

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 181



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

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



HAL's ROTTERDAM seen passing Hoek van Holland outward bound
Photo : Jan Oosterboer ©

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The Netherlands

Telephone : + 31 2555 627 11
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EVENTS, INCIDENTS & OPERATIONS

Crewman hurt in lifeboat exercise

A investigation is under way after a lifeboat crew member was seriously injured during a training exercise in Fife. The man from the Kinghorn lifeboat station fell overboard and hit his head on part of the boat.

He is now being treated at the Western General Hospital in Edinburgh after being transferred from Dunfermline's Queen Margaret Hospital. His condition is described as serious.

RNLI divisional inspector for Scotland John Caldwell said: "I wish to express our deep concern for this crew member and his family, who are upper most in our thoughts at this difficult and worrying time.

"I know these sentiments are shared by all at Kinghorn lifeboat station and indeed throughout the institution."

The accident happened on board Kinghorn station's Atlantic 75 inshore lifeboat.

The crew, who were all wearing life-jackets and safety helmets, were practising lifeboat manoeuvres in calm sea conditions, the RNLI said.

Child Killed

A 7-year-old American boy was killed in a jet ski accident during an excursion from a cruise ship in the Bahamas, police said Monday (16 July). Eric Thomas, of Cincinnati, was riding with his mother off a Paradise Island beach Sunday when they hit a wave and lost control, said Glenn Miller, chief superintendent for the Royal Bahamas Police.

His fatal head injury may have been caused by a nearby jet ski ridden by other family members, Miller said. "That's the point we're investigating," he said.

The boy was traveling with his mother, stepfather and sister aboard Royal Caribbean's **Majesty of the Seas**. The cruise line said it was not associated with the vendor that rented the watercraft to the family.



The **FROTASANTOS** seen departing from Santos
Photo : Felipe Vaz ©



Expositie bij Damen Gorinchem

door Nico J. Ouwehand

Vanaf heden is in het hoofdkantoor van Damen Shipyards te Gorinchem op de begane grond een kleine maar fraaie en vooral zeer instructieve tentoonstelling te zien over de ontwikkelingen van de standaard-sleepboten vanaf eind jaren zestig van de vorige eeuw. Bijzonder is dat ook particulieren deze expositie kunnen gaan bekijken.

Het inmiddels tot grote proporties uitgegroeide Damen-concern, met 33 werven en andere bedrijven op scheepvaartgebied in binnen- en buitenland, is klein begonnen. In 1927 startten de broers Jan en Marinus Damen hun eigen bedrijf. Niemand heeft toen kunnen voorzien dat mede dankzij de goede inzichten van latere generaties Damen, waarbij de huidige directeur Kommer Damen een voortrekkers rol vervulde en nog steeds vervult, de scheepswerven onder zijn leiding zo'n grote ontwikkeling door zouden maken. Het concern Damen is wereldmarktleider met betrekking tot de bouw van sleepboten. Zelf is de heer Damen daar bescheiden onder. Kritische figuren onder zijn personeel beweren volgens hem wel eens "Is het een directiebesluit of is er over nagedacht?". Het



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tekent de man dat hij daar met humor en relativerend over kan spreken. Feit is dat hij zijn bedrijf focust op de core-business: het maken van schepen via een ver doorgevoerde vorm van standarisering. Als de klant een sterk afwijkend concept wil is dat moeizaam en slechts bij hoge uitzondering bespreekbaar. Wel is het zo dat nieuwe types worden ontworpen mede aan de hand van suggesties van de grote klanten en toeleveranciers van het bedrijf. Men spreekt in dat laatste geval liever van "partners", waarvan sommigen al meer dan 30 jaar zorgen voor een perfecte aansluiting bij de wensen van de werf.

Inmiddels is het al vele jaren zo dat orders voor de bouw van sleepboten uit alle delen van de wereld komen en de afnemers juist gefocust zijn op de standaardsleepboten, omdat ze uitgerust zijn en bij anderen meer dan uitstekend blijken te bevallen. Bovendien zijn de levertijden redelijk kort, afhankelijk van de orderportefeuille en het type schip. Casco's, gebouwd op de buitenlandse werven van het concern, zijn heel vaak al in voorraad. Voortdurend wordt op details gelet. Zo zijn recentelijk nog de besturingshandles in het paneel van de stuurhut, links en rechts van de speciale stoel waarin de kapitein kan plaatsnemen, zodanig ergonomisch aangepast dat er geen vermoeidheid van de spieren in de handen kan optreden. Overigens is in de expositie een opstelling te zien van de besturing, zoals die plaats vindt in de anno 2007 af te leveren sleepboten. Daarnaast is er een ingenieus werkende opstelling gemaakt van een stuurhandle en links daarnaast een verkleinde draaiende schroefconstructie met straalbuis, zodat de bezoeker zelf kan zien wat de handelingen met de stuurknuppel voor gevolgen heeft voor de stand van de schroef.



In de tentoonstellingszaal zijn uiteraard scheepsmodellen te bewonderen. Bijzonder is een model van de eerste "Pushy Cat", een sleepvlet speciaal voor de natte aannemerij, waarvan talloze exemplaren in de loop der tijd werden verkocht. De "Stantug 2600" was de eerste echt grotere sleepboot, waarvan er in vier opbouwvarianten meer dan honderd werden verkocht. Daar bleek dus wel degelijk goed over te zijn nagedacht. Begin jaren negentig werd dit type vervangen door de "ASD 3110", waarvan er ook een kleine honderd werden gebouwd. Het nieuwste type is de ASD 3213, waarvoor ook alweer orders werden

genoteerd.

Wie interesse heeft in de tentoonstelling wordt aanbevolen contact op te nemen met de receptie van Damen Shipyards te Gorinchem, tel. 0183 63 99 11 of via info@damen.nl Normaal gesproken is men gedurende de reguliere kantooruren welkom.

Voor diegenen die Gorinchem te ver weg vinden: De expositie zal, in al dan niet weinig gewijzigde vorm, vanaf januari 2008 te zien zijn in het Nationaal Sleepvaart Museum te Maassluis.

Crew In Hospital

Four Filipino seamen rescued from the South Korean freighter "**Orchid Sun**" that sank in the Arabian Sea off Oman are currently undergoing treatment in a hospital in Muscat while rescue efforts are ongoing for nine other Filipinos and four South Koreans missing from Thursday morning's (12 July) accident.

Claro Cristobal, spokesman of the Department of Foreign Affairs (DFA) said Charge d'Affaires Mac Arthur Corsino from the Philippine Embassy in Muscat reported Friday afternoon that he has been coordinating with Omani authorities and agents of the South Korean ship in Oman on the care of the hospitalized Filipino sailors and the rescue efforts for those missing. Four South Korean seafarers and two Chileans representing the ship owners were with the four Filipinos rescued on Thursday by the Royal Oman Navy, with the assistance of Japanese and Indian merchant ships.

ABS-CBN News Channel interviewed one of the four Filipino sailors rescued, Norman Barrido, who said three Philippine embassy officers have arrived at the Khoula Hospital, offering assistance to the Filipinos. Barrido said another rescued Filipino sailor, Michael Jara, suffered a leg fracture that may necessitate surgery. Ernesto Mulle and Froilan Lamoses

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were also undergoing treatment for minor injuries. Those still missing were identified as Rodrigo Alegre Jr, Nelson Perez, Elbert Binabon, Jonathan Tagle, Efren Galindes, Ludivico Villaalba, Edgar Villacampa, Alex Santa Maria and Rolando Lipatan.

Barrido said the ship was on its way to Fujian province in China when they encountered huge waves that damaged the vessel. Corsino said the ship sank off Ras al Hadd, about 150 kilometers east of the Omani capital, at about 2:40 am (Oman time). The cargo vessel has 23 crewmen on board – eight South Koreans, 13 Filipinos and two Chileans.

A report in The Korea Times Friday morning quoted a South Korean Ministry of Foreign Affairs and Trade statement as saying that one of the crewmen had died while he was being lifted by a rescue helicopter, while six of the 10 rescued suffered serious injuries. The Korea Times said 13 of the 23 sailors, including the dead, are still missing. Four of the eight Koreans have also not been found. Reports on the figures of the rescued and missing crew members have been confusing though.

On Thursday night, Korea Times said the crewmen saved included three Koreans, six Filipinos, two Chileans and one unidentified man, leaving 11 persons missing. Korea's Yonhap news agency reported that one Korean sailor was rescued by a Japanese military ship. The United States Navy said the Japanese Maritime Self Defense ship Suzunami and the Pakistani ship Tippu Sultan helped rescue the sailors as the ship was sinking. 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 US navy said on Thursday.

"Our forces are always ready to assist mariners in distress," said Vice Admiral Kevin Cosgriff, US commander of maritime forces in Bahrain. The Korea Times online report identified the missing South Koreans as captain Jeon Sang-ik, 38; third grade navigator Choi Kyu-in, 24; chief engineer Lee Byeong-hwa, 54; and first engineer Hyun Gwan-su, 36.

The crew jumped out of the ship right after sending an SOS, reports said. A South Korean foreign ministry official was quoted to have voiced optimism that the missing crewmen would soon be rescued. The naval forces from the United States, Oman, Japan and Pakistan have jointly launched rescue operations in the vicinity of the accident.

The 26,000-ton South Korean vessel was sailing to Iran from Hsinkan, China carrying 42,000 tons of steel products. It reportedly sank after its hold began rapidly taking in water. Korea's Yonhap news agency said the rescued sailors were transported by ship "because of no answer from the Air Force although the Korean embassy there requested the Omani government to send a transport helicopter to carry them to a nearby hospital."

"Consequently, the rescued were expected to arrive at the Muscat Port of Oman at 3 a.m. Friday (KST), six hours later than expected," Yonhap's report said, quoting an embassy official, adding that the embassy was ready to transport the rescued but injured sailors in an ambulance to a nearby hospital upon arrival at the port.

EXPLOSIVES BEING USED TO BREAK MSC NAPOLI

EXPLOSIVES are used in an attempt to separate the **MSC Napoli** into two pieces. Charges are initially were used to cut the deck plates, with a further operation to cut the longitudinal frames in a later stage.

The move follows last week re-floating and subsequent re-beaching of the 4,419 TEU containership after crack in the hull was found to be up to 3 metres wide. The plan is to separate the forward part of the ship from the after part which includes the accommodation block. The after part of the vessel has been ballasted down to keep on the bottom while the forward part, it is hoped, will be floated free.

The UK's Maritime and Coastguard Agency has warned that some more oil may be released when the ship parts. Small amounts, left after the bunker tanks were pumped out several months ago, have washed ashore in the past few days and there have been reports of oiled birds being found on the shore.



Top : Explosives are used in an attempt to split the deck plates as can be seen above.

The MCA says: "It is inevitable that some oil will be left in the wreck. However, all parties are working together to ensure that the operation minimises damage to the local environment."

New cracks in submerged Don Pedro



Dutch salvor **Wijsmuller** is attempting to seal new cracks found in the submerged ro-ro vessel **Don Pedro**, which sank a mile off Ibiza on 11 July. Over the weekend divers discovered new cracks in the hull after three initial holes had been sealed.

A leak of fuel oil has so far affected a 5km²



area of the Balearic island but the government claims that anti-pollution absorbent booms have stopped the fuel-oil from penetrating the beaches of Ibiza's natural reserve of Ses Salinas. Spain's public works minister, Magdalena Alvarez, today dismissed concern over new leaks when she said there was now "practically nothing coming out" of the ship; she added that pollution had been reduced to a line. This week **Wijsmuller** will attempt to extract the 100 tonnes of fuel oil remaining in the tanks of the Don Pedro, which lies 45m below the surface. – **Photo's : Tom Juin ©**

Japan, Philippines focus on crewing

Japanese and Philippine interests are outlining plans for a manning conference to be held in Manila next February as crewing climbs to top of the agenda for Asian shipping. The two-day Japan-Philippines Co-operative Manning

Conference will be chaired by Hiroyuki Maekawa of the Japan Shipowners' Association. Proposals for a forum were part of a separate memorandum of agreement signed last week that focuses on training and education for seafarers. The conference accord was backed by Nobuo Kayahara, chairman of the International Mariners Management Association of Japan; Eduardo Manese, president of the Philippine-Japan Manning Consultative Council; Yoji Fujisawa, president of the All Japan Seamen's Union; Gregorio Oca, president of the Associated Marine Officers' and Seamen's Union of the Philippines; and Democrito Mendoza, president of the Philippine Seafarers' Union. While stressing the critical importance of crewing, the conference will review measures to tackle specific manning and training issues proposed in Tokyo last October and discuss recent developments.

Crews close to refloating the Robbie

Salvage crews managed to pull the **Robertson II** upright for the second time last night, bringing the ship the closest it has come to being refloated since it ran aground July 1.



The **Robertson II**, affectionately known as "the Robbie," hit a reef near the entrance to Saturna Island's Winter Cove July 1.

"She's upright again, her mast is fairly vertical," said Humphrey Killam, a friend of Robertson II owner Roy Boudreau, around 9 p.m. "She's getting beat up but she's far from over. This woman doesn't want to quit here. I tell you, she is one hearty boat."

Using air bags for flotation, the crew was able to shift the vessel down the reef so it was accessible to lower tides. Killam said they would try to position the boat well enough that it could survive another tide and, with any luck, be accessible to repair crews in the morning.

Earlier yesterday, a tugboat using a winch pulled the **Robertson II** upright for the first time. But then the tug's anchor let go under the pressure and the schooner slumped onto its side again.

Still, it was good to see the buckling of the decks disappear as the **Robertson II** came upright, said Killam.

The rear masts were removed yesterday

to make the vessel less top heavy. Once the vessel is upright and stable, divers will patch a hole in its side and bilge pumps will start pumping out water.

Killam was trying to arrange for barges to run alongside the **Robertson II** to stabilize it for transport to a repair facility. The 130-foot schooner was launched from a Nova Scotia shipyard in 1940. It served as a fishing boat in Atlantic Canada until 1974, when it was brought to the West Coast where it became a training ship and was finally

purchased and restored by Boudreau. Numerous attempts, costing tens of thousands of dollars, have been made to save the ship since its accident. Last night's attempt was reportedly the last at salvaging the ship.



At least nine dead after bus slips from ferry into river

Rescuers have succeeded in hoisting a bus, which slipped off a ferry and sunk to the bottom of the river in east China, out of the water and have recovered eight bodies, including two children and two women. The identities of the bodies could not be immediately confirmed. Earlier in the day, rescuers pulled five survivors and one body out of the river.

The accident occurred at around 11:00 a.m. on the Xinjiang River in Yugan County, Shangrao City of eastern Jiangxi, when a bus with a seating capacity of 19 was boarding the ferry.

Local rescuers said the bus drove onto the stationary ferry but, instead of braking, carried on moving and plunged into the river. It is not yet known why the driver failed to stop.

"According to witnesses, 20 to 30 passengers were on board, including children going to summer school, and we don't know the exact figures yet," said Wang Xiaoyan, director of the county government's publicity department." The bus was heading from the downtown area to the suburbs of Heshan Township.

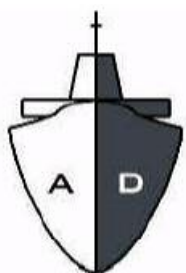
The windscreen of the bus had broken so there may be other passengers in the river, Wang said. Four marine boats are searching for other missing passengers in the river. Huang Gewei, a resident from the nearby Xinfeng Township, said his son, Huan Hangyang, 12, was on the bus and he did not know whether he was among the bodies recovered or still missing. Another resident called Wang Zhenghui said his 29-year-old sister, who was three months pregnant, and his eight-year-old nephew Wang Putian were also on board.

Hong Lihe, a vice governor in Jiangxi province has arrived in Yugan to direct the rescue work. The Xinjiang River runs about 400 kilometers from the Huaiyu Mountain in eastern Jiangxi and flows into the Poyang Lake, China's largest freshwater lake in northern Jiangxi.

NAVY NEWS

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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

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



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



The **DMS BLUEBIRD** seen under construction at the Damen yard in Gorinchem

Photo : Nico Ouwehand ©

Vinashin to Build Shipyard

Vietnam's largest shipbuilder, the 1996 established Vinashin, has been greenlighted to build a \$81m shipyard in the northern port city of Hai Phong, according to Vietnam News Agency. Work on the Vinashin An Duong in Thuy Nguyen district is due to begin late this year and slated for completion by 2009. Vinashin is also set to spend \$94m on

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rebuilding the Cua Viet seaport in the central Quang Tri province. It will turn Cua Viet into a 300-400 ha port complex with a shipyard, ecotourism facilities, a golf course, and a wharf to accommodate 100,000-ton ships.

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After a complete overhaul at **NAMI CONSTRUCTIONS B.V.** the Loadout of the 900 tonnes weighing **PL-K12-PL Deck** was carried out by 2 shearlegs of Bonn & Mees **Matador 2** and **Matador 3**. After the loadout the brandnew looking Deck was placed on a pontoon for further transport.

Photo: Hans de Jong - Maritime Pictures (c)

Tug Malta privatised



The government has continued with its privatisation process of the state-owned companies by selling its 73% share in Tug Malta to Genoa based company Rimorchiatori Riuniti Spa to a total of Eur 24,700,000.

Rimorchiatori Riuniti, which came up with the best offer once the call for offers for the privatisation of Tug Malta was made some ten months ago, have been operating tugboats since 1922.

On Monday the Cabinet approved in principle the agreement with the Italian company to take over Tug Malta.

Minister for Investment, Industry and IT Austin Gatt said that Rimorchiatori Riuniti came up with the best offer and were also able to guarantee the work of the present employees for the next ten years.

Minister Gatt also said that the Italian takeovers are also bound to increase the number of workers in the coming years thanks to an expanded range of new operations such as rescue operations.

A collective agreement between the present employees and the General Workers' Union was also signed on Monday.

Greek ANEK lines to buy passenger ferry from Japan for 30 mln eur

Greek passenger shipper ANEK Lines SA announced its plans to purchase Japanese passenger transport 'Ferry Tsukuba' for roughly 30 mln eur. The boat was built in 1998, is 192 meters long and 27 meters wide, can reach 23.5 knots and has a large garage with roughly 2,000 meters in lanes, said ANEK. It added that the boat will be renamed **Eliros** and is planned, after modifications, to hold 2,000 passengers.



Malaysian Ferry Operators to Merge

Malaysian ferry operators - Mesra Feri and Duta Feri - are to merge to provide "better quality services", in the words of Mesra Feri official Beh Wong King.

According to Fairplay, both operators will be under the Konsortium Feri Mesra holding trust, headed by executive chairman Mohd Nasir Mohd Rashid. The move had been anticipated as the operators have been working closely. It is widely believed that the new holding company will seek to upgrade existing ferries and purchase new ships.

Swire makes it ten from IMT

Swire Pacific Offshore has ordered another four IMT966 anchor handlers to the IMT Marine Consultants design. These follow six similar vessels already under construction at Labroy Shipyards, Singapore. Scotland-based IMT Marine

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Consultants, partner in the Offshore Ship Designers Group, was responsible for the design of these innovative and powerful vessels.

The 120 tonne bollard pull vessels are optimised for world-wide service of offshore towage, anchor handling and logistics support activities in all weather conditions. One remarkable feature of the design is that the upper part of the bridge deck can be removed and stored on the main deck for passage into the Caspian Sea. The vessel's beam is also optimised for Caspian Sea passage.

The vessel is propelled by two CPP propellers giving it a maximum speed of 14.5 knots. The design features two bow thrusters and two stern thrusters of 600 kW each for joystick controlled DP operations.



Top : The **PACIFIC VALHALLA** seen getting launched March 21st 2007

The **Pacific Valhalla** will be the first vessel to be delivered and is scheduled in August 2007 with subsequent vessels being delivered at two monthly intervals afterwards.

Main dimensions of the vessels are:

Loa	66.00 m
Lpp	57.00 m
Breadth (moulded)	16.00 m
Depth (moulded)	7.30 m
Draft (loaded)	6.18 m
Installed power	2 x 3,285 kW

IMT Marine Consultants Ltd is the offshore support vessel arm of the Offshore Ship Designers group. It focuses on the design and development of offshore support vessels including diesel-electric driven Platform Supply Vessels, Anchor Handlers, Standby Rescue Vessels and Diving Support Vessels.

Offshore Ship Designers Group (OSD) is a global one-stop resource delivering naval architecture and marine engineering skills to the shipping and offshore energy industries. OSD is based in IJmuiden, the Netherlands and has offices in Vlaardingen (the Netherlands), Montrose (Scotland), York (England) and Shanghai (China).

www.offshoreshipdesigners.com



The **LAKA ARAFURA** seen enroute Rotterdam – Photo : Lenie Kleingeld ©

Clough Secures New Subsea Construction Vessel

Clough Limited has entered into an agreement for an eight year charter of a new subsea operational support vessel. The as yet unnamed vessel will be ready for service in June 2008. Once operational the vessel will be deployed on various projects and contracts, primarily in the Australasian and SE Asian regions.

The vessel is an advanced multi-purpose subsea construction vessel, developed in cooperation with owner and yard. Measuring 117.35 meters long, with a beam of 22 meters, the vessel is being built with accommodation for 120 people.

The vessel is designed for construction, subsea operations, diving and ROV services and will have a work deck area aft of the ROV section of approximately 1150 m2. The vessel will be equipped with a fully integrated diesel electric propulsion system, dynamic positioning class DP2, a deepwater crane of 200T, an advanced ROV launch and recovery system for 2 Work Class ROV's and a 12 man saturation diving system. Mr. Kevin Cain, Chief Operating Officer of Clough's Offshore Oil & Gas Business Unit welcomed the vessel acquisition.

"We are excited about the inclusion of this vessel into Clough's subsea construction fleet," said Mr. Cain. "The vessel is a welcome addition to **Normand Clipper** and Clough's pipelay crane barge **Java Constructor**, which is currently undergoing a major upgrade, and **Clough Challenge**.

"The installation of best-in-class equipment onboard the vessel means it will be able to compete in worldwide subsea construction markets. "The vessel's rapid deployment, large deck space and lift capabilities are expected to all contribute to the vessel becoming a key differentiator in the growing Australasian SURF and diving markets."

WEST TITANIA FLOATED-OFF FROM TNE GAVEA LIFTER

On Wednesday 13th June 2007 @ 1400hrs the 2005 built ahts **FAIRMOUNT SUMMIT** towing the largest semi-submersible barge **GAVEA LIFTER** loaded with the jack up oil rig **WEST TITANIA** entered Valletta from Port Gentil, Gabon & anchored @ Bighi Bay where operation is going to be done in the coming days so the rig will be discharged off the barge. Operation was piloted by Harbour Pilots **PAUL CHETCUTI & COLIN FORMOSA** (Onboard **Gavea Lifter**) & the only Gozitan Pilot **NINU REFALO** (Onboard **Fairmount Summit**).

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Then all ships had to shift to St. Paul's Bay on Wednesday 27th June so repairs had to be done on the oil rig **WEST TITANIA** by the Maltese Marine & Oilfield Contractors **MAINTICARE**.



Photo : Lawrence Dalli - MALTA SHIP PHOTOS ©

Yesterday (Monday) @ 1100 hrs the oil rig **WEST TITANIA** was floated off the semi-sub barge **GAVEA LIFTER** assisted by Tug Malta tugs **FELICA**, **LIENI**, **PAWLINA** & **SEA SALVOR** and handed over the rig to the Greek Salvage Tug **MATSAS STAR** to tow it to Zarzis, Tunisia to be delivered in 3 days. Operation was piloted by Harbour pilots **ALBERT GAMBINA & JOE MICALLEF** (Onboard **West Titania**) & **ANTHONY CHETCUTI** (Onboard **Matsas Star**).

Danaos Re-charters Norasia Hamburg Ahead of 2008 Redelivery

Danaos Corporation has signed an agreement with the United Arab Shipping Corporation to time charter the 3,908 TEU **Norasia-Hamburg** for a period of 36 months. During the first 12 months of the charter, the charterer has the option to convert the three year charter to a 5 year charter, at lower rate. The charter will begin as of the date when the current employment of this vessel ends in the first quarter of 2008. The **Norasia-Hamburg** is currently on time charter with CSAV

CAMILLO EITZEN SELLS ANOTHER OLD LPG SHIP

RAPIDLY expanding Norwegian owner Camillo Eitzen & CO has sold the 1982-built 6,568 cbm semi refrigerated LPG carrier **Sigas Yarrow** has been sold to Japanese interest for just under US\$7m. The vessel will be delivered to new owners during August, and will be operated by Eitzen Gas for the new owners for the next 19 months.

Axel Eitzen, the company's chief executive officer, says "We are happy with the sale of this older vessel for the price of US\$6.8m, which is higher than the average broker valuations, and further that we are able to operate the vessel for the new owners for the next 19 months." A company statement says: "This sale, together with previously reported sale of **Sigas Eieldon**, represents a profit of US\$8.9m, Nkr1.2 per CECO share."

Sapura unit wins US\$176mil pipeline deal

SapuraCrest Petroleum Bhd's subsidiary TL OffShore Sdn Bhd has won a US\$175.8mil contract from Murphy Sabah Oil Co Ltd.



The **SAPURA 3000** seen fitting out at the Sembawang Shipyard in Singapore

Photo : Willem van Herk ©

In a filing with Bursa Malaysia yesterday, the company said the contract was for the provision of engineering, procurement, construction, installation and commissioning of the 140km Kikeh gas pipeline, which would transport associated gas from Murphy's Deepwater Kikeh Field to Labuan Gas Terminal.

Kikeh Field, located about 1,300m offshore Sabah, is the first deepwater development in Malaysia. SapuraCrest said the deepwater pipelay would be executed using Sapura 3000, owned by SapuraAcergy Group, its 50% joint venture company with the Acergy Group. The project is scheduled for completion in the first quarter of 2008 and is expected to contribute positively in the current year ending Jan 31, 2008.

New contract for Subsea 7 from Petrobras

Subsea 7 Inc, through its i-Tech division, has announced the award of three new contracts valued in excess of US\$18 million for Petrobras. The three contracts are to provide ROVs on three drilling units with an approximate combined term of 10.5 years with options to further extend to a maximum of 3.8 years collectively.

Safmarine warns of Algeciras reduction

Safmarine has issued a warning that its Algeciras terminal in southern Spain is facing a reduction in capacity because of essential crane maintenance, dredging activities and a general shortage of labour during the summer holidays. "In addition the port is facing increased passenger ferry congestion during the summer vacation period," says Safmarine on its website. The company adds that in order to reduce the impact a structured plan has been put in place using alternate hubs where appropriate which will last throughout the (northern) summer).

'Je kunt toch maar een biefstuk per dag eten'

Zeesleepbedrijf Henk J. van den Berg verkoopt Fairmount Marine aan Franse groep

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Zolang hij het leuk vindt, blijft hij aan het werk. „En ik vind het nog steeds erg leuk." Hoewel hij het misschien best zou kunnen – want hij heeft gecashed, zijn bedrijf **Fairmount Marine bv** verkocht – is geboren en getogen Rotterdammer Henk J. van den Berg er de man niet naar om nu te gaan potverteren. „Ik zou me gewoon gaan vervelen." Of hij nu in de Quote 500 van rijkste Nederlanders staat, weet hij ook niet. „Zit ik ook niet op te wachten. Het zegt me allemaal zo weinig. Je kunt toch maar één biefstuk per dag eten."

Sinds begin jaren '90 stampte hij voor de tweede keer in zijn leven een zeesleepbedrijf uit de grond dat nu beschikt over de sterkste vloot hypermoderne zeeslepers en halfafzinkbare pontons voor superzware zeetransporten. Vorige maand is hij ingegaan op een overnamebod van de Franse groep **Louis Dreyfus Armateurs**. Volgens Van den Berg was daar een aantal redenen voor. „De eigen opvolgingskwestie op langere termijn, de kinderen zijn allemaal te jong. Je moet er echt goed inzitten om de continuïteit van de onderneming te kunnen waarborgen. Met een sterke moeder als Louis Dreyfus kun je ook wat makkelijker verder uitbreiden."

Maar voorlopig ligt zijn werk nog hier, op de zestiende verdieping van de Hofpleintoren. Met dat verschil dat hij nu een door Parijs betaalde directeur is. „Ik ben er zelfs in salaris op vooruit gegaan." Hij heeft de afspraak nog zeker twee jaar aan te blijven als directeur.

Henk J. van den Berg is misschien wel de belichaming van de geboren ondernemer. Hij vertelt hoe hij, toen hij een jaar of tien was, van zijn oom een oude Remington-schrijfmachine kreeg. „Daarmee speelde ik bedrijfje, Bergolines genaamd. Ik tekende in de atlas allemaal lijnen tussen havensteden en stelde vaarschema's op. Luchtvaart, scheepvaartlijnen, transport, fascineerde mij altijd al. Dat bedrijfje spelen is misschien niet zo gebruikelijk. Tegenwoordig zou je rijp voor de dokter worden verklaard."

In zijn loopbaan kwam Van den Berg op een gegeven moment terecht bij het grote Rotterdamse sleepbedrijf **Smit Internationale** op de afdeling zware lading, het boeken van transporten. Daar leerde hij ook de Japanners kennen. Toen hij bij het volgende bedrijf in een faillissement zelf op straat kwam te staan, besloot hij in 1979 voor zichzelf te beginnen op de zolder van zijn huis. Hij ging naar Japan en verwierf daar het agentschap voor het Japanse Fukada. „Dat liep direct goed. Ik had meteen de wind mee. Na een jaar konden we al naar een mooi kantoor aan de Veerkade." Een paar jaar daarna kreeg zijn bedrijf de beschikking over een aantal eigen slepers en pontons. Dat bedrijf verkocht Van den Berg in 1989 aan een Engelse branchegenoot die toen al snel zijn Nederlandse dochterbedrijf leeghaalde om het failliet te laten gaan. Het personeel werd ontslagen. „Een heel minne strek. Dat werd toen ook al heel snel een conflict. Veelzeggend is dat het faillissement nog steeds niet is afgewikkeld." Van den Berg begon weer voor zichzelf. Opnieuw hielpen de Japanners hem daarbij. „Jij moet voor ons doorgaan, zeiden ze. Japanners zijn in mijn leven heel belangrijk geweest. Ze hebben mij ook geleerd maat te houden en wat betrouwbaar zaken doen is. En dat je ook wel eens je verlies moet nemen."

Wat is het geheim van zijn succes? „Een paar dingen die heel belangrijk zijn: je moet de kans krijgen, kansen zien, en kansen grijpen. Je moet er op het juiste ogenblik zijn, moet 't zien." Zo'n moment was in 2002 toen hij besloot vijf supersterke zeeslepers te bouwen. Hij voorzag dat de behoefte hieraan enorm zou toenemen met de aanzwellende boom in het opsporen en exploiteren van nieuwe olie-en aardgasvelden op zee. Henk van den Berg had een meesterzet gedaan. De tarieven die nu voor sleepwerk worden betaald, zijn inmiddels verdubbeld en **Fairmount Marine** is met zijn vloot nu marktleider, voor andere bedrijven, zoals **SmitWijs**, die de boot hebben gemist door niet op tijd in nieuwe zeeslepers te investeren.

MOVEMENTS



The VLCC **"CRYSTAL ACE"** seen departing Fujairah, UAE
Photo : Reinier Meuleman ©

OLDIE – FROM THE SHOEBOX



Remember the mistery photo of **ATLANTIC FREEZE** from backnumber Shipping News nr 176, **Frank** likes to say thanks to all readers of the shippingnews clippings, who has given the solution of the mystery. The answer is now clear.

The **ATLANTIC FREEZE** is the original German freighter **"WALDTRAUT HORN"**, built in 1958 at the Schlichting Werft at Travemünde as yard number 1275. She is registered as IMO 5385417. Her gross tonnage is 1022, 576 net and 1214 tons deadweight. Length over all 66 meters. Powered by an 8-cilinder Deutz diesel engine, 1000 hp, one propeller and had a service speed of 12 knots. On board was accommodation for 18 crew.

Ship launched on 23 June 1958 and delivered to her owner, Heinrich C. Horn, Hamburg, on the 4th of September 1958. After 11 years, she was sold in 1969 to Bahamas and renamed **SEA SORCERESS**

In this period she had 2 owners in Nassau, Bahamas, but in 1977 she was sold again and became **ATLANTIC FREEZE** under Panama registration. The owner at that time was Trans-Caribbean Services Inc. in Panama. Just before the time, she came ashore as on the picture, she was sold to Nav. Nicaraguense S.A. and was not renamed at that time.

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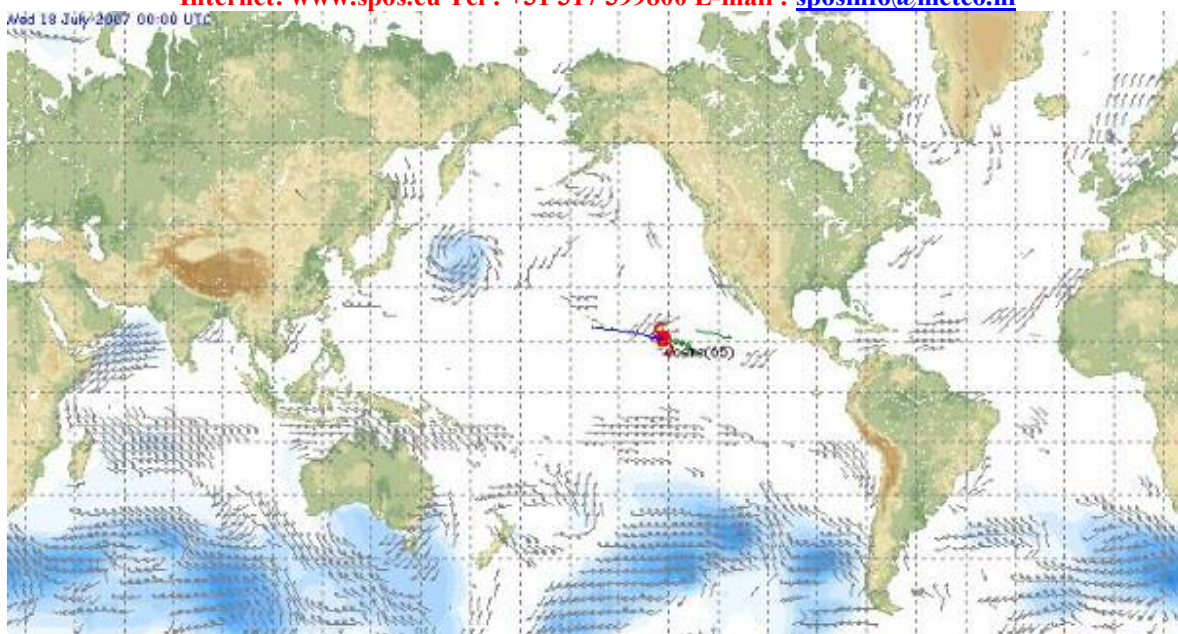
On 21 October 1988 hurricane "Joan" flew over Central America and in this circumstances all her moorings were broken and the ship was blown ashore at Bluefields in Nicaragua. As far as I know, she became a total loss and is scrapped at the spot.

MARINE WEATHER

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

.... PHOTO OF THE DAY

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The **XIN BEIJING** seen enroute the port of Antwerp

Photo : Richard Wisse ©

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