

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 170



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HAL's **PRINSENDAM** seen departing from La Rochelle, **the Atlantic Call**, bound for Lorient

Photo : Piet Sinke ©

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EVENTS, INCIDENTS & OPERATIONS



The **VIKING PROVIDER** seen in Ijmuiden
Photo : Joop Marechal ©

NSRI turns 40

This year, the NSRI (National Sea Rescue Institute) celebrates 40 years of service to seafarers and the communities of South Africa. From humble beginnings, the Sea Rescue story is one of success. Through the dedication of 800 volunteer crew and the generosity of commerce, industry and the community, NSRI continues to grow from strength

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to strength. Today the Institute operates a fleet of 60 rescue craft from 32 coastal and three inland stations providing a 24/7 rapid response rescue and humanitarian service to all at sea and some inland waters.

Late in 1966, a fishing vessel sank off the Cape coast with the loss of all 17 crew. An outraged Miss Patti Price of Simon's Town wrote a letter to the Cape Argus calling for the formation of a sea rescue service. The Society of Master Mariners spearheaded the formation of an in-shore sea rescue service and called for a public meeting. A steering committee was elected at the meeting and two members of the public volunteered to join as crew. The Master Mariners had meanwhile purchased a small inflatable vessel which was handed over and launched at Three Anchor Bay in January 1967.

It took several months for the Memorandum of Association to be drawn up and signed by the elected Executive Committee. This document was then submitted to the Registrar of Companies in Pretoria and the NSRI was formally registered as a Section 21 Company (not for Gain) on 20 June 1967.

The NSRI has grown over the years and today operates a fleet of 60 rescue craft with a replacement value of about R 63.5 million. Larger capital items such as vessels and 4x4 vehicles have mainly been sponsored by companies, legacies or service organisations. As a non-profit community support service, the Institute may not charge for its services and therefore relies almost solely on donations, grants, sponsorships and its own fund-raising efforts.

The volunteer crew members are without doubt the backbone of the organisation and since inception over 13,300 rescue missions have resulted in the saving and assisting of 24,000 people. NSRI has been involved in or responsible for nearly 97 percent of all the sea rescue missions on the coast line for the last 40 years.

Besides the saving of life at sea and on inland waters, there is now a focus on the promotion of both water and boating safety through NSRI's Water Wise programme.

MSC Napoli salvage delay

Plans to refloat the container ship MSC Napoli have been delayed. Although the salvage company announced that it was to refloat the ship on 2 July, an MCA spokesman said that the decision rested with the vessel's owners.

Despite adverse weather conditions last weekend, the vessel remains relatively stable. Meetings planned for this week will discuss possible dates for her removal, and, in particular, where she will go afterwards.

One option is for the ship to be towed to Portland Harbour for inspection. Only then would a decision be taken on whether to send her for repairs or to tow her to deep water and scuttle her.

Scheepvaart wordt aan banden gelegd bij vlootshow

Niets wordt aan het toeval overgelaten. Iedere beweging van de 24 schepen grote vloot die onder de Walcherse kust de Westerschelde opstoomt, is door de marine en Rijkswaterstaat in een draaiboek vastgelegd. Om ongelukken te voorkomen, wordt de overige scheepvaart aan banden gelegd.

De hoofdroute door het Oostgat en de Sardijngeul is voor de beroeps- en de recreatievaart tussen half elf en drie uur tot verboden gebied verklaard. Voor de vrachtvaarders zit er volgens Eric Adan, assistent-districtshoofd Westerschelde, niets anders op dan 1,5 uur om te varen via de vaargeul voor Zeebrugge. De grote rederijen en de belangrijkste havens in het gebied zijn geïnformeerd over de overlast.

Politie, rijkswaterstaat, marechaussee en de strandwacht zijn met zestien vaartuigen ter plaatste om te waken over een veilige afstand tussen de marineschepen en het overig verkeer. De pleziervaart mag in de Wielingen-Noord

ankeren om de show van dichtbij mee te maken. Daarbij moet wel rekening worden gehouden met de sterke stroming en mogelijke last van harde wind, waarschuwt Adan.

De vloot verzamelt morgenochtend op zo'n dertig kilometer uit de kust voor Westkapelle. Daar krijgen de 24 schepen een loods aan boord en varen ze in kiellinie naar Vlissingen. Ter hoogte van de stad buigen ze even zeewaarts af richting Cadzand, om vervolgens in een haakse bocht naar binnen te varen. In het Schelde Coördinatiecentrum wordt een nautisch commando ingesteld, met vertegenwoordigers van alle toezichthoudende instanties.

Rijkswaterstaat en de marine hebben **1,5 jaar** voorbereiding gestoken in een vlekkeloze intocht van het internationale flottielje ter ere van Michiel de Ruyter. Daarbij kwam onder meer aan het licht dat drie schepen (**De Ruyter**, de **Walrus**, de **Chatham** (GB) te lang zijn of te diep steken om door de sluis te kunnen voor de bezichtiging op zaterdag. Zij meren na de vlootshow af in de Buitenhaven van Vlissingen, waar het publiek eveneens terecht kan.

Een vierde deelnemer, de **Mahan, (USA)** gaat om veiligheidsredenen ten anker op de rede van Vlissingen. Rond dit Amerikaanse schip geldt een verboden zone van vijfhonderd meter. De Johan de Wit vertrekt direct weer.

De afvaart is minder strak geregeld en gelden er geen beperkingen voor de overige scheepvaart, aldus Adan.

Vlootshow Vlissingen trekt 50.000 mensen

Zo'n 50.000 mensen zijn gisteren afgekomen op de vlootshow van de Koninklijke Marine in Vlissingen. Dat heeft een woordvoerder laten weten van de organisatie van de festiviteiten rondom het 400e geboortjaar van Michiel de Ruyter, waaronder de vlootshow viel.



Foto : Aad Sinke ©

Het evenement, waaraan ruim twintig marineschepen meededen uit binnen- en buitenland, ondervond nogal wat hinder van de harde wind. Daarom werd de show door vice-admiraal Jan Willem Kelder afgenomen in de monding van de Westerschelde bij het standbeeld van De Ruyter, in plaats van voor de boulevard in de Noordzee.

Ook staatssecretaris Cees van der Knaap (Defensie) en Bianca Balkenende waren aanwezig. Vanwege de wind werd een landingsdemonstratie van amfibievoertuigen afgelast en een luchtshow aangepast.



SAFMARINE PLEDGES "CONSTRUCTIVE DIALOGUE" ON TIMBER CARGOES



THE CEO of AP Roller subsidiary Safmarine's CEO Ivan Threesome-Green has pledged to "initiate a constructive dialogue" with "all appropriate stakeholders" to ensure that the cargoes its vessels transport are fully compliant with existing international maritime transportation regulations and laws.

He was responding to criticism from a green lobby group that the company was carrying illegally felled timber from Africa.

A Safmarine statement said: "Within the past few days, Safmarine learned of the concern of an international environmental group about a cargo of logs being transported from West Africa to Europe on one of its chartered vessel, **Safmarine Onne**. The issue involves whether the felling of logs conform with a moratorium declared on licenses to harvest and export logs from Democratic Republic of the Congo up to 2002."

At present **GREENPEACE** is blocking the discharging of the **SAFMARINE ONNE** in the port of la Rochelle (La Pallice)
Photo : Bob van Baarle ©

"Safmarine is a sensitive and responsible company that has a solid tradition of providing safe and secure marine transportation of essential goods," Mr. Heesom-Green said. "The environment, particularly the world's oceans, are the platform on which we operate. We carefully monitor all laws and regulations, and we are always prepared to initiate a constructive dialogue with all appropriate stakeholders to ensure that our cargoes fully conform

to international maritime transportation rules."

Maritime and Coastguard agency detains ship in Cardiff

On Tuesday 3rd July the Maritime and Coastguard Agency (MCA) detained a vessel in Cardiff. The Cyprus flag 20,280 GT bulk carrier **Nikolaos P** had berthed in Cardiff to discharge a cargo of steel rods and plywood and was boarded by surveyors from the MCA's Cardiff Marine Office, who arrived to conduct a Mandatory Expanded Inspection of the vessel as part of their regular Port State Control inspection duties.

The inspection of the **Nikolaos P** revealed that the vessel was in very poor condition, and it was therefore detained. In total the inspection revealed in excess of 30 deficiencies, the most serious and detainable being;

- * Severe wasting to the starboard lifeboat forward keel bracket lifting link
- * Severe wasting of the starboard lifeboat aft keel bracket lifting link plate and bolt
- * Severe wasting of the port lifeboat forward keel bracket

In addition to the technical detainable deficiencies, three major non-conformities were raised against the vessel's ISM - Safety Management System:

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- * Maintenance of the Ship due to the large number and serious nature of deficiencies.
- * Emergency Preparedness due to a substandard fire drill.
- * Resources and Personnel due to the crew not having carried out sufficient drills or refresher training.

The **Nikolaos P** will remain under detention until the deficiencies are rectified.

Pat Dolby, Head of the MCA's Inspection Branch said:

"Operators have a duty to ensure that vessels are equipped and crews are trained to deal with a variety of emergency situations. Both the unacceptable state of the **Nikolaos P's** lifeboats and the inadequate response of its crew in a drill are cause for major concern, as a real-life emergency would find the vessel ill prepared for an effective response.

We will not hesitate to detain vessels such as this one which pose a serious threat to the safety of its crew."



The **BRITISH LIBERTY** seen at the Noordzee canal – Photo : Wil Kik ©

Environmental Risks Haunt 'Ghost Fleet'

From afar, the ghostly warships recall a fierce phalanx ready for battle. A closer look, though, shows the rust and rot of ships unfit for duty or even dismantling, a quandary that is costing taxpayers millions of dollars and could cause environmental misery that will cost millions more.

This is the Suisun Bay Reserve Fleet, a collection of once-valiant troop transports, tankers and other vessels dating back to World War II, Korea and Vietnam. Before they can be scrapped and sold, Coast Guard regulations require the removal of the barnacles and other sea creatures clinging to their hulls. That process causes toxic paint to flake off into the water, and fear of contamination has brought ship disposal to a halt in California, and delayed it in the country's other "mothball fleets" in Texas and Virginia.

"The fleet has devolved from these historic and wonderful vessels into basically a floating junkyard," said Saul Bloom of Arc Ecology, a San Francisco environmental group working to make the ghost ships disappear. "While they're sitting there, they continue to pollute." After World War II, the military designated several sites for ships withdrawn from active military service, among them Suisun Bay, a shallow, brackish body of water east of San Francisco Bay.

For several decades, many stood ready to be called back into duty on short notice. But over time, most of the vessels in the fleet have become too decrepit to justify the cost of repairs.

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On the troop ship General Edwin D. Patrick, the wooden deck has turned black with rot, and grass grows through the cracks. Sea birds roost where soldiers once waited anxiously to go to war, and peeling paint exposes vast expanses of rust from bow to stern. "There's really very little you can do to maintain a ship like this," said Sean T. Connaughton, head of the U.S. Maritime Administration during a recent tour of the fleet. As a result, the Patrick and 53 other ships of the 74 in the Suisun Bay fleet are slated to be chopped up for scrap. About 140 out of the 190 in all three fleets are destined for disposal.

The Maritime Administration sets aside about \$1.2 million per ship for the dismantling program, though some if not all of that can be recovered by selling the scrap metal on the robust international steel market. By comparison, the federal government spends about \$20 million a year to maintain the three reserve fleets. But agency officials say the potential cost of environmental damage caused by aging ships crumbling and sinking into the bay could dwarf the expense of the dismantling program.

Under a congressional order, the Maritime Administration had a 2006 deadline to dismantle ships in reserve fleets classified as no longer useful. That hasn't happened. Maritime officials blame a lack of funding and a shortage of facilities able to perform the messy task of taking the massive ships apart. But recently, the more vexing environmental problem has also emerged.

Owing to a lack of proper facilities on the West Coast, California ships headed for the scrap heap must first be towed through the Panama Canal to Brownsville, Texas, center of ship breaking operations in the U.S. But on these towering hulks, mounted with guns stilled long ago and propellers nearly rusted through, thriving ecosystems cluster beneath the waterline. Millions of microscopic invertebrates in moss-like colonies several inches thick shelter barnacles, clams and tiny crustaceans.

Some of these organisms have already devastated native San Francisco Bay species that lacked the defenses against the sudden introduction of invaders unwittingly transported from overseas. Hauling the uncleaned ships to Texas could spread these ecologically hazardous creatures even farther.

Last year, divers using devices resembling floor buffers "scamped" several Suisun Bay ships to clean off the unwanted organisms, but tests of samples taken around the ships showed it was leaving toxic paint in the water. Until federal officials figure out how to keep the paint from contaminating the bay, California regulators have warned them to stop the cleaning or risk running afoul of state water laws.

The conflicting regulations halted the scrapping not only of California's mothball fleet but also the country's two other reserve fleets in Beaumont, Texas, and James River, Va. The discovery of the paint in Suisun Bay had led the Maritime Administration to place a moratorium on ship disposal in all three reserve fleets, though agreements with Virginia and Texas have paved the way for cleaning to resume.

But regulators in California, along with environmentalists and members of the state's congressional delegation still find the risk unacceptable. "We don't want to see these kinds of things going into the bay," said Keith Lichten, a senior engineer with the San Francisco Bay Regional Water Quality Control Board. They also cite a February study suggesting paint is flaking off the ships on its own and dumping more than 21 tons of copper, lead, zinc and other metals into the ecologically sensitive estuary.

Still, Connaughton has promised that by this time next year the environmental quandary will be solved and 15 crumbling ships will be gone from Suisun Bay. And Maritime Administration officials play down the environmental threat, arguing that heavy metals are found in sediments throughout the bay. The hulls of even the most rickety vessels are secure, according to fleet managers, with none likely to sink anytime soon. "We're trying to remove these vessels as quickly and safely as possible," Connaughton said. "This has been a very difficult issue for all of us."

If any ships do go down, they would leave not only paint but PCBs, fuel oil and other pollutants into wildlife-rich waters.

For sailors who served on them, the possible legacy of pollution adds further distress to the sorrow of seeing their cherished vessels cut up and destroyed. "I don't think anyone is going to remember them except for the guys that served on them," said Chris Plum, a hull technician in the 1980s on the USS Cimarron, a tanker slated for disposal. "Nobody cares. There's more money in scrap."

Pair charged over bomb hoax on ferry

KENT Police have charged two men following a bomb hoax incident on a ferry sailing from Boulogne to Dover.

Graham Hinchcliffe, 30, of Doncaster Road, Rotherham, and 28-year-old David Churm, of Meadow View Road, Mexborough, south Yorkshire, are both accused of falsely claiming that a bomb had been placed on a ferry on Tuesday. The pair are due to appear before Folkestone magistrates on Tuesday, July 12. Det Insp Charlie Stokes said: "We and the other emergency services take all bomb alerts seriously, but particularly, of course, at times of heightened security."

He added: "Kent Police will not hesitate to act if a call turns out to be a hoax. "I would urge people who may think it is a bit of a joke to think again, about the fear they could cause to others, the drain on the emergency services, the cost to the taxpayer, and the potential for ending up with a criminal record."



The **SEACOR EXPRESS** seen off Congo
Photo : Alexander Gorter ©

Piracy attacks in Asia fall to 43 in first half year

A total of 43 piracy attacks and armed robbery in Asia were reported in the first half of this year, a sharp decline from those in the same period of the previous two years, the Information Sharing Center for a regional agreement against piracy said on Thursday. There were 79 incidents reported in the first half year of 2006 and 75 in 2005. The Governing Council of the Information Sharing Center of the Regional Cooperation Agreement on Combating Piracy and

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Armed Robbery against Ships in Asia (ReCAAP ISC) released the figures at a special meeting held here to review the center's activities and development in its first six months of operations.

The Council recognized that efforts to combat piracy and armed robbery against ships need to continue, despite the general decrease of the piracy incidents.

"The Council thus reaffirmed its resolve to make the ReCAAP a key pillar in efforts against piracy and armed robbery in Asia," the Council said in a statement. All the ReCAAP contracting parties, including 10 members of the Association of Southeast Asian Nations (ASEAN), China, Japan, South Korea, India, Sri Lanka and Bangladesh, agreed to hold a capacity building workshop in October that would enhance regional cooperation and the abilities of the Focal Points of ReCAAP parties to respond to piracy incidents.

They also agreed to cooperate with the International Maritime Organization (IMO) on anti-piracy and armed robbery efforts in the Asian region, as well as to share expertise and best practices where possible. The ReCAAP, which was concluded in Tokyo in November 2004 and came into force in September 2006, is the first regional government-to-government agreement aiming to boost anti-piracy collaboration among members.

The Information Sharing Center, which was set up in Singapore in November last year, is a central element of the ReCAAP initiative to harness the collective resources and expertise of regional governments to combat piracy.

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Solent coastguard alerted to fire on board ocean going Russian trawler



The tug **ABEILLE LIBERTE** – Photo : Lenie Kleingeld ©

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Around 3.30 a.m. Friday morning, Solent Coastguard were alerted by digital select calling (DSC) to a major fire in the engine room on board the 1985 built, 944 ton Russian fishing trawler, the **'Marginella'**, about 16 miles south of the Isle of Wight.

Two French warships **'Lynx'** and **'Gepard'** also picked up the alert and began to proceed to their location whilst Solent Coastguard made every attempt to contact the 23 crew on board the vessel with initially no result.

After several attempts contact was established with the vessel and also nearby vessels, including the 'Commodore Clipper' who had Russian speakers on board who assisted with communications problems. It became clear that the trawler crew had managed to put the fire out and that there were no injuries but that the vessel had lost propulsion and urgently required the assistance of a tug.

It appeared that the fire had broken out in the exhaust stack and that the vessel had just enough electricity for its navigation lights only. The Coastguard then began a search for a tug locally and also discussed the matter with their French counterparts who offered the French Coastguard tug **'Abeille Liberte'**, at that time, three hours steaming from Cherbourg. Hampshire Fire Service were also alerted in case the fire reignited for the services of the Marine Incident Response Group which was set up to fight offshore fires where life was threatened.

Mike Greiner, Solent Coastguard Watch Manager said

"The French Coastguard tug should be on scene by about 6.15 a.m. this morning and will take the vessel to a place of safety and repair. Fortunately weather conditions in the area are not particularly challenging the morning with a moderate sea, 30 knot winds (force 7) and visibility of 3 miles. This is has been a good example of cross border working with our French colleagues at the Coastguard Station at Jobourg. Although communications with the vessel has been difficult at times we have been grateful to other nearby vessels that have had Russian speakers on board. We also now have the services of a local translator should the need arise.



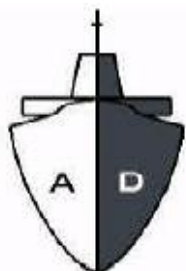
Above seen the **ARCADIA PROGRESS** and below the **SUJJA 3** both aground near Porbandar (India), **SMIT Salvage** was contracted to refloat both vessels.



NAVY NEWS

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The Algerian trainings vessel **937 SOUMMAN** seen in Brest

Photo : Jacques Carney ©

Shipyards in Halifax, Victoria invited to submit bids to retrofit the 12 frigates

Ottawa will spend \$3.1 billion to refit the navy's entire fleet of Halifax-class frigates, making them "giant floating command posts" to protect Canada at home and around the world, Prime Minister Stephen Harper said Thursday.

"New, updated equipment will make these ships stronger, safer, and better able to do all that we ask them to do," said Harper at the Halifax Dockyard. "They are the backbone of the Canadian navy, so by upgrading them, we are making the entire navy stronger."

Part of the refit will include enhanced command and control centres on the 12 frigates, allowing them to lead operations instead of simply participating in them, said Harper.

"Now more than ever, our Halifax frigates will be giant floating command posts, standing up for Canada at home and abroad," he said. The upgrades will also accommodate the new CH-148 Cyclone maritime helicopters Ottawa has ordered to replace the aging fleet of Sea Kings, said Harper.

Harper said the entire refit will be done by Canadian companies in Canada.

"It's excellent news for Canadian naval shipyards, their employees, and their suppliers and it is excellent news for Canada," said Harper. Defence Minister Gordon O'Connor, who appeared at the announcement with Harper along with Foreign Affairs Minister Peter MacKay, said the refit process would start in 2010 and likely take seven years.

"The process will make the 12 frigates relevant for decades to come," said O'Connor. Shipyards in Halifax and Victoria have been invited to submit bids to retrofit the frigates, he said. Harper praised the frigate fleet as underappreciated "workhorses" performing missions in the four corners of the world.

"The frigates patrol Canada's three coastlines to protect them from drug traffickers, terrorism, illegal fishing, and polluters," said Harper. They're also on the front line of the fight against international terrorism, deliver humanitarian aid around the world, and protect Canada's Arctic territories, he said.

"Our government is determined to restore our status and influence in the world stage. That means strengthening our ability to stand up for our interests and having the tools we need to assert and defend those interests."

First commissioned during the Cold War, the Halifax-class frigates were launched between 1988 and 1995.

The announcement came a day after six Canadian soldiers were killed by a roadside bomb in Afghanistan.

Harper's visit in the province was to be brief -- he's scheduled to appear in Saskatchewan later in the afternoon.

USS Nimitz leaves Chennai, promises to return soon

The nuclear-powered warship **USS Nimitz** Thursday ended its controversial four-day India visit, as it moved out of India's territorial waters and headed for the gulf region.

Nimitz and its companion, the destroyer **USS Pinckney** left India's coast together at 10 a.m., a US consulate release said. The aircraft carrier could soon be back in India again, **Nimitz** officer Rear Admiral John Terence Blake told mediapersons in an interaction before leaving the Chennai harbour.

"The US Navy is looking forward to partnering with the Indian Navy to work in the Indian Ocean again," Blake said.

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The next joint Malabar Series of exercises will take place in the winter, he said. "The US Navy is expected to work along with their Indian counterparts in ensuring maritime security," the warship's captain Michael C. Manazir said.

In an interaction with women journalists at his residence in New Delhi, Prime Minister Manmohan Singh was asked in one breath about the **USS Nimitz** visit and the India-US civilian nuclear deal.

"There is no relationship between the two," he stated, adding: "Naval ships from Britain, China France have also visited our shores." The ship's visit here was opposed by many political parties including the Left parties as well as citizens' groups that feared nuclear radiation from it.

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The **QUEEN VICTORIA** seen fitting-out at the Fincantieri yard in Marghera

Photo : Henry Veringa ©

Cheap Frigates For Short People

A British warship builder, BAE, thought it has done well when it got a \$1.2 billion contract to build three frigates for Brunei. The Sultan of Brunei, who is the richest man in the world (because of lots of oil, and few people, in his kingdom) wanted the ships to be the most modern and, in a special touch, insisted that all workspaces and fixtures be

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adjusted to accommodate Brunei sailors, who tend to be short (average height of 5 feet, six inches, about three inches shorter than what European warships are designed for). No problem.

But when the ships were completed and ready for delivery in 2004, Brunei rejected them, and refused to pay, insisting that they were not built to specification. BAE took Brunei to arbitration, as specified in their contract, and won. It turned out that the Sultan had not checked with his advisors as to see if tiny Brunei (population 375,000) could come up with the 300 sailors needed to man these three, 2,100 ton, warships. It turned out the answer was no. The ships are full of quite complex mechanical and electronic systems, and requires highly trained sailors to operate. Brunei's navy only has 900 personnel, and they currently operate about a dozen patrol boats and amphibious craft. The most sophisticated ships are three patrol boats, which carry some Exocet anti-ship missiles. None of Brunei's ships are much more complex than a fishing boat (radar, radio, simple engines).

It would take the Brunei navy years, perhaps as much as five years, to recruit and train the sailors needed to man the frigates. Foreigners could be hired to handle the most complex techie jobs, but the Sultan didn't go for this idea. Instead, he paid off UAE, with the understanding that BAE would find another buyer for the ships, to help defray the cost of the settlement (which, although secret, appears to give BAE all the money they were due.)

The crew height thing is popular with the media, but is not a big issue. That's because the only potential buyers for the three frigates are in south or southeast Asia, where your average sailor is about the same height as Brunei men. You see, the three frigates were built to operate in the tropics. There's no heating system on board. One could be added, but that would drive up the cost. Moreover, there are several countries in the region, and the Persian Gulf, that would like get these ships, which are based on the popular European F2000 light frigate design.

Aker Yards revises earnings forecast

Citing "challenges in the three Finnish yards, mainly related to the ferry projects," Aker Yards is revising its earnings forecasts. Project estimates have been revised, and the operating results for the second quarter and for 2007 will be lower.

At the same time, Aker Yards is announcing divestments that allow for a sustainable payment of dividend to shareholders for 2007. The EBITDA figure for Aker Yards for 2007 is estimated to be about NOK 1,000--1,100 million, and the net profit estimated about NOK 800-900 million.

As a result of the revised cost estimates, the EBITDA margin is estimated to be in the range of 5- 6 percent in 2008. The long term target of 7 percent is maintained.

For the Business area Cruise & Ferries in 2007, the EBITDA margin is expected to be approximately 2.5 - 3 percent. Operating revenues in 2007 are expected to be approximately NOK 35 billion.

Sales of assets in the second quarter will have a positive effect, contributing to an estimated net result for Aker Yards in 2007 of NOK 800-900 million.

Aker Yards' shares in Aker Invest and Aker Oilfield Services have been sold to Aker Capital, a wholly owned subsidiary of Aker ASA, at a profit of approximately NOK 260 million, which reflects a substantial growth in shareholder value during the past few years.

Aker Yards says the main reason for the revised estimates lies in the heavy load in the Finnish operations, and is mainly related to the building of ferries. The very high level of growth in activity level at the same time as the market is booming has led to a lack of resources giving a knock-on effect on the total backlog of ferries. The number of ferries in the backlog in Finland is seven, of which five will be delivered in the next 12 months. In addition, the suppliers of the shipyards are also experiencing a booming market, leading to higher prices than anticipated. This is giving a negative effect on most of the backlog in the business area Cruise & Ferries.

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Yrjö: Julin, who was appointed President and CEO on June 11, 2007 states in a comment: "We have decided it is correct to revise project estimates, primarily related to ferries based on the cost increases we see in the suppliers market, our tight delivery schedule, as well as the general high activity level in all areas of the value chain."

Julin continues "I am not pleased by having to bring this news to the market. We take this matter very seriously, and will dedicate ourselves fully to improve the situation. However, I am convinced we have a good foundation for improvements, and that the entire organization will pull together to make this work. We have identified a set of immediate actions in order to rectify the situation, and the operating model in Finland will be re-evaluated, and a new structure will be in place soon."

The second quarter results release for 2007 has been postponed to August 24, 2007 at 0830.

Delivery of 100th UT 755

Today's delivery of the platform supply vessel **Dina Supplier** is also the delivery of vessel no. 100 of what is probably the most popular offshore vessel design ever: UT 755 from Rolls-Royce. Never before have so many OSV's of the same design been sailing the world's oceans.



Although the original UT 755 design is more than ten years old, **Dina Supplier** is a very modern ship, equipped with the most current technology solutions. The UT-concept includes both design and equipment.

Dina Supplier is being delivered to Myklebusthaug Offshore AS of Fønnes, Norway and is the owner's second vessel of the UT 755 LC

design. It is the sixth vessel of this type delivered by the Simek AS shipyard in Flekkefjord, Norway--which has another four vessels of the same type on its order book.

"This kind of tonnage is still attractive in the market and the UT 755 series may well be the first offshore vessel design to reach 200", said Jørn Heltne, Vice President of Rolls-Royce, when the contract for **Dina Supplier** was signed.

Shipowner, Roald Myklebusthaug, says the design was chosen because it is well-proven, simple, does the job and is well-known worldwide in the offshore market.

The company already one vessel of the same design, **Dina Merkur**, in its fleet. "**Dina Merkur** has functioned exceptionally well during its first year in service. The bunker consumption is especially low, and we have had purely positive feedback from the crew about seakeeping qualities and noise/vibration levels", says Myklebusthaug.

The UT 755 was conceived in the early 1990s. The design team at Rolls-Royce predicted the need for a smaller PSV vessel than the established success UT 705. The UT 755 vessels have proven to be flexible workhorses. The supply capacity is good, and the vessels can carry out many tasks, including offshore inspections and maintenance.

The UT 755 design has been through a continual development process since the first delivery in 1996. (**Suffolk Supporter** for Britannia/Suffolk Marine.) Today's UT 755 LC is 9.6 meters longer than the first editions. This gives large supply capacity, notably a larger deck area, as well as increased capacity for liquid goods such as mud, brine, base oil, etc. The vessel meets the environmental demands of the "Clean" and "Comf-V(3)" notations.

DINA SUPPLIER

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Vessel type: Platform Supply Vessel (PSV)

Design: UT 755 LC

Owner: Myklebusthaug Offshore AS

Yard: Simek AS, Yard no. 114

Length: 76.6 m

Breadth: 16 m

Deadweight: 3,250 t

Capacities: 1,000 cu. m liquid mud, 400 cu.m brine, 315 cu.m dry bulk, 970 cu.m fuel oil, 680 sq.m cargo deck

Speed: 15 knots

Main power: Two Bergen C25:33 L8P diesel main engines, each with 2,320 kW output to two twin CP propellers. Four tunnel thrusters.

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Beira's new dredger arrives

Beira port authorities and stakeholders welcomed a new arrival in port this week, the dredger **ALCANTRA SANTOS**.

The dredger which arrived from Japan was officially inaugurated by Emodraga, Mozambique's state-owned dredging company and Beira port officials at a ceremony in the port at Friday, July 6th, and will begin a 30 day period of testing on Monday.

According to Emodraga's chairman, Tay Abdul Adamo, a tender for deepening the port's entrance channel was issued last May and he said recently that in terms of the contract Emodraga would enter into a partnership with an international dredging specialist.

In April this year another dredger owned by Emodraga, the ROVUMA struck a submerged wreck in the approaches to Beira and sank. There were no injuries or loss of life but the accident left Emodraga with only a single dredger, the ARUANGUA to cope with a heavy demand on its services.

At last year's annual general meeting of CFM (Mozambique's port authority), the chairman Rui Fonseca announced a US \$ 53 million programme to re-equip Beira with new marine infrastructure including new tugs, pilot boats and various navigational aids in addition to a new dredger.

In a separate project Beira's fishing port is to undergo reconstruction at a cost of US \$ 21 million, which is being financed partly by the Mozambique government and with loans from the Arab Bank for African Development and the Islamic Development Bank.

NAUTISCH SPOORBOEKJE VOOR HELDERSE HAVEN

Op initiatief van de Haven- en Scheepvaartvereniging Den Helder (HSV) en de Gemeentelijke Havendienst Den Helder is een Directory 2007 uitgegeven. In dit handige naslagwerk staan de gegevens vermeld van ruim 120 scheepvaart- en offshorebedrijven die actief zijn in de Kop van Noord-Holland.

De Directory 2007 bevat niet alleen de naw-gegevens, maar ook een kort profiel, de naam van een contactpersoon en een opsomming van de producten en diensten van het betrokken scheepvaart- en offshorebedrijf. Het geheel Engelstalige naslagwerk geeft tevens een overzicht van de wetenschappelijke instituten en (overheids)instanties die in de Helderse zeehaven actief zijn, alsmede informatie over kadenummers, VHF-kanalen, afvalinzamelaars en een plattegrond van het havengebied.

De Directory 2007 is eigenlijk een vervolg op het havenhandboek dat eind jaren negentig om de twee jaar werd uitgegeven. "De kracht van deze ruim 80 pagina's tellende directory is dat het van voor tot achter vol staat met relevante informatie over alles wat bedrijven in de Kop van Noord-Holland de scheepvaart- en offshore-industrie te bieden heeft. En dat is veel meer dan men zou verwachten", zegt samensteller en tevens maritiem journalist Paul Schaap.

Projectmanager Nick Waterdrinker van de Gemeentelijke Havendienst mocht het eerste exemplaar van de Directory 2007 uitreiken aan havenwethouder Cor Hienkens en HSV-bestuurslid Erwin Kooij. "Persoonlijk beschouw ik dit naslagwerk als het nautisch spoorboekje voor de haven van Den Helder. Het is een prachtig promotiemiddel voor onze snelgroeiende haven, die zich dankzij haar gunstige geografische ligging met recht de hoofdstad van de Noordzee mag noemen."

Belangstellenden kunnen de Directory 2007 per e-mail aanvragen via: paspublicaties@xs4all.nl.

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Ship tourism grows

THE launch of a proposed cruise ship company in Geelong would brand the city as an international destination, the City council's economic development manager Anton Mayer said.

Via Marine Australia, in conjunction with Starship Cruises USA Incorporated, wants to start a cruise ship operation in Geelong offering four-star, week-long coastal route trips between Geelong and Adelaide.

The cruises would operate from November to the end of February, making use of the vessel during the south Pacific's monsoonal season.

Via Marine Australia CEO and chairman John Webb said a decision about whether Geelong would become the base for the venture would be made in the next fortnight. A maiden voyage could set sail by Christmas.

Mr Mayer said the cruise ship industry was one of the fastest growing sectors in Australian tourism.

"It's smallish at this stage but it's quickly growing," Mr Mayer said. Mr Mayer said not only would the proposal have great economic benefits for the city but it would also give Geelong an international brand, making it a destination along with other bigger international cities visited by cruise ships.

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He likened it to the development of an international airport at Avalon. Mr Mayer said the venture would have benefits for local tour operators. ``Also these ships are floating hotels basically and they want for provisioning so have to restock," Mr Mayer said.

`` If Geelong becomes a destination there is opportunity for local businesses to supply wines and produce."

City of Greater Geelong Mayor Bruce Harwood agreed the tourism and economic opportunities the proposal offered could be ``quite exciting". Cr Harwood said it was a unique opportunity for the city but it was also important to be mindful of other issues it would present such as environmental issues and how and where the vessel would be stored.

`` We know we've got the redevelopment of the Cunningham Pier area, so that might be opportunity to work in with that. Who knows," Cr Harwood said.

Mr Webb said the company would like to berth the 120m, 6000 tonne ship at Cunningham Pier but had only had informal discussions with representatives for pier owner Frank Costa.



The sheerlegs **GPS ATLAS** seen installing the superstructure of the newbuilding trailing suction dredger **TSHD ABUL** at the IHC Slidrecht shipyard.

Photo : Wout van Houwelingen ©

Optimistic Clarkson buys Normarine

UK-based shipping services and ship broking company Clarkson is to merge its Houston operation with Normarine Offshore Consultants (USA) Inc ('NOC') which it is to buy for £2.7m (US\$5,4m). NOC acts as a broker in the sale and purchase, newbuilding, and charter of mobile offshore drilling units. Clarksons Offshore acts as a broker in the sale and purchase, financing, newbuilding and chartering of vessels supporting oilfield operations such as anchor handlers, platform supply, diving , production and subsea Vessels.

The company also present an optimistic view of it trading saying that, despite the continuing weak US dollar and on-going absorbed legal costs associated with the Soviet shipping cases, the its trading in the first half continues to be "significantly ahead of the comparable period last year and in line with management expectations".

Chief executive Richard Fulford-Smith said: "We are delighted to see continuing expansion of business lines in accordance with our strategy to further spread our base within shipping and shipping related products. The merger of our Houston based business with Normarine's will further add to our ability to deliver the fullest possible range of products and services to our global customer base."



The **RAMBIZ** seen during the placing of wind energy towers in **Beatrice field** in the Moray firth 40 mile offshore. The weight of the complete tower is 1000 ton. The height of the tower is 160 mtr above sea level. The size of the blades is as big as two football fields. The jackets were also installed by **Rambiz** including the piling.

Photo : Dave Bakx ©

MISC orders eight chemical/product tankers

Malaysia's MISC Berhad has confirmed an order for eight 45,000 dwt chemical/product oil tanker newbuildings with SLS Shipbuilding Co., Ltd of South Korea for a total value of approximately \$430 million

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The first three ships are scheduled for delivery in 2009 and the remaining five for 2010. The orders have been placed to expand MISC Berhad's Chemical Fleet capacity and extend the geographical coverage of its operations for the purpose of increasing its market share in chemical, vegetable oil shipping and products trade.

With the expanded chemical fleet --all double-bulled and fully compliant with new MARPOL regulations--MISC says it is well placed to service growing Malaysian palm oil transportation needs.

MOVEMENTS



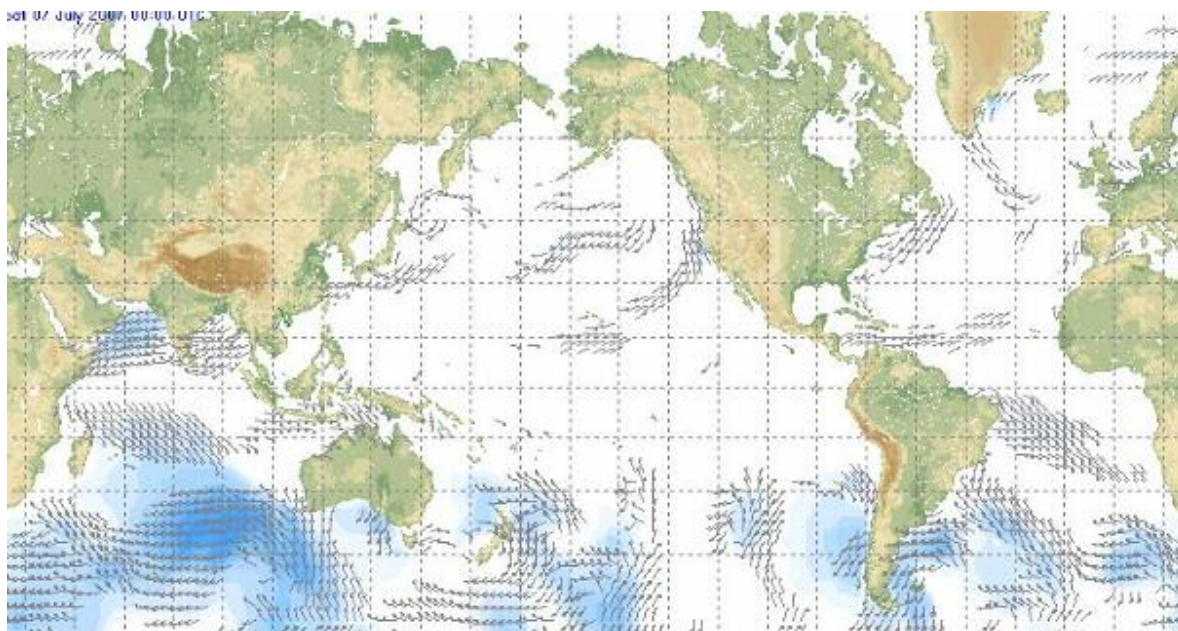
The **PRINSENDAM** seen departing from La Rochelle
Photo : Piet Sinke ©

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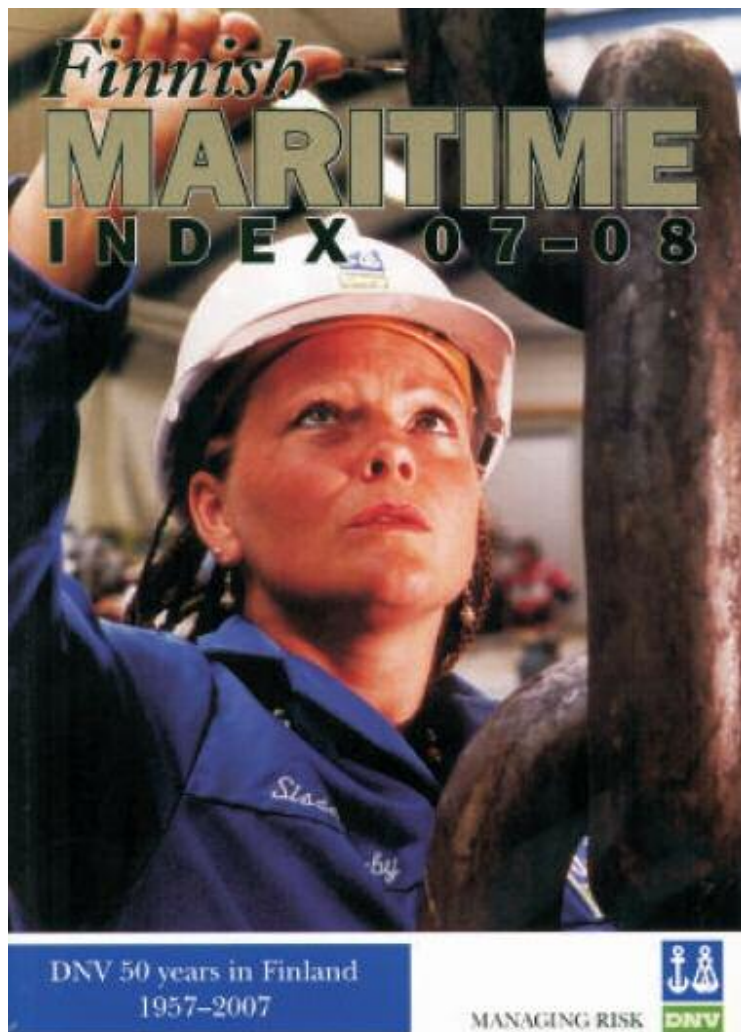


The **TALABOT** of Wilhelmsen seen in drydock at the Blohm + Voss in Hamburg
Photo : Reinier Jansen ©

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