

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 174



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

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The **WIND STAR** seen moored in Istanbul

**Photo : Vincent de Koning ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **NORMAND SEVEN** seen at the river Tyne

Photo : Kevin Blair ©

## Legacy funds £2m lifeboat

MONEY left by a generous couple will save lives after they funded a new lifeboat. Now the RNLI lifeboat will be named after the couple, **Frank and Anne Wilkinson**, who lived in Fixby and were keen sailors.

It has been largely paid for by a legacy left by Mrs Wilkinson when she died in 2004. Her husband, Frank, died 11 years before and had owned a car showroom and garage business.

He founded Hebble Auto Services Ltd on Bradford Road in 1953 and was managing director for many years. The firm was sold off to car dealers Carnell for £2m in 1989.



The **WESTERDAM** seen moored in Valleta (Malta) – Photo : BJ Taylor ©



## NSRI assist yacht into port

The National Sea Rescue Institute (NSRI) reported late yesterday afternoon that one of its rescue craft **EIKOS RESCUER II** had been launched to assist a Hout Bay registered catamaran yacht, **TI BAY** into Durban port after the yacht reported engine failure on one of its two engines off the Durban Bluff and in 35 knots winds. A Vodacom Netcare 911 helicopter was also dispatched to assist if necessary.

The couple on board the **TI BAY**, Claus and Beryl Thaler were found to be in no immediate danger, according to Alex McNamara, duty coxswain at the Durban NSRI station. He said the couple managed to motor their catamaran into port on one engine and was escorted to a visitor's anchorage in harbour by the rescue craft **EIKOS RESCUER II**.

The Cape yacht is expected to continue to Richards Bay once the engine has been repaired.

## 3 People Die in Aftermath of the Sinking of Denden Vessel

Three people died out of the 24 crew members who were on board the **Denden** commercial vessel, which capsized a mile from the 'New Mangalore' port in West India on June 23, following strong monsoon winds.

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The vessel had 24 workers, 16 of whom were Eritreans, 3 Ghanaians, 3 Pakistanis, one Sudanese and one Sri Lankan, according to Mr. Mengis Girmai, head of administration in the Eritrean Shipping Line.

The vessel was carrying 7,500 tones of equipment at the time, he added



The 1983 build **CS SAFE** seen near Sakhalin, the vessel is build as the **TS 51 SAFE**, was renamed in 1993 in **SMIT-LLOYD SAFE** until 2006 when she got her present name **CS SAFE**

Photo : Hans Bosch ©

## Experts complete survey of Russian sunken submarine

Russian and foreign experts have finished monitoring radiation levels at the site of a 2003 incident involving a Russian nuclear submarine in the Barents Sea, the Russian Northern Fleet press service said Monday.

The K-159, a November class nuclear submarine with 800 kilograms (about 1,700 pounds) of spent nuclear fuel onboard, sank in 2003 while being towed to Polyarny, in northwest Russia, for decommissioning. Nine members of the 10-man crew died.

The radiation levels, according to preliminary monitoring results, are normal and pose no threat to the environment, the press service said.

Vladimir Vysotsky, the commander of the Northern Fleet, said a decision on whether to raise the submarine will be made after six weeks or two months, when the monitoring data has been completely studied and analyzed.

Subject to technical feasibility, Russia has committed itself to recovering the submarine and safely disposing of its reactors as part of an international agreement set up to assist with the safe disposal of Russian nuclear waste material.

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The operation is being carried out under a joint project developed by Russia, Britain, the U.S. and Norway within the framework of the Arctic Military Environmental Cooperation agreement (AMEC), signed in September 1996.

The Russian Navy has been hit by several accidents involving submarines. The worst of these occurred August 12, 2000, when the Russian nuclear submarine Kursk sank following an onboard torpedo explosion, killing all 118 crewmembers.

In August 2005, the **Priz AS-28** mini-sub with seven submariners onboard became entangled in a fishing net at a depth of about 190 meters (about 620 feet) in the Berezovaya Bay in the Bering Sea.

A rescue mission was successfully mounted after three days with the help of the British Scorpio 45, an unmanned deepsea rescue vehicle.



The **MILLENNIUM** seen in Civitavecchia during investigation by divers after the vessel hit a rock

Photo : Skydivingchief ©

## KNRM helpt schip met 139 opvarenden weer op gang

De KNRM van het station Enkhuizen heeft het vakantieschip **De Zonnebloem** moeten helpen om weer op gang te komen. Vrijdag 6 juli wilde het schip, dat mensen met een fysieke handicap een prettige tijd bezorgt, de sluis bij het aquaduct in Enkhuizen verlaten.

Door de harde zijwind had het schip niet voldoende motorvermogen en belande tegen de palen aan lagerwal. De bemanning van de **Rien Verloop** en de **Watersport** werden te hulp geroepen. Met vereende krachten is het gelukt om het schip weer in goed vaarwater te helpen waarna **de Zonnebloem** de reis kon vervolgen richting Amsterdam.

Vervolgens is de bemanning van de **Watersport** en de **Rien Verloop** weer teruggevaren naar de ligplaats, maar lang duur de rust niet, want het zeilschip **Manya**, een Bavaria 36 met 5 mensen aan boord, riep de hulp in van de KNRM. Het schip was vastgelopen op De Staart, een zeer ondiep gedeelte van het Enkhuizerzand.

Menig watersporter loopt daar vast door een navigatiefout, zo ook deze Bavaria 36 met een diepgang van 1,70 meter.. De schipper riep de havendienst in Enhuizen aan in plaats van kanaal 16, maar is uiteindelijk van de zandplaat getrokken door de Watersport van de KNRM. Na een beetje tegenspartelen geeft het schip zich snel gewonnen en kan de bemanning van de Bavaria de tocht naar Lemmer voortzetten en de Watersport weer terugkeren naar de ligplaats in Enhuizen.

## UK ON QUALSHIP 21

UK-flag vessels are once again eligible for the US Coast Guard Qualship 21 programme that rewards flag states that have good port state control records in US ports.

The full list comprises: Bermuda, Canada, Cayman Islands, China, Greece, Hong Kong, Marshall Islands, South Korea and the UK. Israel and the Philippines also qualify based on their ship inspection records but ships flying their flags cannot take part in the scheme until the two governments have submitted an IMO self assessment form to the Coast Guard.

The Marshall Islands are also on the recently announced list of eligible states for 2007 for the third consecutive year. International Registries, Inc. (IRI), which runs the Marshall Islands register says that maintaining its Qualship 21 status is "a significant boost for the Marshall Islands as only one other major open registry has ever been eligible for Qualship 21 status".

"We've always stated that PSC is the major grading mechanism for flag states. By continuing to maintain our USCG Qualship 21 status, the benefits of flagging with the Marshall Islands continue to extend to shipowners, operators and charterers that are actively trading with the United States," said Bill Gallagher, President of IRI.

Liberia is not on this year's list and Scott Bergeron, the chief operating officer of LISCR which runs the register questions the methodology used by the Coast Guard. As mentioned, Liberia has publicly questioned the methodology of the US Coast Guard's port state control statistics. S

Nevertheless Mr Bergeron says that while Liberia is not listed as a Qualship 21 flag this year, Liberian-flag ships that have already received Qualship recognition by the US Coast Guard will retain their Qualship designation for a period of two years. Furthermore, Qualship eligibility is based on a 3-year rolling average of statistics. This means, according to Mr Bergeron, that LISCR is confident that Liberian vessels currently in the Qualship programme will be able to maintain their designation beyond 2007 and that new vessels will become eligible again in the spring of 2008.

## Salvager offers help to get historic schooner upright

**Operation to rescue **Robertson II** will likely wait until end of month**

A Washington state-based salvager is negotiating with the **Robertson II** owner over terms to refloat the historic schooner, but it may happen later rather than sooner.

Mark Gumley read of the **Robertson II's** plight in media reports and contacted owner Roy Boudreau to offer help, for a reasonable cost. "Roy sounded relieved when I got hold of him because he seems to be between a rock and a hard place, obviously," said Gumley by cellphone yesterday. "I've lifted boats of that size, maybe not quite that long but [similar] in dead weight," said Gumley. He hasn't failed yet at successfully refloating a vessel, said Gumley.

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He raised a dozen sunken seiners along the Washington coast, "and they're more fragile than or possibly in the same condition as the **Robertson II**." Any new attempts at removing the sailing ship from a reef near Saturna Island may have to wait until the month's end, when the lunar cycle brings back high tides similar to those that occurred July 1, when the vessel went aground.

A tugboat with powerful winches over the weekend was unable to lift the **Robertson II** off her starboard side, said Humphrey Killam, a friend of Boudreau and owner of the classic ketch Greybeard. "We tried to pull it upright at the high tide but couldn't budge her," said Killam yesterday. The vessel has a hole on its starboard side that must be patched on site so the water inside the vessel can be pumped out. But the patch can't be made until the vessel is upright.

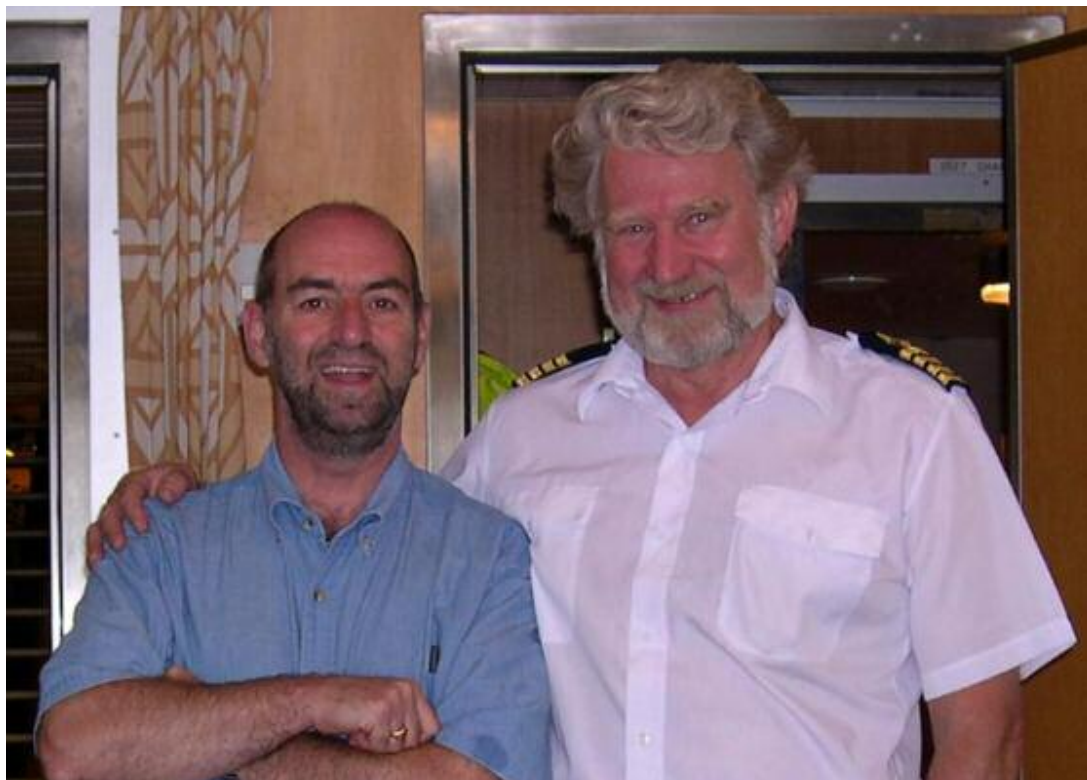
Gumley has operated MG Shipyard & Dive Service since 1990. Whether he can help raise the **Robertson II** depends on the vessel's condition and appropriate remuneration, he said. There are also protocols to consider, Gumley said. "If I can't do it, I don't want to own the wreck because I tried to help them out. These things can get a little out of control very, very fast.

"I can get there to appraise the situation and then I'll be able to tell them what it will take." Gumley wants to go over the upcoming tides and try to narrow down the best conditions for getting the **Robertson II** back upright.

"I have to get the data and go over it with Roy. Even if we have the bags lifting, we can't put additional strain on the boat because the tide won't come in far enough to help us out.

"That's why I'm leaving it open at this time." There may be an advantage in letting the schooner stay immersed for a few weeks, said Gumley. "What usually happens is that with the swelling of the wood, the boat actually gets more watertight because it's totally immersed in water." Gumley is a sailor too. He skippered his multi-hulled sailboat Blue Lightning to victory in last month's Swiftsure race.

## CAPTAIN JONAS RAHMBERG TO RETIRE



Atlantic Container Line's G3 vessel "**Atlantic Cartier**" says bon voyage and a long happy retirement to one of it's Master's this month. Captain **Jonas Rahmberg** retires after a sea going career of almost forty years, the past thirteen years on board "**Atlantic Cartier**"

LEFT:  
**Captain Jonas Rahmberg with Philip Parker o/b Atlantic Cartier**

Like many of his generation **Jonas** has traveled to most parts

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of the world with many years spent on general cargo vessels trading with West Africa, Australia and New Zealand, both as a junior officer before becoming a Chief Officer in 1978.



**Atlantic Cartier** viewed from **Atlantic Companion** May 2006

He joined ACL in 1987 as the G3 vessels returned from the lengthening programme as Chief Officer before taking command in 1994.

**On behalf of all the shipping news clippings readers, friends and colleagues in ACL we wish Jonas and his Wife Ingrid a long and happy retirement**

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The **MULTRATUG 16** seen operating at the Westerscheldt River  
Photo : [www.maritimephoto.com](http://www.maritimephoto.com) ©

## Ship runs aground near Amherstburg

A Great Lakes freighter has run aground in soft mud in the Detroit River near Amherstburg.

Transport Canada spokeswoman Deborah Baxter said the freighter Cuyahoga, owned by Lower Lakes Towing Ltd. of Port Dover, ran aground shortly after midnight early Monday morning.

The shipping channel remains open to traffic and arrangements are currently being made for a U.S.-based tug boat to come to assist the ship.

Baxter would not say what the ship was carrying citing industrial competition concerns. When the ship is freed it will be towed to Windsor for further assessment," said Baxter. She said there are no initial indications of water entering the ship or its cargo leaving it.

"There is no apparent damage to the ship," Baxter said.

The tugboat was not expected to reach the ship until around 6 p.m. Monday. Baxter said she did not know how many crew members were aboard the ship but such ships generally carry a crew of 22 members.

The ship was upbound, heading north, when its starboard side became mired in mud near Boblo Island.

## Ferry hits seabed

A CATAMARAN which was carrying passengers to Foula on Saturday (July 7th) hit the seabed in foggy conditions.

Ali-Cat, which is the back-up ferry for the regular Foula ferry **New Advance**, was being used to transport extra passengers to Foula for a golden wedding celebration after fog had caused Friday's flight to the isle to be cancelled.

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The vessel set off from Walls but touched the bottom of the seabed causing minor damage to its protection plate, which Calum Grains - director of Atlantic Ferries, which operates the Foula ferry - said will now be replaced.

Mr Grains said: "The reserve vessel was leaving Walls on Saturday in poor visibility and touched the bottom, so the crew returned to the quay, put the passengers on shore and decided they would lift the vessel out of the water to do an inspection and undertake any repairs.

"The regular Foula ferry was able to do two trips, so all passengers were able to get to their destination."

There were no injuries as a result of the incident. Atlantic Ferries, run by Mr Grains and his brothers Angus and Gavin, took over the operation of the Foula ferry in November of last year.

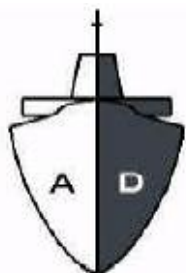


The **CLIPPER NADJA** seen enroute Rotterdam – Photo : Ruud Vermeer ©

## NAVY NEWS

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## Russia to Build New Nuclear Submarine Base in Kamchatka

Russia is to build a new nuclear submarine base in the Kamchatka Peninsula, the Russian Navy's Commander-in-Chief Admiral Vladimir Masorin told reporters in Petropavlovsk-Kamchatsky, the Far East, on Monday.

The town of Vilyuchinsk is to host a modern base for the submarine forces of the Pacific Fleet in the next two or three years. The base is designed for new strategic submarines, Borei, which have received 9 billion rubles of financing. In addition, a new base for surface ships is to be built in Avachinskaya bay of Petropavlovsk-Kamchatsky.

In April, Russia launched its first submarine of the new Yuri Dolgoruky series. Two similar vessels, Alexander Nevsky and Vladimir Monomakh, are to be built by 2010. Each of them is equipped 12 ballistic missiles which are capable of delivering 10 nuclear warheads at the distance of 8,000 km.

Severomorsk in the Kola Peninsula has been the chief base for the Soviet and Russian nuclear submarines. "These ships are now scattered across the bay," Admiral Masorin said. "Our goal is to get them all together in one site and provide with all necessary things."

There are currently 19 Russian submarines and other vessels on duty in the world ocean, the Russian Navy's commander-in-chief said.

## Photos of China's top secret submarine found on Google Earth



Photos of China's new second-generation nuclear submarine, believed to be equipped with 12 intercontinental ballistic missile launch tubes, have been published on Google Earth, according to reports. Nuclear weapons analyst Hans Kristensen of the Federation of American Scientists discovered the images of China's top secret submarine while searching photos of China's northeastern naval ports. One image clearly depicts China's next-generation **Jin-class** nuclear powered submarine, according to Kristensen, who has republished the image on his Strategic Security Blog at [www.fas.org](http://www.fas.org). The satellite image, believed to have been taken during late 2006 by the commercial Quickbird satellite, shows the submarine alongside a pier at the

**Xiaopingdao Submarine Base** south of the city of Dalian. Kristensen said the images show a vessel about 35 feet (10 meters) longer than the earlier-generation **Xia-class** nuclear submarine. The U.S. reportedly believes China has been conducting sea tests on the **Jin-class** submarine since 2004 and then later carried out additional tests on its missile system. The U.S. reportedly believes the submarine and its missile system will be ready for deployment before 2010.

## Russia to build new aircraft carrier after 2015

Russia could start construction of a new aircraft carrier after 2015, the Navy commander said Monday. At present, Russia has only one operational aircraft carrier, the **Nikolai Kuznetsov**, which was commissioned in the early 1990s and has recently re-entered service after a prolonged overhaul.

"The ship [**Kuznetsov**] has been fully overhauled and will serve [in the Navy] for a long time, but not forever, which is why we are planning to design and build a new modern aircraft carrier," Admiral Vladimir Masorin said.

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According to the Navy chief, the **Nikolai Kuznetsov** is currently deployed with Russia's Northern Fleet and is ready to host the assigned aircraft, which include **12 Su-33 Flanker** D naval fighters, **five Su-25UBP** combat trainers, and over 20 helicopters.

Masorin said the main characteristics of the new aircraft carrier would be outlined by the end of the year to jump-start work on the design of the ship.

He also outlined the future structure of the Russian Navy, saying that Russia currently had about 300 surface ships, but that they were mainly missile corvettes, patrol boats and minesweepers.

"We have an aircraft carrier, two nuclear-powered battle cruisers, three missile cruisers...strategic naval forces, etc," Masorin said. "But if we mentioned aircraft carriers, we would want to maintain and use the capability that we already have for the time being."

The Navy commander said that in 20-30 years Russia would have the economic capacity to deploy an aircraft carrier group in the Northern Fleet and, potentially, a similar group in the Pacific Fleet

## Fire Costs Two-Week, \$3.5M Delay to U.S. Navy's LCS

Investigators have largely wrapped up their efforts to determine the cause and effects of an April fire on board the U.S. Navy's first Littoral Combat Ship (LCS) and have concluded the cause was accidental. Based on forensic evidence, they said, arson is not likely.

Damage to the ship is estimated to cost about \$3.5 million and the fire caused a two-week schedule delay, the Navy said June 21. The fire broke out early on the morning of April 25 on board the **USS Freedom (LCS 1)**, under construction at Marinette Marine in Marinette, Wis. According to the Navy and Lockheed Martin, which is overseeing construction, a subcontractor to Marinette Marine was welding pipe hangers to the ceiling — the "overhead" in ship parlance — of an interior compartment when the heat generated by the welding caused materials on the deck above to ignite.

Fire was discovered in the compartments above about 5:20 a.m. and local firefighters were summoned. The flames were confined largely to berthing spaces for chief petty officers (CPOs) on the starboard side of the ship on the First Platform deck between frames 45 and 54. Also in the area were enlisted berthing spaces, a medical treatment room and a passageway.

The fire was extinguished around 6 a.m., Lockheed said, and two shipyard workers who first responded to the fire were treated for smoke inhalation at a local hospital before being released.

No major system areas on the ship were damaged, according to the Navy. Most of the areas affected by the fire had yet to be painted or fitted with equipment.

Smoke, flame and water damage affected nearby areas. Four toilet/shower modules were damaged beyond repair and three other modules needed replacement, Lockheed said. Insulation and electrical cable also were replaced and other areas cleaned.

Lockheed noted that fire insulation on the **Freedom** "performed extremely well and prevented the fire from spreading to other areas on the ship. In fact, when the team investigated the areas, they found that the paint under the insulation had not been discolored or damaged in any way."

Among the Navy, federal, state and industry teams investigating the fire were representatives from Lockheed and Marinette Marine; the Navy Criminal Investigative Service; Naval Sea Systems Command; the Wisconsin Division of Criminal Investigation arson inspector; the FBI and the Alcohol, Tobacco and Firearms fire investigator.

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The Navy's Gulf Coast supervisor of shipbuilding, whose territory includes Wisconsin, also is conducting a required Manual of the Judge Advocate General report.

In May, the Occupational Safety and Health Administration cited Marinette Marine and subcontractor Jamar for three safety violations stemming from the April 25 fire, fining Marinette \$7,500 and Jamar \$6,750.

The **Freedom** was about 80 percent complete at the time of the fire. Though construction resumed May 4, the ship remains behind schedule.

In December 2004, when the construction contract was awarded to Lockheed, the Navy hoped to have the ship delivered in May 2007. The ship was launched in September 2006, but completion has been delayed by a series of production problems and design changes, even as costs have grown from about \$220 million to as much as \$400 million. Delivery of the Freedom now is expected no sooner than early 2008.

Excessive price growth on the **Freedom** was revealed early in January, when the Navy halted work on a second ship to have been built to Lockheed's LCS design. The Navy canceled that yet-to-be-named ship April 12 after it was unable to agree with Lockheed on a cost adjustment.

Cost growth also has struck LCS competitor General Dynamics, which is building two ships in Mobile, Ala.

As of June 21, the Navy had yet to determine total construction costs for either the Lockheed or General Dynamics ships and continues to characterize the cost growth as "between 50 percent and 75 percent depending on the basis of comparison," although unofficial estimates are higher for both designs.

## Warships readied to deter possible incursions

The Indonesian Navy is preparing to deploy its warships to prevent a foreign incursion on the pretext of conducting military exercises in the waters of Natuna regency in Riau Islands province, a senior officer said over the weekend.

The Navy's Western Fleet commander, Rear Adm. Agus Suhartono, said the Singaporean Navy tried to enter Indonesian territorial waters in May to conduct a military exercise with a number of other foreign navies.

"Although both Singapore and Indonesia have signed a Defense Cooperation Agreement (DCA), Singapore is still not allowed to conduct military exercises in the waters of Riau Islands province," he told The Jakarta Post. Agus said Indonesian warships "escorted" Singaporean warships out of Natuna waters when they attempted to enter the region. "It was not an incident... the Navy was just trying to protect the country by preventing our brothers (the Singaporeans) from entering our territory.

"Based on an existing law, they (the Singapore military) do not have the right to enter our territory." Local media Batam Pos reported on May 21 seven foreign warships -- involving French, Japanese and U.S. warships in addition to Singaporean warships -- tried to enter Indonesian waters.

Routine operations are currently being carried out in the Malacca and Singapore straits by the Indonesian Navy's sea security task force, while the Navy's sea combat task force is conducting operations in Natuna waters.

"Should they (Singapore) repeat their attempts to enter Natuna waters, we will quickly deploy our warships," Agus said. The speaker of the Riau Islands provincial legislature, Nur Safriadi, has opposed the DCA granting Singapore the right to conduct military exercises in the province.

The controversial DCA, together with an extradition treaty, was signed on April 27 at Tampaksiring Palace in Bali by Foreign Minister Hassan Wirayuda and his Singaporean counterpart George Yeo in the presence of President Susilo Bambang Yudhoyono and Singapore's Prime Minister Lee Hsien Loong.

The DCA allows the Singaporean armed forces to involve other foreign militaries in its exercises, although it first needs to seek Indonesia's permission and must allow Indonesia to send observers to overlook all exercises.

Singapore is permitted to use three locations in Indonesia for training -- Alpha and Bravo areas in Natuna waters (which face the South China Sea) for air force and naval exercises, and the Baturaja training grounds in South Sumatra for ground exercises. Implementation agreements for the defense pact are currently stalled over a dispute on the Bravo area.

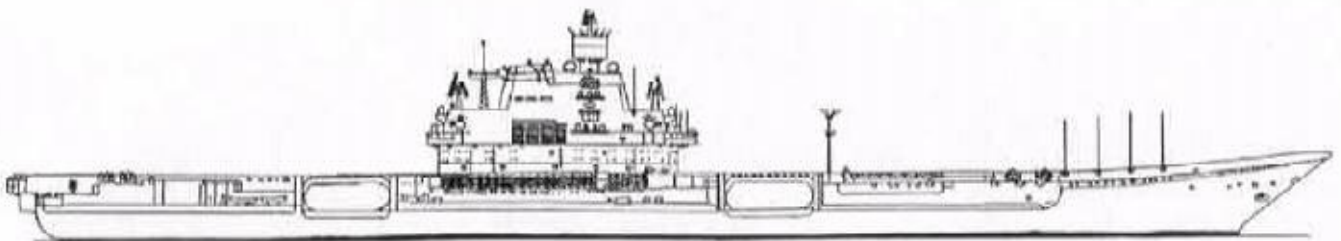
## Varyag Construction Speeds Up

China has issued contracts for the construction of aircraft carrier systems. Nothing official has been announced, although Chinese officials have been speaking openly about building an aircraft carrier. This might clear up the mystery of what China is doing with the former Russian aircraft carrier **Varyag**. The Chinese have done some work on the **Varyag**, one of two **Kuznetsov class** that Russia began building in the 1980s.



The **VARYAG** seen laid up.- photo: coll. Piet Sinke ©

The **Varyag** has been tied up in a Chinese shipyard at Dailan since 2002. While the ship is under guard, it can be seen from a nearby highway. From that vantage point, local military and naval buffs have noted that some kind of work is being done on the ship. The only visible signs of this work are a new paint job (in the gray shade used by the Chinese navy) and ongoing work on the superstructure (particularly the tall island on the flight deck.) Many workers can be seen on the ship, and material is seen going into (new stuff) and out of (old stuff) the ship. The new contracts are believed to be for more equipment for the **Varyag**, in addition to the non-custom stuff already going into the ship.



Originally the **Kuznetsovs** were conceived of as 90,000 ton, nuclear powered ships, similar to American carriers (complete with steam catapults). Instead, because of the cost, and the complexity of modern (American style) carriers, the Russians were forced to scale back their goals, and ended up with the 65,000 ton (full load ) ships that lacked steam catapults, and used a ski jump type flight deck instead. Nuclear power was dropped, but the Kuznetsov class was still a formidable design. The thousand foot long carrier normally carries a dozen navalized Su-27s (called Su-33s),

14 Ka-27PL anti-submarine helicopters, two electronic warfare helicopters and two search and rescue helicopters. But the ship can carry up to 36 Su-33s and sixteen helicopters. The ship carries 2,500 tons of aviation fuel, allowing it to generate 500-1,000 aircraft and helicopter sorties. Crew size is 2,500 (or 3,000 with a full aircraft load.) Only two ships of this class exist; the original **Kuznetsov**, which is in Russian service, and the **Varyag**.

The Chinese have been in touch with Russian naval construction firms, and may have purchased plans and technology for equipment installed in the Kuznetsov. While some Chinese leaders have quipped about having a carrier in three years (this would have to be a refurbished **Varyag**). Even that would be an ambitious schedule, and the Chinese have been burned before when they tried to build new military technology in a hurry.

## **Nationale Vlootdagen 2007**

In het weekend van 13 t/m 15 juli 2007 worden op het Nieuwe Haven terrein te Den Helder de Nationale vlootdagen 2007 gehouden. Dit jaar staan de vlootdagen in het teken van de 400e geboortedag van onze grootste Nationale zeeheld Michiel Adriaanszoon de Ruyter.

Verschillende buitenlandse eenheden zullen tijdens dit evenement hun opwachting maken en net als voorgaande jaren zullen er weer verschillende demonstraties worden uitgevoerd. Ook is een aantal eenheden voor het publiek ter bezichtiging opengesteld.

Voorafgaand aan de Nationale Vlootdagen zal op donderdag 12 juli de Veteranendag en de infodag Marine worden gehouden op het Nieuwe haven terrein.

## **HR.MS. ZUIDERKRUIS TERUG IN DEN HELDER**

**Hr.Ms. Zuiderkruis** keert donderdag 12 juli terug naar haar thuishaven Den Helder. Het schip is een half jaar ingezet rond de Nederlandse Antillen voor counterdrugoperaties, kustwachttaken en steunverlening bij rampen. Het was de eerste keer dat de Koninklijke Marine hiervoor een bevoorradingschip inzette.



**Photo : Piet Sinke ©**

**Hr.Ms. Zuiderkruis** heeft in het gebied een drugsvangst van ruim 400 kilo cocaïne en 123 kilo heroïne op haar naam staan. Ook speelde ze een rol in de onderschepping van 1000 kilo heroïne.

**Hr.Ms. Van Nes** is het nieuwe stationschip in het Caraïbisch Gebied. Ze neemt het komende half jaar de taken van de **Zuiderkruis** over. De **Van Nes** is op 1 juli naar het gebied vertrokken.

## **Ukraine, US begin Sea Breeze 2007 exercise near Odessa**

The Ukrainian and US navies begin on Monday NATO's Sea Breeze-2007 large-scale military exercise near Odessa.

Taking part in the exercise are naval and ground units from thirteen countries – both member-states of the alliance as well as countries cooperating with NATO within the framework of the Partnership for Peace program. Russia does not take part. The goal of the four-stage exercise is peacekeeping operations. The exercise involves 22 ships and trains divers, naval infantry and amphibious forces. In 2006, mass protests in the Crimea disrupted the NATO exercise and the authorities took a decision to hold it in the neighbouring southern regions.

Back on May 29, 2007, the Ukrainian parliament approved the exercise. Since July 5 the Odessa region has been witnessing on-going protests of left-wing parties and public organizations that oppose the NATO exercise in Ukraine.

### **SHIPYARD NEWS**

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## **Hanjin to Build Second Shipyard in Philippines**

Hanjin Heavy Industries intends to expand further in Philippines and to build a second \$1bn shipyard there, reports TradeWinds. It should be pointed out, that the company is building a \$1.684 bn shipyard in Subic, but there was no more space available. Thus it decided to build another facility in Mindanao because it requires 600 hectares of land which Subic can no longer provide given its limited available space.

The Korean firm is expected to begin work at the site this year. The expansion is needed to cope with its Philippines orderbook, which stands at 33 containerships. It has just started building the first vessel.

## ROUTE, PORTS & SERVICES

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The **SALVICEROY** seen moored in Ulsan – Photo : Klaas Reinigert ©

## Four Ferries to Be Bought At Sh1bn

Kenya Ferry Services Ltd (KFS) is to acquire four new ferries at a cost of more than Sh1 billion by next year. Transport and Communications permanent secretary Gerishon Ikiara said KFS will buy two new ferries from a German firm, Schiff Bau, that won a tender of more than Sh700 million.

Two others will be bought through the support of the Netherlands government. "The case that delayed the procurement of two new ferries after one of the bidders challenged the award of the tender to a German firm has been finalised and KFS has signed an agreement with the German firm, which has agreed to supply the ferries at the initial amount agreed," the PS told Nation on phone.

Mr Ikiara said designs for the two ferries to be supplied by the German firm had already been approved by international classification firm Lloyds and were being built. The PS said that the Government was also working on an offer by the Dutch government to make new ferries for KFS and rehabilitate two others. "The Ministry of Finance has accepted the offer, which will see 35 per cent of the financial facility being in grants and 65 per cent as a loan," he said. Details of the deal are still being worked on, the PS said.

Mr Ikiara said the procurement of four new ferries will not only facilitate smooth flow of human and vehicular traffic across the Kilindini channel, but will also result in KFS diversifying the services it offered.

"Once KFS acquires four new ferries and rehabilitates two others, it will diversify into leisure activities like providing cruise expeditions, which will increase its sources of revenue and also see the ferry firm provide first class services," he said. Ferry users have in the recent past raised fears about their safety following intermittent stalling of vessels mid-stream in Kilindini channel.

## **Braemar Shipping Services plc**

### **Acquisition of the Falconer Bryan Group**

The Board of Braemar Shipping Services plc is delighted to announce the acquisition of Falconer Bryan Pte Limited.

Falconer Bryan provides a range of Survey, Engineering and Loss Adjusting services to the Marine and Energy Industries, including Loss Prevention surveys such as, towage and transport approvals, location approvals and location moves for mobile offshore drilling units, associated naval architectural/structural engineering support and energy loss adjusting investigation services resulting from an insurable incident. The firm is headquartered in Singapore and operates throughout the Far East from offices in Indonesia, Malaysia, Vietnam, China, India and Australia and employs 90 full time staff the majority of whom are either Class 1 Mariners/Engineers, Structural Engineers, Naval Architects or Loss Adjusters.

Falconer Bryan is privately owned and the directors have agreed to continue their existing roles post completion. Commenting on the acquisition, Alan Marsh, CEO of Braemar Shipping Services plc said, "This acquisition represents another significant step towards our strategic goal of building a broadly-based shipping services group. We are pleased with the progress of our technical shipping services business, Wavespec, and the addition of Falconer Bryan will greatly increase our presence in the important Far East market."

John Falconer, Chairman of Falconer Bryan commented "after careful consideration of the best way to take the business forward the Falconer Bryan management and staff are looking forward to joining forces with Braemar and being part of a group with forward thinking and visionary attributes".



## CMB BUYS INTO ANGLO-EASTERN

BELGIAN-based shipowner CMB says that its 100% subsidiary Bocimar Hong Kong has concluded an agreement to acquire a 27% stake in shipmanager Anglo-Eastern Group.

A CMB statement makes no mention of how much it is paying for the stake but says the deal is still subject to due diligence.

Explaining the move CMB says: "Through this acquisition CMB will establish itself in this specialised sector and secure its access to ship management and crew management services." The deal is expected to be finalised in August.

## Gulmar confirms details of new vessels

Jean Michel Tissier, Managing Director of Gulmar Offshore Middle East LLC in Sharjah, United Arab Emirates, has confirmed details of the company's recent order for a pair of MT 6022 XL Dive Support Vessels (DSVs).

Said Mr Tissier: "Gulmar has placed order for two dive support vessels of 115m x 22m x 7m, with 18-man built-in saturation system with two diving bells of three-men each, two hyperbaric life boats, a subsea crane of 140 tonnes, heave compensated, with 2,000m cable, a subsea crane of 48 tonnes, one ROV of 200hp rated for 3,000m and accommodation for 120 persons."

The DNV-classed will be delivered in the fourth quarter of 2009. "These two vessels are the latest generation of multi-purpose DSV they are built taking the latest maritime rules and diving regulations," said Mr Tissier. "These vessels will reinforce Gulmar's fleet and development strategy to become one of the key players in the offshore market," he concluded.

## MOVEMENTS



The KNRM lifeboat **ULY** seen operating at the Westerscheldt river

**Photo : Willem Kruit ©**



The Polish tug **HERKULES II** arrived with the Damen newbuilding **hull 509819** in Rotterdam

Photo : Ruud Vermeer ©

## OLDIE – FROM THE SHOEBOX



The port of **PORT SAID (Egypt)** in the yesteryears

Photo : coll. Ton van Loon ©

## AIRCRAFT / AIRPORT NEWS

### Jetair-vliegtuig maakt noodlanding

Een vliegtuig van de touroperator Jetair heeft maandagavond een noodlanding gemaakt in de Kroatische havenstad Dubrovnik. Er vielen geen gewonden.

Het vliegtuig wou met bijna 200 mensen terugvliegen van Dubrovnik in Kroatië naar België. Bij het opstijgen kreeg het evenwel een klapband. Er zou ook een probleem geweest zijn met het hydraulisch systeem.

De piloot besliste daarop om terug te keren naar de luchthaven van Dubrovnik en kon het toestel met een noodlanding veilig aan de grond zetten. De meeste passagiers zouden Vlaamse toeristen zijn die een reis maakten naar Kroatië. Jetair heeft hen nu ondergebracht in hotels in Dubrovnik. Later zullen ze worden teruggevlogen naar België.

## **Brussels Airlines heeft gebrek aan piloten**

De voorbije zes maanden heeft luchtvaartmaatschappij Brussels Airlines al een vijftigtal piloten en co-piloten zien opstappen. De Belgische luchtvaartmaatschappij ontkent dat ze uit gebrek aan piloten al vier vluchten moeten annuleren.

Om de vluchten in september en oktober te verzekeren, heeft Brussels Airlines "tijdelijk" een tiental gewezen Sabena-piloten opgeroepen. Deze 58- en 59-jarige piloten zullen onder een onafhankelijk statuut op lange afstandsvluchten worden ingezet. Om het personeelstekort op de Europese vluchten op te vangen, zal Brussels Airlines een vliegtuig met piloten van een andere luchtvaartmaatschappij huren.

De mensen die het bij Brussels Airlines voor bekeken houden, zijn meestal ervaren piloten die op de recruiterslijsten van Air France stonden of voor een beter loon bij lage kostenmaatschappijen kiezen.

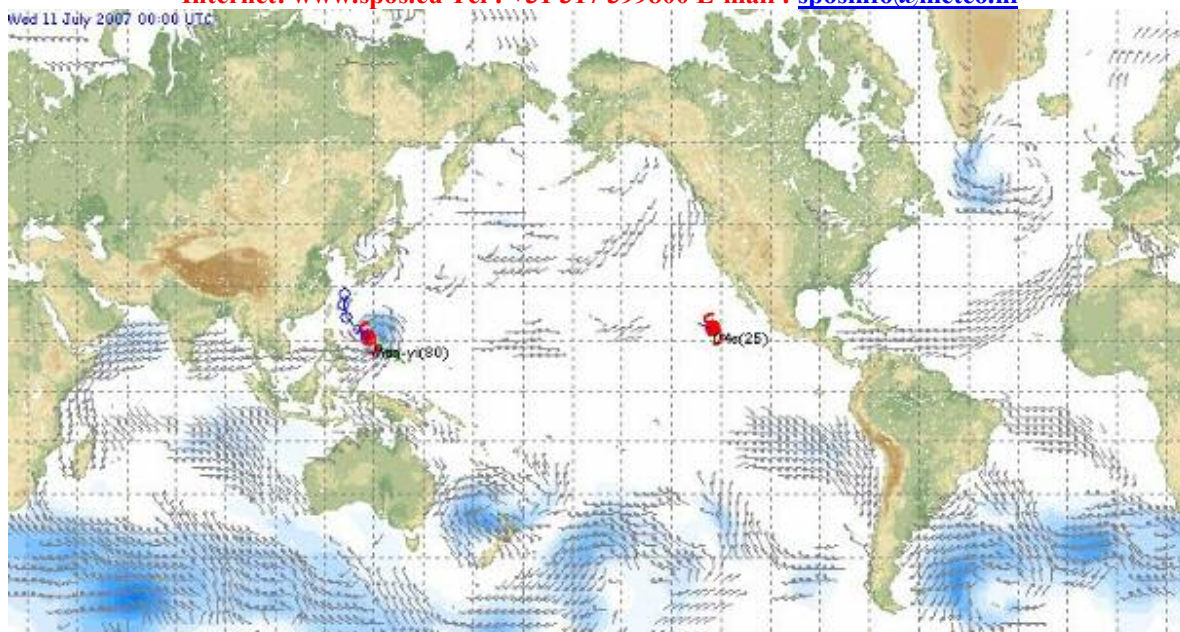
Om het probleem te bedwingen, heeft Brussels Airlines een aanwervingscampagne op poten gezet en overweegt de luchtvaartmaatschappij ook de loonschalen te herzien.

## **MARINE WEATHER**

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

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



The **GRUNO IV** seen assisting the **PERSEUS LEADER** in the port of Delfzijl  
Photo : Cor Mooibroek ©

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