

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 182



**Number 182 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Thursday 19-07-2007**

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

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**The AMSTELGRACHT seen loading in Brisbane July 15<sup>th</sup> for Dampier with iron ore wagons for Rio Tinto's Pilbara Iron Railway.**

**The wagons are made by Bradken a Queensland Company**

**Photo : Pinkenba ©**

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## EVENTS, INCIDENTS & OPERATIONS

### GROOTSTE AUTOCARRIER IN ZEEBRUGGE

In Zeebrugge liep dinsdag de "**Faust**" binnen, het grootste autoschip ter wereld met een capaciteit van **8.000** standaard wagens.



**Foto : Henk Claeys ©**

Het is ook een erg recent schip, dat pas op 17 mei 2007 van stapel liep op de Daewoowerf (Zuid-Korea). Het is het eerste van drie identieke LCTC-schepen (large car truck carriers), die geschikt zijn voor zowel het vervoer van personenwagens als van vrachtwagens. Hun ontwerp is baanbrekend, wegens de dubbele romp tot aan het hoofddek en de twee waterdichte dekken. Bij de bouw is ook gelet op een zo laag mogelijke emissie in het water en de lucht.

De 228 m lange en 32,26 m brede "**Faust**" (75.000 ton) is eigendom van het Zweedse Wallenius en wordt ingezet door het Zweeds-Noorse Wallenius Wilhelmsen Logistics (WWL). Barwil Benelux trad in Zeebrugge op als plaatselijk scheepsagent.



## Ocean Alert free to leave

Although the Odyssey Marine Exploration vessel had as yet not left yesterday evening, Spanish official sources have indicated that the vessel is free to leave when it wants.

The news came after the completion of a search and detention of the vessel last week which has led to complaints over the way the Spanish authorities ordered the vessel into port whilst in international waters.

Whilst Spain claims that the actions took place within their territorial waters, the US company and British Government have made formal representations claiming that the operation was conducted in international waters.

The vessel is expected to leave today from the port of Algeciras. Spanish reports claim that the British Government has asked the US company to also, voluntarily, send the **Odyssey Explorer**, its other vessel, to be inspected. However, there are no official indications that this request has as yet been made, although it is expected that the Spanish authorities could also detain the Explorer as it leave Gibraltar.

Andalucian Government representative Juan José López Garzón, yesterday claimed that the search of the Alert had not resulted in any significant changes. Adding that the investigation was still ongoing and the case was still open.



The **GASCHEM ISAR** seen enroute Rotterdam  
Photo : Tjep van Roon ©



## Detained Greek vessel escapes Nigerian waterways

Few weeks after the escape of a detained vessel from the custody of the Nigerian Navy, another vessels, M.V. **Tritya**, under judicial detention on the orders of a Federal High court in Lagos, has again escaped with three Nigerian security men engaged by the Admiralty Marshal from the nation's terrestrial waters. (Admiralty Marshall enforce laws against vessel).

The vessel was dragged to court by Rahamaniyya Global Resources Ltd (Rahamaniyya) and Capital Oil and Gas Industries Ltd for negligence in the carriage of its petroleum. Capital Oil and Gas Industries Ltd in a writ of summon in suit No. FHC/L/CS/613/07 filed in the Federal High Court against M.V **Tritya** and three others claiming inter alia the sum of US\$326,480.00 and interest at the rate of 30 percent until judgment and five percent thereafter until final payment for short-delivery of cargo of gas oil.

Similarly, Rahamaniyya also on 6/7/07 filed a suit with No. FHC/L/CV6 0/07 at the Federal High Court Lagos, claiming against the M.V **Tritya**, Nautical Heart Maritime S.A. (Owners of the **M.V Tritya**), M.V **Victoria VII** and Dolpraises International Limited (Disponent Owners of **M.V Victoria VII** ) Jointly and severally, the sum of US\$3.5m being damages for negligence.

"Rahamaniyya and Capital Oil in a statement alleged foul play on the part of some of the Nigerian Naval officials and the Harbour Master in the way and manner they acted or omitted to act and suspect a collusion with the Master and owners of the said vessel which paved way for the vessel to run away."

The companies are therefore praying "The Interpol, and Nigerian embassies in Benin, Togo and Ghana, NIMASA should start an immediate search for the location of the vessel and rescue the three Nigerians on the vessel dead or alive and bring them home. They are also calling on the Federal Government to urgently set up a high-powered Panel made up of eminent and credible Nigerians with cognate experience and skills, to probe the roles played in the unlawful escape of the M.V Triya from lawful arrest/detention by different government agencies and their officials, the Master and owners of the M.V **Tritya**, identify the culprits and make recommendations.

They also want disciplinary actions to be taken against those found to be involved so as to deter future occurrences, full compliance by the Government agencies within Nigerian laws concerning the protection from escape, of judicially arrested/detained vessels and on how to stop and penalize the illegal activities of foreign vessels, especially Greek-owned vessels, operating in Nigerian waters.

## UK NAVY Crew Save Fishing Boat

**A CLYDE-based Navy ship came to the rescue of a sinking fishing boat.**

Minehunter HMS **Penzance** received a mayday call relayed by Clyde Coastguard in Greenock indicating that Oban-registered Prospect was in trouble to the west of Bute. Prospect's two crew had abandoned their vessel, which was sinking by the bow, and were awaiting rescue. Although two hours away, HMS **Penzance** headed to the scene to offer assistance from her damage control, engineering, seamanship and diving teams.

The warship, base ported at Faslane, arrived just in time. Inshore lifeboats from Largs and Tighnabruaich were using their pumps to stop the fishing vessel sinking but it was clear that they were fighting a losing battle.

Prospect's bow was underwater and the lifeboat crews reported that she had sunk a metre in the previous 15 minutes and that, without immediate assistance, she would sink within the next 10.

A four-man team, made up of a variety of specialists from the Royal Navy crew, transferred a portable emergency pump to the stricken vessel and, within 15 minutes, had the Prospect back on an even keel. Having averted her

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certain sinking, HMS **Penzance** then took the fishing vessel in tow and cautiously moved her away from the beach that she was being blown towards. Once clear of immediate danger, Prospect was towed to a mooring buoy where the Royal Navy engineers were able to identify and rectify a fault with a sea-cock in the vessel's bilge.

The Commanding Officer of HMS **Penzance**, Lieutenant Commander John Craig, said: "My team reacted swiftly, calmly and with the utmost professionalism – exactly as they have been trained to do. "The reconnaissance party had minutes in which to assess an extremely hazardous situation and make decisions that ultimately resulted in the saving of not only a fishing vessel, but also the livelihoods of the fishermen.

"The lifeboats had already exhausted all avenues of approach prior to our arrival, and it was gratifying when we were able to help them bring this challenging situation to a happy conclusion."



The **Frigg MSF**, (Module Support Frame), loaded by the **SAIPEM 7000** onboard the **S600 [ex BOS600]**, the transport arrived in the Shetlands at the Islands SBS logistics yard. Mammoet Europe will do the load-in where the module will be pulled ashore where the unit will be scrapped

**Photo's : Wouter Vernooij – Mammoet Europe ©**



## Ibiza oil spill said to be "under control"

Clean-up crews have been at work for nearly a week after 150 tonnes of fuel oil leaked into the Mediterranean Sea. Authorities have contracted a Dutch salvage vessel to remove the remaining fuel.

The oil spill from a ship that sank off the holiday island of Ibiza in Spain is said to be "under control".

Clean-up crews have been at work for nearly a week after 150 tonnes of fuel oil leaked into the Mediterranean Sea. Three tourist beaches on the popular island were closed down.

Spain's Public Works minister, Magdalena Alvarez, flew over the affected site on Monday (July 16). She said from the air it appeared there was still oil to be seen but actually the black spots that could be seen were seaweed.

Divers inspecting the merchant ship **Don Pedro** which sank off the port of Ibiza, found new leaks on Saturday from which fuel and hydraulic oil were escaping into the sea.

On Monday, crews continued working to clean fuel and oil directly from the sea and removing polluted sand. The sea was taped-off on some beaches where swimming had been prohibited. Floating barriers were in place to prevent oil reaching the sand.

Some local businesses said the measures had caused a drop in sales. "Of course we are feeling it, there are at least 60 per cent less clients. This is ruining the tourist industry here in Talamanca," said one restaurant owner.

The oil slick had not passed absorbent barriers put in place to protect the Ses Salines nature reserve, a resting point for migratory birds between Africa and Europe whose reed-fringed salt marshes boast a year-round flamingo population.

Authorities have contracted a Dutch salvage vessel to remove the remaining fuel from the sunken ship.

## Sunken ship's captain tells how he struggled to survive

After towering waves from Typhoon Man-yi sank his ship, captain Zhong Jian Lin grabbed the hand of a weak sailor and held on for his life for nearly three days. Mr Lin and 12 others were rescued by merchant ships after the Chinese-flagged bulk log carrier **Hai Tong No7** went down last Tuesday, 603km north-west of Guam, officials said. The bodies of three crew members were found, while six more remained missing.

Mr Lin, who was taken to Guam for medical treatment, was in good condition last weekend, although his baked brown face and chapped lips showed the struggle he had been through.

Mr Lin said the ship was heading from Papua New Guinea to China when the vessel ran into 112kmh winds and 25-foot swells. He tried to turn the ship around but he could not outrun the rapid change in the weather. 'If we lose our ship, it's like losing our life,' Mr Lin said.

While the ship tilted at a 55-degree angle towards its right side, its engine continued to work, giving the crew hope that they might make it to China, Mr Lin said. But as his crew fought the turbulent conditions, a wall of water hit the ship, flipping it upside down.

It took just three minutes for the ship to go under, he said. Mr Lin grabbed the hand of another sailor and tied his belt to him. For nearly three days, they struggled to stay afloat as they drifted in the Pacific without food or water.

Finally, rescuers found them floating in the waters and brought them to safety. Crew members on Guam said they were anxious to return to southern China, but they will remain on Guam until their travel documents are completed.

One of the crew members, Quing Shi Hua, called his family in China and learned that his wife had given birth to a baby boy during one of the nights he was adrift in the ocean. Guam is a US territory located 6,000km south-west of Hawaii

## Zero attacks in Malacca Strait in Q2

The Malacca Strait recorded zero incidents of pirate attacks on ships in the second quarter of 2007 compared with three attacks in the same time last year, local media reported yesterday.

The improvement was largely attributed to the cooperation between states bordering these waters, the International Maritime Bureau (IMB) said. The piracy situation in the previously worrisome Malacca Strait has significantly improved, IMB said in its Piracy and Armed Robbery Against Ships report for the second quarter of 2007.

'No incidents were reported in this area in the second quarter of 2007,' the New Straits Times quoted IMB as saying.

The Malacca Strait saw 11 pirate attacks on ships last year, against 12 in 2005. In the first quarter of this year, it recorded two attacks on ships. However, piracy attacks worldwide have jumped by 37 per cent when compared with the second quarter of 2006, according to IMB.

Despite a spike in the second quarter, the six monthly total to date remains approximately on par with last year, with the total number of attacks for the first six months of 2007 totalling 126, from 127 in the same period last year.

So far this year, 13 vessels have been hijacked by heavily armed attackers, 152 crew members were taken hostage, 41 were kidnapped and three were killed. In 66 cases, either guns or knives were used. 'Despite a sustained decrease in acts of piracy over the past three years, the statistics for the second quarter of this year suggest that we may be seeing a reversal of this trend,' Pottengal Mukundan, director captain of IMB said in a separate statement.

'Somalia and Nigeria remain very dangerous, high risk areas with large numbers of violent kidnappings and hostage taking.' In Nigeria, 19 incidents were reported, while in Somalia, IMB had recorded 17 incidents in the first half of this year.

## Wind sinks voyage plan for replica Viking ship

The crew of a replica Viking longship scrapped plans to sail across the North Sea on Monday because of unfavorable winds, and the ship was to be towed to a group of islands north of the Scottish mainland.

The [Sea Stallion](#) of Glendalough, billed as the biggest Viking ship reconstruction to date, will be towed to the Orkney islands by a support ship before continuing its voyage to Dublin, Ireland, where it is to arrive on Aug. 14.

"We have a timetable we have to stick to, and the winds are not favorable to us," said Mette Busch of the Viking Ship Museum in Roskilde, west of Copenhagen. The initial plan was to travel nonstop from Roskilde to Dublin using only oars and sails — like Viking warriors did 1,000 years ago — but the weather intervened.

Just days after leaving Roskilde on July 1, the 100-foot-long ship was forced to make stops in Norway to await the right winds to cross the North Sea. After sailing along the Norwegian coast for nearly two weeks, the crew decided to start the crossing early Monday, but westerly winds made it impossible, Busch said. The ship would need an easterly wind to push it across the North Sea. "Vikings didn't have deadlines, so they could sail whenever the winds permitted," Busch said. "They didn't have a reception committee jumping on the harbor in Dublin as we have."

The support ship, [Cable One](#), will tow the [Sea Stallion](#) to Kirkwall, the biggest town on Orkney, where it was set to arrive Tuesday, she said. Busch said the North Sea crossing was not the most important part of the journey for the [Sea Stallion](#), which was modeled after a Viking ship believed to have been built in 1042 in Glendalough, Ireland.



"What is interesting for us is to sail in the waters around Orkney and the Irish Sea because the original was built to sail there," Busch said. The expedition's goal is to give a better understanding of the challenges Vikings faced on their long journeys.

## Panama-Flagged Freighter Disappears

Independent Online reported that a Panama-flagged cargo vessel has gone missing in Somalia's pirate-infested waters, a Kenyan maritime official said. The MV **Infinity Marine 1** disappeared some 37 nautical miles off the northeastern village of Ras Hafun in late June, said Andrew Mwangura of the Kenyan branch of the Seafarers' Assistance Program. The vessel, sailing from the United Arab Emirates, was carrying general cargo including food stuffs, iron sheet, generators, batteries, white wood and light vehicles. Four vessels - one from Taiwan, another from Denmark and two from South Korea - are already currently in the hands of pirates off the coast of war-torn Somalia.

## SNERTTABLE ONBOARD THE OOSTERDAM



Photo : Sven Trostman & Gielis Stuart ©



Left seen the official opening of the 'snerttable' onboard the **ms Oosterdam** by Chief Engineer, **P. Grooteman** accompanied by a real **Alaskan moose**.

When the **Oosterdam** enters Hubbard Glacier bay, Alaska, it is an onboard tradition to eat real Dutch pea soup 'snert' with bacon, in the engine controlroom.



The carpenters made for this weekly occasion a designated table which shows a serious piece of craftsmanship ☺

Photo's : Engineers **ms Oosterdam**



## Four end up in harbour as ferry drama unfolds

COMMUTERS on the Gosport ferry witnessed dramatic scenes after four people ended up in the water in Portsmouth Harbour. The drama started about 6pm yesterday when a passenger aboard the **Gosport Queen**, which was about to dock on the Portsmouth side, had an epileptic fit and an ambulance was called.

As crew and passengers tended to the man, believed to be in his 30s, another man who had been standing on the pontoon jumped in the water. In the commotion, a lifebelt was thrown to him but he couldn't put it on, so a crew member dived in to save him. He was followed into the water by two members of the public.

A navy police boat was called to the scene, and everyone was finally hauled to shore. The man who suffered the fit was taken to Queen Alexandra Hospital, Cosham. He was not thought to be seriously injured.

Paul Fuller, the general manager of Gosport Ferry Co Ltd, said: 'It was two completely separate incidents. A chap on the boat had a fit, then a man who was standing on the pontoon decided to jump in the water. 'Eventually, there were four people in the water. It all got a bit out of hand. It was certainly an unusual occurrence. The captain said he had never seen anything like it.'

Passengers on the other ferry, coming from Gosport, were stuck in the harbour for around 15 minutes as the ferry at Portsmouth was unable to leave the pontoon.

One passenger, who did not want to be named, said: 'They announced over the Tannoy that they couldn't get into the pontoon because the other ferry was waiting for an ambulance.

'We were there for about 10 to 15 minutes, and everyone was straining to get a look. 'There was a man in the water, he was moving around. Then I saw them throw a rubber ring in. At that point a woman jumped in too, I imagine to try to help. 'It was quite a big commotion. Our boat then headed back to Gosport.'

## Sixty years keeping lifeboat afloat!

A SUMMER tradition in Newhaven celebrated its 60th anniversary on Saturday with the staging of the town's Lifeboat Fete. Hundreds of people enjoyed the fun at Huggetts Green on Riverside where they found bouncy castles, stalls, miniature steam train rides and much more.

One of the most popular attractions was the lifeboat itself which was open to members of the public.

People could board the vessel, have a look round, meet the team and learn all about what they do and the station's history – there has been a lifeboat in the town for more than 200 years. For children there was valuable education as well as fun with a 'spot the hazard beach scene'.

Youngsters were shown a poster depicting the beach, sea and cliffs and tasked with identifying dangers they could face when out and about. There were also exhibitions explaining all about the RNLI and the work they do. Coxswain Ian Johns, who has been a member of the crew for more than 30 years, said the fete was a great success.

He said: 'It was one of the best fetes we have ever had. It was at a new location and I think it really worked well.

'The lifeboat station was open and that was really popular as was the boat – we had more than 850 visitors just to the boat itself. It was absolutely wonderful.' The following day crew members took part in an exercise at Seaford Bay. Despite the rescue helicopter suffering technical problems the lifeboat still managed a display of its own. All the money raised at the fete, which is still being counted, will go towards the general running costs of the lifeboat which is operated mainly by volunteers.

## CASUALTY REPORTING



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### Ship Sinks Northwest of Guam

Ten people were rescued and 12 people remain missing as Coast Guard, Navy and Good Samaritan rescue crews search the Pacific Ocean about 375 miles northwest of Guam. An emergency beacon registered to the motor vessel **Hai Tong #7** began broadcasting a distress signal at about 11 a.m. July 10. About 20 minutes later the emergency position indicating radio beacon (EPIRB) signal ceased broadcasting. The Coast Guard issued an urgent marine broadcast asking mariners in the area to assist.

The masters of the motor vessel **Ikan Bilis** and the **Horizon Falcon** diverted to the scene. The **Horizon Falcon** arrived on scene shortly before noon July 11. The master reported an oil slick and debris in position last broadcast by the emergency beacon. "The EPIRB signal saved the lives of those people rescued," said Lt. Kevin Floyd, a rescue coordinator for the Coast Guard in Honolulu. "We wouldn't have known any one was in trouble or where to send help if the EPIRB signal hadn't alerted us to the distress. A properly registered, 406 MHz EPIRB is often the Coast Guard's first signal that someone needs help."

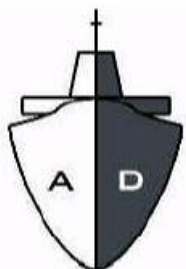
A Navy P-3 airplane and crew from Kadina Air Force Base in Okinawa, Japan; a Navy P-3 airplane and crew from Misawa Naval Air Station in Misawa, Japan; two Coast Guard C-130 airplanes and crews from Barbers Point; and the Coast Guard Cutter Sequoia from Guam were sent to respond to the distress. The Navy P-3 crew arrived on scene at the emergency beacon's location and began searching for survivors. The crew spotted several persons wearing orange life jackets or survival suits floating among debris in the water and directed the two Good Samaritan vessels to their position. The **Ikan Bilis** recovered eight people, including two injured persons; and the **Horizon Falcon** rescue two persons from the water.

The **Ikan Bilis** and crew, along with the eight survivors, are en route Guam. The **Horizon Falcon** and crew, along with the two survivors, are en route China. The Good Samaritan vessels **Konmax**, **Clipper Lagoon**, **Coral Emerald**, and **R.J. Pfierffer** continue to search for the remaining crewmembers, along with the Navy and Coast Guard aircrews. "The immediate response by so many mariners is impressive," said Cmdr. Frank Genco, chief of the Coast Guard's search and rescue branch in Honolulu. "Mariners truly understand the importance of helping out their fellow sailors. The Coast Guard may be farther away and mariners have to rely on each other to help out times like these." The **Hai Tong #7** is a 420-foot Chinese-flagged, bulk log-carrier, owned by Fuzhou Haijing Shipping, en route China from Papua-New Guinea. Survivors reported that the cargo began shifting as the vessel made way through 70-mph winds and 24-foot seas. Rescue crews report seeing an oil sheen, but mainly logs and other debris in the area.

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## Damen Gets Contract for Tug

A contract has been signed with Astinave (Ecuador) for the delivery of a complete material package of a **Damen Stan Tug 1405** to be assembled at their premises in Guayaquil. The tugboat is destined for Suinsa to assist coastal tankers at their berthing station. The vessel will enter in service in August 2008.

## Savannah in drydock for repairs

**The nation's first nuclear- powered commercial ship is moved to Norfolk.**

The Maritime Administration has moved the nuclear ship **Savannah**, the nation's first nuclear-powered commercial ship which earlier this year had been docked at the 23rd Street pier in downtown Newport News.

The vessel was moved May 31 to BAE Systems Ship Repair, in Norfolk, where it's set to get some dry dock work done, said Susan Clark, a Maritime Administration spokeswoman. But she wasn't sure exactly what repairs those would include. "Right now we're providing pier space and running services to the vessel, such as electricity, water, sewage," said John Kowalczyk, a BAE Systems spokesman.

The 596-foot, 22,000-ton **Savannah**, completed in 1962, was a joint venture between the Maritime Administration and the Atomic Energy Commission to demonstrate the peaceful use of nuclear propulsion.



The ship's nuclear fuel - its biggest source of radiation - was removed after the ship left service in the early 1970s.

But there are radioactive remnants left in the reactor system. After years of disuse, the **Savannah** must have its reactor removed before it can be otherwise used.

## **Fatal explosion at Hyundai-Vinashin Shipyard**

One person died and four were seriously burned including a South Korean man in gas explosions Tuesday at the Hyundai-Vinashin Shipyard reports Vietnam's Thanh Nien

The newspaper reports that at 2.40pm a worker accidentally opened a gas pipe valve in the hold of a ship that was being built, setting off the explosion in which he and two other Vietnamese workers were injured.

"After they were hospitalized, South Korean national Seo Son Ha, 51, head of the shipyard's staff health section, and his colleague Duong Ngoc Toan, 43, went down the hold to check." says the report.

Gas exploded again, killing Toan and seriously injuring Seo.

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## **SLEDGE HAMMER COMPLETED SEA TRIAL PIPELINE FOR SUBSEA 7**

Following completion of the new build vessel **Seven Oceans, Subsea 7** required a test pipeline to be fabricated for the sea trials and testing of the pipe lay equipment on board. In order to achieve this, **Sledgehammer/Verkley JV** were contracted to carry out the welding of 800 metres of 12" pipes for spooling onto the vessel.



Photo Top : The ridged pipelay vessel **SEVEN OCEANS** seen from the sky as it is pulling the 850 metres long 12 inch test lay pipe from the quay at **Sledge Hammer**.

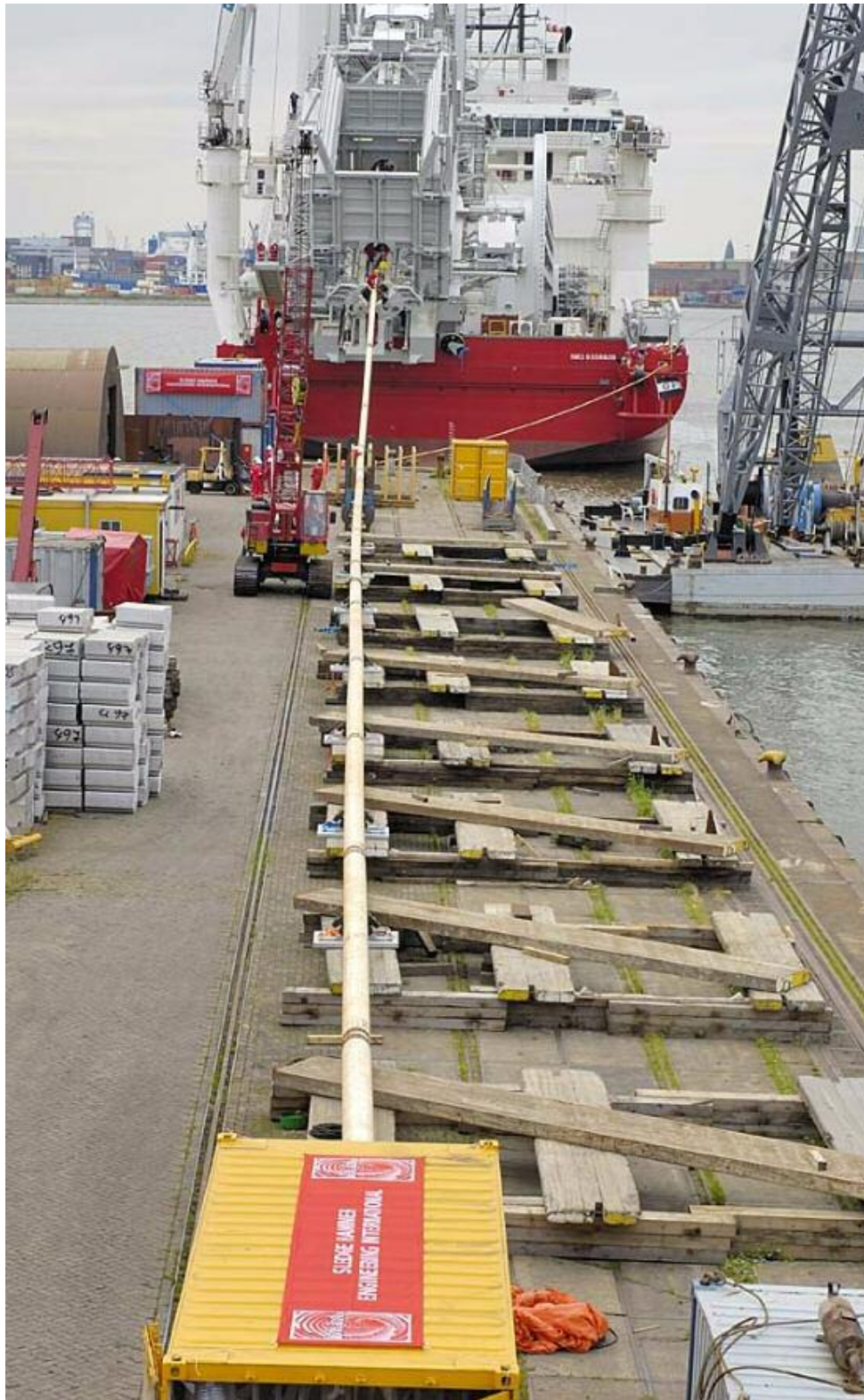
**Photo: Sledge Hammer Engineering International**

Works carried out at **Sledgehammer** facility's were the training and testing of local welders to offshore pipe line standards (API 1104) for the welding of 12" x 20.4mm X65 material. The pipeline was fabricated in only 1 week once welders were trained and qualified. The uniqueness of this operation was that the standard of welding to be met was higher than any normal operations due to the pipe line being subject to multiple lay cycles for the commissioning of the vessels new lay equipment during offshore sea trials, which are now underway, and that this was the first time a spooled pipeline had been fabricated out with a spool base and on a temporary quayside operation.

Health, Safety and the Environment (HSE) is a high priority for **Subsea 7**, and **Sledgehammer** addressed this by working with **Subsea 7** to ensure all potential risks associated with pipeline fabrication on a temporary site were identified and measures put in place to reduce them to an acceptable level. As a result there were no incidents for the duration of the work. Given the difficulties with fabricating on a busy quayside, they handled all pipe movements well and at no time did the work become uncontrolled. The load out of the completed pipeline went without any problems and this was in no small part due to the excellent up front planning by the pipe handling team who arranged the pipeline to be fabricated in 1 continuous length which saved a considerable amount of time.

The **Sledgehammer** team should take great satisfaction from the successful completion of this project and the experience gained will hold them in good stead for future work in the oil industry.





Pictured the Pipe Pull from another angle, shows the 12 inch 850 metres long test lay pipe pulled from **Sledge Hammer's** Facility's on board of the **SEVEN OCEANS**.  
**Photo: Hans de Jong Maritime Pictures (c)**



## BLUESTREAM CHARTERS TOISA PALLADIN

**Sealion Shipping** has entered into a charter agreement with Bluestream NL BV in the Netherlands regarding the newbuild MT6016L diving support vessel **Toisa Palladin**. The contract has a duration of five years firm and commences upon delivery of the vessel from the Kleven Yard in the first quarter of 2008.

The Toisa Palladin will be a DP-2 DSV fitted with an 18 man dive system capable of providing saturation diving to a depth of 300 metres. She is also fitted with a 140-tonnes heave compensated crane and has accommodation for 100 persons.

Kieran Pieters, Bluestream's Managing Director, stated, "We are delighted to have signed this contract with Sealion Shipping and we look forward to the vessel's delivery in 2008. The availability of the **Toisa Palladin** will enable us to fulfil one of our key strategic objectives of having the ability to expand in the diving and subsea markets. With the current strong market we are now able to offer the exceptional capabilities of this vessel to our clients".

Den Helder-based **Bluestream** also has a five year charter on the DP2 diving support vessel **Northern River**, which is used for air diving operations.



HAL's **RIJNDAM** seen in Glacier Bay (Alaska) – Photo : Marten Jan Visser ©

## Cadets get a boarding call from Tanker

Seven New Zealand Maritime School cadets have been offered sea going experience as cadet officers and a promising career at sea with one of the world's largest independent oil tanker fleet operator, thanks to a new agreement between the school and Tanker Pacific Singapore.

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Tanker Pacific is the third major international shipping organisation to sign up with the Maritime School to provide sea going experience to students of the Diploma in Nautical Science and Diploma in Marine Engineering programmes at the NZ Maritime School.

Students of both the Nautical Science group and the Marine Engineering group are required to spend a third of their three-year course working on board vessels. Next month all students from the programme will head off overseas on their first sea-going assignments to join vessels working around the world.

Director of the New Zealand Maritime School, Captain Tim Wilson, says signing Tanker Pacific as a long-term provider of sea-going experience was a major coup for the New Zealand Maritime School

"The quality of our onshore training and the international recognition that the school now has means all our students are virtually guaranteed future employment with the companies that they join for sea going experience," he says.

"The companies we have involved in our programme are considered among the most prestigious operators in the world, so the experience of working with them will provide our students with a fast-track start to their careers."

The New Zealand Owners agent representative John Spurway, says Tanker Pacific manages one of the world's largest fleet of tankers consisting of over 90 oil tanker vessels, having a total carrying capacity of well over 12 million deadweight tons, which means it requires large numbers of trained personnel.

As an organisation, Tanker Pacific has a large cadet programme within its own fleet and is a respected owner operator demanding high safety standards and operational excellence of its employees. "We were thrilled to have signed an agreement with reputed international owners to include New Zealand students in their training programmes – it is a great opportunity for Kiwis to join one of the world's great tanker fleets".

There are currently 50 students on the school's Diploma of Nautical Science and Marine Engineering programmes this year and that number is expected to double next year. Captain Wilson says graduates of the foreign going programmes can expect starting salaries of around \$55,000, with rapid promotion and salary increases likely because of the worldwide shortage of qualified maritime personnel. .

The New Zealand Maritime School, based in downtown Auckland, is part of the Manukau Institute of Technology.

## Major shipping lines to build, operate Rotterdam container terminal

MOL, APL, Hyundai Merchant Marine, CMA CGM and DP World have been awarded a contract to equip and operate a container terminal in Port of Rotterdam scheduled to open in 2013. The terminal, for which the consortium has signed a 25-year lease, will be equipped with the most advanced facilities as well as on-dock rail and road networks, and will serve as the gateway to Europe, said a statement.

The new Rotterdam World Gateway will be located at Maasvlakte 2 and have a total area of approx 156 hectares or 1.56 million square metres. The consortium said it would operate the most efficient and environmentally-friendly terminal as possible, adding that would also be a key hub in Europe.

An MOL statement said the company had enhanced its container services in Europe through a fleet expansion in response to the booming European economy. The expected growth in container traffic has been anticipated through the company by its decision to develop the new terminal in Rotterdam to ease congestion.

## Seatruck deal with CelticLink mooted

Speculation on both sides of the Irish Sea suggests that CelticLink has or may be in the process of selling one of its routes to Seatruck Ferries. The suggestion is that the Liverpool-Dublin route may be the subject of any negotiations with a price of 6M (\$8.27M) being put forward. Paul Tyrrell, managing director of CelticLink, told Fairplay he was unable to comment, while Seatruck's Kevin Hobbs was unavailable. This year Seatruck takes delivery of two new ro-ro freight vessels for its Heysham-Warrenpoint service, which will significantly increase capacity.

This leaves it with two owned 52-trailer-capacity ro-ros currently operating the route. CelticLink started the Liverpool-Dublin service last year and it also operates a Rosslare-Cherbourg route. It was due to start a Portsmouth-Cherbourg service earlier this year but troubles with the ship it planned to charter mean this remains in limbo. "We have had negotiations with the owners and put forward some proposals," Tyrrell told Fairplay. "We are in their hands."

## Antwerpse containeroverslag stijgt met 15 procent

De Antwerpse haven heeft in het eerste halfjaar bijna 90 miljoen ton maritieme lading behandeld. Dat is 6,7 procent meer dan vorig jaar. Ruim de helft van de overslag bestond uit containerverkeer, dat met 15,2 procent is toegenomen.



Maart werd met **741.255** teu een nieuwe recordmaand voor Antwerpen. Dat was mede te danken aan het feit dat een dertigtal extra schepen naar de Scheldehaven kwam om het door acties geplaagde Rotterdam te ontwijken.

**Foto : Piet Sinke ©**

In de eerste zes maanden van dit jaar nam de aanvoer van staal uit China en India fors toe, zodat de

totale conventionele stukgoedoverslag met 7,6 procent is gestegen naar 9,8 miljoen ton. Het suikerverkeer stortte in doordat Europa zijn restitutiepolitiek heeft stopgezet. Als ro/ro-haven tekende Antwerpen een groei van 20,7 procent op. Dat heeft vooral te maken met de start van een ro/ro-dienst tussen Antwerpen en Göteborg. Er arriveerden ook meer Mazda's uit Japan.

De zachte winter zorgde voor een forse daling van de steenkoolaanvoer (min 16 procent), waardoor de droge bulkoverslag met 10,6 procent daalde. De natte bulk bleef stabiel. Een forse toename van de chemische lading met 24,7 procent compenseerde de daling bij de petroleumproducten.

## Haven van Brussel mag reders subsidiëren

De stad Brussel mag containervervoerders betalen om lijnen op te zetten naar havens als Rotterdam en Antwerpen. De haven van Brussel heeft woensdag goedkeuring gekregen van de Europese Commissie.

De subsidie bedraagt 450.000 euro voor de jaren 2007-2009. Dat komt neer op 24 euro per grote container. Brussel wil zo de binnenvaart aantrekkelijker maken dan containervervoer over de weg. Zonder de subsidie is het meestal goedkoper een container over de weg te vervoeren.



## MOVEMENTS



Vroon's **EURASIAN BRILLIANCE** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan ©

### Verwachte E.T.A. tijden aan de Maascenter:

19-07 07:00 uur **Manta 3** voor de Waalhaven P8

19-07 09:00 uur **BB Ocean** voor de Wiltonhaven

19-07 09:00 uur **Stevns Icecap + Rambiz** voor de Wiltonhaven

20-07 07:00 uur **Salus** met de bak **UR 108** voor Mammoet Schiedam

## AIRCRAFT / AIRPORT NEWS

### Mixed emotions as Lynx choppers fly in



There's a new type of military helicopter in South Africa: two Air Force **Oryxes** and an **Alouette** escorted the first of the South African Defence Force's Lynx machines from Cape Town International to the Ysterplaat Air Force Base at the weekend.

Photo : Alex van Heerden ©

The two **Lynxes** were delivered from Agusta-Westland in the UK by a gigantic Antonov cargo aircraft.

Four have been ordered, and will primarily see duty on board the South African Navy's new frigates.

The helicopters, flying in formation, did a circuit

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around the Cape town city bowl on Friday before flying up the West Coast and then landing at Ysterplaat, where the base's staff gathered to witness the event. For helicopter buffs it was something of a bitter-sweet day.

There was great excitement as the new **Lynxes** flew into view, but it was one of the last times the **Alouette III** will be seen flying in our skies.

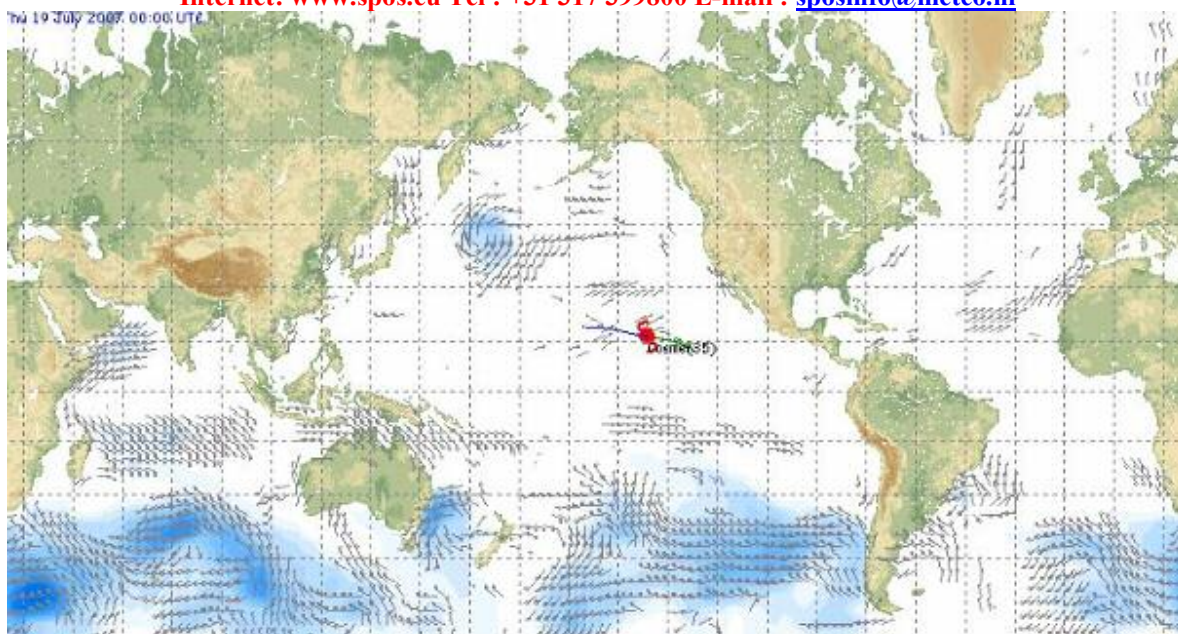
**Ysterplaat's 22 Squadron** is the only unit still operating the **Alouette III**. They will be withdrawn from service at a ceremony on August 3.

## MARINE WEATHER

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

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HAL's **WESTERDAM** seen moored in Monte Carlo (Monaco)  
**Photo : Capt.Henk Keijer – Master Westerdam ©**

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