the ROTV combined with the noiseless environment provides the obvious choice for all future side scan operations". The data recorded was quite simply excellent, proven by the sample below. The pipeline entering the protective structure is seen quite clearly and even the gaps between the mattresses covering the pipeline on the port channel are displayed.

Noordhoek is a worldwide operating sub sea contractor providing a wide range of services including Diving, ROV and Survey services and has been participating in the majority of projects since the beginning of the oil and gas industry within the North Sea. The company owns and operates a dynamically positioned class 2 diving support vessel which has an excellent track record operating in the North Sea. Besides its offshore activities, **Noordhoek** is also active as an underwater contractor in the coastal, harbour and inland civil works.



FAIRPLAY TOWAGE naming ceremony in Rotterdam

The Hamburger based Fairplay Towage is naming its latest tug-newbuilding on 28th June, 2007 - „**FAIRPLAY III**“. In Fairplay's 102 years of history this name is now appearing for the fourth time. The first „**Fairplay III**“ was built for Carl Tiedemann, Hamburg in 1897, taken over by Fairplay in the early 1900s and scrapped in 1953. The second tug with this name was built for Hapag in 1900, taken over and renamed by Fairplay in 1951 and finally be sold for scrap in 1963. The third „**Fairplay III**“ was built by the Theodor Buschmann Yard, (still today a 100% Fairplay subsidiary) in 1963, She belonged to a series of 6 sister-tugs. 2002 this last Fairplay III was sold.



Photo : Wil Kik ©

This latest fleet-addition has, however, little in common with her pre-decessors. It is the strongest Fairplay tug and it is built according to the latest standards by the Spanish yard Astilleros Armon in Navia/Spain.

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With an LOA of 25m and a width of 11,2m "**Fairplay III**" and her sister "**Fairplay I**", presently under construction, will primarily serve in the Ports of Rotterdam resp. Hamburg.

Two 8-cylinder ABC-engines (Type ABC 8MDZC 4-stroke) with each 1850KW at 1000 RPM generate the power for two fixed-propeller Schottel SRP1515-rudder-propellers, producing a bollard pull of more than 70 tons and a free-running speed of 12kn.

Two Scania 6-cylinder-diesel-engines (Type D 9 95M 10-40) with a power output of each 196kw are generating the required on-board electricity.

A Bruxelles double-drum winch (Type SLH150.20/2-2-2) produces a breakforce of 1800kN. Ships' assistances will be performed primarily via the bow (Push & Pull). One of the double drums will carry a 90m Dyneema-Line whereas the other will carry conventional towing gear (52mm wires) either for port operation or sea-towages. For towage-jobs over the stern the tow-wire is guided through a tunnel below the accommodation to the aft-deck.

The extensive fendering around the entire ship is protecting the hull and especially designed for the „Push & Pull-Mode“ Designed for a 3-men-crew the tugs each count a total of 6 bunks.

New Ormen Lange contract to Saipem UK

Hydro has awarded an NOK 120 million contract to Saipem UK Limited for template installation on the Ormen Lange Southern Field Development. Hydro has awarded the contract on behalf of the Ormen Lange licensees for the installation of one eight-slot template of approximately 1,150 tonnes. The installation will take place in the second quarter of 2009 at a water depth of approximately 900 meters, with tight installation tolerances. Hydro is the operator for the Ormen Lange project during the development phase. Saipem is familiar with the challenging conditions on the Ormen Lange field through former pipeline installation work.

The Ormen Lange Southern Field Development consists of one template, two flow lines, one umbilical and one MEG line tied back to the existing Template A location.

In addition, the contract includes an option for heavy-lift operations for the Troll Future Development.

License holders in Ormen Lange:

Norsk Hydro Produksjon AS	18.0728%
Petoro AS	36.4750%
A/S Norske Shell	17.0375%
Statoil ASA	10.8441%
DONG Norge AS	10.3420%
ExxonMobil Exploration and Production Norway as	7.2286%

SIBA MAKES LARGEST EVER ASIAN CATTLE SHIPMENT

Italy's Siba Ships has made the largest ever cattle shipment from Australia to South East Asia. Its livestock carrier **Deneb Prima** loaded over A\$11.5m worth of cattle from Townsville, Queensland, for Jakarta, Pandjang and Pasir Gudang in Indonesia and Malaysia in early June and safely discharged the animals this week. The cargo consisted of 20,060 cattle and 2,564 sheep and goats.

Mauro Balzarini, CEO of Siba Ships, says, "This is a massive exercise which could only be carried out by a world leading livestock shipper and carrier with the expertise to ensure the safe and comfortable handling of the stock. Our sister company, Wellard Rural Exports, put in place 28 road trains in Queensland to bring the cattle to the ship, and they have been loaded and transported under the highest standards of care and supervision. There has only ever been one

larger shipment of cattle in the world, which was 100 more than this, on the same ship from Freemantle to the Middle East in 2002."

The 213 m LOA **Deneb Prima** is the world's largest livestock carrier.

HARMS Offshore orders MACS PSVs to new German design

HARMS Offshore, Germany has confirmed contracts for 2 + 2 PSVs of the 1400 MACS design at Bharati Shipyard, India. The new design was developed at Hitzler Werft, Germany and will have multi-cargo abilities for all dry- and liquid bulk cargo below deck.

Swissco expands with order for three more vessels

Swissco International Ltd in Singapore has announced that its wholly-owned subsidiary, Swissco Offshore Pte Ltd has placed an order for three more vessels worth S\$13.5 million.

The Group has placed order for a 70m offshore support workboat from a Chinese shipyard and expects delivery in the second half of 2008. Prior to deployment, the vessel will be retrofitted in Singapore with specialized and enhanced equipment. This highly specialized vessel will be able to accommodate up to 100 persons.

The Group has also placed order for another two vessels from an East Malaysian shipyard in Sarawak that had delivered vessels to the Group previously. The order includes a 26m multi-purpose workboat and a 31m utility offshore support vessel. These two vessels are expected to be delivered by the first half of 2008.

Vlaardingse ingenieurs ontwerpen superkraanschip

Met veertien medewerkers is het natuurlijk geen groot bedrijf maar het doet volgens sales en marketing engineer Nick Wessels wel grote projecten. Het nog maar zes jaar geleden opgerichte Vlaardingse ingenieursbureau **Sea of Solutions** heeft inmiddels al ettelijke tientallen projecten gedaan in ombouw en modernisering van boorschepen, productieplatforms en offshore-werkschepen. De laatste tijd ook steeds vaker nieuwbouwprojecten. Er is inmiddels een viertal schepen in aanbouw, ontworpen door **Sea of Solutions**. De Vlaardingse ingenieurs van **Sea of Solutions** hebben nu samen met het Schiedamse constructiebedrijf **Huisman-Special Lifting Equipment** een kraanschip met een recordzware mastkraan (5000 ton) ontwikkeld dat gebouwd gaat worden in Singapore. Het project is volledig voor eigen rekening ontwikkeld en daarna verkocht aan Avonway, een dochterbedrijf van de Noorse offshore-multinational **Nordic Heavy Lift**.

Sea of Solutions was verantwoordelijk voor het concept-ontwerp van het monohull-kraanschip. Huisman maakte het ontwerp voor de kraan en heeft ook de opdracht gekregen deze te leveren. De kraan zal worden gebouwd in de nieuwe fabriek die **Huisman-Itrec** onlangs in China heeft geopend.

Het 181 meter lange en 46 meter brede schip moet in maart 2010 in de vaart komen. Het ontwerp kent een groot aantal innovaties, maar de enorme mastkraan op het achterschip springt wel het meest in het oog. Opgetopt reikt de kraan tot ongeveer 150 meter boven dek. Het wordt de grootste mastkraan ooit gebouwd. Tot nog toe was de grootste mastkraan voor het schip **Sapura 3000**, dat nog in aanbouw is. Ook dat is een gezamenlijk project van Huisman en **Sea of Solutions**.

Door de huidige wereldwijde hausse in de exploratie en exploitatie van nieuwe olie- en gasvelden onder de zeebodem van de oceanen is er veel vraag naar speciale offshore-werkschepen. Deze schepen worden steeds vaker in Nederland gebouwd op de scheepswerven van **IHC Merwede** en **Damen**.

Vervolgens gaan ze naar de afbouwkade van **Huisman-Itrec** in Schiedam om daar te worden voorzien van alle speciale constructies voor kranen, onderwaterrobots en installaties voor het leggen van pijpleidingen.

Aker Yards Orders Hydroxyl CleanSea® For World's Largest Passenger Ships

Hydroxyl Systems, Inc. announced today that it has been awarded contracts from Aker Yards ASA of Finland. The contracts total in excess of \$6.6M CAD for two Hydroxyl CleanSea® advanced wastewater treatment systems to be designed and installed for operation onboard Royal Caribbean Cruises' new Genesis Class vessels – the world's largest passenger ships.

The new Genesis Class vessels are to be built at Aker Yards' shipyard in Turku, Finland, with the first already under construction. The first vessel, scheduled for delivery in Fall 2009, will be 220,000 gross registered tons when delivered to the world's second-largest cruise operator, Royal Caribbean Cruises, Ltd. (RCCL). The vessel will be over 40 percent larger than the next largest passenger ship in the world, with a length of 360 meters, a width of 47 meters, and accommodating 8,400 passengers and crew.

Royal Caribbean's Genesis Class vessels will introduce numerous technological advancements within the cruise industry. In particular, leading-edge environmental technology continues as a high priority in support of the Royal Caribbean's "Save the Waves®" initiatives. Hydroxyl's CleanSea advanced wastewater purification systems will enable the Genesis Class vessels to reliably treat all biodegradable water streams generated onboard prior to safe discharge to the ocean. With CleanSea in operation onboard, Genesis Class vessels will be able to operate within sensitive aquatic and coastal regions, while minimizing their impacts on the environment. Under the terms of the contracts, Hydroxyl's CleanSea technology will eliminate compounds from wastewater to levels lower than those stipulated by the most stringent ocean discharge standards in the world.

"Aker Yards and Royal Caribbean are both widely respected as leaders and innovators in the cruise industry and the fact that Hydroxyl has been selected for these important projects is something we are very proud of", stated Hydroxyl President and CEO, Carolyn Rogers.

The CleanSea systems supplied for the Genesis Class vessels will employ Hydroxyl's ActiveCell™ biofilm carrier process for high-rate biodegradation of wastewater onboard, as well as Hydroxyl's patent-pending ActiveFloat™ dissolved air flotation equipment, for particulate solids removal. Both proprietary technologies enhance wastewater treatment process reliability as well as decrease space requirements and system lifecycle costs. Comparable CleanSea systems are operating or are in the process of installation onboard eight other Royal Caribbean vessels.

"These contracts are a testament to the innovative capabilities of Hydroxyl's technology, and to the strong relationships our team has built with both Aker Yards and Royal Caribbean. The combination of our technology and service continues to establish Hydroxyl as a market leader in the cruise industry", said Steve DePoli, Hydroxyl Vice President, Marine.

MOVEMENTS



The **CMA CGM OMAN** seen moored in the port of Durban

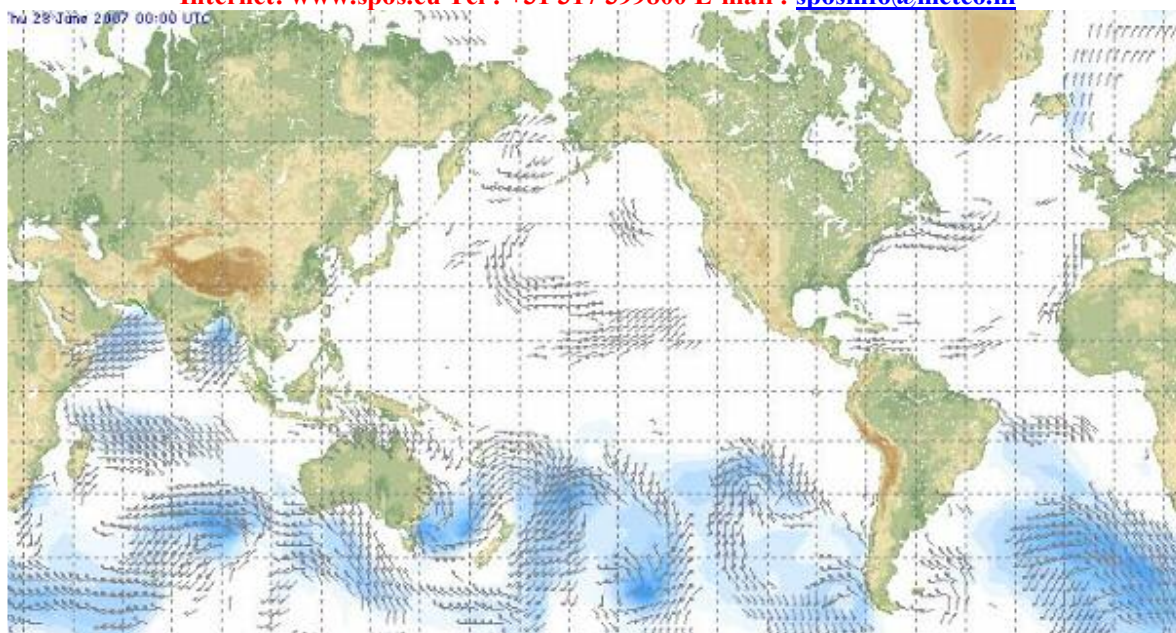
Photo : Dirk Raeymaeckers ©

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 **SEVAN HUMMINGBIRD** was un-docked at the Keppel-Verolme shipyard in Rotterdam-Botlek
Photo : Hans de Jong ©

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