

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 171



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

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The **SMIT BARBADOS** seen operating in Liverpool – **Photo : Danny Plug ©**

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EVENTS, INCIDENTS & OPERATIONS



The **SMIT TRAFALGAR** seen in Liverpool – Photo : Danny Plug ©

Ships seen fishing illegally left from Malta

Italian vessels that left from Maltese ports were seen fishing illegally for bluefin tuna in the Strait of Sicily a few days ago, WWF said on Thursday.

The international green NGO noted that the Mediterranean bluefin tuna fishing season closed on 1 July. But WWF field sources observed "an Italian fleet of industrial vessels set sail from Malta to operate in the Strait of Sicily, supported by

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a spotter plane during the first days of the month. Boats tugging cages were also on hand to transfer any fish caught to Croatian tuna farms”.

Following these observations, WWF contacted the European Commission, the New European Community Fisheries Control Agency, and the Italian government. An investigation into the alleged illegal fishing is underway.

“This illegal fishing activity flies in the face of international legislation,” said Dr Sergi Tudela, Head of Fisheries at WWF Mediterranean, “The management measures currently in force are far too weak to enable long-term stock recovery and must undergo a radical overhaul at the next meeting of the International Commission for the Conservation of Atlantic Tunas, in November”.

The organisation called on Portugal, which currently holds the EU Presidency, to insist on a revision of the bluefin tuna conservation measures in the November meeting. “This week’s evidence of non-compliance in Mediterranean waters by EU fleets adds even greater urgency to the case.



Above seen the largest semi-submersible barge in the world **GAVEA LIFTER** with Cyprus flag jack up oil rig **WEST TITANIA** anchored at St. Paul's Bay, north of Malta with **FAIRMOUNT SUMMIT** on stand by.

Photo : Lawrence Dalli – Malta Shipphotos ©

4 rescued after fishing boat sinks

Four people are safely ashore after a fishing boat sank early Friday off Nova Scotia.

The rescue centre in Halifax said the ordeal started around midnight when the 17-metre Master Jamie started taking on water. The vessel was about 65 kilometres from shore, southwest of Clark's Harbour.

The three fishermen and a fisheries observer aboard sent out a distress call and hopped in their lifeboat. A nearby fishing vessel heard the mayday broadcast and found the lifeboat by following flares. Capt. Chris Healey, with the rescue centre, said everyone made it safely to shore around 4:30 a.m.

Nobbys Beach to reopen after ship saga

The popular Newcastle beach which was closed for almost a month as a salvage team struggled to refloat the stranded **Pasha Bulker** will reopen to the public on Saturday.



Oil response equipment and temporary fencing were removed from Nobbys Beach in preparation for the reopening on Saturday morning.

Photo :
Craig Clifford ©

The waterside exclusion zone introduced to allow salvage tugs to refloat the Pasha Bulker was also cancelled.

The 40,000 tonne, \$35 million coal

carrier, which was loaded with 700 tonnes of fuel oil, was freed on Monday after being stranded on a sand bar for more than three weeks.

Newcastle Port Corporation chief executive Gary Webb said a survey team was believed to have located a seven-tonne section of the ship's rudder near where the stern of the vessel was aground.

"Newcastle Port Corporation's survey team used a multi-beam echo sounder to locate what is thought to be a leading edge of the rudder buried in sand," Mr Webb said.

"Plans are now being made to retrieve the section which measures about five metres by four metres."

Retrieval could take a number of days because of weather and sea conditions, he said.

Mr Webb said inspections of Nobbys Beach would continue as part of monitoring of the coastline and retrieval of equipment. Once the beach reopened, he said members of the public should immediately take any pieces of fencing or other objects found on the beach to lifeguards or the surf pavilion, for safety reasons.



The latest aquarelle of **Hans Breeman** is the **Suomigracht** as can be seen above
Seen for more aquarelles : www.hansbreeman.nl

Missing ship feared hijacked

A North Korean-flagged freighter has gone missing off the Horn of Africa coastline for almost two months now.

There are fears that the **MV Sea Prince** has been hijacked. If confirmed, this would make the fifth vessel held by Somali pirates this year.

The MV Sea Prince was last seen loading cargo in Djibouti port on May 11. Information on the missing freighter has been handed over to the US Navy patrolling the Horn of Africa, diplomatic missions in Nairobi and the International Maritime Bureau Piracy Reporting Center

Rickmers Ship Rescues 22

The Rickmers-owned 5060 TEU containership **Maersk Dhaka** picked up 22 seamen from a sinking bulk carrier off the coast of India close to Mumbai on July 4.

The Rickmers-owned 5060 TEU containership **Maersk Dhaka** participated in rescue operations after the sinking of the Panamanian bulker **Clinker Carrier** off the Indian Coast close to Mumbai on July 4, 2007. The **Maersk Dhaka** was in a nearby position when the bulker issued a distress signal, and was requested by the local rescue coordination team to proceed to the casualty and to remain on scene as long as her assistance was necessary. After rescuing the 22 crew members of the sinking bulker, **Maersk Dhaka** was released and continued her voyage to Mumbai, where the castaways have disembarked

New control system for Strait shipping

The International Maritime Organisation has put into operation a new traffic system to control shipping movements in the Strait of Gibraltar. This is necessary because of the opening of the Tanger-Med port.

The new system is designed to increase the security of navigation in the Strait through which sailed nearly 97,000 ships last year.

Most of the ships, 65,732 were merchant vessels. The remainder were passenger vessels including ferries.

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The Tangier-Med port has started operations this week and it is expected that it will increase shipping movements in the area.

The new port wants to becoming a major player in container traffic and also in cruise liners.

Representatives from the company have visited Gibraltar and also Algeciras, where fears have been expressed in the past about the likelihood of their big container business being affected.



The Svitzer tug **SMITWIJS SINGAPORE** under command of Capt Harm Jongman, departed with the loaded **GIANT 4** from Ravenna (Italy) July 6th bound for the Danfield, the **GIANT 4** is loaded with two topsides, one jacket and 3 piles.

Photo : Maarten Versluijs ©

CASUALTY REPORTING



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The new URS tug **UNION JADE** seen riding high at the Westerscheldt river Friday
Photo : www.tugspotters.com ©

Eight crew members of oil tanker rescued

Eight crewmembers of a crude oil tanker were rescued by coast guard personnel after the vessel was caught in the rough sea on Saturday, an official said.

The tanker '**Abdul Kalam Azad**', which was on its way to Mangalore from Mumbai, sent out a distress signal in the morning, coast guard commandant Manoj Baadkar told PTI.

The 'SOS message' was sent to the coast guard after the vessel was caught in turbulent sea and one crewmember fell into the sea at around 0745 hrs, he said.

Coast guard vessel '**Kasturba Gandhi**' rushed to the spot, about five nautical miles off new Mangalore Port, and rescued all the crewmembers, including the one who fell into the sea, he said.

The rescue team too had to face the rough seas but managed to return safely with the crew, Baadkar said. Meanwhile, port officials managed to anchor the tanker, which would be de-fuelled soon. Recently, an African cargo vessel "**Den Den**" sunk in the Arabian Sea killing four sailors.

Nine dead, 22 missing in Congo boat collision

At least nine people died and 22 were missing after a boat collision on Democratic Republic of Congo's Lake Kivu, local and U.N. officials said on Friday.

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Another 106 passengers survived after a passenger ship travelling from the capital of South Kivu province, Bukavu, to the city of Goma in neighbouring North Kivu struck a dugout canoe off the island of Idjwi on Thursday night.

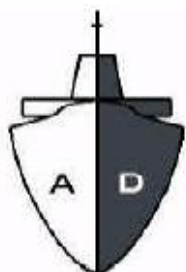
"Most of those killed were in the dugout, and of them, eight were children," Tharciffe Muhima, a provincial government minister, told Reuters. "We haven't found any more bodies yet." Officials from Congo's U.N. peacekeeping mission said it had dispatched two boats to carry local authorities to the scene and to help with rescue operations.

Such accidents are not uncommon in Congo, where boat travel is often the best option due to poor roads. Safety standards go largely unenforced. "These dugouts are overloaded. They don't have any lights and travel on the lake at night. These are the norms," Muhima said.

NAVY NEWS

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The tug **MULTRATUG 15** seen assisting the **A 802 SNELLIUS** in the port of Flushing
Photo : www.tugspotters.com ©

MSC time charter for two USS Product Carriers NASSCO newbuilds

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The U.S. Military Sealift Command is to time-charter two of the series of products tankers being built at NASSCO, San Diego, for a subsidiary of U.S. Shipping Partners, L.P.

USS Product Carriers LLC, Edison, N.J., is being awarded a \$51,309,850 Military Sealift Command fixed-price contract with reimbursable items for the time charter of two newbuild, U.S.-flagged tankers.

The tankers will operate globally to transport petroleum products in support of U.S. military forces and will replace the current government-owned **T-5 tankers** that are expected to reach the end of their service life in 2010.

The new tankers will be delivered in 2010 and 2011.

This contract includes three one-year option periods and one 11-month option, which if exercised, would bring the cumulative value of this contract to \$219,842,124 plus reimbursables costs, which include fuel and port charges. Work will be performed world-wide, Work is expected to be completed October 2011 (August 2015 if all option periods are exercised). Contract funds will not expire at the end of the current fiscal year. This contract was competitively procured with over 85 proposals solicited and six offers received. The U.S. Navy's Military Sealift Command, Washington, D.C., is the contracting authority.

The tankers are being built under a \$1 billion dollar contract with NASSCO, covering nine product carrier tankers with options for five more. Construction of the first tanker is scheduled to begin in the third quarter of 2007, with delivery planned for the second quarter of 2009 and with subsequent tankers delivered every six to eight months.

The 49,000 dwt double-hulled ships will be 183 meters in length and 32.2 meters in beam, with a design draft of 11.8 meters and will have a cargo capacity of 331,000 barrels.

The tankers are based on an existing design from DSEC, a wholly owned subsidiary of Daewoo Shipbuilding and Marine Engineering of Seoul, Korea. NASSCO has an agreement with DSEC to produce ships for the U.S. market under the Jones Act, in which DSEC will provide detail designs and services related to construction of the ships.



The 1975 built Portuguese frigate **F 487 JOAO ROBY** seen during the fleet review off Flushing where the 400th birthday of **Michiel de Ruyter** is celebrated this weekend.

Photo : Jaap Geluk ©

Concerns raised over breaking up ships

Water-quality officials and environmentalists raised concerns Friday over the Bush administration's abrupt decision to move full-steam ahead with breaking up old warships rotting in California's "mothball fleet."

The federal Maritime Administration announced Thursday that it would next month lift its moratorium on disposing of the ships. A collection of more than 50 troop transports, tankers and other vessels are rusting in limbo northeast of San Francisco.

Such a step would set in motion the towing of some vessels from Suisun Bay, a shallow estuary, to the former Naval Air Station Alameda, where the warships would be scrubbed of sea life before being hauled to a ship-breaking facility in Texas.

That scrubbing causes toxic paint to flake off into the water, and that is what worries environmentalists and state water-quality regulators.

"It looks like they're using San Francisco Bay waters as a dumping ground," said Michael Wall, a senior attorney with the Natural Resources Defense Council who has followed the issue.

Saul Bloom, executive director of Arc Ecology, a San Francisco environmental group working to make the ghost warships disappear, said the Maritime Administration "seems to be the one agency that is most committed to ignoring the nation's environmental regulations."

Bloom said he was disappointed that the agency intended to scrub the warships at Alameda, a military base near Oakland that was shuttered a decade ago and portions of which are currently Superfund cleanup sites. The ship-scrubbing could complicate ongoing cleanup efforts, he said.

Moreover, Bloom said he was dismayed that the Maritime Administration had not committed to obtaining permits under the Clean Water Act for the scrubbing. Bruce Wolfe, executive officer of the San Francisco Bay Regional Water Quality Control Board, said his agency - charged with enforcing clean-water standards - does not want to demand such permits from the Maritime Administration.

Insisting on permits would slow the removal of the ships from Suisun Bay, Wolfe said. "We would much rather come to an agreement with them on what are the best management practices they'd use" for scrubbing the warships, Wolfe said.

Still, Wolfe said he had several concerns about the Maritime Administration's announcement. Just last week, staff for the agency's head, Sean T. Connaughton, had pledged to provide the state with the results of tests the administration had conducted on a contaminant-containment system used on ships in Virginia, he said. The system uses six-foot-wide scrubbers to filter the paint-laden water, Wolfe said.

The Maritime Administration also had promised that hull cleaning in the bay area would start with a pilot program. The project as described in Connaughton's letter makes no provision for a "pause" to study the possible pollution generated by the first few ships, Wolfe said. Wolfe said he also wants answers about the maintenance of dozens of ships that would remain indefinitely in the Suisun Bay Reserve Fleet. Even under the most optimistic projections, the Maritime Administration only has the budget to move 15 old ships out of three facilities nationwide in the next year, Wolfe said. That is the same number that Connaughton pledged to move out of Suisun Bay within a year. That would still leave nearly 40 decaying.

The San Francisco Bay Regional Water Quality Control Board was preparing a letter to the Maritime Administration to inquire about those concerns, Wolfe said.

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 because of budget shortfalls, a shortage of facilities that can dismantle the giant ships and environmental concerns.

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Recently the Maritime Administration reached agreements with Virginia and Texas that paved the way for cleaning to resume there. "We recognize they have a challenge and they have a mandate from Congress, and they need to comply with federal law," Wolfe said of the Maritime Administration. "We want to work with them to ensure they can do that, because it can't be the environment left out in the cold in this whole process."



The Russian guided missile frigate **712 NEUSTRASHIMY** arrived in Zeebrugge

Photo : Heank Claey's ©



The Dutch frigate **F 804 DE RUYTER** seen off Flushing participating in the fleet review held in view of the 400th birthday celebrations of **Michiel de Ruyter**

Photo : Mark Bontemps ©

5 disciplined in Arleigh Burke grounding

Cmdr. E.J. McClure, former captain of the destroyer **Arleigh Burke**, was administratively disciplined July 3 along with her executive officer and two other officers in a nonjudicial hearing convened in response to the ship running aground May 15.

"Appropriate administrative actions" were taken against the four Arleigh Burke officers, said Lt. Cmdr. Herb Josey, public affairs officer for Naval Surface Force Atlantic. He did not disclose the nature of the actions due to privacy considerations.

The commodore of Destroyer Squadron 2, Capt. Larry Tindal, was taken separately to an admiral's mast in connection with the incident. He, too, was awarded "appropriate administrative action," Josey said, again not revealing more because of privacy constraints. Tindal was aboard the Burke at the time of the grounding. He remains the squadron commodore.

Rear Adm. Dan Holloway, commander of Carrier Strike Group 12, conducted both hearings. Holloway relieved McClure of command on May 21 for "loss of confidence in her ability to command." She now works for the staff of Naval Surface Force Atlantic. The destroyer's executive officer, Lt. Cmdr. Allen Hobbs, remains with the ship. Two other officers who appeared at the hearing as a result of the grounding also remain assigned to the ship, Josey said.

The **Arleigh Burke** ran aground May 15 as the ship was passing Cape Henry en route to Norfolk. Josey said the ship was not damaged and no one was injured. Josey said the investigation into the grounding was complete. A formal Mishap Investigation Report is pending. The **Arleigh Burke** is scheduled to ship out with the Enterprise Carrier Strike Group July 9 for a Middle East deployment.

SHIPYARD NEWS

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The **MIGHTY SERVANT 3** seen in drydock in Cape Town

Marine Subsea back at Ulstein

Marine Subsea Inc. has signed a contract with Ulstein Verft for an Ulstein SX121 offshore construction vessel.

The vessel will be yard number 287 at Ulstein Verft and is a sister to yard number 283 ordered earlier by Marine Subsea for delivery in July 2009.

The value of the contract is about NOK 900 million. The ship will be delivered in 2010 and is the fourth SX121 for Ulstein Design. The vessel will be yard number 287 at Ulstein Verft.

The ship will have the characteristic Ulstein X-Bow. Ulstein Design has now sold its fortieth design and almost half have the now familiar inverted bow.

"The vessel with the new hull type can operate in all weather conditions. The hull shape makes for smoother sailing, giving the crew a more comfortable and safer work platform. The bow improves the operations the vessel will perform," says Nygaard. "The hull design also gives the ship more volume in the forepart and thus more space for accommodations than a conventional hull."

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The vessel will be 25 m wide and 120 m long. It will accommodate 100 persons. It will be fitted with a tower for module handling, a moonpool, ROV hangar, offshore crane, helideck and a diesel-electric propulsion system.

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As mentioned last week in the Newsclippings MOL took the trainingship **SPIRIT OF MOL** into service.

VEERDIENST GESTAAKT

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Na 26 jaar trouwe dienst is het veerpontje "**KEEREWEER**" in Rijswijk uit de vaart genomen. Voor maar een cent konden personen, na de pontbaas met een bel te hebben gewaarschuwd, de overtocht maken over het water van de Vliet (Rijn-Schiekanaal) tussen het Jaagpad en de Delftweg.

Sinds 1911 heeft daar een veerpont dienst gedaan. Dagelijks maakten honderden mensen gebruik van dit pontje. Hoewel bij 't Haantje in Rijswijk allerlei bouwplannen op stapel staan, is de kans klein dat een tunnel of brug onder of over de Vliet komt. De bewoners van het Jaagpad en de jarenlange gebruikers van de pont hebben in het verleden al eens eerder laten weten, dat ze tegen het verdwijnen van de pont zijn



Cruise firm to set sail again

A cruise line saved from extinction by shipping magnate Lord Sterling will return to passenger service next May.

Swan Hellenic has joined the All Leisure Group and will be able once more to operate its former 350-berth vessel **Minerva** which has been chartered by All Leisure.

Lord Sterling said: "We will now re-establish our cruising operation at least one year earlier than anticipated, as the former 350-berth **Minerva** will once again become a Swan Hellenic ship, following an extensive refurbishment prior to re-introduction in May 2008." Lord Sterling, former chairman of shipping company P&O, went on: "Swan passengers will again be able to enjoy discovering new destinations with the Swan Hellenic team, in the company of our distinguished guest speakers and former ship's officers and crew. This will include a further exploration product for expedition cruising in Antarctica.

"Looking to the future, we are actively examining further opportunities to return to river cruising and acquiring a further appropriate vessel." Formerly part of P&O, Swan Hellenic was taken over by giant shipping company Carnival. Its operation was due to cease this year until Lord Sterling stepped in to buy the company. The **Minerva**, which was sold by Swan Hellenic in 2003 before being leased earlier this year by the All Leisure Group, will be based at the port of Dover.



The offshore jetty seen in Point Noire – **Photo : Alexander Gorter ©**



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Deep Sea Supply Takes Delivery of AHTS

Deep Sea announced that it took delivery of the AHTS-vessel **Sea Jaguar** from Jaya Shipbuilding and Engineering Pte Ltd in Singapore.

Twin screw Khiam Chuang design Anchor Handling Tug/Supply Vessel is outfitted and equipped for anchor handling, towing, fire fighting, dynamic positioning, rescue, offshore supply and other related duties. The Vessel will be classed as offshore support anchor handling supply vessel, fire fighting class 1, DPS-2, ACCU for Unrestricted Service.

Twin maneuvering consoles are fitted in the wheelhouse stations, forward and aft. The Dynamic Positioning with joystick controls provided at the aft controls.

DAL KALAHARI to drop Durban and Las Palmas calls

The container ship **DAL KALAHARI** will be omitting calls at the ports of Durban (terminus) and Las Palmas (Northbound) make up lost time, according to an announcement made yesterday by Mitsui OSK Line.

DAL Kalahari is deployed on the weekly South Africa – Europe Container Service (SAECS) and will complete her current southbound voyage (voyage 705B) at Port Elizabeth where all import cargo is to be discharged and subsequently loaded onto the **LARS MAERSK** (voyage 706B) for Durban discharge.

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Export cargo can be transferred to the **Lars Maersk** or alternately it may be loaded onto the **DAL Kalahari** out of Port Elizabeth.

Both ships, **DAL Kalahari** and **Lars Maersk** are omitting the Port of Las Palmas and clients are requested to transfer LPA cargo to the vessel **SAFMARINE MEMLING** (voyage 704B) which will include Las Palmas to her schedule.

The revised scheduling is as follows:

DAL Kalahari 705B:

Port:	ETA:	ETD:
PLZ:	07/07/2007	09/07/2007
DUR:	OMIT	OMIT
CPT:	10/07/2007	12/07/2007
LPA1:	OMIT	OMIT
RTM:	23/07/2007	24/07/2007
TIL:	24/07/2007	25/07/2007
BRV:	26/07/2007	27/07/2007

LARS MAERSK 706B:

Port:	ETA:	ETD:
PLZ:	10/07/2007	11/07/2007
DUR:	13/07/2007	15/07/2007
CPT:	16/07/2007	16/07/2007
LPA1:	OMIT	OMIT
RTM:	29/07/2007	30/07/2007
TIL:	31/07/2007	01/08/2007

World's Largest LNG Carrier Taken Delivery by BP

BP Shipping took delivery this week of the **British Emerald**, the world's largest liquefied natural gas carrier (LNGC), the first in a series of dual-fuel diesel-electric gas ships. Built by Hyundai Heavy Industries in Ulsan, Korea, at 155,000 cubic metres she is the largest LNGC to date.

The design and construction of this technologically advanced vessel is more fuel efficient than comparable LNG carriers, which will result in reduced fuel costs and greenhouse gas emissions. The dual-fuel technology allows the diesel engines to run on "boil-off" gases from the cargo tanks or on conventional diesel fuel. The vessel will burn 40 tonnes per day (tpd) less than a conventional LNGC of similar size which would burn about 180 tpd.

Being powered by four diesel-electric engines also provides a significant improvement in propulsion redundancy and the vessel is equipped with a bow thruster to assist in mooring operations.

The British Emerald and her sister ships have an overall length of 288m and a breadth of 44.2m.

The 23 man crew will put the vessel through an extensive commissioning programme lasting approximately 10 days prior to entering service. BP intends to trade this vessel world-wide.

This vessel is the first of a fleet of four "**Gem**" class LNG carriers; **British Diamond**, **British Ruby** and **British Sapphire** will be delivered in 2008.

MOVEMENTS



The **CONTI MALAGA** seen departing from Durban

Photo : Dirk Raemaekers ©



The **AMSTELSTROOM** seen off Malta enroute Kherson, Ukraine -

Photo : Lawrence Dalli – Malta shipphoto ©

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From Thursday 12th - Tuesday 24th July the German Navy Type 206 submarine **FGS U18 S 197** will be visiting Valletta.

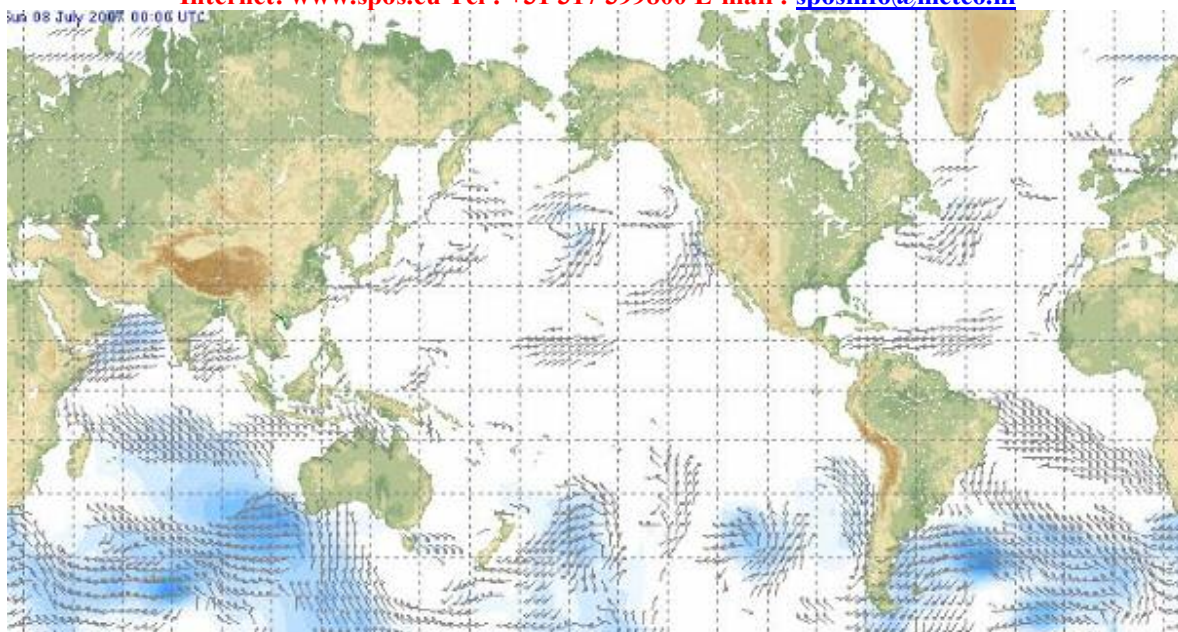
From Friday 13th after 1800 when cruise liner **MSC SINFONIA** leaves the Royal Navy Type 23 frigate **HMS MONTROSE F 236** is visiting Valletta. She's due to leave Monday 16th now.

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

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The **Smit Europe** during Fi-Fi trials at Marmara Sea.

Photo : Bilgehan Arcerer ©

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