

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 163



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The ABEILLE BOURBON seen operating along the French coast

Photo : Philip Plisson ©

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EVENTS, INCIDENTS & OPERATIONS



The **VOS TRACKER** seen fitting out at the Maaskant shipyard in Stellendam

Photo : Lenie Kleingeld ©

APM's Rasmussen told to axe or leave

Maersk Mc-Kinney Moller, the largest shareholder in the Danish shipping giant **AP Moller-Maersk**, demanded that chairman Michael Pram Rasmussen take action to iron out problems at the company or run the risk of being ousted, a Danish media report says. Moller had become deeply unhappy about the performance of Maersk Line, the group's container shipping unit, following the acquisition of **Royal P&O Nedlloyd** in 2005, the Borsen business daily says on its website. Rasmussen had to choose between supporting the senior management of APM or Moller. "In the end, he

only had one choice, namely in favour of the side of the biggest shareholder," a source that declined to be quoted by name told Borsen. Fairplay has learned that a power struggle had erupted after chief executive Jess Sørenberg had made it known he intended to retire in 2009. Rivalry for the post distracted vice presidents Knut Stubkjaer and Tommy Thomsen from their business, sources told Fairplay.

Smit contracted to salvage Bourbon MPSV

Smit Salvage has been contracted to proceed with operations to salvage the Bourbon multi purpose supply vessel Athena. The ship, which is under contract to Total E&P Congo is resting on a sandy bottom at a site in the outer roads of Pointe Noire, Congo at a depth of 10 m and listing 50 degrees.

The ship was towed to that location and anchored after it had reported that a technical problem had resulted in water entering the engine room. At the time of the report, the ship was 15 nautical miles off the coast of Congo, in transit between the oil fields of Likouala and East Tchibouela.

In line 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 isolated. The 63 people on board (26 crew members and 37 technicians) were immediately evacuated onto a Total barge located in the area.

The **Athena** was then towed by **Achille**, a Bourbon AHTS also under contract to Total E & P Congo, to Pointe Noire, where was reported sheltering and safe by 7.00 p.m. Paris time, with no pollution reported.

Pumping and hull watertightness procedures began in preparation for transferring the vessel to a shipyard for drydocking and repair. Due to poor weather conditions, however, these operations had to be stopped during the night and the vessel came to rest on the bottom.



IMO CALLS FOR ACTION ON PIRACY OFF SOMALIA

THE IMO Council, meeting in London, has agreed further action in response to continuing acts of piracy and armed robbery against ships sailing in waters off the coast of Somalia and, in particular, ships carrying humanitarian aid to the country.

The Council endorsed a proposal from IMO Secretary-General **Efthimios Mitropoulos** that UN Secretary-General Ban Ki-moon be requested to bring, once again, the piracy situation off Somalia to the attention of the UN Security Council. The Security Council could then request the Somali Transitional to take action. Most importantly the government could allow foreign warships into its territorial waters to suppress piracy.

"The continuing incidence of acts of piracy and armed robbery in waters off the coast of Somalia is of great concern to IMO Member States, the IMO Secretariat and to me personally," Mr. Mitropoulos said. "In conjunction with other multi-

faceted initiatives recently taken by IMO to address the issue effectively, the Council's endorsement of this high-level approach will, I believe, help considerably in alleviating the situation, especially if support and assistance to ships is enhanced; and if Administrations and the shipping industry implement effectively the guidance that IMO has issued and the notices promulgated regularly by naval operations' centres."



Above seen **TITAN salvage** working on the sunken **JANE** on the East Coast of Japan, near the port of Isohama, the 1987 built **Jane** sank after the engine room started flooding, and the master decided to ground the vessel before the engine stopped.

AFRIKAANSE PIRATEN ZIJN GEVAARLIJK

Afrikaanse piraten zijn van een gevaarlijker slag. Vooral de Hoorn van Afrika is berucht. Op 2 juni werd een Deens vrachtschip, de Danica White, voor de kust van Somalië gekaapt. Ondanks dat het op een 'veilige' afstand van meer dan honderd zeemijl uit de kust voer en beschermd werd door enkele marineschepen, wist een groep gewapende piraten met drie bootjes bij het schip te komen. Ze overmeesterden de vijf Deense bemanningsleden, die alarm sloegen.

Een Amerikaans marineschip dat in de buurt was loste een paar schoten. De drie bootjes werden geraakt, maar de piraten verdwenen met de Danica White in de territoriale wateren van Somalië. Die zijn verboden terrein voor de Amerikaanse marine. Het schip en de bemanning worden nog steeds vastgehouden, terwijl Deense diplomaten onderhandelen over losgeld.

In hetzelfde gebied werd eind februari een schip van de Verenigde Naties gekaapt. Pas na meer dan een maand werden het vrachtschip en de twaalf bemanningsleden vrijgelaten. Ze waren ongedeerd.

Vanaf januari dit jaar zijn al vijftien schepen overvallen voor de kust van Somalië. In 2006 waren dat er in totaal tien. 'De gevaren in deze regio mag je niet onderschatten. Niet alleen neemt het aantal overvallen toe, ook wordt steeds meer geweld gebruikt', waarschuwt directeur Pottengal Mukundan van het International Maritime Bureau (IMB). Dit bureau hield vorige week in Kuala Lumpur zijn driejaarlijkse conferentie over piraterij. Somalië genoot daar de twijfelachtige eer te worden bestempeld als het gebied met het hoogste piraterijrisico ter wereld.

Lange tijd was de eerste plaats op de ranglijst voor de Aziatische wateren. De Straat van Malakka is een populair werkterrein voor piraten. Jaarlijks varen maar liefst 50.000 schepen door de smalle zeestraat, die samen een kwart van 's werelds maritieme handel vervoeren. In Indonesië en Bangladesh zijn vorig jaar 97 overvallen gemeld. Dat is ruim veertig procent van alle voorvallen wereldwijd.

Niet alleen gestolen scheepsattributen kunnen gemakkelijk verpatst worden. Ook hele ladingen en zelfs complete schepen verwisselen van eigenaar. Het lijkt ingewikkeld om zo iets groots als een schip te laten verdwijnen, maar in de praktijk is het niet zo moeilijk. Eerst schilderen piraten de naam van het schip over. Dat is niet ongewoon; schepen verwisselen voortdurend van naam als ze verkocht worden. Dan laten ze het registreren in vlagstaten als Belize, Honduras of Panama, die erom bekend staan dat ze niet zoveel vragen stellen over de herkomst van een schip. De lading is vaak meer waard dan het schip zelf. Olie wordt soms op volle zee overgepompt in andere tankers. Ook andere cargo's die miljoenen waard zijn, worden op de zwarte markt van landen als China verkocht. Hoeveel piraten jaarlijks buitmaken, houdt het IMB niet bij.

Ondanks dat piraterij nog steeds een groot probleem is, zag het Piracy Reporting Centre het aantal overvallen de afgelopen jaren afnemen. 'De autoriteiten in Azië ondernemen steeds meer actie om piraterij aan te pakken', verklaart directeur Choong. 'Buurlanden en instanties als politie en kustwacht werken beter samen. Dat is in Somalië wel anders. Daar is niet eens een centrale overheid, laat staan een kustwacht die patrouilleert.'

Behalve de plaatsen mijden die als gevaarlijk te boek staan, kunnen schepen in de praktijk weinig doen als ze overvallen worden door gewapende piraten.

Zelf mogen ze namelijk geen wapens aan boord hebben. Het in Rotterdam gevestigde Secure Marine heeft daar een oplossing voor bedacht: een hekwerk dat een stroomstoot afgeeft als een indringer het schip probeert te beklimmen. De schok is niet dodelijk. 'Vliegvelen en militaire bases worden met hetzelfde systeem beveiligd', vertelt Raphael Kahn van het bedrijf. 'De omheining is niet goedkoop, ze kost al gauw 25.000 euro. Maar als je schip gekaapt en de bemanning gegijzeld wordt, ben je veel meer kwijt.'

Otapan vertrekt uit Waalhaven naar Botlek

Nederland is voorlopig nog niet van het asbestschip **Otapan** af. Het schip, dat in Rotterdam van asbest is ontdaan, vertrekt na een verblijf van vier maanden in de Waalhaven naar de Botlek.



Foto : Robert Smith ©

Het vrachtschip werd donderdag afgemeerd aan een steiger van het bedrijf Maas Silo in afwachting van het vertrek uit de haven van Rotterdam naar een slooplocatie in Turkije. Het schip moet in ieder geval voor 1 januari de Rotterdamse haven hebben verlaten.

Afgelopen zaterdag ontstond in de machinekamer van de **Otapan** een klein brandje door slijpwerkzaamheden. Het schip was net een week daarvoor asbestvrij verklaard.

Onderzoek heeft uitgewezen dat er tijdens de brand geen asbestvezels in de buitenlucht zijn terechtgekomen.

Ship salvage attempt in doubt

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 163

The best chance tonight of salvaging the stranded bulk carrier **Pasha Bulker** off Nobbys Beach in Newcastle passed after a tow cable snapped.



NSW Ports Minister Joe Tripodi said a steel cable being used by a tug to pull the bow of the ship off the beach had broken. The cable was attached to the Keera, one of three tugs being used in the attempt to move the ship.

Tow lines attached to the other two tugs and three anchor lines remained intact, Mr Tripodi said, and authorities remained optimistic the ship could be moved.

"The peak tide has passed and is slowly receding, but

there is still a window over the next three hours to make it happen," Mr Tripodi said.

He said the attempt would have to be called off and resume tomorrow if it did not succeed tonight. But authorities later said the attempt could be called off as early as 7pm Perth time (9pm AEST) because of the receding tide.

The **Keera** left the scene of the salvage attempt after its cable broke. "The attempt continues," Mr Tripodi said.



Photo : Martin Grant ©

"Everything is in the hands of the salvage master." The attempt to refloat the ship, which began earlier today when its ballast was emptied, was being carried out in high winds and heavy rain.

Ships still stranded at Porbandar coast, officials fear oil spill

WHILE the fate of two cargo ships stranded off Porbandar coast hangs in balance, it has become a cause of environmental concern. Each vessel is carrying around 300 metric tonnes of oil and a spill cannot be ruled out if the weather gets rough and the sea choppy.

The fact that the oil cannot be offloaded at least for another 48 hours, is a reason to worry. Apart from disrupting routine activities at the Porbandar port, the oil spill can destroy marine flora and fauna off the coast. Worried authorities like the Coast Guard and district administration are waiting for the owners of **Arcadia Progress** and **Shujjat-III** to offload the oil before beginning salvage operation.

Officials from Arcadia Ship Private Limited, owner of **Arcadia Progress** and agents of **Shujjat-III**, who met the Coast Guard on Wednesday, are yet to chalk out a plan to offload the oil. Porbandar District Collector H N Chibber had conducted the meeting of Coast Guard, ship owners and agents on Tuesday to monitor the situation.

"An oil spill cannot be ruled out," said Deputy Commandant Navdeep Bakshi of Porbandar Coast Guard, adding, "**Shujjat-III** has oil quantum of 365 tonnes and there's around 265 tonnes of oil quantum on board Arcadia Progress". The Coast Guards, who are in touch with crew of both ships, said the staff of **Arcadia Progress** have begun shifting oil quantum from lower to higher tanks. "However, we have no idea about any related movement from **Shujjat-III**", said Bakshi.

The Coast Guards conducted a rescue operation to air-lift crew from the **Arcadia Progress** on Tuesday, but all 27 members refused to abandon ship. On Wednesday, the Coast Guard began airlifting operation again after 15 members expressed willingness to come on land. Of total 29 crew onboard **Shujjat-III**, 11 reached shore on a small boat on Tuesday. The Coast Guard will rescue rest of the crew.

Seaman feared dead after falling off vessel in Batangas

A 21-year-old seaman student was feared dead following a bad fall off a vessel docked at Calaca town in Batangas province Wednesday afternoon. Radio dzRH reported Thursday morning that the student, initially identified as Edwin Violante, fell from the second level of the MV Lake Sampaloc into the water.

Violante, a seaman student at the University of Batangas and training aboard the MV **Lake Sampaloc**, slipped and reportedly hit his head on the ship's floor before falling into the water. The incident took place at about 3 p.m. Wednesday while the ship was docked off Calaca town in Batangas. Violante is a resident of Bagong Tubig village in Calaca. Relatives of Violante blamed DMCI Co., the ship's owner, for the student's death because DMCI reportedly barred divers from diving into the water to search for the student.

It was only on Thursday morning that divers were sent to search for the student's body.

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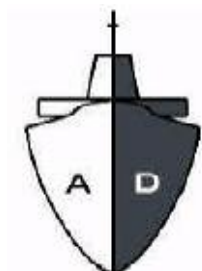
The **ITAL FLORIDA** encountered some "weather damage" as can be seen at the photo's



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Nationale Vlootdagen 2007: 13, 14 & 15 juli 2007

De Koninklijke Marine organiseert jaarlijks de Nationale Vlootdagen.



Foto : Joop Marechal ©

Altijd al meer willen weten over de Koninklijke Marine?

Defensie is een onderdeel van onze maatschappij, maar een persoonlijke kennismaking met de krijgsmacht is voor het publiek vaak niet mogelijk. Daarom opent Defensie haar deuren!

Altijd al meer willen weten over de Koninklijke Marine? De vele missies in VN of NAVO verband, de inzet in crisissituaties, het verlenen van humanitaire hulp en de ondersteuning van civiele autoriteiten. Van Afghanistan tot de Antillen, van de Noordzee tot de Perzische Golf. Tijdens de Nationale Vlootdagen opent de Koninklijke Marine haar poorten, zodat iedereen kan zien waar de Marine mee bezig is.

Schepen

De Vlootdagen bieden een unieke kans om een kijkje te nemen aan boord van de oorlogsschepen. Doorgaans opereren de schepen in missies ver op zee, maar op 13, 14 en 15 juli 2007 bent u welkom aan boord.

Mariniers

Deze zeesoldaten opereren op de grens van land en water. In het mariniersbivak kunt u niet alleen van alles ontdekken over missies in Afghanistan en Irak, maar ook over amfibische operaties, het boarden van verdachte schepen en de special forces.

Demonstraties

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 163

Spectaculair hoogtepunt vormen de demonstraties die u van dichtbij mee kunt maken! U ziet schepen, Lynx helikopters, landingsvaartuigen en personeel van het Korps Mariniers, cutters en reddingsvaartuigen van de Kustwacht en KNRM en vele andere eenheden.

Vele activiteiten

In het Maritieme Activiteiten Kamp kunt u de handen uit de mouwen steken en ondervinden hoe het werk aan boord wordt gedaan. In het mariniersbivak kunt u zelf ervaren hoe uitdagend het werk is bij het Korps Mariniers. Verspreid over het terrein zijn er nog vele andere activiteiten voor jong en oud!

Expositie en stands

In de tenten en op de steigers zijn exposities en stands ingericht: van de organisatie van de marine en de modernste techniek in de schepen tot een braderie met maritieme snoisterijen.



The **L 3006 LARGS BAY** seen in Portland Port

Photo : Erik Kuis ©

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USCG orders eight more CPB's from Bollinger

What began in 1996 as a contract from the U. S. Coast Guard to Bollinger Shipyards, Inc., of Lockport, Louisiana to build one 87-foot Marine Protector Class Coastal Patrol Boat (CPB) with options, has led to the delivery of 67 of the CPB's.

Now, because of increased homeland security and other mission requirements, the Coast Guard has received authorization and has contracted with Bollinger to build eight additional CPB's.

"The contracting of the additional CPB's by the USCG direct with Bollinger is a great tribute to the Bollinger workforce, which has successfully delivered 67 quality Marine Protector Class Patrol Boats to the USCG over the past 11 years," said Bollinger chairman and CEO Donald "Boysie" Bollinger.

The Marine Protector Class boats are multi-mission platforms capable of performing Search and Rescue (SAR), Law Enforcement (LE), and Fisheries Patrols, as well as drug interdiction and illegal alien interdiction duties up to 200 miles offshore. "

The Bollinger built CPB's are based on the **Damen STAN 2600** design developed for the Hong Kong police.

Bollinger modified the design to meet U. S. Coast Guard requirements, some of which are: maximum continuous speed of 25 knots; patrol speed not less than 10 knots; maneuvering speed not greater than four knots with one engine continuously engaged; berthing for a mix of male/female crew members of 10, plus a spare berth; maximum crew comfort consistent with the operational requirements; provisions for stores for a crew of 10 for a five-day mission and ability to carry, launch and recover a Rigid Hull Inflatable Boat (RIB) in seas up to 8 feet (2.5 meters) wave height.

The eight new patrol boats will be nearly identical to the 67 vessels delivered from Bollinger over the past 11 years.

They are 26.5 mtr long , 5.92 m wide with a maximum draft of 1.74M. They are armed with two 50 caliber machine guns as well as small arms. The CPB's can carry approximately 2,900 gallons (11,000L) of fuel, and approximately 400 gallons (1500L) of potable water. The vessels are designed in accordance with the American Bureau of Shipping's (ABS) Guide for Building and Classing High Speed Crafts, and are capable of towing vessels weighing up to 200 tons.

Two MTU 8V 396 TE94 diesel engines developing 1500 HP drive five-blade propellers on each of the boats, through ZF BW 255 reverse/reduction gears. The system includes a slow speed drive capability to ensure that the vessels can maneuver in restricted waters as well as tow small pleasure craft after a successful search and rescue mission. The

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 163

engine control and monitoring systems are equipped with operational data recorders to provide performance-based maintenance and to improve logistic support. Each vessel is equipped with a 250-gallon per day reverse osmosis water maker.

Crew comfort is achieved through the use of four two-person staterooms and one three-person stateroom.

Each stateroom is equipped with internal telephones and sound-powered phones as well as sinks and potable water service. There are two water closets and two showers to give maximum utilization to the sanitary facilities.

The mess deck has seating for nine crewmembers and is furnished with television, a VCR, and stereo equipment for crew relaxation.

Like the previous 67 vessels, the eight newly contracted USCG 87-foot Marine Protector Class Coastal Patrol Boats will be engineered and built at Bollinger's Lockport, Louisiana facility.

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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NEW FREIGHT SHIP BOOSTS P&O FERRIES

P&O Ferries today announces that it has agreed to purchase a dedicated freight ferry in order to meet the growing demand for space from haulage customers throughout its operations.

The company will take delivery of the **El Greco**, currently operated by the Spanish shipping line Trasmediterranea , during September and will deploy the vessel on its Dover-Calais service to offer additional peak time and refit season capacity in a growing market. The ship will also be used as a refit relief vessel in P&O's Irish Sea and North Sea operations.

Helen Deeble, chief executive, said: "This investment is designed to help freight customers achieve their just in time delivery schedules by boosting the P&O Short Sea fleet from six to seven ships at peak times. It will also enable us to guarantee sufficient capacity and reliability through the refit season in all sectors.

"It represents a significant step forward for our business and is a move I believe will be welcomed by customers and staff alike."

The **El Greco** was built to international standards under the British flag and Lloyd's Register classification and was delivered new in 2000 to Norfolk Line as the Midnight Merchant for use on their Dover-Dunkerque route. Trasmediterranea acquired the ship a year ago. It has a carrying capacity of 125 articulated lorries which is comparable to P&O's other dedicated Dover-Calais freighter, the **European Seaway**. It can also carry in excess of 300 passengers and is equipped with passenger cabins for use during refit cover on the Irish Sea and North Sea routes.

On joining the P&O Ferries fleet the ship will be re-named the **European Endeavour**. It will be British flagged and will carry officers and crew on British terms and conditions of employment. Officers and crew will be recruited from within P&O's existing ferry operations and via specialist agencies.

Sevan Piranema on the Piranema field



The **Sevan Piranema** is now permanently moored on the Piranema field off the north-east coast of Brasil. The field is located in ultra-deep water, with a water depth varying from 1,000 to 1,700 m. The current location is 1,000 m.

Petrobras is now in the process of completing the production and injection wells and installing the production riser.

Voorstel langere Autrichehaven

Het algemeen bestuur van Zeeland Seaports moet zich uitspreken over een verlenging van de kade van de Autrichehaven/Axelse Vlakte met een lengte van 225 meter tot 800 meter. Dat is nodig omdat de bedrijven staan te trappelen om er te kunnen bouwen.

Weliswaar hoort de betreffende kade tot het beheersgebied van de samenwerking ESM tussen Zeeland Seaports en het Havenbedrijf Rotterdam. Maar omdat de Raad van Commissarissen voorgesteld heeft dit stuk haven uit het ESM verband te halen, moet ook het algemeen bestuur van Zeeland Seaports zich er over uitspreken.

De bedrijven die staan te wachten zijn Alpha Calcit, dat een fabriek voor verwerking, overslag en opslag exploiteert. Verder is er sprake van onderhandelingen in een vergevorderd stadium met andere geïnteresseerde bedrijven die passen in het Biopark-concept

NOL to Order Eight 10,000 TEU Ships

Neptune Orient Lines (NOL) intends to invest in eight large, high-speed container ships worth a total of approximately \$1 billion, subject to the satisfactory completion of contractual terms and documentation. Each ship will have a capacity of 10,000 TEU and a design speed of more than 26 knots.

The vessels will be built in South Korea and will be delivered during 2011. The company intends to deploy the vessels in APL's Asia-Europe trade.



The **HAVILA PRINCESS** seen at Velsen Noord – Photo : Joop Marechal ©

MAN Diesel Engines to Power World's Largest Vessel

The Offshore Division of MAN Diesel received the order for the supply of generator sets with a combined output of almost 95 MW for what will be, dimensionally, the largest vessel in existence, and will include working functions which also set world records in their specialist field. The contract will also involve the first V-configuration engines to be produced in MAN Diesel's new four-stroke medium-speed engine series, the 560 kW per cylinder 32/44 CR with commonrail fuel-injection technology. This new mega-vessel has been ordered by the Swissbased Allseas Group S.A., an offshore installation contractor, and is a twin-hull construction with main dimensions 360 m long by 117 m wide.

The new vessel is designed to fulfill a number of functions for clients in oil and gas exploration and production: platform installation, platform decommissioning, platform removal and pipe laying. To fulfill these functions the vessel will have topside lift capacity of 48,000 tons and stern portal cranes with a jacket lift capacity of 25,000 tons, plus the world's largest pipelay tension capacity of 1,500 tons. Targeted for delivery in 2010, the vessel will be named **Pieter Schelte**, after the offshore, heavy lifting pioneer **Pieter Schelte Heerema**.

Altogether nine MAN Diesel 32/44CR engines with a total of 169 cylinders and a massive combined output of 94.6 MW will power the generator sets which will cover demand from **Pieter Schelte's** varied consumers. These include the vessel's diesel-electric propulsion and dynamic positioning system based on 12 thrusters with 360° azimuthing capability and giving the vessel a speed of 12 knots when fully laden; its powerful lifting gear, pipe laying and other working equipment; plus a range of other onboard consumers, including a considerable hotel load for the large crew of 450.

Of the nine generator sets aboard the **Pieter Schelte**, eight will be based on the 20-cylinder V-configuration 20V32/44 CR engine and one on the inline configuration, nine-cylinder 9L32/44CR. The engines are due for delivery in December 2009 to meet a schedule that calls for vessel completion in 2010.

Prof. Dr. Wolfram Lausch, Senior Vice President and head of MAN Diesel's medium-speed marine-propulsion business unit said "With a rated output of 560 kW/cyl., the 32/44 CR offers excellent ratios of power-to-weight and power-to-installation space. On the other hand, its common-rail injection system allows engine output, fuel consumption and emissions to be optimized across its complete load range, translating into reduced fuel consumption and reduced exhaust emissions at part-load.

This is especially important on a vessel like **Pieter Schelte**. Here, generator sets will operate under a sophisticated load-sharing system to cover demand from both the diesel-electric propulsion / positioning system, a wide range of other electrically powered working functions and further major consumers. With the wide variations in electrical load possible in such a set-up, at least one generator set will, logically, always be operating under part-load." The vessel is to be built mainly in the Far East, possibly including the installation of specialist equipment, and is the latest in a series of record breakers from Allseas in the platform installation/decommissioning and pipelaying business.

Eagle Bulk Receives Supramax Dry Bulk Vessel

Eagle Bulk Shipping, Inc. has taken delivery of the **Kittiwake**, a 2002 built 53,146 dwt Supramax dry bulk vessel. The **Kittiwake** was acquired as part of a three vessel transaction announced on February 28, 2007. The **Kittiwake** will commence an 11-13 month charter at a rate of \$30,400 per day. The charter may reset at the beginning of each month based on the average time charter rate for the Baltic Supramax Index, but in no case will be less than \$24,400 per day.

The Eagle Bulk Shipping, Inc. fleet consists of 23 vessels, including 20 Supramaxes, five of which are newbuilds, and three Handymax bulk carriers. The average age of the fleet is approximately five and a half years.



In Rotterdam the latest newbuilding for Fairplay the **FAIRPLAY III** was christened

Photo : Michel Kodde ©

Containerships Took New Vessel on Charter

Finnish short-sea operator Containerships Group has increased its focus on larger tonnage by taking a new vessel on charter, reports TradeWinds.

Containerships has taken the 907-teu "**Aila**" (built 2007), a Finland-flagged vessel owned by compatriot Langh Ship, on charter at an undisclosed rate and for an undisclosed period, in order to increase the average size of its fleet.

The Norwegian port of Fredrikstad and Aarhus in Denmark have also been added to Containerships' schedules with both now linked to Helsinki.

In addition St Petersburg will receive 4 calls per week from the company's service with calls at Liepaja in Latvia also increased to the same amount.

Containerships managing director Sigurjon Markusson said of the developments, "This new system brings our whole network into one coherent whole, providing shippers right across Europe and Russia with a fast, frequent and above all secure and reliable door to door service for their goods."

Swire Pacific confirms AHTS order

The Havyard 844 AHTS design was developed with a focus on deepwater. Swire Pacific Offshore has confirmed that the company has placed an order for four 18,250bhp, 200 bollard pull AHTS, to be built at Pan-United Marine's shipyard in Singapore with delivery in 2010 and 2011.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 163

The company said the Havyard 844 design was developed in close collaboration with SPO's technical team with a focus on offshore deepwater requirements.

"These SPO 'D' class vessels are to be built to clean class and ice class notations, and equipped with powerful 500 tonne Rauma Brattvaag winches. The vessels will have ample power to support the latest generation semi-submersible rigs operating in deepwater and harsh environments whilst having adequate tank capacities and clear deck space for other offshore applications," said the company.

The vessels will also adopt the latest DP technology and will carry FiFi 1 classification. The design also takes fuel efficiency and environmental concerns into careful consideration, taking into account the variety of roles in which the vessels will likely be engaged.

MOVEMENTS



The **LUCIA DELMAS** seen in La Pallice port

Photo : Piet Sinke ©

The **LUCIE DELMAS** is built at the Verolme shipyard in Rotterdam under yard number 964 in 1978 as the **NEDLLOYD ROTTERDAM**, the Ro-Ro vessel was renamed in **ROTTERDAM** in 1986 until 1988 when she was renamed in **NEDLLOYD ROTTERDAM** again until 1996, when the 196.5 mtr long vessel was renamed in **KAGORO**, she sailed under this name until 2002 when she got her present name **LUCIE DELMAS**

AIRCRAFT / AIRPORT NEWS

Vliegtuig ramt huis bij landing in Angola: minstens zes doden

In het noorden van Angola is een vliegtuig met 78 passagiers tijdens de landing neergestort. Ten minste zes mensen zijn daarbij om het leven gekomen. Het ongeluk met een Boeing 737 van de nationale luchtvaartmaatschappij van Angola, TAAG, gebeurde op de luchthaven van M'banza Congo, driehonderd kilometer ten noorden van de hoofdstad Luanda, meldt het staatspersbureau Angop.

Het toestel landde halverwege de landingsbaan en stuiterde vervolgens op, waarna de piloot de controle over het vliegtuig verloor en een huis ramde, aldus Angop. De gewonden werden naar een ziekenhuis in de nabijgelegen plaats Zaire gebracht. Met ingang van volgende week is het voor **alle** Indonesische luchtvaartmaatschappijen verboden naar de Europese Unie te vliegen. Dit meldde de Europese Commissie donderdag bij de openbaring van de nieuwe zwarte lijst voor luchtvaartmaatschappijen.

Ook de Angolese maatschappij TAAG en een maatschappij uit Oekraïne worden in de ban gedaan. Maatschappijen uit Rusland, Bulgarije en Moldavië staan niet op de zwarte lijst, maar zijn wel onderhevig aan bepaalde beperkingen.

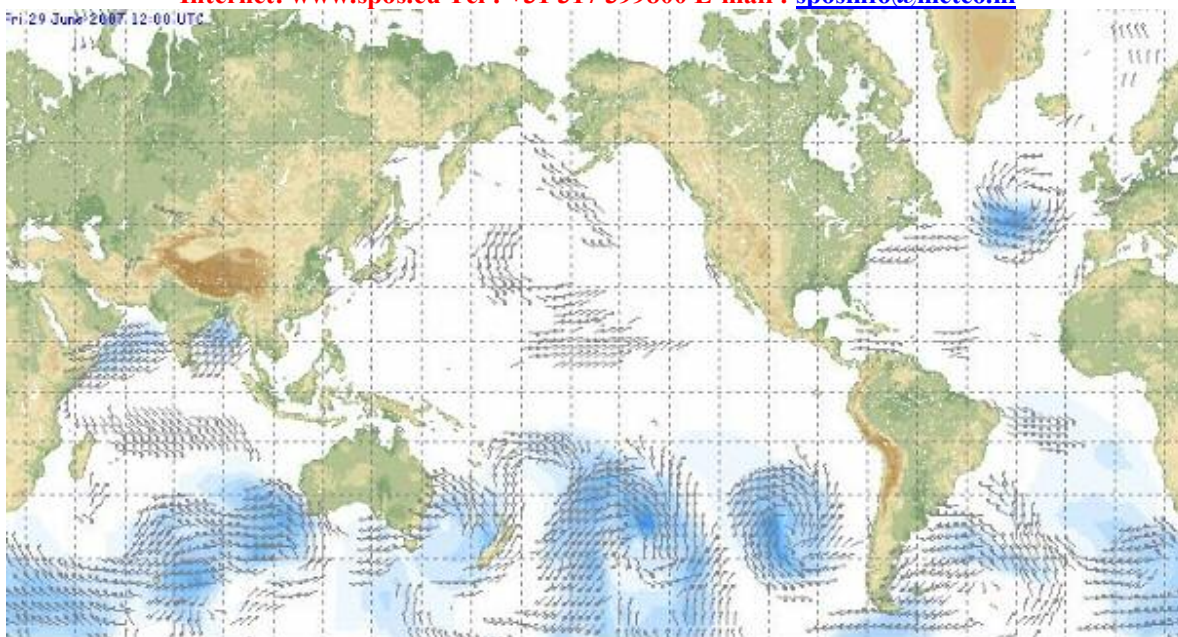
De EU houdt een zwarte lijst bij om de veiligheid van luchtvaartverkeer binnen de Unie te waarborgen, maar ook om Europese burgers te informeren over de veiligheid van vluchten buiten Europa. De lijst is tevens een stok achter de deur om vliegmaatschappijen veilig te houden.

MARINE WEATHER

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.... PHOTO OF THE DAY

Correction :

In **newsletter 147** a photo was used made at Sakhalin, it appeared that this picture was made by **ARNO KEINONEN** and the copyright belongs to **AKAC INC.** the photo was taken June 8th, and beside the mentioned vessels also visible are the Russian Polar Icebreaker **Admiral Makarov** and Russian Environmental stand by vessel **Irbis**, required when oil production takes place in ice. The FSO in foreground is **Okha**, This is a Sakhalin Energy Investment Company operation.



The French three-masted barque **BELEM** seen moored in La Pallice
Photo : Piet Sinke ©

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 163

The 1896 built **Belem** was originally a cargo ship, transporting sugar from the West Indies, and cocoa and coffee from Brazil and French Guiana to Nantes, France. By chance she escaped the eruption of the Mount Pelée in Saint-Pierre de la Martinique on 8 May 1902.

The 51 mtr long vessel was sold in 1914 to the Duke of Westminster, who converted her to his private luxurious pleasure yacht, complete with auxiliary engine.

In 1922 she became the property of the beer baron Sir Arthur Ernest Guinness, who renamed her the **Phantom II**.

In 1951 she was sold to the Venezian count Vittorio Cini, who named her the **Giorgio Cini** after his son, who had died in a plane crash near Cannes on 31 August 1949 . She was used as a sail training ship until 1965, when she was considered too old for further use and was moored at the Island of San Giorgio Maggiore, Venice.

In 1972 the Italian carabinieri attempted to restore her to the original barque rig. When this proved too expensive, she became the property of the shipyard.

Finally, in January 1979, she came back to her home port, as the **Belem**, flying the French flag. Fully restored to her original condition, she began a new career as a sail training ship.

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