

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 176



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Dockwise Yacht transport's latest, the YACHT EXPRESS seen at anchor

Photo : Dockwise Yacht Transport ©

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EVENTS, INCIDENTS & OPERATIONS



Vorige week kreeg **MSC Oslo** een blackout, net toen ze op de rede van Vlissingen dwars op de vaargeul lag om lij te maken voor de loodswissel. Snel het anker er uit, 300 meter ketting er achteraan. Harde knal en het anker compleet met 300 meter ketting lag op de bodem. Vroeger zou **vd Akker** er als de kippen bij zijn om het weer op te halen, maar **vd Akker** is er niet meer. Daarom duurde het bijna een week voordat **vd Straaten** met de bok **Delta** het spul boven water haalde...



MSC Oslo komt tweede helft van de maand weer naar Antwerpen en daar krijgen ze hun spullen weer terug, samen met de rekening...

Photo's : Willem Kruit ©

Search continues for 8 missing off sunken vessel

Eight people are still missing after the Oil and Natural Gas Corporation's (ONGC) offshore supply vessel Samudrika-10 sank off the Mumbai coast on Monday. Two ONGC vessels and a helicopter supported by the local Coast Guard and a Naval vessel were dispatched to assist with the search and rescue operation.

Berging Republica di Genova is begonnen

In het Verrebroekdok in de Antwerpse haven is de berging van het Ro-roschip **Republica di Genova** gestart. Op 8 maart kapseisde het containerschip van 50.000 ton en 216 meter lengte na een technisch mankement. Vrachtwagens en containers belandden toen in het water. De eigenaar, de Italiaanse rederij Grimaldi Lines, overwoog eerst om het schip te slopen. Maar uiteindelijk zal het toch worden rechtgetrokken en hersteld, meldt VRT Nieuws.

Bergingsbedrijf **Svitzer Salvage** heeft de opdracht verworven het gekapseisde schip in de Antwerpse haven recht te trekken. Op de romp van het schip worden stalen balken gelast, die als hefbomen moeten dienen om het schip over enkele weken recht te trekken.

Het lichten van het wrak zal twee maanden in beslag nemen. Tegen het einde van de zomer moet de klus dus zijn geklaard. Bij het ongeval raakte niemand gewond, alle 34 bemanningsleden en 9 passagiers konden het schip verlaten

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nog voordat het slagzij begon te maken, er kwam er niet één in het water terecht. 'Dat hebben ze te danken aan de goede reflex van de kapitein die iedereen in veiligheid heeft gebracht toen het schip begon te bewegen', zei commissaris Veyt van de scheepvaartpolitie destijds in de Gazet van Antwerpen.

De **Repubblica di Genova** begon vermoedelijk slagzij te maken als gevolg van een technisch defect. Dat constateerde het parket van Dendermonde. 'Kwaad opzet wordt uitgesloten', aldus het parket. Grimaldi, de rederij die eigenaar is van het gekapseide schip, zei geen uitsluitel te hebben over de oorzaak en is een intern onderzoek gestart.

Het schip was in het Verrebroekdok aan kaai 1339 net geladen met een kleine 300 containers en auto's en zou koers zetten richting Luanda, de hoofdstad van Angola, in het zuiden van Afrika. Wat er daarna precies fout ging, is niet bekend. Veel containers belandden in het water tussen het omgeslagen schip en de kade. Het schip zou de avond tevoren ook al stabiliteitsproblemen hebben gehad. De kapitein had toen al het grootste deel van de Roemeense en Italiaanse bemanningsleden van boord laten gaan.

Volgens kapitein Marc Nuytemans van de Belgische Redersvereniging was er wellicht een ballastprobleem. 'Als zo'n schip kapseist, heeft dat weinig te maken met foute belading', zegt Nuytemans. 'Om een schip van 50.000 ton te laten kantelen, moet je echt al veel containers van 13 ton fout stockeren. Maar als schepen niet vol zijn, wordt waterballast gebruikt om het schip te stabiliseren. Daar is het wellicht fout gelopen.'

De rederij kan weinig verweten worden, meent Nuytemans. 'Ik heb de schependatabase gecontroleerd en deze boot heeft de voorbije jaren nooit een opmerking gekregen bij controles. Het bedrijf is ook heel betrouwbaar. De baas is zelfs voorzitter geweest van de Europese redersvereniging.' De Grimaldi Group uit Napels vaart al zes jaar op Antwerpen. De rederij vervoert jaarlijks meer dan 100.000 auto's van Fiat. Die zijn bedoeld voor de Benelux.

Het schip werd leeggehaald en aanvankelijk was er nog hoop dat het een week daarna overeind zou worden getakeld. Dat het geen gemakkelijke klus was, leed geen twijfel. 'Maar ze hebben technisch gezien al moeilijkere dingen gedaan, zoals de berging van de onderzeeër Koersk. Als men het schip snel kan bergen, is het over een paar maanden weer in gebruik', zei kapitein Nuytemans destijds.

Damaged ship Napoli beached again

The stricken ship **MSC Napoli** has been grounded once again off the Devon coast because of safety concerns. The container vessel was refloated earlier this week in Branscombe Bay, but a diving survey revealed it was more severely damaged than feared.



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The vessel was rebeached at high tide on Thursday and is now lying just a short distance from where she has been stranded for the past six months. The ship was originally grounded in January after being damaged in storms. The 62,000-ton vessel floated free off Sidmouth after 58,000 tons of water was pumped from her holds on Monday.

A close inspection was then carried out by divers.

"My decision to re-beach the **MSC Napoli** was taken following the re-floating of the vessel earlier this week which highlighted the fact that the wreck is in a worse state of deterioration than previously thought, with the crack of the hull being some 3m (9.8ft) wide in places," said Robin Middleton, the secretary of state's representative.

"On the basis of these findings, the vessel is incapable of being towed." It is now the responsibility of the owners, Zodiac Maritime to dispose of her in consultation with the authorities. Options include floating the bow off, lifting the stern section or cutting her up where she lies.

The salvage operation has so far cost in the region of £50m.



The **Solitaire** seen loading a suction pile on to the supply vessel **Kurt David** in the Gulf of Mexico.

Photo : Brian Harvey ©

Piracy incidents on the rise

Piracy and armed robbery attacks against ships rose 37 percent in the second quarter of this year compared with the same period a year ago, the ICC International Maritime Bureau (IMB) reported today.

"Despite a sustained decrease in acts of piracy over the past three years, the statistics for the second quarter suggest that we may be seeing a reversal of this trend," said Captain Pottengal Mukundan, Director of the IMB.

Worldwide, attacks in 2007 so far number 126, about the same as in the first half of 2006.

The IMB report shows that thus far this year, 13 vessels were hijacked by heavily armed attackers, 152 crew members were taken hostage, 41 were kidnapped and three were killed.

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The IMB Piracy Reporting Center (PRC) recorded 17 incidents in Somalia this year, a dramatic increase over the same period last year when eight attacks were registered.

As a result, the International Maritime Organization has referred this issue to the United Nations Security Council.

"We hope they will prevail upon the transitional federal government in Somalia to permit naval units from other countries to assist hijacked vessels. It is only when the pirates see they can no longer make easy money by seizing vessels that we will see a reduction in attacks," Captain Mukundan said.

Attacks are also on the rise in Nigerial, where local groups claiming to be in pursuit of political goals boarded 15 vessels and hijacked another ship, targeting individuals for kidnap or ransom and cargo ships offshore. Forty crew members have been kidnapped and 24 taken hostage this year. Oil tankers conducting ship-to-ship operations off the coast of the capital city of Lagos are particularly vulnerable, Captain Mukundan said.

In contrast, the previous high rate of attacks in the Malacca Straits has dropped significantly. No incidents were reported in this area in the second quarter of this year, thanks largely to cooperation between states bordering these waters.



Seen anchored at the 'Kenner Bend anchorage' at the Mississippi from forward to aft:

1. **DAEDALOS** (tanker)
2. **PAC ALTAIR** (freighter)
3. **IVER EXPERIENCE** (Dutch registered chemical/product carrier. Owner: Vroon Breskens)

Photo : Crew 'Jo Calluna ' ©

Dublin Coastguard alerted to flooded trawler

At 8.45a.m this Thursday morning, our colleagues the Irish Coastguard, based in Dublin, were alerted via Mayday to the Belgium registered 34.5m Trawler '**Arca**' which was taking on large amounts of water, 35 nautical miles West of St Anne's Head, the entrance to the Milford Haven waterway.

The location is just within the UK Search and Rescue region. Dublin requested two rescue helicopters to the scene. The first rescue helicopter to arrive airlifted 4 of the 6 crew off the '**Arca**'.

The trawler has suffered a flooded engine room and has lost power. None of the crew sustained any injuries.

Carl Evans, Milford Haven Coastguard Rescue Co-ordination Centre Manager said, "There is a rescue helicopter on scene with a pump; we hope that the vessel can therefore be salvaged. The lifeboat from Angle, Milford Haven, has been launched and is on route to the trawler.

We have also alerted our Coastguard Tugs who will assist in this operation if required."

Navy helps in ship rescue off Oman

Japanese and Pakistani naval ships helped rescue sailors from a South Korean cargo vessel that was sinking in waters off Oman, the US Navy said. The 23-man crew of the South Korean cargo ship '**Orchin Sun**' issued a distress signal just after midnight, the US Fifth Fleet said.

According to the South Korean Foreign Ministry, the accident occurred in waters about 150km east of Oman when the 26,000-tonne ship was sailing to Iran from China carrying iron frames.

"Japanese Maritime Self Defence Force ship '**Suzunami**' and Pakistani ship '**Tippu Sultan**' provided assistance to a vessel in distress in the Gulf of Oman on July 12 while supporting coalition maritime operations in the 5th Fleet area of operations, the navy said.

The '**Suzunami**' launched a helicopter and rescued one crew member from the water and took him to the ship. A commercial motor vessel on the scene rescued seven crew members, the navy added.

According to the South Korean Foreign Ministry, the crew included eight South Koreans, 13 Filipinos and two Chileans. Eleven of them were rescued, but the others were missing, the ministry said.

"Our forces are always ready to assist mariners in distress," said Vice Admiral Kevin Cosgriff, US commander of maritime forces in Bahrain. "It's part of our operations and part of the tradition of professional mariners. We are able to respond quickly and in this case we saved lives."

The Japanese and Pakistani vessels are part of a task force that patrols waters in the region.

Drie gewonden bij ongeval op schip in Antwerpse haven

In de haven van Antwerpen zijn drie bemanningsleden van een chemicaliëntanker donderdagochtend onwel geworden. Het schip had net een lading cyclohexaan, een gevaarlijke en ontvlambare vloeistof, gelost bij chemiereus BASF.

Toen de bemanningsleden een inspectie uitvoerden in het ruim, raakten ze bevangen door dampen. Twee van hen werden in kritieke toestand naar het ziekenhuis gebracht. De derde was er minder erg aan toe en mocht na controle het ziekenhuis verlaten.

Lifeboat rescue crews hit fire and puncture trouble

A ROUTINE call-out in the Solent turned into a tricky rescue when lifeboat crews in Hampshire were sent to aid a capsized catamaran.

A lifeboat from Solent Rescue suffered a small electrical fire on board and then a crew from Hamble suffered a puncture to their large RIB craft. A third crew from Gosport then had to be called to assist them with the rescue of a pair of yachtsmen who were found sitting on the upturned hull of a 28ft racing vessel.

Too big for the Hamble lifeboat to upturn, the Solent crew started to return the catamaran Stelrad to its correct position only to abandon its attempt because of an electrical fire on board.

advertisementJust moments later, the Hamble lifeboat, a large RIB vessel which had the two rescued sailors on board, suffered a puncture in the front of the boat.

A spokesman from Solent Coastguard said that although damage was minimal in both events, the rescue operation was just hit with a string of bad luck.

"Anything that could have gone wrong did," he said.

"The catamaran capsized due to a freak gust of wind. The electrical fire started due to the pressure of trying to upturn such a large vessel and the puncture was just a random accident, the boat must have snagged something," he added.

Lifeboat crews spent just over three-and-a-half hours dealing with the incident near the coast of West Brambles after being launched at about 1.20pm on Saturday.

Despite the drama, no one was injured and the spokesman added that the catamaran was upturned by two of the lifeboats and safely towed back to Hamble marina with its crew.

CASUALTY REPORTING



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RORO vessel sinks off Masbate, 9 dead

Authorities have recovered the bodies of nine people who died following the sinking of a RORO (roll-on/roll-off) vessel off Quezon province (Philippines), ABS-CBN News reported Thursday.

Lt. Armand Balilo of the Philippine Coast Guard confirmed at 3:10 p.m. that nine of the bodies have been plucked from the sea after the tragedy off Bondoc Point in San Francisco town.

Four of the nine victims were identified as crew member Rodolfo dela Fuente, Welgin Perlas, cook Lourdes Ricafranca and passenger Archete Nicolas. The fatalities were identified by Florante Panfilo, the legal counsel of company that owns the sunken **MV Blue Water Princess I**.

Balilo said aside from the victims, the vessel was carrying 23 crewmen, 60 passengers and 32 drivers of cargo trucks.

He said the 400-ton vessel, which was bound for Masbate from Lucena City, ran aground and sank past 3 a.m. Thursday. DZMM correspondent Jun Lincoran reported from Lucena City, Quezon that the RORO vessel left the Dalahican Port in the city for Masbate at 5:20 a.m. Wednesday.

Virgilio Ritardo, the vessel's captain, failed to do anything when strong waves hit the ship early Thursday morning, witnesses said. He tried to bring the ship to the nearest shoreline but ran aground, causing it the vessel to list to starboard.

Survivor Rinalyn Marcelo said passengers panicked and jumped into the water when the vessel listed to one side.

Marcelo and her 11-month old daughter were brought to the Coast Guard office after their rescue. The Coast Guard said that all missing passengers and crew have been accounted for as of this posting.

Fuel oil-laden tanker grounded off New York City



A tanker carrying more than 19 million gallons of fuel oil grounded off New York City on Thursday but was not leaking, the U.S. Coast Guard said.

The **White Sea** ran aground off New Jersey's Sandy Hook at about 6:30 a.m. EDT, after losing steerage, a Coast Guard spokesman said.

"She's hard aground right now," said Chief Warrant Officer Steve Sapp. From New York City's Staten Island, the tanker could be seen stuck on the harbor bottom, listing to starboard with its bow elevated.

The ship was so far out of the entrance to the New York Harbor that the Coast Guard did not have to close any shipping lanes and officials were optimistic the vessel could be salvaged without causing an oil spill.

"Things are favorable. It is a double-hulled vessel, there is no breach and it is on a soft, sandy bottom," Sapp said.

Coast Guard officials hoped to have a salvage plan approved by Thursday afternoon, Sapp said. Tugs would attempt to free the vessel, but some of the cargo may have to be removed before the ship can be refloated, he added.

Tanker Pacific, the **White Sea's** management company, said in a statement it was cooperating with the Coast Guard to refloat the ship. "There is no leakage of the cargo or bunker fuel from the vessel. There is some damage, however, to the outer hull at the forepart of the vessel," Captain Anil Singh, Tanker Pacific's director of fleet operations, said in a statement.

The **White Sea** was bound for Singapore with a cargo of low-sulphur fuel oil, which is used in power stations and ship engines.

Fuel-oil spills from tankers in Europe in 1999 and 2002 caused serious environmental damage to coastlines in France and Spain. Fuel oil is particularly difficult to clean up as it does not easily evaporate or disperse in water.

SHIP WRECK NEAR ARUBA

On Tuesday July 10 last the sailing schooner **Jolly Pirates** with 38 tourists and 4 crewmembers on board capsized near the Aruban west coast due to a strong wind gust. Thanks to the immediate reaction of diving and pleasure craft, the Coast Guard and the Sea Rescue Foundation Aruba (SARFA) all people on board could be rescued. The weather was unusual, in general the sunny skies and easterly trade winds makes sailing along the coast the ideal pass time, but these days there were heavy clouds with occasional rain and more wind than usual. The Meteorological Service warned for strong winds and boisterous seas.

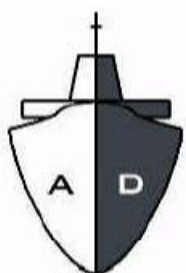
The operator of the schooner apparently took no notice and when sailing along the leeward coast of Aruba, a gust of 46 knots caught the unwary crew and the wooden ship capsized, but fortunately did not sink. This incident shows again that many water sports operators are insufficiently safety conscious. They think that the sea is a lake and never seem to think that foul weather can mean trouble for the unprepared!

Source: free translating from the Curaçao newspaper Amgioe.

NAVY NEWS

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Imtech Selected for the New Turkish Navy Milgem

Imtech Marine & Offshore has been awarded the contract by Turkish defence organisation SSM for the delivery of an extensive Integrated Platform Management System (IPMS) for the first class of the new Turkish naval **Milgem corvette**.

Imtech will execute this program together with it's Turkish partner Yaltes and will be the first candidate to supply the same system on the remaining 11 vessels. Yaltes will be the main contractor for this project while IMTECH will provide the technology and system integration. The project is considered a major breakthrough on the Turkish market for IMTECH.

The Milgem corvette, from the Turkish words milli gemi (national ship), has an overall length of 99 m., the length at waterline is 90.5 m. and maximum beam is 14.4 m. With a displacement of 2000 tons and 3.6 m design draft, she will be fully operational up to sea state five, and be partially operational at sea state six.

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The main propulsion system consists of one gas-turbine and two diesel engines (CODAG). The maximum speed of the ship will be over 29 knots with a propulsion power of approx 30.000 kW. The corvette has been designed to operate with 93 crew, including flight personnel.

The Turkish navy plans to build up to twelve of these new multi-purpose corvettes of the **Milgem class**. Construction of the first **Milgem class** corvette is in progress at the Turkish naval forces Istanbul naval shipyard and is scheduled to be operational in 2011. Imtech's proven UNIMACS 3000 series Integrated Platform Management System (IPMS) will be used to monitor and control all platform machinery, electrical power generation and distribution, damage control and auxiliary systems.

The IPMS also provides advanced automation for enhanced operational effectiveness and survivability of the ship including an onboard Persbericht training system, fire detection system, fire fighting and damage control, stability system, and a CCTV system, all to be integrated on one network.

For this project Imtech will apply state of the art industrial automation technology which has been specially packaged and implemented for the naval environment: PLC's, Windows operating system, fibre-optic gigabit ethernet, CCTV, and SCADA software, ensure an open and proven system architecture which is user friendly and easily maintainable. Redundant networks and multi-function consoles ensure a high reliability and availability.

Further, this project includes extensive transfer of technology to the Turkish industry by local co-operation with the Turkish company Yaltes (Istanbul). The selection of Imtech Marine & Offshore and Yaltes for this contract with the Turkish navy follows several recent naval sales successes for Imtech. To date, the Imtech Marine & Offshore division has supplied advanced electrical, automation, HVAC, and electrical propulsion systems for over 150 ships from 17 different navies, and for over 600 commercial ships world-wide.

Recent naval successes for the Imtech UNIMACS IBS and IPMS include the selection by the Omani, Polish and Indonesian navies. Following this contract Yaltes and Imtech will be able to provide solutions for the Turkish navy regarding naval platform systems such as integrated bridge systems, integrated platform management systems and electrical power systems.

MV-22 Osprey Makes First Landing On British Carrier

Marines, UK Forces Prepare For Joint Exercise Off Eastern US

Ahead of a US-led Joint Task Force Exercise (JTFX) on the Eastern seaboard of the United States, the **HMS Illustrious** welcomed the very first embarkation of a US Marine Corps Bell/Boeing MV-22 Osprey onto the Royal Navy aircraft carrier Wednesday. It is the first time an Osprey has landed on a non-US vessel.

Representatives with the UK's Ministry of Defense tell ANN the Osprey, with its vertical takeoff and landing capability, is ideally suited to working from the deck of **HMS Illustrious** -- which is currently the UK's high-readiness strike carrier.

With US Marine Corps Major Frank Conway piloting the aircraft, the visit gave the Osprey's crew a unique opportunity to demonstrate the aircraft's flexibility as well as the versatility of the UK's primary Maritime Strike capability.

While there are no current plans to operate the MV-22 from UK ships, close co-operation of this kind is vital should the need arise for **Illustrious** to conduct operations in a coalition environment.

"The Osprey visit gave the ship a unique opportunity to work with this impressive aircraft," said Commander Henry Mitchell, the Commander (Air) onboard the **Illustrious**. "We have been planning this for some time and although it is a departure from normal operations, the landing demonstrates the truly flexible nature of the UK Strike Carrier and the

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Osprey. It is hugely important to recognize the opportunities this type of event brings with it and how it reinforces our ability and willingness to operate with the widest possible range of aircraft anywhere in the world."

The embarkation of the MV-22 Osprey is a precursor to a major US led military exercise-JTFX 2007 in which Commodore Alan Richards, Commander of the UK Carrier Strike Group, based on *Illustrious* will lead one of three carrier strike groups and will also embark up to 16 US Marine Corps AV-8B Harrier jets, as well as operate her own Sea King airborne surveillance and rescue helicopters.

The exercise will test her across the broad spectrum of conflict, ranging from embargo operations involving UK and US boarding teams to air strike missions dropping precision ordnance against simulated targets.

"[T]his is a really exciting opportunity for *Illustrious*," said Captain Tim Fraser, *Illustrious* commander. "The exercise will allow us to train and test many aspects of our capability in a demanding scenario alongside the US Navy, while integrating USMC Harriers and 200 US personnel on board *Illustrious*."

Russian Navy - Prestige submarines will not sail for Northern fleet

Russia's three new strategic nuclear submarines of the *Borei-class* will not be based on the Kola Peninsula. Commander-in-Chief of the Russian Navy, Admiral Vladimir Masorin, earlier this week surprisingly announced that all three will head for the Pacific fleet at Kamchatka.

The *Borei-class* submarines currently under construction at the Sevmash-yard in Severodvinsk are the future of Russia's sea-based nuclear forces. The previous strategic nuclear submarine (SSBN) to join the navy was Novomoskovsk - a Delta-4 class - launched from Sevmash in 1992. With other words; not a single new strategic submarine has been delivered to the Russian navy in 15 years.

Therefore, this new 4th generation submarine is of high prestige for the current Kremlin administration.

The first of the *Borei-class* subs is *Yuri Dolgoruky*. The 550 feet long vessel was launched on April 15th this year and will embark from the yard in Severodvinsk on its maiden voyage later this autumn. But by the surprising move from the top navy commander Vladimir Masorin, the submarine will not sail towards the bases of the Northern fleet on the Kola Peninsula. It will head for a to-be-created, brand new submarine facility at the Vilyuchinsky naval base at Kamchatka.

During the Cold War, most new and state-of-the-art submarines were delivered to the Northern fleet, with its bases on the Arctic coastline between Murmansk and the border to Norway. Some 2/3 of all Soviet made submarines belonged to the Northern fleet, while the others belonged to the Pacific fleet.

Nukes vs. Natural gas

The decision to base the first three submarines of the *Borei-class* can be read as a change in Russian strategic priority. Even though such submarines can sail all world oceans, their homeport is also of highly importance in the strategic game. The Northern fleet didn't only receive the most modern submarines during the Cold War. Also its naval bases got better infrastructure and equipment than their collaborating bases on the Pacific coast. Now, this might turn around.

While one of the most important naval bases of the Northern fleet, Vidyaevo, has to compete with Gazprom's giant ambition to build a plant for liquid natural gas (LNG) in the same bay as many of the submarines are based today, the Pacific naval base Vilyuchinsky will get the playground for themselves. And not only that, Vilyuchinsky will get the biggest funding ever since the Cold War for new naval infrastructure. Nine billion rubels for new naval base

- There will be a complex life support system created for them, as well as the necessary infrastructure, which particularly includes a special energy supply system when water and steam will be delivered to the submarines from the coast. Over nine billion rubles have been allocated from the state budget for the purposes, Vladimir Masorin said to Interfax this week describing the plan to create homeport for the Borei-class submarines.

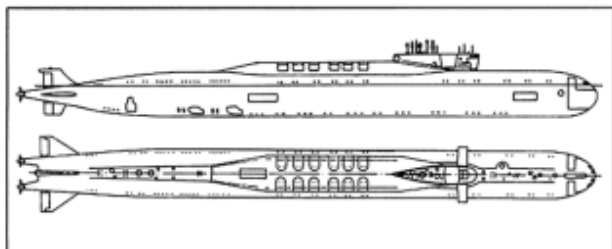


Рисунок проекта 955

The **Borei-class submarine** is designed to carry the new Bulava (SS-NX-30) sea-based intercontinental ballistic missile. Each sub will be outfitted with 12 missiles. The Bulava missile is still not ready for production and deployment. As reported by the BarentsObserver on June 29th, the last test-fire of the missile from a submarine in the White Sea was successful. But the last four test launches before that, in September, October, November, and December last year ended in explosions after take-off.

The designers of the Bulava missile still stress that all the mishaps will be overcome and the new Intercontinental ballistic missile will be delivered on time when the first Borei-class submarine, **Yuri Dolgoruky**, sail from Severodvinsk sometime before Christmas.

There are two more Borei-class submarines under construction at the Sevmash-plant; **Alexander Nevsky** and **Vladimir Monomakh**. They are said to be completed before 2010 and will also have Vilyuchinsky in the Pacific as homeport.

According to Russia's naval construction plans for the years to come, a total of eight Borei-class submarines will be constructed. Since the Russian navy is building a brand new homeport, with special designed infrastructure needs for the Borei-class subs, it's likely to assume that all eight submarines will be based in Vilyuchinsky. However, it's too early to make such conclusion today, but given this is the case, the strategic importance of the Kola Peninsula will be drastically reduced in the years to come. The Northern fleet's existing strategic submarines of the Delta-IV class are getting old and need replacement.

Faslane closure ruled out as Royal Navy looks to cuts in home ports

THE closure of Faslane naval base on the Clyde has been ruled out in a government review of Royal Navy sites.

However, the Ministry of Defence's controversial Naval Bases Review is still considering downgrading either Portsmouth, historic home of the Navy, or the Devonport base at Plymouth.

The decision to spare a Scottish base potentially at the cost of two English sites may cause a political headache for Des Browne, who is both Defence Secretary and Scottish Secretary.

The review has been prompted by the navy's move towards a smaller, more technologically-advanced surface fleet, which is likely to need fewer home ports.

Launched in October last year, the study is understood to have considered options as dramatic as closing all three of the navy's full bases and replacing them with a single new site.

All three bases are significant employers in their local areas - Faslane is estimated to support some 6,000 jobs - and the possibility of closure has alarmed local MPs of all parties.

At Westminster earlier this week, Derek Twigg, a defence minister, revealed to MPs that the review team is now focusing on three possible options:

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- "Optimising" all three bases, reducing their facilities and staffing.
- "Minimising" Portsmouth through the withdrawal of all ships from the base, leaving it as only an administrative centre.
- "Minimising" the Devonport base by removing all ships and submarines based there and leaving the site as an engineering and maintenance facility.

Navy insiders believe that the first "optimising" option is the most likely. Even in that event, there seems little prospect of Faslane's facilities being reduced.

The base is the home for Britain's Trident submarines, and Parliament voted earlier this year to renew the nuclear deterrent for another generation.

As The Scotsman revealed in April, one possible outcome of the review is that the navy's new aircraft carriers could sail regularly from Scotland. However, the review has concluded provisionally that Faslane, officially named HM Naval Base Clyde, would require "changes in infrastructure" to accommodate the 280m, 65,000-tonne vessels.

The final decision on the bases will rest with Mr Browne. He has insisted that his dual cabinet role creates no problem when making such decisions, but the Conservatives have questioned that.

"There is the potential for a conflict of interest should the Scottish imperative require Des Browne to do one thing and the Ministry of Defence imperative require him to do another," said Julian Lewis, a Conservative shadow defence minister.

OVERDRACHT JOHAN DE WITT UITGESTELD

De overdracht van **Hr.Ms. Johan de Witt** aan de Koninklijke Marine loopt vertraging op. Oorspronkelijk stond deze gepland voor 3 juli.



Tijdens drie werfproefvaarten van september 2006 tot en met maart 2007 werd echter, zoals normaal, een aantal gebreken geconstateerd, evenals gedurende de tussenliggende dokperiodes. Enkele hiervan hadden te maken met de voortstuwing. Nadat deze waren weggewerkt, staken ze onlangs bij beproevingen in het Caribische gebied opnieuw de kop op.

Foto : Willem Kruit ©

Hoewel het amfibisch transportschip op eigen kracht terugvoer naar Nederland, heeft staatssecretaris Van der Knaap de overdracht en indienststelling laten uitstellen. Aan de Tweede Kamer schrijft hij dat hij zich beraadt op een nieuwe datum, en dat hij het voortstuwingssysteem voorsnog buiten de formele overname van het schip wil houden. Pas nadat dit gedurende een langere periode storingsvrij heeft gefunctioneerd, zal de overdracht ervan worden aanvaard en gaat de garantieperiode ervoor in.

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Volgens de huidige planning wordt de **Johan de Witt** in de eerste helft van 2008 beschikbaar gesteld aan het Commando Zeestrijdkrachten. Daarna volgt een gereedstellingstraject van circa zes maanden, waarna het schip operationeel inzetbaar is ten behoeve van NRF-12 in de eerste helft van 2009.

SHIPYARD NEWS

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Dubai Drydocks World close to sealing PUM deal

Dubai Drydocks World, the global maritime arm of Dubai World, received as of July 10 acceptances of approximately 85 per cent of Pan-United Marine Limited (PUM) shares in connection with its voluntary conditional cash offer for the Singapore-based shipyard.

"Following the issue of the shut-off notice on July 10, the final closing date of the offer is now July 25, 2007," a Dubai World statement said. Four of Dubai Drydocks World's nominees were appointed to PUM's board of directors with effect from July 11. A top-level team led by Sultan Ahmad Bin Sulay-em, chairman of Dubai World, was in Singapore for the event.

PUM is Dubai Drydocks World's first major overseas acquisition and strategically complements its existing network of shipyard facilities. Dubai Drydocks World offered S\$650 million (\$428.88 million) for 100 per cent of the shares of PUM. When the offer was first announced, Dubai Drydocks World already had irrevocable undertakings from PUM's controlling stakeholders for 70 per cent of PUM's shares. Since then, the offer price of S\$2.38 has remained unchanged.

"This is a great day for Dubai and Dubai World. And we believe it's more so for Dubai Drydocks World since PUM represents its maiden large-scale venture at the international level. "We are committed to long-term strategic investment in Asia as a whole. Dubai and Singapore are acknowledged leaders in the global maritime sector and we are confident that Dubai Drydocks World's presence in Southeast Asia will create new growth opportunities in the industry that will benefit both sides," Bin Sulayem said in a statement.

The four new members nominated by Dubai Drydocks World to PUM's board of directors are: Joao M.A.G. Macedo (managing director), Krishna Kumar Sattanathan (executive director), Geoffrey Harold Taylor (non-executive director) and Sameer Y. Khan as (non-executive director).

Taylor, who is CEO of Dubai Drydocks World, said: "The formal takeover of PUM's management and operations in Singapore and Batam, Indonesia, is both exciting and challenging. "The acquisition of PUM, an established and well-managed shipyard in Southeast Asia, is a strategic first step in taking the expertise of the Dubai Drydocks World group companies to the international stage. We also have no intention to increase the offer price for the remaining shares before the final closing date on July 25."

PUM has facilities in both Singapore and Batam, Indonesia, and is listed on the Singapore Stock Exchange. The company is aligned with the activities of Dubai Drydocks World given its involvement in ship repair, ship building and conversions. Both PUM and Dubai Drydocks, the flagship company of Dubai Drydocks World, have large workforces supported by strong management teams and are well respected internationally.

Dubai Drydocks World is a wholly-owned entity of Dubai World and comprises Dubai Drydocks and Al Jadaf Shipyard. It also manages Platinum Yachts FZCO and Platinum Yacht Managements LLC.

Tewaterlating en open avond bij Bodewes

Zij krijgt nog geen fles champagne tegen de wand en heeft officieel ook nog geen naam. Maar verder is de **Vlistdiep** een volwaardig en vooral splinternieuw vrachtschip. Donderdagochtend gleed de stalen kolos van de helling bij Bodewes Shipyards in Hoogezand.



Foto : Marius Esman ©

Het schip is voor rederij Hartmann Logistik uit Leer. De **Vlistdiep** is het derde schip van dit type dat Hartmann Logistik heeft aangeschaft. De eigenaar heeft besloten het schip pas te dopen na de oplevering, aan het eind van de zomer in Delfzijl. Het schip gaat in september proefvaren op de Eems, daarna krijgt het een toekomst in de internationale zeevaart.

De kades van scheepswerf Bodewes in Hoogezand liggen momenteel helemaal vol met nieuwe schepen. Na de zomervakantie wordt er om de drie weken een schip opgeleverd, zodat het totaal in 2007 op twaalf uitkomt. "Het gaat daarbij niet alleen om tewaterlatingen", zegt Suzanne Lammersen van Bodewes Schipyards. "Een deel van de schepen ligt namelijk al in het water, die zijn uit het buitenland afkomstig als casco en worden bijvoorbeeld door ons afgebouwd."

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Dat er dit jaar zo veel schepen de werf verlaten, heeft volgens Lammersen te maken met een goede planning en veel orders. Met een open avond op 13 september wil Bodewes het publiek de gelegenheid geven rond te kijken op de scheepswerf. Verschillende typen schepen zijn dan te bezichtigen, een kijkje in de hallen is mogelijk en er worden films vertoond. Meer informatie over deze open avond is binnenkort te vinden op de website www.bodewesshipyards.nl

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Speed checks for cars we all know and have experienced once in our life a nice letter in our mailbox, but speed checks for ships that is something else, above seen a speed check camera for passing ships positioned along the Kiel Canal in Germany.

Photo : Paul Kroonenburg ©

New charters for Ezra Holdings

Ezra Holdings Limited has announced 10 new charter contracts worth US\$127 million.

Said Ezra's Managing Director Lionel Lee: "Our latest charters at improved rates reflect the continued strength of the offshore oil and gas sector globally and especially in Southeast Asia. The Lewek Stork will be the second AHTS for the same client and will be deployed in India, another high growth market we are targeting to expand our presence."

"Our diverse and highly equipped fleet provides support services from anchor handling, towing and supply to prefabrication and construction of offshore exploration and production facilities. Ezra, with its integrated service offering, is therefore well-positioned to ride the sustained surge in E&P activities," added Mr Lee.

Ezra is chartering five AHTS and three Anchor Handling Tugs from its existing fleet to various oil majors for operation in Southeast Asia.

The charters are worth about US\$69 million and are for periods up to five years, with options for extension.

Apart from these contracts, Ezra is also negotiating three-year charters worth US\$58 million for two of its new vessels which are due for delivery in the first half of the financial year ending August 31st 2008



The **HUA SENG** seen inbound into Keelung, Taiwan.

Photo : Jack Gallagher ©

Schepen tussen China en Europa tjokvol

Nu het piekseizoen voor de Aziatische export naar Europa is begonnen, zitten alle containerschepen op deze route tjokvol. De reders hebben dan ook weinig moeite gehad om de laatste tariefverhoging van de Far Eastern Freight Conference (FEFC) door te voeren bij hun klanten.

In een interview met het Britse Lloyd's List zegt een topman van het Europese kantoor van de Japanse rederij MOL dat verladers zelfs bereid zijn om meer te betalen wanneer ze garanties krijgen dat hun lading niet op de kade blijft staan wanneer een afvaart overboekt is.

Volgens de FEFC is het westbound verkeer naar Noord-Europa tot eind mei al met 19,6 procent toegenomen. De groei van de volumes naar Zuid-Europa is zelfs nog een paar procent groter. Na de tariefverhoging van 1 juli volgt dit jaar nog een vierde aanpassing, namelijk per 1 oktober. Op dat moment neemt de drukte normaliter af.

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In de andere richting hebben de reders het nog steeds moeilijk om de bodemtarieven op te krikken. De export van afval staat door nieuwe Europese regelgeving overigens tijdelijk op een lager pitje. Oud papier en schroot zijn traditioneel belangrijke commodities in het eastbound verkeer.

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The **SCAN OCEANIC** seen in the Kiel-Canal
Photo : Paul Kroonenburg ©

Grote order voor Siemens Cranes

Siemens Cranes heeft orders gekregen voor de aandrijving van meer dan honderd kranen van de Chinese bouwer ZPMC. Het betreft kranen die ZPMC levert voor de terminals Jebel Ali in Dubai, T2 in Busan en APM Terminals in Tanger.

De aandrijving voor de kranen in Tanger is uitgerust met een hybride systeem dat Siemens vergelijkt met de technologie van de Toyota Prius. De kranen stoten daardoor minder CO2 en fijnstof uit en verbruiken de helft minder energie dan gewone diesel aangedreven kranen.

DP WORLD-LED GROUP GETS MAASVLAKTE 2 TERMINAL

A CONSORTIUM consisting of DP World, Mitsui OSK Lines, Hyundai Merchant Marine, Neptune Orient Lines and CMA CGM has won the bidding to equip and operate the first terminal in the Maasvlakte 2 development in Rotterdam.

DP World CEO Mohammed Sharaf said: "We are delighted to be part of the consortium that has been selected to equip and operate the very first terminal of the exciting and much needed Maasvlakte 2 development. Congestion is a very real issue in Europe and this will in be an important facility to help relieve the pressure for importers and exporters alike. Having been selected by our consortium partners to manage the operations of the Terminal, we believe that our global experience and expertise will contribute significantly to the benefit of all stakeholders in the Terminal."

Port Authority CEO, Hans Smits: "Several factors were weighed up in the process, from finance to sustainability. We have achieved an excellent result with this method of inviting proposals. We are extremely pleased with this winner."

In 2005, the Port of Rotterdam Authority launched an open assessment procedure for operating the first container terminal to open on Maasvlakte 2. Fourteen shipping and stevedoring companies applied for the 156-ha terminal. Consortia were formed quickly, enabling parties to make better, joint offers.

The terminal will have a 1900-metre long deepsea quay with a depth of 20 metres, a 550-metre quay for inland shipping and feeder vessels and its own rail terminal with a connection to the Betuweroute. It will have a annual capacity of some 4m TEU. The terminal will be phased into operation, from 2013 onwards.

MOVEMENTS



The **VOLVOX ASIA** seen operating off Singapore
Photo : R. Lensink and J. Calcott ©



Allseas **MANTA III** seen departing from Rotterdam
Photo : Cornelis Kloppenburg ©

OLDIE – FROM THE SHOEBOX



The **port of Hamburg** seen in the old days with in the background the Ozeandampfer **CAP ARCONA** entering the Jonashafen

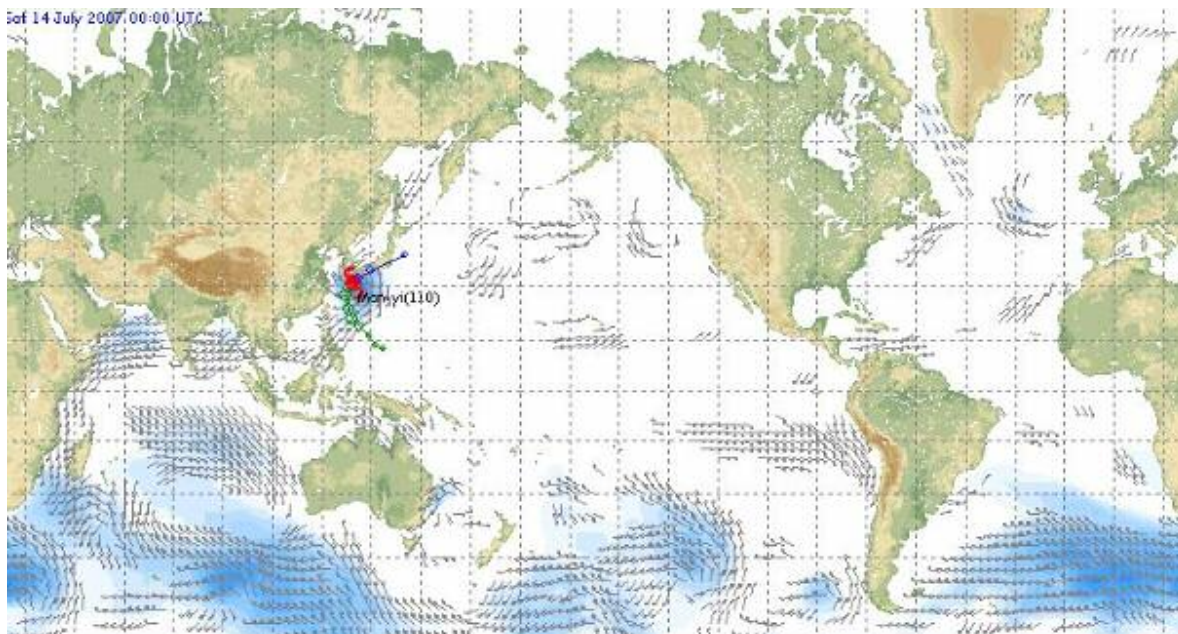
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The **STOLT FUMAR** on the Manchester Ship canal heading towards Latchford Locks then Shell Chemicals at Carrington

Photo : Dan Cross - MERSEY PHOTOGRAPHIC ©

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