

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 180



Number 180 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 17-07-2007**

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

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



The DUTCH SPIRIT seen enroute Antwerp – Photo : Piet Sinke ©

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: smitwijs.sales@svitzerwijsmuller.com

DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE NEWS CLIPPINGS ?? PLEASE SEND THIS TO :

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS

NICE TRIP FOR THE CITRO VOLUNTEERS

The local yacht owner **Eddie de Kort**, owner of the 68 ft long Grand Banks "**CARIB PRINCESS**" who is very impressed about the works of the volunteers of the **CITRO** at Curacao, offered 11 volunteers for a pleasure trip onboard of his boat, including food and drinks.



The **CITRO** is working with volunteers, this people are NOT paid for their works, but this kind of appreciation for their works is highly appreciated and ended up in a nice trip.

Photo : Els Kroon ©

Dramatic sea rescue by lifeboat

A MAN was rescued from the sea in the early hours of this morning by the crew of the **Redcar RNLI lifeboat**.

The man, from Glaisdale, North Yorkshire, was heard shouting for help and the police helicopter spotted him chest deep in water near the Regent Cinema, Redcar. The **Redcar RNLI Atlantic 75 class** lifeboat was launched along with Redcar's D class lifeboat.

Guided by the helicopter's searchlight, the Atlantic 75 class lifeboat with volunteer helmsman Mike Picknett in command, quickly located the man.

Crewman Tony Wiild jumped into the sea and helped the man back into the lifeboat. He was then taken back to shore at the lifeboat station where he was transferred to a waiting ambulance and taken to James Cook University Hospital for treatment.

Crewman Tony Wild said "The man was in a very disoriented state when I found him and he was very glad to see the lifeboat arrive. "He'd been in the sea for quite a while and was showing the effects of the cold sea."



The **MSC ESTHI** seen departing from the port of Antwerp
Photo : Piet Sinke ©

Rescuers find no bodies on sunken passenger ship

RESCUERS did not find any bodies trapped inside the mv **Blue Water Princess** that capsized off Quezon province late last week, the military said, ending a three-day search for victims.

The 400-ton **Blue Water Princess** overturned on Thursday after being battered by huge waves off the shore of the town of San Francisco in Quezon. The ship lies half-submerged some 500 meters from the shore, but stormy weather earlier prevented divers from reaching its cabins.

"Divers started the search dive at 6 a.m.," said the military's Southern Luzon Command. "They entered the cabin and cargo vehicles of the sunken ship. No casualties inside."

The military put the final toll at 11 dead, five missing and 124 survivors. The five missing were identified as Afista Abusta, Roda Kita, Aris Gapo, and certain Maila and Analyn. The dive was organized to put an end to speculation that there could be more victims inside, following initial confusion over the number of people that had been onboard at the time of the disaster.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 180

The Coast Guard has created a fact-finding committee that will convene shortly after the search was called off. It is also monitoring a possible oil spill.

Lt. Armand Balilo, Coast Guard spokesman, said the boat has a capacity of 10,000 liters, but it was carrying 8,000 liters when it left the port of Lucena. "That's what we're trying to avoid, an oil spill."

"Our search and rescue operations continue. We are also monitoring the oil tanks. Our Marine Environmental Protection Unit is in the area. So far, there is no report yet of oil spill monitored," said Coast Guard commandant Adm. Damian Carlos.

Officials said bad weather, big waves and lack of communication lines in the area is hampering their retrieval operation. "Our divers had to stop. They could not break in the interior of the ferry because of rough seas and huge waves. It was also raining hard," said Capt. Rodolfo Isonera, Coast Guard Southern Tagalog district chief and head of the Board of Marine Inquiry. "We are also having a hard time contacting our men in the site because cellphone networks do not have signal there."

The ferry, owned by AC-Joy Express Liner and operated by Blue Magic Ferries, was en route to Masbate around 3 a.m. on Thursday when it encountered rough seas off San Francisco.

According to ship captain Virgilio Retardo, he saw huge waves, prompting him to turn to its side to hide at the Bondoc peninsula. But the ferry ran aground at some 500 meters from shore.

But Isonera said they would check if Retardo's decision was consistent with maritime rules: "There are rules to follow when a ship encounters typhoon or weather disturbances. We will look into this."

Initial investigation showed that the ferry appeared to have complied with safety standards. But Coast Guard officials said they are looking into "wrong storage of rolling cargos as another angle." It was earlier learned the rolling cargo in the vessel's hold was not in a balance, which could put the crew liable.

Aside from the Coast Guard, the Navy, the National Police Maritime Group and the Disaster Coordinating Council are also conducting an investigation on the incident.



Cruise cancelled

P&O Cruises Australia has cancelled a cruise aboard the 35,190-gt **Pacific Star** (built 1982) after the ship was battered by extreme weather.

Gale force winds and seas of up to 10 metres battered the ship only hours after it sailed from Auckland last week, P&O Cruises said. Damage was sustained to the **Pacific Star's** bow, as well as to some cabin windows, doors and satellite equipment.

The ship is currently in Port Vila, on the South Pacific island of Vanuatu. It was due to return to Auckland on 18 July. P&O Cruises says it will return to Brisbane, without any passengers onboard, and enter drydock for further inspection and repairs.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 180

The company said a full refund would be given to the ship's 1,200 passengers as well as a credit on their next cruising holiday. A spokeswoman says it's the first time in ten years a cruise has been abandoned because of bad weather.



The 1979 built **NILEDUTCH KWANZA** seen departing from the port of Antwerp

Photo : Piet Sinke ©

This 213.45 mtr long Ro-Ro vessel is built at the La Ciotat yard under number 309 under the name **RONCARD**, during the construction she was named **ANGO** which name she was holding until 1992 when the Ro-Ro was renamed in **CGM RENOIR** until 1997, when the vessel was renamed in **AFRICAN ARROW** in 2001 she was renamed in **KWANZA** and this month she got the name **NILEDUTCH KWANZA**, the 53.575 DWT vessel is flying the Italian flag and is homeported Ravenna

300 more ancient porcelain objects recovered from China's sunken ship

Archaeologists have retrieved more than 300 pieces of porcelain from an ancient sunken ship in the South China Sea off the Guangdong coast.

These porcelain objects, mostly bowls, plates, pots and bottles, were believed to be produced in the Ming Dynasty (1368-1644), said Dr Wei Jun with the Guangdong Archaeology Institute (GAI). "They have a great value in archaeology," Wei said, without specifying details.

According to GAI, the ship, which was carrying a considerable amount of Ming Dynasty porcelain, or up to tens of thousands of pieces, was probably built during the Ming Dynasty.

Guangdong archaeologists used GPS to locate the sunken ship early June. The vessel, dubbed **South China Sea-II**, is about 17 to 18 meters long and lying at a depth of 20 meters. A preliminary study of the sunken ship shows it may have sunk 400 years ago after striking a reef.

The ship's existence came to light when local police got wind of illegal salvage operations being carried out in the sea off Nanao County in South China's Guangdong Province. On May 25, Nanao County police learned that some fishermen had been recovering ancient porcelain objects from the sea.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 180

The police confiscated 21 pieces of ancient porcelains from a fishing boat whose owner claimed that divers he hired for deep sea fishing had recovered the porcelain by accident.

On May 26, another 117 pieces of porcelain were confiscated from two fishing boats which were carrying out illegal salvage work. Police stepped up monitoring of the area and warned local people not to loot the cultural relics. On June 1, two local residents handed over 124 porcelain items to police.

The sunken ship was found just a few days after China started salvage operations on the South China Sea-I, which dated back to the Song Dynasty (960-1279).

South China Sea I, discovered in 1987, was the first ancient vessel discovered on the "Marine Silk Road" in the South China Sea.

Wei said that the discovery of South China Sea II will provide more evidence about the "Marine Silk Road", and help with the study of Chinese sea-faring, ship-building and ceramics making.

Archaeologists are searching for more cultural relics from the ship and local authorities have submitted an application to the State Bureau of Cultural Heritage for salvaging the ship.

"If everything goes well, the ship could be pulled out of water in October this year," he said.



The **ANKARA** was spotted at Istanbul - Kadikoy at Asian side entrance of the Bosphorus

Photo : Hans van der Ster ©

MSC Napoli: high tide could help break ship in two

The operation to dispose of the **MSC Napoli** is proceeding, in Lyme Bay. The ship is resting with the stern on the beach, held in position by a small tug. The 257 ton bollard pull Maersk Advancer is attached to the bow and is attempting to break the vessel, by using repeated right and left movements to flex the hull around the area where there are already splits.

"Tonight is the highest of the high water spring tides" Maritime and Coastguard Agency spokesman, Fred Caygill, told BYM News "and we are using this opportunity where natural forces can assist us."

The overriding aim of the method of disposal of a ship that lies within a World Heritage site, is to lessen the environmental impact. Any operation to break a ship, on a beach, has to cause pollution and, put bluntly, a mess. If the bow section can be split off, it will be towed into deep water and anchored – assuming the water tight bulkheads

hold firm – so that it can be prepared for towing to a place with the facilities to deal with the disposal, in an environmentally safe manner.

Breaking up only the remaining stern section, in situ, means that the potential for environmental damage will be considerably lessened. The question that remains though is "What other pollutants could be released into the sea and onto the beach?"

Grounded tanker refloated

Three tugs safely pulled the grounded 800-foot tanker ship **White Sea** from the Ambrose shipping channel's sandy bottom at 6:20 p.m. Friday during high tide after 121,000 barrels of its cargo 556,000 barrels of low sulfur fuel oil cargo was lightered to **Bouchard Barge B-230** earlier today. There were no reports of fuel product in the water.

The White Sea was en route Singapore from Bayonne, N.J. with 556,000 barrels of low sulfur fuel oil when it lost steering and ran aground by buoy 14 in the Ambrose shipping channel, about four miles north of Sandy Hook, N.J. at 6:30 a.m. Thursday.

The ship suffered breaches to two ballast water tanks, but the product compartments inside the double-hulled ship remain intact.

Lightering operations started a little after 2:00 a.m. Friday and ended shortly after 4:00 p.m. The White Sea proceeded under its own power with three tugs assisting it to Stapleton Anchorage, off Staten Island, where it arrived at approximately 8:30 p.m. While at Stapleton, divers will conduct another hull survey.

The U.S. Coast Guard continues its investigation and has issued a Captain of the Port Order prohibiting the ship from departing until a satisfactory inspection by the ship's classification society.

"Several factors contributed to this successful outcome," said Lt. j.g. Kathryn Campagnini, Coast Guard Sector New York Command Duty Officer. "The sandy bottom, the ship's double-hull design, and the mild sea state were key in helping avert a potential spill. After lightering the 120,000 barrels of fuel to enhance buoyancy, three tugs successfully assisted in refloating the White Sea. This is about as good an ending as you can expect."

The location of the grounded ship caused no delays to other incoming and departing shipping.

The **White Sea** is owned by the Singapore-based Tanker Pacific Management on a time charter to United Arab Emirates-based Westport Shipping Services. Its local agent is Atlantic Shipping Company.

CASUALTY REPORTING



MULTRASHIP
TOWAGE & SALVAGE

Tel: +31 115 645000 - www.multraship.com

Six tourists missing as ships capsize

Six tourists remain missing after two tour boats capsized Sunday in central Vietnam's Phu Ninh Lake. The ships were 700m from shore on the lake in Tam Ky Town's Tam Ngoc commune, Quang Nam province, when strong winds capsized the vessels around 4pm.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 180

Of the 17 passengers, eleven were rescued by fishermen on the lake banks. Witnesses said the six missing were men in their early 30s and were on a fishing holiday.

The men worked for local state agencies and companies, said witnesses. Four passengers died in a similar accident when a ship sunk in the lake three years ago.

1 dead, 2 missing in tanker fire at Greek port

A tanker ship caught fire while undergoing repairs near Athens Monday, killing at least one of three workers trapped inside the hull authorities said.

The fire broke out during welding work in the hull of the Panama-flagged tanker **Ailsa Craig**, at Perama docks, about 20 kilometers (12 miles) west of Athens, the fire service said.

More than two dozen firefighters and rescuers were involved in trying to extinguish the blaze.

"It was hell down there, so much smoke ... we didn't get oxygen tanks quickly enough to get to the men in the hull," welder Stelios Georgopoulos, who helped recover the dead worker's body, told The Associated Press.

Dock workers union representative Sotiris Poulikoyiannis blamed poor safety standards at the facility for the death.

"What we're hoping is that workers at this plant will wake up one day and feel sure that they'll return to their families at night," he said.

Ongeluk met cruiseschip bij Zwolle

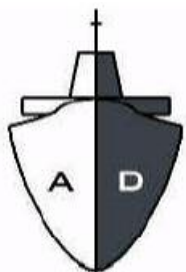
Een cruiseschip met ruim 100 man aan boord is bij Zwolle op een stenen dam gevaren. Daardoor is een onbekende hoeveelheid motorolie in de voorhaven van de Spooldersluis gestroomd.

De ruim 80 Britse passagiers en 15 bemanningsleden werden direct geëvacueerd. Ze hebben het schip rustig aan de wal kunnen verlaten. Niemand raakte gewond. Een toevallig aanwezig bergingsschip kon voorkomen dat het cruiseschip zonk. De oorzaak van het ongeluk is nog onbekend. De sluis is voorlopig gestremd.

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax : + 32 3 297 20 70
e-mail : anglodutch@pandora.be



The Dutch submarine **S 803 ZEELEEUW** seen during the Navy Days in Den Helder

Photo : Cor van Niekerken ©

Norwegian frigate makes a pit stop

HNoMS **Fridtjof Nansen**, the first of five new ships, stopped in Halifax for refueling before heading home to Norway today.

Her captain, Cmdr. Hallvard Flesland, said Norway replaced five old frigates with new ones built in Spain for about C\$3.8 billion. Prime Minister Harper announced in Halifax last week a \$3.1-billion refit and technology update for Canada's approximately 15-year-old fleet of Halifax-class frigates.

Being brand new, Fridtjof Nansen has some advantages, like stealth technology. "All surfaces are tilted at least 12 degrees to the horizon," Flesland said.

The odd angles, which make the frigate look more like a spaceship, make it less of a radar target.

But by how much? "That is confidential. If I told you, I'd have to kill you," he joked.

Also to make it less of a target, the sides of the ship are insulated to diffuse its infrared signature, and machinery has been noise-reduced. But once the Canadian ships are refit, there won't be a big difference in capabilities in comparison with the new Norwegian frigates, Flesland said.

The hull and propulsions constitute around 25 per cent of the cost of a ship, he said. It's the weapons and sensors which are the most expensive. But new ships are cheaper on gas, he said.

"Old Norwegian frigates were 1,800 tonnes, and these are 5,300 tonnes, so approximately three times the size or displacement ... with the same amount of fuel," he said. "We can get some good things for the environment and economy by building new ships."

Speaking of gas, **Fridtjof Nansen** stopped in Halifax because it's the "last gas station before we reach the Shetlands," Flesland said. Although the pilot worried about hitting a few tall ships as they entered the harbour in deep fog

yesterday morning, the trip went smoothly. "The tall ships, they are the real ships, they're beautiful," Flesland said. "We saw a lot of ships coming in this morning - we didn't see them, but we saw them on radar."

Canada and Norway are good NATO buddies, but they're also facing similar situations in their northern boundaries. Norway and Russia are working out a few disputed borders in the Barents Sea. Canada is working out similar northern border issues with the U.S. The government will spend more than \$3 billion on new Arctic patrol ships.

US Navy Forms New Team for Acquisition and Modernization

In order to better oversee the Surface Navy's growing number of complex acquisition and modernization programs, the Assistant Secretary of the Navy for Research, Development and Acquisition and Naval Sea Systems Command have realigned resources to create a new organization called Team Ships.

Under the new model, mirrored after the successful Team Subs approach, the Program Executive Office, Ships, will continue to manage the development, acquisition and fleet introduction of new ship classes, and a new NAVSEA code, SEA 21, will manage the complete life-cycle support for all non-nuclear surface ships and be the principle interface with the Surface Warfare Enterprise. Team Ships officially stood up June 22.

Rear Adm. Charles Goddard, Program Executive Officer, Ships, will continue to oversee the major surface ship acquisition programs for the Navy. Ships such as the Zumwalt-class (DDG 1000) destroyer, the Freedom-class (LCS 1) Littoral Combat Ship, new large-deck amphibious ships (LHA 6) and a new class of cruisers (CG(X)) will be joining ships that have already been proving themselves in the fleet, like the **San Antonio-class (LPD 17)** amphibious transport dock ships, the **Arleigh Burke-class (DDG 51)** guided-missile destroyers and Lewis and Clark-class (T-AKE 1) dry cargo/ammunition ships.

"PEO Ships will continue to acquire the ships that will form the bulwark of the 313-ship Navy," said Goddard. "The ships we are building today will be the backbone of the Fleet for generations to come."

Taking over Team Ship's life-cycle support functions is the newly appointed Deputy Commander, Surface Warfare Directorate, Rear Adm. James McManamon. McManamon will be responsible for the maintenance and modernization of non-nuclear surface ships currently operating in the Fleet. Through planned modernization and upgrade programs, the new SEA 21 will equip today's surface ships with the latest technologies and systems to keep them in the Fleet through their service lives.

Furthermore, McManamon will oversee the ship inactivation process, which in some cases, include transfers or sales to friendly foreign navies, inactivation and or disposal. McManamon will also support the International Fleet Support Office.

"Maintaining and modernizing our current Fleet is critical to executing the CNO's goal of a 313-ship Navy," said McManamon. "By realigning these long-term, life-cycle responsibilities, we're proving to Congress and the American taxpayers that the Navy is committed to maintaining these vital national assets."

BAE begins trials of next-generation destroyer

BAE Systems, Europe's largest defence company, will put to sea one of the world's most sophisticated naval destroyers this week when its Daring begins trials. The £600 million **Daring** is one of six Type 45 destroyers being built by BAE and VT Group for the Royal Navy. BAE will own the destroyers during more than a year of trials before they are handed to the Ministry of Defence from December next year.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 180

The 8,000-tonne ship is designed to be part of an aircraft carrier group and is the most advanced air-defence system in the world. The ship has been built around a £300 million Sampson radar and PAAMS missile system, which is capable of hitting a cricket ball travelling at nearly 2,000kmph more than 50km away.

During recent radar trails in Portsmouth, the Sampson radar was able to track and plot a firing solution for every aircraft arriving or leaving from Heathrow, Charles de Gaulle, Schipol and Frankfurt airports.

Daring also has a 4.5in radar-guided gun that fires a shell that, Navy weapons experts say, "never misses".

Junior ratings told The Times they were impressed by the size of their cabins, the iPod-recharging sockets and large messes that allow male and female sailors to mix. Junior ratings now share a six-man cabin, rather than 20 or 30-man dorms doubling as messes. Cabins are a third larger than the best that the Navy currently offers.

The extra space for cabins, galleys and mess rooms is a result of the ship's increased automation, which will let Daring and sister ships operate with smaller crews. The Type 45s are substantially larger than the Type 42s that they are replacing but operate with a crew of 191 – 100 sailors smaller.

Commander David Shutts, overseeing Daring's trials, said: "This ship is five levels of sophistication ahead of what we had before. Her weapon system is the most advanced in the world, but we also have a hospital on board, a Chinook-sized flight deck and room for 70 extra beds. We will get more capability with this ship than we have seen since World War II."

The six destroyers being built by BAE and VT will be called HMS **Daring, Dauntless, Defender, Dragon, Duncan** and **Diamond**.

Indian Navy May Bid To Acquire Amphibious Warship USS Nashville

India and the United States are close to signing an agreement under which their armed forces will provide each other logistics support on a reciprocal basis even as New Delhi may bid to buy another American amphibious warship.

A logistics support agreement is in the final stages, said top Pentagon officials now on a visit to the country. They also said that Washington had offered the landing ship, **USS Nashville**, to the Indian Navy.

"We have put the offer to the Indian Navy," Lt Gen Jeffrey B Kohler, director of the Defence Security Cooperation Agency in the US defence department told media persons. The amphibious warship is of the same class as the 17,000 ton **USS Trenton** that was bought by the Indian Navy.

Referring to the logistics support agreement, Kohler said the accord had been put up to the Cabinet Committee on Security. The Americans usually describe such a pact as an 'acquisition and cross-services' agreement. It was listed as a logistics support agreement at the suggestion of India, he said.

"The agreement will ease joint operations by the armed forces of the two countries during exercises and in coming to the aid of people struck by natural calamities," Kohler said, making it clear that the accord did not in any way imply the stockpiling of weapons on each other's soil.

"The armed forces of the two countries are having frequent interactions and face immense difficulties by way of fuel supplies and other logistics. With such an agreement in place, it would ease things for both militaries," he said.

The US has signed similar agreements with 65 countries, including a recently concluded pact with India's neighbour Sri Lanka. Referring to the warship **Nashville**, Kohler said the vessel recently underwent a major overhaul in the US. Once Washington received a response from New Delhi, which Kohler said he believed 'is on its way,' the American

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 180

authorities will approach the US Congress to clear the sale. Kohler said talks were also being held with the navy for supplying sub-systems and strategic components for India's new range of warships.

Asked about progress in talks for the sale of the Patriot III anti-missile system to India, the US officials said though New Delhi was participating as an observer in the development of the new system, it had not indicated any preference for the equipment as yet. Kohler was accompanied to India by Rear Admiral Jeffrey W Wieringa, who will succeed him soon.

The officials held parleys with top officials, including Defence Secretary Shekhar Dutt, Defence Production Secretary K P Singh, Director General (Acquisitions) S Banerjee and senior navy and IAF officers. They said US armament majors were keen to enter the Indian arms market in a 'big manner.'

These companies have frontline technology and want to compete in all major defence procurement deals, 'ranging from fighters to naval warships and systems, missiles to land systems,' they said. Asked whether the US is ready to take on the 50 per cent direct offsets that India has announced for the jet fighter deal, Kohler said: "The US government is not involved. It is up to our companies to take on the challenge."

There are no offsets in US defence purchases, but the 50 per cent offsets announced by India would prove a challenge for any company bidding for the deal, the officials said. On the delay and price escalation in the sale of the USS **Trenton**, the US officials said this was due to some extra work ordered by the Indian Navy.

Finnish landing craft fare well in German Navy tests

Tests carried out on board **FGS Frankfurt am Main** in Helsinki on Monday to establish the compatibility of the German Navy combat support ship and the Finnish Navy's **Jurmo class** landing craft were a success.

Finnish Defence Forces paper Ruotuväki had reported on its website the day before that Germany was considering buying Jurmos. Commander Aimo Jokela said the tests consisted of lifting a Jurmo onto the deck of **FGS Frankfurt am Main** to see how it would fit.

"A Jurmo was hoisted with a crane from the sea onto the deck of the combat support vessel and then lowered back into the water. There were no problems," Cdr Jokela said. The **Jurmo** is the primary means of transport for Finland's coastal commandos.

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



- Marine emergency response
- Wreck removal and salvage
- Diving services
- Underwater civil engineering
- Welding and cutting services



info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium

Tel : + 32 (0) 14 62 04 11
Fax : + 32 (0) 14 61 16 88



info@disacivil.com
www.disacivil.com

Labroy gets PSV orders

Singapore's Labroy Marine Limited has signed two shipbuilding contracts worth US\$23.6 million each with a German customer. They cover construction of two 73.6 ms, 3,240 dwt, DP2-equipped platform supply vessels equipped with DP2 system. They are scheduled to be delivered in 2009.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl



The **SAFMARINE ANTWERP** seen in Rotterdam-Europoort

Photo : Tjep van Roon ©

Jan De Nul Group continues co-operation with Tianjin Xinhe Shipyard

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 180

The Jan De Nul Group has placed orders with Tianjin Xinhe Shipbuilding Heavy Industries Co Ltd in Tianjin, China for eight new vessels.

The contracts include:

One 3,700m³ splithopper dredger similar to **De Bougainville** which was delivered in 2006. The vessel is provided with a suction pipe with submerged dredge pump. In comparison with **De Bougainville**, this dredger will also be equipped with a self-emptying installation with a 3,000kW shore discharge dredge pump. This hopper dredger will carry the name **De Lapérouse**.

Two 3,700m³ splitbarges. These vessels are of the **L'Aigle class**, of which five have already been built and delivered by the shipyard. These two splitbarges will be named **Astrolabe** and **Boussole**.

Four 1,800m³ splitbarges. These medium sized barges will be used with the large backhoe dredgers currently under construction for the Group. The vessels will be self-propelled, and have a 'Deep Sea' certificate, enabling worldwide operation in offshore conditions.

One backhoe dredger, with a Backacter 1100 crane. This vessel will be identical to the two backhoes under construction at the De Donge Shipyard in Vlissingen, Holland.

Since 2003 Xinhe Shipyard has built and delivered nine vessels (five splitbarges, a splithopper, two cutter suction dredgers and a workboat).

These vessels are now operating successfully in the Jan De Nul Group fleet.

Number of ferry tourists in Estonia drops by 100,000

The number of passengers passing through the Port of Tallinn fell by almost 100,000 in May compared to May 2006. According to a Finnish survey, the number of ferry tourists visiting Estonia from Finland fell by a quarter. A total of 572,854 passengers passed through the port in May. According to Tallink information officer Luulea Laane, there was a 11% fall on Tallink's Finland route after the April riots in Tallinn, yet there was no change on its Swedish route. Mario Lambing from the Ministry of Economy and Communications believes that the number of passengers from Finland will keep dropping.



15 minutes added to SuperSeaCat Four crossings

According to SuperSeaCat OU, the **SuperSeaCat Four** fast speed vessel will arrive at its destinations of Tallinn and Helsinki about 15 minutes later than printed in the schedules, throughout the summer. The company cited "technical reasons" for the change.



The **NCC RIYAD** seen enroute Rotterdam
Photo : Frits Janse ©

Dubai award for Van Oord

Van Oord has been awarded a contract for the re-design of Dubai Promenade in Dubai. The total contract value is Euros 14 million, and the client is Nakheel. Execution of the project has already started, and the project is scheduled for completion in February 2008.

The project consists of the removal of two existing breakwaters and construction of two new breakwaters, construction of an underwater reef and beach reclamation for the development of a new 7-star hotel. In total some 750,000 tons of rock will be placed and 650,000m³ of sand will be reclaimed. Van Oord will deploy a trailing suction hopper dredger, a cutter suction dredger and a grab dredger.



The "**Cheyenne**" seen in Cape Town in the process of name change, future name "**Black Rhino**".
Photo : Aad Noorland ©

Suez revenues drop

Having become accustomed to hitting consecutive record monthly revenue figures, the Suez Canal had to contend with a drop in June's figures as against the previous month.

Revenues in June did, however, outstrip the figure reached the previous year thanks in part to a general increase in transit fees introduced in April, while the number of vessels using the vital waterway in Egypt also grew year-on-year.

The canal earned \$358.8m in June as compared to a record \$381.5m in May, but the sum was up on the \$318.1m in June 2006.

The number of vessels using the canal also slipped from 1,679 in May to 1,657 last month. This is the exact same number of ships which transited in April.

The Suez Canal Authority imposed an average increase of 2.8% in transit fees which came into force in April. Tankers faced the largest increase of 3.73% with containerships paying a hike almost as large at 3.5%. Car carrier tolls rose by 1.33% and general cargo and passenger vessels by 1.14%. The increase for other vessels was 2.38%.

The Suez Canal is one of the main sources of foreign currency for Egypt, along with remittances from Egyptians living abroad, tourism and oil exports.



The **ARCTIC DISCOVERER** a 118,571 GT LNG Tanker of the K-Lines.
Built in 2006 with IMO nr 9276389, at the West Jurong Anchorage in Singapore.

Photo : Slotmaritimephoto ©

TOS nu ook gevestigd in Polen

Maritiem personeelsdienstenbureau TOS heeft sinds juni ook een eigen vestiging in Gdynia te Polen. Met deze strategische beslissing heeft TOS ingezet op het professioneel bemiddelen van personeel uit deze grote maritieme natie. Het tekort aan gekwalificeerd maritiem personeel zet door. Het invullen van de maritieme vacatures voor onze met name Nederlandse klanten werd de laatste jaren moeilijker. Met een eigen vestiging in Polen biedt TOS klanten een alternatief om het nijpende tekort aan gekwalificeerd maritiem personeel in te vullen.

Voor de binnenvaart is eind 2005 met succes een vestiging in Děčín, Tsjechië geopend. Het grote aantal nieuwbouwschepen, de vergrijzing, het verhoudingsgewijs geringe aantal schoolverlaters heeft TOS doen beslissen verder uit te breiden. Polen is voor TOS niet het antwoord op alle vragen, maar wel een goed alternatief voor onze klanten!

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 180

TOS blijft stappen ondernemen om haar dienstverlening te optimaliseren en uit te breiden. TOS Gdynia is gevestigd in Alfa Plaza building, vijfde verdieping, ul. Batorego 28-32 te Gdynia, Polen.

TOS is opgericht in 1992 en is in de afgelopen jaren uitgegroeid tot all-round maritieme dienstverlener met vestigingen in Rotterdam, Vlissingen, Dčín (Tsjechië) en nu ook Polen. TOS levert personeel voor de Zeevaart, Binnenvaart, Offshore, Bagger en Maritiem gerelateerde walbanen. Daarnaast verzorgt TOS uitbrengreizen en heeft TOS fulltime kompasstellers in dienst.

Prisco Launches Tanker

On July 11 Prisco launched the second Suezmax type ship named **Prisco Alcor**. A 16,600 dwt tanker is under construction at Hyundai Heavy Industries Shipyard in South Korea. Just two months remain before delivery of the vessel. During this period HHI will lead completion of the tanker's outfit and carry out sea trials of the newbuilding. Prisco yard-team's specialists provide inspections of the assembling of the tanker and acceptance of the equipment. Such careful control on each step of the construction can warrant high quality of the vessel and consequently her further safe operation. When **Prisco Alcor** be delivered the aggregate deadweight of the company's fleet will total 1,2 min tons.

MOVEMENTS



The **GODAFUSS** seen enroute Rotterdam
Photo : Reinier Meuleman ©



The **SEA PRINCESS** visited the port of Amsterdam
Photo : Joep van Dam ©



The **MSC LISBON** seen enroute Antwerp – Photo : Richard Wisse ©

AIRCRAFT / AIRPORT NEWS

Vliegtuig Brussels Airlines keert terug na haperend landingsgestel

Een vliegtuig van luchtvaartmaatschappij Brussels Airlines is maandag moeten terugkeren naar de luchthaven van Zaventem omdat het landingsgestel na het opstijgen niet naar binnen ging. Dat zegt Geert Sciot, woordvoerder van Brussels Airlines.

Het toestel was op weg naar Genève en had negentig passagiers aan boord. "Omdat het landingsgestel niet naar binnen ging na het opstijgen, is beslist het vliegtuig te laten terugkeren. In principe kan de vlucht zo wel voortgezet worden, maar het toestel maakt dan meer lawaai en verbruikt meer kerosine", aldus Sciot.

Uit veiligheidsredenen en omdat de technische basis van Brussels Airlines op Brussels Airport en niet in Genève ligt, landde het vliegtuig iets over half twaalf op Zaventem. "Het toestel staat aan de grond en het technisch personeel

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 180

zoekt naar een oplossing", meldt Sciot. "Het is mogelijk dat het defect al binnen 10 minuten hersteld is", voegt hij eraan toe.

De woordvoerder laat ook nog weten dat Brussels Airlines elke dag zeven vluchten naar Genève uitvoert en dat de passagiers dus maandag op hun bestemming zullen geraken.

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.eu Tel : +31 317 399800 E-mail : sposinfo@meteo.nl

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



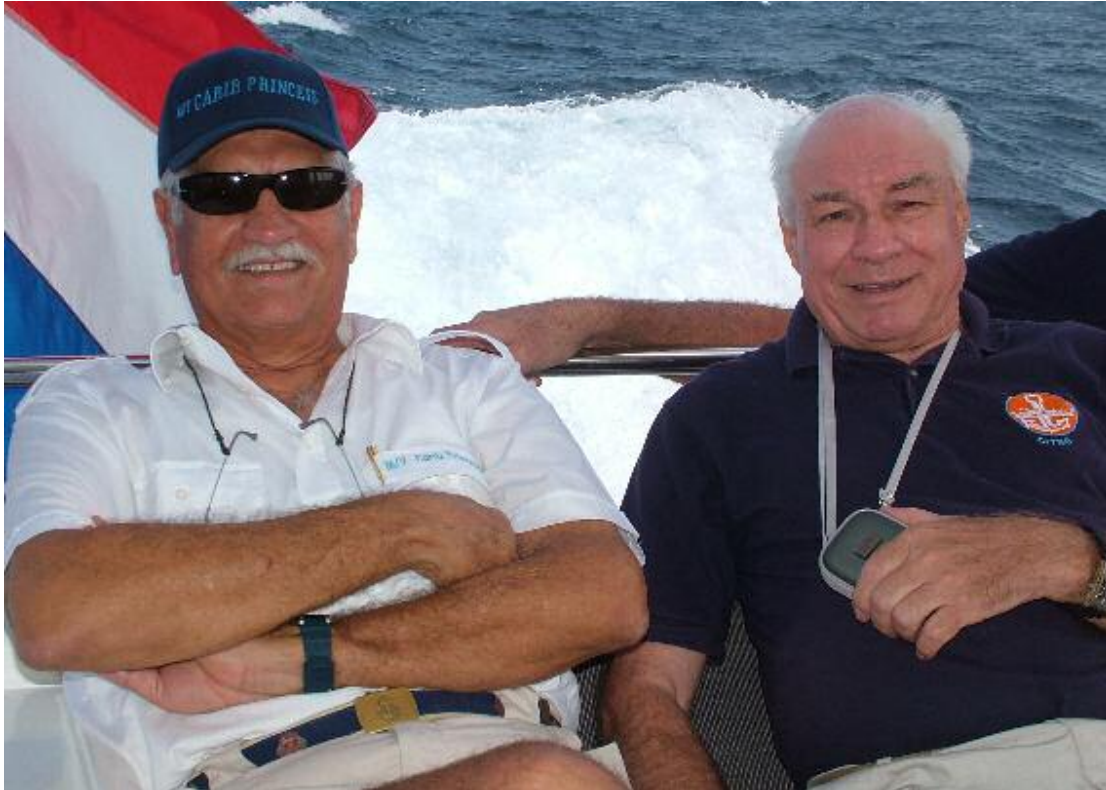
.... PHOTO OF THE DAY



Vroon's **POOL EXPRESS** seen under construction at the Damen-Galati yard
Photo : Huib Lieveense ©

.....WHO IS WHO.....

In this section the contributors to the **SHIPPINGNEWS CLIPPINGS** will be introduced to the readers



On the right, the founder and 25 years chairman of **CITRO** at Curacao, **Joop Kooijman** together with **Eddie de Kort**, who invited the volunteers onboard his yacht **CARIB PRINCESS**

Photo : Els Kroon ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.