

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 172



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The **SHELF EXPRESS** seen with the Vroon markings on the hull

**Photo : Joop Marechal ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **SMIT DONAU** seen operating off Liverpool

Photo : Danny Plug ©

## Ladies raised €500 for Wicklow lifeboat

Four Wicklow women pounded the streets of Dublin recently to raise funds for Wicklow RNLI Lifeboat Station.

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Caroline McDevitt, Amber Shannon, Sheila Loughlin and Paula Sillery took part in the 2007 Women's Mini Marathon in aid of Wicklow RNLI on the June Bank holiday weekend. Over €500 was raised by the ladies which will allow the RNLI to continue saving lives at sea.

### REFITTED LIFEBOAT IN KAYAKERS CALLOUT



Brixham's regular lifeboat had only been back on her berth for nine minutes after a three-month refit in Dorset when she was dispatched to rescue two canoeists off Meadfoot beach in Torquay

The '**Alec and Christina Dykes**', with Brixham fisherman Richard Fowler at the helm, was still crewed up following the trip home from Poole. So she was sent off to the kayakers, one of them reported upside down in a heavy swell.

Mr Fowler said: "We'd literally just arrived in Brixham. "We had just gone off to the marina to get fuel, the nozzle was in place and we'd got it about a quarter full and then the word came and we were off."

The relief lifeboat '**Mary, Joan and Fred Nye**' - on station in Tor Bay since April - had just come back from escorting the trawler **Lady Lou** back to Brixham. She'd been fishing seven miles south of Berry Head when water started seeping in below her main engines.

As a precaution, the skipper had contacted Brixham Coastguards and said his pumps were coping with the flow, but he asked for lifeboat assistance in case it got worse. A Coastguard spokesman said: "He'd had to stop fishing. We also checked him every hour to make sure the situation didn't get worse." Mark Criddle, the Torbay lifeboat coxswain, said: "We had our pumping equipment ready to take on board **Lady Lou** but fortunately they got back to Brixham OK and berthed up at the Western Lady steps."

At Meadfoot, the two kayakers had made it to rocks, righted one upturned boat and emptied out the seawater. Mr Fowler said: "We sent out our **Y-boat** but they made it back to the beach themselves uninjured and were met by a Coastguard team who gave them safety advice. "





Landfall Transport & Towage bv of Sliedrecht recently chartered the newbuilding tug "**NORTH**" - 30 tons bollard pull - for towage of the newbuilding hull "**Victoriadiap**" (90 x 15 metres) from Kherson to Delfzijl. This convoy passed through Bosphorus Strait Sunday and - weather permitting - is expected to arrive in Delfzijl on 27th July 2007.

Photo via : "**LANDFALL**" Transport & Towage bv

## Tricolor 'partly to blame'

The US Second Circuit appeals court has found that Wilh Wilhelmsen's 49,800-gt car carrier **Tricolor** (built 1987) did after all bear some of the fault for its costly sinking in the English Channel. The December 2002 incident destroyed the ship and its cargo of high-end cars and necessitated a huge salvage operation -- besides obstructing navigation in the maritime thoroughfare and causing further casualties when ships collided with the submerged hull.

In a decision issued today, a three-judge panel of the US appellate court ruled that all three ships at the scene bore a share of the fault, partially reversing a lower court's decision.

However, the principal fault remains with a containership that rammed and sank the car carrier.

In the original trial court decision of the many-sided, long-running US legal case over the casualty, judge Harold Baer of the Southern District of New York (SDNY) federal court in Manhattan had placed full blame with the 1,036-teu containership **Kariba** (built 1982).

While **Tricolor** was overtaking the smaller **Kariba** from starboard at night and in fog at high speed, **Kariba** rammed and sank the **Tricolor** in a panic move to avoid a feared collision with the 16,600-dwt bulker **Clary** (built 1979).

The fresh decision finds that **Tricolor** was going too fast in low visibility while overtaking the **Kariba**. The master should have acted differently when he discovered he was overtaking the smaller ship, the judges found.

"At this point, **Tricolor** did not slow down but instead attempted to overtake the **Kariba** in a fog, at 17.9 knots, in a heavily trafficked [traffic-separation scheme], with the knowledge that the **Kariba** was on a collision course with a northbound vessel, the Clary," wrote judge Peter W Hall. "We deem this a strikingly precarious situation: attempting to overtake without slowing or altering course in anticipation of adjustments that the overtaken vessel reasonably could be expected to make in response to a third approaching vessel." This, Hall found, was a violation of the International Regulations for Preventing Collisions at Sea (Colregs).

But **Clary**, which sailed on undamaged without responding to the distress signals of **Tricolor** and **Kariba**, comes in for blame as well. The bulker was operating with only the master on the bridge but the master admitted in court that the ship's log had been altered after the incident to conceal this and facts concerning visibility on the night in question.

Clary's failure to keep a proper lookout and failure to take prompt avoiding action have to be counted among the causes leading to the collision.

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However, the alteration of the logbook “need not be assessed” even though such alteration creates a strong adverse presumption in maritime law. The admissions by **Clary’s** master about the logbook in effect cancels the adverse presumption, since whatever it would add has already been admitted.

In today’s decision, the appellate court does not assign percentages of blame that reflect its decision but orders the lower court to make such a determination. The district court must also make further findings of fact about the Tricolor’s speed and how this contributed to its inability to avoid **Kariba’s** fateful sudden turn.

The appellate court also confirms the trial court’s finding that the so-called “Pennsylvania rule” does not apply in the case. The rule used only in US maritime collision law dictates that where one party is in actual violation of statutory rules that are meant to avoid collision, it has the burden of showing that the violation did not contribute to a collision. This rule, if applied, would have weighed against Clary.

Judge Hall was joined in his decision by his circuit court colleague Jon O Newman and designated third panelist Dora L Irizarry from Brooklyn’s Eastern District of New York federal court.



Above seen the paddle steamer "**Natchez**" crowded with holiday makers. She just completed a tour over the busy Mississippi river and was heading back to her dock. In the background visible New Orleans.

**Photo : Gert Berghuis ©**



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The **MSC SYNFONIA** seen moored in Malta  
Photo : Lawrence Dalli – Malta Shipphoto ©

## Robertson II owner seeks help to save stricken tall ship

After spending \$15,000 - the same amount he paid for the boat - on several failed attempts to get the schooner **Robertson II** off a reef, the vessel's owner and his helpers are hoping the public will help save the stricken tall ship.

They're looking for about a dozen air bladders and a few scuba divers. Cash would help, too. "We're going to keep trying and if somebody showed up with some air bags, that would be spectacular," said Humphrey Killam, a friend of **Robertson II** owner Roy Boudreau. The air bags are inserted in the hull and inflated for buoyancy. Killam, whose 70-foot ketch **Greybeard** was anchored near the 67-year-old schooner Friday, is a director with the Merchant Marine Sail and Steam Society, which has access to the historic vessel for youth training courses.

Tentative plans called for a tugboat with experience pulling fragile vessels from rocks to be on site at the 11 p.m. high tide Friday night, but it was unclear if an attempt to refloat the vessel would be made. The vessel, a former commercial fishing schooner that was used for youth training for two decades until it was retired in 1994, went aground early Sunday morning as it attempted to anchor in an area rife with currents. Boudreau hired salvage operators that cost thousands of dollars in failed attempts to right the vessel. A split plank on the starboard side allowed the sea to flood and seep out of the hull with each tide cycle, said Killam.

"A hole on the side is above the water line but it doesn't do you any good until you get her right side up."

A coast guard representative told the Globe and Mail this week that a marine surveyor's report shows the vessel is likely "finished," with a ruptured bulk head that has sprung the deck, and separation of planks and joints throughout the schooner's length.

Boudreau was unavailable for comment Friday afternoon as he and others sealed up cracks in the hull with caulk. Closing up the two-inch hole in the side would have to wait until the boat is upright, said Killam.

"Once we float her and get her off the reef, we'd have to address that hole real quick. It's not going to be an easy one." Aluminum sheeting or plywood could temporarily close the hole, said Killam, but the damaged area is inaccessible from the interior because of nearby batteries and fuel tanks.

As a result, saving the **Robertson II** from a watery demise will be difficult. "It's easy to tow it off the reef," said Killam. "But if they tow it off the reef they have to have their ducks lined up or she'll sink to the bottom, which is where we don't want to see her. "Everybody's got optimism on one side of the equation and realism on the other

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side." No one on the scene is ready to give up yet, however, he said. "If you cry uncle, you have to weep for the rest of your life.

"If this was a normal boat, nobody would care. But it's not a normal boat and she needs to be helped." Transport Canada said this week that Boudreau must remove the ship from the reef. If Boudreau is unable or unwilling to remove the vessel, the government will dismantle it and remove it before it breaks up and creates a hazard to other boaters.

Victoria's Sail and Life Training Society sold the **Robertson II** in 2003 to Boudreau's company, Atlantic and Pacific Fisheries, for \$15,000. The non-profit society said the low price was due to the schooner's need for "extensive restoration work." SALTS now uses a **Robertson II** replica called the **Pacific Grace**.



The **DR. FRIDTJOF NANSEN** seen anchored off Point Noire (Congo)

Photo : Alexander Gorter ©

The vessel "**Dr. Fridtjof Nansen**" is owned by the Norwegian Directorate for Foreign Aid (NORAD), but is manned and operated by IMR. The vessel operates along the west coast of Africa, supporting a number of bilateral science programmes between Norway and West African countries.

## Repaired cruise ship to return to service

The troubled **Empress of the North** cruise ship has been repaired, according to Vigor Marine, a Portland-based company that handled the job. The 360-foot **Empress of the North** struck a submerged rock May 14 in Icy Strait off the Alaska coast about 45 nautical miles from Juneau. Vigor Marine repaired the steel, hull and other items damaged in the crash and completed the job ahead of schedule.

The **Empress of the North**, which is owned by Seattle-based Majestic America Line, has had other problems since it began operating in mid-2003. In October of that year, it hit a navigation lock on the Snake River in Washington. It has also run aground at least twice before — once after developing steering problems on the Columbia River, and once on a sandbar near Washougal, Clark County, as it tried to avoid a barge.

The ship will travel to Juneau in preparation for its return to service, according to Vigor Marine.



The **ARTEMIS** seen departing from Rotterdam

Photo : Robert Smith ©

## CASUALTY REPORTING

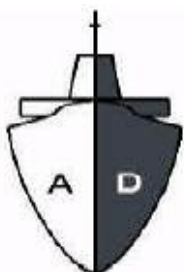


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The Russian Malyy Raketnyy Korabl' (Small Missile Ship) **PASSAT** seen at the Fleet review held at Flushing roads, the **PASSAT** is one of the 17 NANUCHKA III/IV missile ships which are serving with the Russian Navy, the vessel is built during 1990

Photo : Cor van Niekerken ©

#### TECHNICAL DETAILS PASSAT

D: 610 tons light; 639 tons std. (730 fl; 790 max.) S: 34 kts

Dim: 59.30 (54.85 wl) × 11.80 (8.86 wl) × 3.08 (normal)

A: 6 P-120 Malakhit (SS-N-9 Siren) SSM (2 triple KT-84 launchers); 1 twin-rail Osa-M (SA-N-4B) SAM syst. (20 9M-33M5/Gecko missiles); 1 76.2-mm 59-cal. AK-176 DP (304 rounds); 1 30-mm 65-cal. AK-630 gatling AA (3,000 rounds)

Electronics:

Radar: 1 or 2 MR-312 Nayada nav. (not in all); 1 Dubrava (Peel Pair) nav./surf. search (not in all); 1 Titanit (Band Stand) target desig.; 1 MPZ-301 Baza (Pop Group) SAM f.c.; 1 MR-123 Vypel (Bass Tilt) gun f.c.

EW: Vypel-R2 suite: 2 Half Hat-B intercept; 2 Foot Ball-A intercept; 2 16-round PK-16 decoy RL; 4 10-round PK-10 decoy RL

M: 3 M-521 diesels; 3 props; 30,000 shp

Electric: 700 kw tot. (2 × 300-kw, 1 × 100-kw diesel sets)

Range: 415/34; 2,100/18; 3,500/12 (1 engine)

Fuel: 132 tons Endurance: 10 days

Crew: 7 officers, 42 enlisted (accomm. for 10 officers, 55 enlisted)

## Google Earth spots China's new ballistic missile submarine

Google Earth has captured the first time images of a new class of Chinese ballistic missile submarine docked at the Xiaopingdao submarine base in northern China.

The new **Jin class** of nuclear submarine has been rumoured to exist for some time, but the image recently uploaded on Google Earth is the first public glimpse of the u-boat.

For the past 20 years, China has maintained one ballistic-missile submarine, the Xia-class. However, it has suffered from technical problems and has never been deployed on a deterrent patrol, which involves arming the sub and sending it out to hide for long periods in the oceans.

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Instead, the Xia-class has been used mainly for small missile tests. The new Jin-class is approximately 10 meters longer than the Xia-class, which was, incidentally, photographed at the same location way back in 2005.

According to Hans Kristensen, director of the Nuclear Information Project at the Federation of American Scientists, the extra length has been added to the missile compartment, presumably to house larger, longer-range missiles.

A drawing released by the US Office of Naval Intelligence (ONI) in 2004 said the Jin-class will have 12 launch tubes, the same number as the Xia-class, but some experts suspect it may actually have as many as 16.

'Now the expectation is they will build this new class and, if it's more successful, they will be capable of having submarines permanently deployed at sea with nuclear weapons,' said Kristensen.

However, it is unknown how many Jin-class submarines China intends to build. An ONI report from 2006 estimates they would need five in order to set up a permanent presence in the oceans.

'They're very much in the testing phase. But if they're able to deploy one of these things then obviously our attack submarines will be right on their tail. Then the cat and mouse game starts,' New Scientist quoted Kristensen as saying.



Above seen the **Bendahara Sakam (29)** and **Jerambak (30)**, - hidden behind Bendahara Sakam in the photo, two of the F2000 OPVs built for Brunei by BAe Systems, seen at Scotstoun shipyard in May last year.

Photo: David Willey ©

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## Indian yard wins six panamaxs

India's burgeoning shipbuilding industry has taken a further step in establishing itself on the world scene with Pipavav Shipyard's orders for six panamax bulkers worth in excess of \$200m. Pipavav confirms the contract from French owner Setaf-Saget for four 74,500-dwt bulkers as well as two panamax options exercised by John Fredriksen-controlled Golden Ocean.

The cost of the Setaf newbuildings has not been announced but the latest Golden Ocean's ships are priced at \$36m each. The Setaf ships are to be delivered in 2009 and 2010 and built to the same specifications as the Golden Ocean vessels. Golden Ocean already has four panamaxs on order at the yard for delivery in 2009. Its contract, now standing at six ships, represents the largest export order ever achieved by an Indian yard. Pipavav Shipyard boss Ray Stewart told TradeWinds: "We could not ask for a better start with these panamax bulkers. They are in many ways the ideal ship type for a start-up yard. In addition, for Golden Ocean to confirm the options, after a few months of seeing how we perform since the original contracts, is also very significant for us and a real endorsement from a market leader." Stewart added: "We are now well on our way to becoming the largest Indian shipyard complex." The shipyard will begin steel cutting later this year for the newbuildings. Pipavav plans to sell more panamax bulkers and has slots available for delivery in 2010.



The **GENCA** seen outward bound at the Westerscheldt River passing Flushing

Photo : Roel van der Velde ©

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**ARUBA HI WINDS** was held for the 21<sup>st</sup> time last weekend , above seen an impression of the situation at the "Fisherman's Huts" beach.

Photo : Els Kroon ©

## Dreyfus holds key to Singapore yard's first-ever ropax contract

Singapore's shipbuilding industry is poised to score a major coup with a potential order for a luxurious ropax ferry from France's Louis-Dreyfus Armateurs.

Newbuilding sources in Singapore say Dreyfus is in the process of lining up an order at ST Marine for a 900-passenger, 1,500-lane-metre ferry with an option for a second vessel.

ST Marine already has orders from the owner for 3,500-dwt ro-ros designed for the transport of oversized components for the new Airbus A380 aircraft. These were ordered in a joint-venture with Norway's Leif Hoegh&Co.

Dreyfus chief executive Pierre Gehanne confirms that an order is under negotiation with the yard but says it is at the preliminary stages. Gehanne rejects the EUR 63m (\$85.7m) that some brokers have been suggesting as a possible contract price. He says the price has yet to be fixed.

It is unclear how Dreyfus will deploy the ferries if they are built. The company's ferry arm, LD Lines, operates between France and the UK, as well as in the Mediterranean.

An order for such tonnage would come as a major boost for Singapore's shipbuilding industry, which so far has focused mainly on smaller containerships and tankers and more sophisticated, high-value vessels such as cablesheets and research vessels. It would be the first time that a Singaporean yard has built a large passenger vessel.

ST Marine, which is a subsidiary of state-owned Singapore Technologies, is best known for its construction of sophisticated naval vessels. In recent years the company has branched out into commercial shipbuilding.



The 2005 built tug **KINDEACE ex-FUJI MARU** seen berthed at Gun Wharf 2 inside Valletta on a fuel stop from Yokohama, Japan to Invergordon, Scotland. Tug is skippered by **Cpt. Adriaan Hendriksma** of **Redwise Global Ship Delivering & Crewing** - Photo : **Lawrence Dalli** ©

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## MOVEMENTS



The **JAG LOK** seen departing from Cape Town - Photo : **Aad Noorland** ©





The **ANKIE** seen enroute Rotterdam

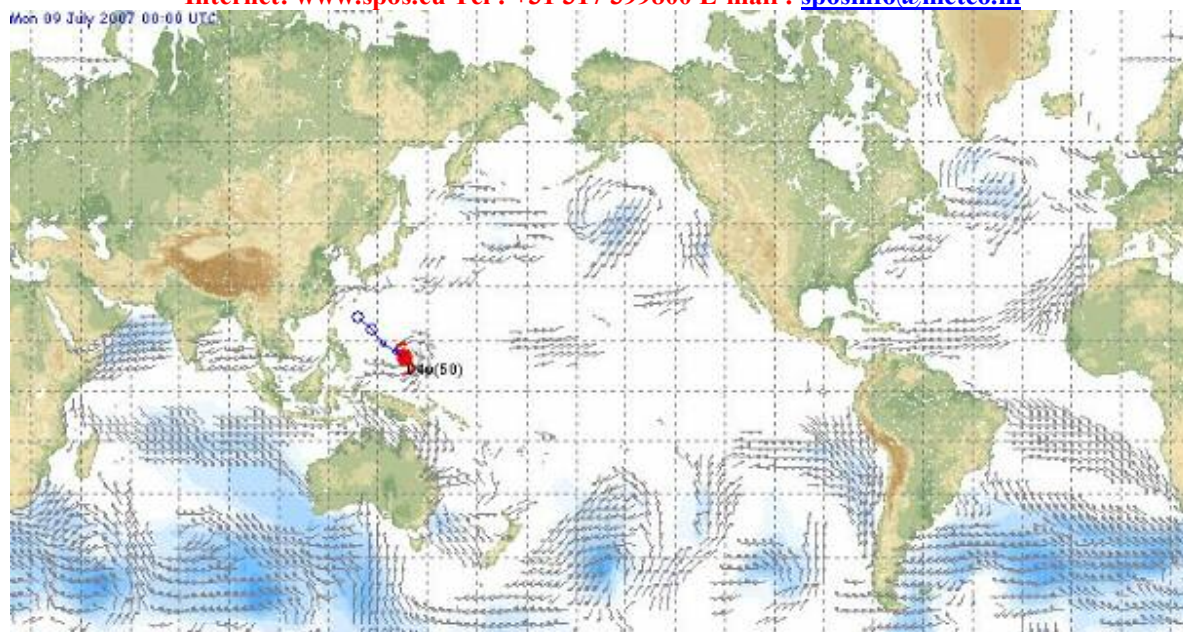
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.



.... PHOTO OF THE DAY ....



Saipem (Asia) has completed the installation of the **Piltun B** topsides on the pre installed GBS off Northern Sakhalin this week by float-over method. The topsides weighed 29248 Tons and that marks a world record in installation by means of this method."

**Photo : Hans Bosch ©**

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