

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 179



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

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**The SEAMEC III seen arriving in Willemstad (Curacao)**

**Photo : Kees Bustraan ©**

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## **EVENTS, INCIDENTS & OPERATIONS**

### **MSC NAPOLI BACK ON THE BEACH**



THE containership **MSC Napoli** has been beached again and will be broken into two halves but no decision has yet been made on how the two sections will be disposed of.



The UK's Secretary of State's Representative for Maritime Salvage and Intervention (SOSREP), Robin Middleton working with the Maritime and Coastguard Agency took the decision to re-beach the ship on the afternoon's at high tide. She is now in shallower waters north of where she was originally beached.



Mr Middleton said yesterday: "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 3 metres wide in places. On the basis of these findings, the vessel is incapable of being towed."

## Tugs try to split stricken ship

Salvors are continuing efforts to break up the stricken container ship **MSC Napoli** off Branscombe in east Devon.

The ship, carrying 2,300 containers, was originally grounded in January after being damaged in storms.

She was refloated this week but beached again on Thursday when a diving survey revealed the vessel was more severely damaged than feared.

Tugs are attempting to break the ship in two after which the bow section will be towed away and the stern sunk.



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Salvage experts have been removing ballast in an attempt to break up the vessel by causing the hull to sag.

The Maritime and Coastguard Agency (MCA) is hoping the bow section will stay afloat and be towed away and the stern will sink to the seabed and eventually be removed.

The operation could take up to a year. Parts of Branscombe Beach, which is a World Heritage Site, have been affected by oil. The MCA said the oil was residual pollution left over from the tanks being pumped out.

An East Devon District Council spokesperson said salvage teams were cleaning up patches on Branscombe Beach and may spray dispersants on the water. The RSPB and the National Trust said it was concerned about the affect of oil from the ship on sea birds. A number of oil-covered birds have been rescued.



The pilot tender **EXPLORER** seen turning around the stern of the **GRANDE FRANCIA** at Flushing pilot station  
Photo : Piet Sinke ©

## Cancelled leave led to suicide

Indian ship owners are reported to be deeply concerned by news that senior managers at Shipping Corp of India have been implicated in the suicide of a ship's officer. The officer, Vivek Singh Bisht, is reported to have jumped from his ship in February this year. According to a complaint filed by one of his colleagues, Bisht committed suicide because he had been refused leave from October 2006 to July 2007. The issue has added a new twist to the debate about the worrying shortage of seagoing officers in India. As owners face an unprecedented shortage of officers, crews are denied leave to go home, creating tension among officers. India's National Shipowners' Association has expressed deep concern and says it fears the incident could set a precedent. INSA secretary general SS Kulkarni said the development has deeply troubled member companies. An SCI spokesman said denial of leave is quite common in the industry because of the looming shortage



## Rolling cargo link to ferry tragedy

The death toll from the sinking yesterday of the Philippine ferry **Blue Water Princess** has now reached 13, with five people known to be missing. Search and retrieval operations are continuing in the province of Quezon: three more bodies were recovered today. 126 passengers and crew were rescued. The Philippine Coast Guard sent a team of divers to the site, searching cabins of the capsized ferry where some of the passengers are believed to have been trapped while asleep. An initial investigation showed that the lashings holding some of the vehicles on the ship's car deck snapped in the heavy seas, and survivors told of how vehicles rolled onto one side, making the vessel unstable. Maritime investigators are looking into the type of lashings used by operator ACG Joy Express Liner, and there are suspicions that rolling cargo had not been properly secured.

### CASUALTY REPORTING



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## S.Korean-flagged ship sinks off Iran, 13 missing: report

A South Korean-flagged cargo ship with 23 people on board sank off the coast of Iran and 13 people are missing, Iranian radio reported on Saturday. Masih Momeni, an official with Iran's ports and shipping organization, said the ship carrying iron from China sank in the Sea of Oman, 110 nautical miles southeast of Iran's port of Chahbahar, the radio reported. Ten of the crew were picked up by passing vessels, Momeni said. He did not make clear if the remaining 13 who were missing were all crew.

## Philippine passengers evacuated

The Philippine vessel **Shuttle Ferry 10** was towed back to its homeport today after engine failure prompted the evacuation of its passengers. The Asia Marine Transport-owned and -operated ferry sailed on Wednesday from the port of Liloan on the island of Leyte heading for Lipata on the island of Mindanao. The ship's engine broke down during the crossing of Surigao strait. After suffering heavy seas for several hours, the Philippine Coast Guard co-ordinated the evacuation of 42 passengers. A PCG spokesman said water had mixed with fuel oil, causing the engine problems. The first rescue attempt failed when the small tugs sent to tow the ferry were beaten back by strong waves near Sumilon island. Larger tugs managed to arrive alongside the ferry and took the passengers off. The incident comes in the wake of another ferry disaster, with the sinking of the Blue Water Princess near San Francisco, Quezon province that left 13 people dead.

## Two injured in fire on Canadian vessel

U.S. and Canadian boats were sent to help after fire broke out in the engine room of a Canadian training vessel on Lake Ontario, stranding 26 cadets and six crew members, authorities said.



The two-masted **Fair Jeanne** was about 6 miles southeast of Ontario's Amherst Island, about 35 miles northwest of Watertown, when the fire erupted Friday afternoon, said Maritime Coordinator Stephen Cooper of the Joint Rescue Coordination Center in Trenton, Ont.

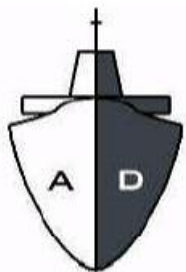
One cadet was flown to Kingston General Hospital for treatment of a head injury, and another suffered a broken leg, he said. Cooper didn't immediately know the extent of damage to the ship.

The **Fair Jeanne**, launched in 1980, was manned by boatswain trades course cadets from the **HMCS Ontario**, the sea cadet summer training center for the Royal Military College, Fort Frontenac, according to the Web site of the Bytown Brigantine, the ship's owner.

## NAVY NEWS

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## VAN NES ARRIVED IN CURACAO



The Dutch frigate **F 833 VAN NES** arrived at Curacao, she relieved the **ZUIDERKRUIS** as West Indies guard ship for the next few months.

Photo's : top : Els Kroon © - Below : Kees Bustraan ©



The ships helicopter, an Westland Lynx SH-14D, brings a salute upon arrival in Curacao

## Dit jaar 195.000 bezoekers tijdens Vlootdagen





Foto : Cor van Niekerken ©

De Nationale Vlootdagen 2007 hebben de afgelopen drie dagen 195.000 bezoekers naar Den Helder getrokken. Dat heeft de marine laten weten. Vooral het nieuwste schip was populair: de **Johan de Witt**.

De Koninklijke Marine stelde net als voorgaande edities weer verschillende schepen, voertuigen en wapens tentoon. Thema dit jaar was '400 jaar Michiel de Ruyter'.



The Indonesian newbuilding corvette **DIPONEGORO** during the Navy days

Foto : Joop Marechal ©



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Bezoekers konden onder meer rondrijden in een rupsvoertuig, een rondvaart maken door de marinehaven en branden blussen. Vorig jaar bezochten 200.000 mensen het driedaagse festijn.

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The VLCC **KHK VISION** Build 2007, 306,000 dwt seen during her maiden trip.  
**Reinier Meuleman ©**

## Ombouw schip sneller dan nieuwbouw

De Niestern Sander-werf in Delfzijl heeft een fikse verbouwklus onder handen. Het dertig jaar oude bevoorradingschip **Sentinel** wordt omgetoverd tot seismisch onderzoeksschip. Vanaf eind dit jaar schuimt het vaartuig onder de nieuwe naam **Harrier Explorer** in opdracht van een oliemaatschappij de oceanen af op zoek naar olie en gas. De opdrachtgever heeft voor ombouw van een bestaand schip gekozen omdat nieuwbouw door de vele scheepsbouworders te lang op zich zou laten wachten. Directeur Adriaan Eggens van de scheepswerf is buitengewoon trots op de klus, veruit de duurste in het segment reparatie en onderhoud die de 103-jarige werf ooit binnensleepte. „Als hij straks klaar is, hangt er een prijskaartje aan van zo'n €10 miljoen", glundert Eggens. „Maar ik wil benadrukken dat we dit met het hele Noorden doen."

## **K Line adds to Hyundai order**

Kawasaki Kisen Kaisha (K Line) has signed up for more boxship newbuildings at Hyundai Heavy Industries in South Korea.

Newbuilding sources say the Japanese shipping company has ordered five firm 4,400-teu post-panamax containerships at the Ulsan-based yard for delivery in 2011. The deal includes options for five more vessels.

Executives at K Line and Hyundai decline to comment on the deal.

Industry experts say the newbuildings are costing around \$78m each. The price is on the high side because the ships will be built according to the owner's design. "These are high-spec vessels and are compatible with a 5,000-teu ship," said a newbuilding player.

Liner experts believe K Line is likely to deploy the vessels in the transpacific trade.

The third-largest shipping player in Japan, K Line is listed as having several boxships under construction at various yards. Domestic yard IHI Marine United is building four 8,000-teu ships for delivery in 2008 and 2009, while Imabari Shipbuilding is working on five 6,400-teu and eight 1,700-teu ships for delivery by 2010. K Line also has four 4,300-teu newbuildings under construction at Hyundai that are slated for delivery in 2009.

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Turkon's **FURTH** seen enroute Antwerp  
Photo : Piet Sinke ©

## DeepOcean/CTC Marine names newbuild

DeepOcean ASA's subsidiary CTC Marine Projects Ltd has announced the name of its newbuild DP2 class vessel, due to be launched later in 2007.

**Volantis** will form part of a new spread that will include a work/survey class ROV and the UT-1 'Ultra Trencher', which, at 2,000kW, will be the world's most powerful jetting trencher.

Tony Inglis, managing director of CTC Marine Projects, said: "This investment represents an important step in an on-going programme to further develop our trenching capabilities. **Volantis** will fulfil a key supporting role in the delivery of a market leading service."



The Singapore flagged LNG Tanker **GRANATINA** arrived in Damietta assist by **Smit Damietta** and **Smit Port Said** July 15.

Photo's : Ton Bloemendal ©





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The **CITY OF GLASGOW** seen arriving in Antwerp  
Photo : Piet Sinke ©

## Sino-Pacific bags Hartmann sextet

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A German owner has inked an order for six mini-capesizes worth close to \$350m. Hartmann Schiffahrts of Germany has returned to Sino-Pacific Heavy Industries with an order for six 118,000-dwt mini-capesize bulkers worth close to \$350m.

Well-placed sources say Sino-Pacific's Yangzhou Dayang Shipbuilding will build the bulkers using a new dry dock it has started to construct.

The newbuildings are costing slightly more than \$58m each, say brokers. They will be built to the new common structural rules (CSR) and enhanced performance standards for protective coatings (PSPC).

Dayang is slated to deliver four ships in 2010 and two in 2011.

Newbuilding players say Hartmann's mini-capes will be the biggest bulkers yet ordered at the Chinese facility. A shipyard source confirms mini-capes are the latest ship type the company is marketing and it is receiving good enquiries from owners.

Hartmann, an existing client of Sino-Pacific, has previously placed orders for 10 boxships of 1,100teu, as well as six 53,100-dwt handymax bulkers with the shipbuilding group.

Dayang has delivered five boxships and is due to deliver the remaining vessels by the end of 2008, while Sino Pacific's other yard, Zhejiang, is constructing the handymaxes and is slated to deliver three ships in 2008 and 2009.

Shanghai-based, privately owned Sino-Pacific plans to float shares in the domestic A-share market by the middle of next year. Boss Liang Xiaolei says preparations to float the company are in motion. Liang does not disclose the size of the offering but says the proceeds will be used to construct the second phase at both Zhejiang and Dayang.

Sino-Pacific is said to have a market capitalisation of up to CNY 30bn (\$3.9bn).



The **AIDACARA** visited Istanbul – Photo : Hans van der Ster ©

## MOVEMENTS



The tug **HERMES** seen returning to her homeport Flushing after the trip to Terneuzen and Antwerp with the **Ship Hunters**.

Photo : [www.maritimephoto.com](http://www.maritimephoto.com) ©

For trips with the **HERMES** please contact Wim or Monika via the website [www.sleepboot-hermes.nl](http://www.sleepboot-hermes.nl) or via e-mail [infor@sleepboot-hermes.nl](mailto:infor@sleepboot-hermes.nl)



Essbergers **EBRO** seen passing the "skyline" of Liverpool

Photo : Dan Cross - **MERSEY PHOTOGRAPHIC** ©





The **WADI ALARAB** seen in Rio Grande – Photo : Marcelo Vieira ©

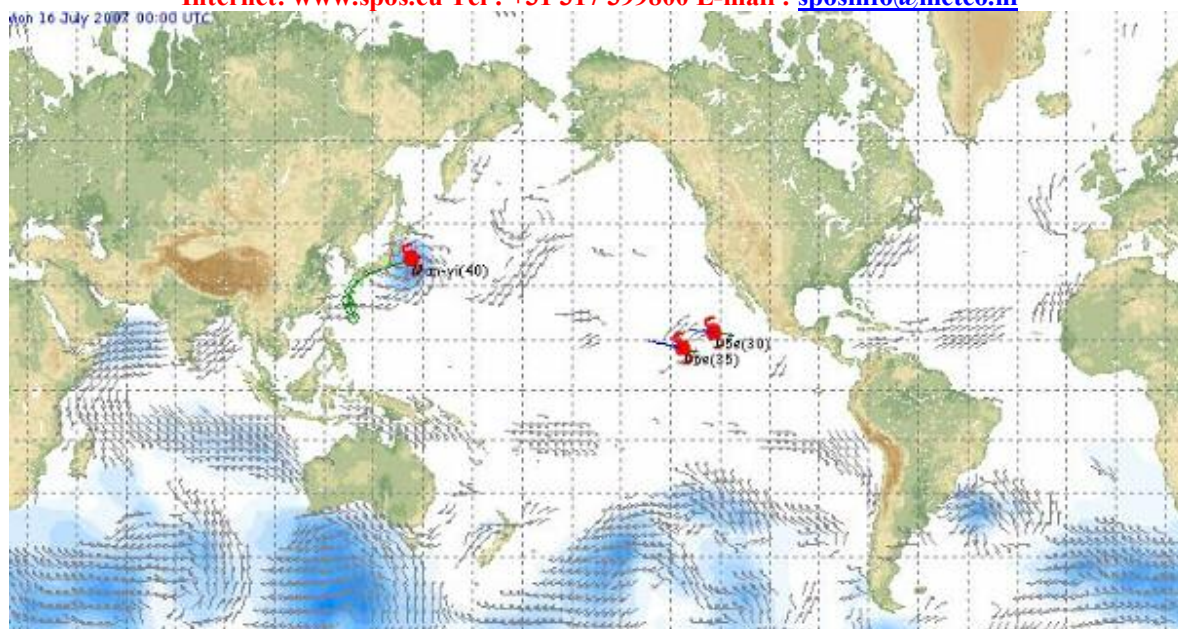
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## .... PHOTO OF THE DAY ....



The **OOCL BELGIUM** seen leaving Flushing pilot station enroute Antwerp, with on the right hand side visible the Nuclear power station at Borsele.

Photo : Piet Sinke ©

## BOEKBESPREKING

Door : Frank NEYTS

### "Light over Lundy".

Vuurtorens, als bakens in het onbekende, hebben iets mysterieus, ze spreken tot de verbeelding. Bovendien heeft iedere vuurtoren zijn eigen verhaal. De oude vuurtoren op de Lundy Eilanden in het Britse Bristol Kanaal vormt daar geen uitzondering op.



Precies dit verhaal wordt gebracht door Myrtle Ternstrom. In haar boek "**Light over Lundy**" brengt zij de geschiedenis van de oude Lundy-vuurtoren, gebracht binnen de context van de geschiedenis van het eiland zelf. De vuurtoren werd in 1820 gebouwd, had een hoog- en een laaglicht en was bij de bouw de hoogste vuurtoren van de Britse Eilanden. Naast het verhaal van de vuurtoren zelf brengt het boek ook het verhaal van de vuurtorenwachters en hun families, de eenzaamheid en de moeilijke omstandigheden waarin ze moesten leven.

Doorheen het verhaal verweven brengt het boek ook de details van de talrijke scheepsrampen vanaf de vijftiende eeuw tot 1897 en de heroische reddingsacties opgezet door de vuurtorenwachters.

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**"Light over Lundy"** (ISBN 978-1-904445-29-6) telt 130 pagina's en kost £14.99. Aankopen kan via de boekhandel maar ook rechtstreeks bij de uitgeverij Whittles Publishing, Dunbeath Mains Cottages, Dunbeath, Caithness KW6 6EY, Scotland, UK. Tel. +44(0)1593.731333, Fax +44(0)1593.731400, e-mail: [info@whittlespublishing.com](mailto:info@whittlespublishing.com).

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