

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 184



Number 184 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 20-07-2007(2)**

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The OPDR LAS PALMAS seen enroute Rotterdam

Photo : Tjep van Roon ©

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EVENTS, INCIDENTS & OPERATIONS



The **Pacific Hickory** seen at anchor in Singapore. She was recently renamed from **Atlantic Hickory** and built as **Irving Maple**. Still owned by the Island Tug and Barge group from Canada she is seen a long way from home.

Photo : Ian Edwards ©

Lost Ship

Reports emerging from East Africa indicate that a St Vincent and the Grenadines flagged cargo ship "**MV Reef Azania**" is missing while under way to Seychelles from Dubai.

Crew members on board are composed of 4 Asian and 8 Tanzanian nationals. The vessel was expected to call Seychelles before heading to Zanzibar.

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It is said that the vessel lost contact since June 24th. This is the third ocean-going vessel reported missing under mysterious circumstance along the Indian Ocean in a span of one month



The **STOLT TEAL** seen outwardbound from Rotterdam
Photo : Tjep van Roon ©



Boot met illegalen zinkt bij Canarische eilanden

Bij de Canarische eilanden is in de nacht van woensdag op donderdag een boot met migranten gezonken. Negenenveertig opvarenden werden gered. Dat meldt radio Cadena Ser. Maar volgens de overlevenden zijn nog vijftig anderen vermist. De vluchtelingen die gered zijn, zeggen dat er zo'n honderd mensen aan boord waren op het ogenblik dat het schip zonk. Er is een zoekactie naar de vermisten gestart met twee vliegtuigen en een helikopter.



The **SMIT CANADA** seen operating off Liverpool – Photo : Danny Plug ©

Payback Time

Leading P&I Club, The North of England P&I club claims shipping is at risk of being “overwhelmed by a rising tide of inexperience”. “Unless the industry ploughs more profits from the current boom into recruiting and training new staff, the present adverse claims trend could soon reach critical levels,” says managing director Rodney Eccleston.

“The imminent shortage of experienced seafarers we’ve been forecasting is now a reality,” he says. “There are simply not enough good people out there to run the world’s much bigger fleet properly or to provide the necessary support and experience from ashore.”

According to North of England, the record P&I claims presently facing the shipping industry directly reflect the lack of experience now often seen on today’s ships. In its 2007 Management Report, the club says relatively minor incidents are developing into unnecessarily major claims because basic procedures are not being followed or simple common sense is not being applied.

“In the recent years of booming freight markets we have also seen a significant reduction in the amount of sea time required to obtain qualifications,” says Eccleston. “Seafarer education is now so focused on running ships in accordance with procedures that, when an incident occurs for which there are no procedures, crews do not always have the training, initiative or experience to think independently.”

North of England’s recent claims also suggest the shortage of seafarers is having a detrimental knock-on effect on the availability, experience and competence of vessel superintendents and other shore staff vital to ship operations.

“Shipowners and operators worldwide are reaping the reward of the current boom,” says Eccleston. “Now it is payback time – not in terms of increased wages, but through investing in the future. Shipowners must invest in training schools, recruitment and encouraging young people back to sea if we are to secure the crews that we need for our future. The whole industry must work together to encourage young people to consider a career at sea.”



The container ship "**CARPATHIA**" departing the container terminal Port Chalmers, New Zealand bound for Melbourne on the 19th July 2007.

Photo : Ross Walker ©

Delay Decision

The master of a tanker on which two crew died when it was hit by large waves after leaving Orkney should have delayed sailing, a report has found. The two crewmen died on the **FR8 Venture** in atrocious conditions in the Pentland Firth last November.

A Marine Accident Investigation Branch (MAIB) report says the waves should have been expected and sailing delayed. A female doctor who was winched on board to help another injured crewman was later honoured for her bravery.

The Singaporean-registered tanker set sail from Scapa Flow on 11 November and was struck by waves. Orkney locum GP Christine Bradshaw was winched onto the tanker. Two crew hit by the waves died of their injuries, and a third was airlifted for hospital treatment. He made a full recovery.

The investigation identified safety issues, which included: "The two large waves that were shipped over the bow could not have been considered abnormal and should have been expected in the prevailing weather conditions.

"The master should have delayed the sailing so that the ship could have been secured for sea in sheltered waters.

"Having decided to leave the shelter of Scapa Flow before the foredecks were secured for sea, the master's assessment of the position by which the crew should have been clear of the foredeck of the ship allowed little margin for error. This should have prompted an effective plan of action."

The report said: "The plan should have prompted the need for precautionary measures, such as considering the option of turning the ship away from the weather, when safe and practicable to do so, to secure the anchors."

It added: "The managers of **FR8 Venture** have reviewed and amended their procedures for working on deck in heavy weather."

The report said the priority which the master and deck officers should have is to ensure that when the vessel is either arriving or leaving port, the unsecuring or securing should be done as later or early as possible.

This is to try and ensure that crew are on deck and exposed to the elements for the least possible time. In light of the actions taken as a result of the accident, the MAIB issued no safety recommendations. Ms Bradshaw was awarded the RNLI's bronze medal for gallantry.



The **STOLT CORMORANT** seen in Rotterdam

Photo : Tjep van Roon ©

Another Vessel Taken

Independent Online reported that a Panama-flagged cargo vessel has gone missing in Somalia's pirate-infested waters, according to Seafarers Assistance Program spokesperson Andrew Mwangura.

The MV **Infinity Marine 1** disappeared some 37 nautical miles off the northeastern village of Ras Hafun in late June.

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.

NSRI looking for volunteers

The National Sea Rescue Institute in Gauteng is urgently looking for volunteers for its three stations at Hartebeespoort Dam, Victoria Lake in Germiston and the Vaal Dam.

It's a purely voluntary organisation - volunteers must be 18 years and over, medically fit and good swimmers, have their own transport and work and live approximately 15-20 minutes or less from the station.

Although maritime or lifesaving experience is an advantage, it is not necessary as these skills will be taught.

For further information contact Elane at the Gauteng regional office - 011-888-5451 or 072 934 4152.



The **SMIT TRAFALGAR** seen operating in Liverpool

Photo : Danny Plug ©

CASUALTY REPORTING

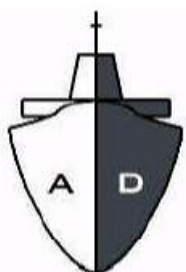


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Sea trials for first of new destroyer class

THE first of the Royal Navy's new Type 45 destroyers, **HMS Daring**, made its maiden voyage to begin sea trials.

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HMS Daring, billed as the world's most advanced warship, slipped its moorings on the Clyde to begin tests off the west coast of Scotland.

Photo : Dave Wilkinson ©

The £1 billion destroyer features the latest propulsion, anti-aircraft weapon and stealth technology - and is the first warship to have a designated gym. Its radar equipment can track a cricket ball moving at up to three times the speed of sound, and it has a range of hundreds of miles.

The 500ft vessel can also make itself appear as small as a fishing boat to enemy radar, and is armed with missiles 20 times more manoeuvrable than a Formula One car.

The ship was cheered by hundreds of spectators and staff from BAE Systems at Scotstoun on the Clyde.

HMS Daring is one of six Type 45s being built for the navy, at a total cost of £6 billion and will enter full service in 2009.

Commander David Shutts, the most senior officer aboard the new ship, said: "Both I and the rest of the Royal Naval ship's company have been looking forward to this event. It's not every day you take a first-of-class warship to sea."



Photo : Dave Wilkinson ©

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Arrived July 19th just too late to look for a nicer position to take the picture of the launching of the general purpose ship **SCHELDEBANK** . The **SCHELDEBANK** is build by Ferus-Smit Leer GmbH in Germany Yard number 382 to be delivered to Pot Scheepvaart, Delfzijl, The Netherlands. IMO number 9439474
2999 GT, about 4.500 tdw. Length o.a 89,78 m Breadth moulded 14,00 m Depth moulded 7,5 m draft 5,9 m
Christening ceremony will take place at a later date.

Photo's : Marius Esman ©



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The **QUEEN ELIZABETH II** visited Malta
Photo : Anthony Chetcuti – Malta Pilots ©

New Vessel for OOCL

On July, 19 OOCL announced the christening of its second in line of the sixteen 4,578-TEU vessels, built at the Geoje Shipyard of Samsung Heavy Industries in Korea. The newbuilding was named "**OOCL Yokohama**". It belongs to Panamax class. "**OOCL Yokohama**" will be deployed under the AEA1 service, after its initial deployment in KTX1 service in the Intra-Asia region, providing a link between Asia and Australia.

Moreover, the first vessel in the line of the sixteen 4,578-TEU series is to be named the next day on Friday, July 20, 2007 at the port of Kobe, Japan. The Group will operate a fleet of 18 of these Panamax class vessels in total once the

16 vessels built by Samsung Heavy industries will be delivered, in addition to the 2 vessels of the same class delivered earlier by Hudong-Zhonghua Shipyard at the end of 2006.

Ontwikkelingen en veranderingen binnen duik bedrijf Subcom B.V.

Graag wil ik aan alle belangstellenden de veranderingen welke met ingang van 01 juni 2007 in ons bedrijf hebben plaats gevonden een korte samenvatting geven.



Na een samenwerking van circa 4,5 jaar heeft mijn zakelijke partner besloten om uit Subcom B.V. te stappen en verder te gaan als ZZPer in de duik en aanverwante industrie. Vanaf 1 Juni 2007 is dit geheel een feit en ziet onze bedrijfsstructuur er iets anders uit. Niet zichtbaar voor de buiten wereld, vandaar dat ondergetekende U dit te kennen wil geven in deze veel gelezen nieuws brief.

Momenteel zijn wij actief met vier personen in vast dienstverband, te weten: Richard van Stee (Uitvoerder/Duiker), Emile Rijdsdijk (Duiker), Ellen Smits (Office manager/directie assistente) en ondergetekende, Rodger Weitzel (Eigenaar)

Met dit team verstrekt door vele bekende ZZPers zijn wij er stellig van overtuigd, 24 uur per dag, 7 dagen in de week voor U klaar te kunnen staan om uw "onzichtbare" problemen onder water aan te pakken.

Rodger Weitzel (dir.) - Subcom B.V.

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The **STOLT FRIGATE** seen enroute Antwerp
Photo : Piet Sinke ©

Suez Canal reopens and Massawa lands new cranes

The Suez Canal, blocked to traffic on Tuesday when a tanker named **STAR HERO** became immobilised while sailing in the northbound convoy, has been cleared for navigation, reports GAC World.

Several northbound and southbound convoys were held up in various parts of the canal but have since been able to resume their journeys and have now exited the canal. Further south in the Red Sea port of Massawa (Eritrea), three ship-to-shore container gantry cranes have arrived and been discharged on shore. The cranes were acquired in collaboration with the Netherlands Government. In addition to the new cranes the port has undergone an upgrading programme including the re-construction of a jetty and various other infrastructure improvements, reports the Massawa Port Authority.



The **SMIT ELBE** seen arriving in Maassluis, ready to be christened this afternoon.

Photo : Nico Ouwehand ©

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The tugs **STEVNS ARCTIC** and **BB OCEAN** seen with the **RAMBIZ** enroute Schiedam
Photo : Joop Teerling ©

Global Industries to build \$240 million derrick/pipelay vessel

Carlyss, La., based Global Industries, Ltd. says it has approved the construction of a \$240 million new generation dynamically positioned combination derrick/pipelay vessel for its worldwide offshore fleet. It says the decision is in line with its growth plan for geographic expansion, a broadened product line and fleet upgrade.

The vessel, designated the Global 1200, is a next-generation multi-purpose vessel designed for work in deep and shallow water, with a high bollard pull allowing for pipelay without the need for supplemental tugs.

It will be 532.5 ft (162.3 m) in overall length. In addition to the state of the art pipelay system capable of operating in water depths to 10,000 ft. (3,000 m) and handling up to 60 inch concrete coated pipe, the vessel incorporates a 1,200 metric ton capacity crane and a deep water lowering system capable of operating to depths of 10,000 ft. (3,000 m).

Classed as DP-2, the vessel will be able to transit at speeds of up to 15 knots and will swiftly and economically mobilize to work destinations across the globe. It is capable of transiting the Panama and Suez Canals. A majority of the long lead owner furnished equipment such as the derrick crane, power generation, controls, DP equipment and pipelay mission equipment have been fully committed, with deliverables to the shipyard beginning in the fourth quarter of 2007.

B.K. Chin, Chairman and Chief Executive Officer, stated, "This next generation vessel, which we anticipate to be operational in April 2010, represents Global's strong commitment to growth and to expanding our high quality fleet to meet the needs of the market and our customers as we execute our business strategy of increasing our involvement in deepwater, SURF and EPIC projects."

Global Industries provides offshore construction, engineering, project management and support services including pipeline construction, platform installation and removal, SURF installation, IRM and diving services to the oil and gas industry worldwide.

GPA designs bigger CNG ships

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Guido Perla & Associates, Inc. (GPA), Seattle, Washington is providing the design for two additional versions of the Coselle Compressed Natural Gas CNG carrier to Sea NG Corp. located in Calgary, Canada

The additional versions are based on a similar design which was approved for construction by ABS in September 2006. They will primarily be engaged on international voyages.



"CNG carriers are a cost effective, reliable and safe alternative to the traditional ways of transporting natural gas via subsea pipelines or Liquefied Natural Gas (LNG) carriers," says Dan Koch, GPA's Vice President of Engineering. "When circumstances allow it, pipelines provide the best option for transporting gas over short distances, while Liquefied Natural Gas carriers offer various advantages for large quantities of natural gas to be transported over long distances. With the innovative concept of the Coselle CNG Carriers, which utilize Coselles, a new technology consisting of large coils of pipes wound into a cylindrical storage container to contain compressed natural gas, gas producers are being offered an economically optimal solution for the transportation of moderate volumes

of natural gas over medium distances. Thus, the Coselle CNG carrier is the first method supporting this segment of the marine gas transportation market that is not economically served by pipelines or LNG ships."

The original 118-meter CNG carrier, for which GPA completed the design in 2006, will have a capacity of 50 mmsCF (million standard cubic feet) in 16 Coselles. The Coselles are arranged in four equally sized stacks, each four high, in a fully enclosed and inerted cargo house on the main deck. A major advantage of the Coselle system is that it requires minimal onshore facilities due to the ability to load and discharge gas at simple portside facilities not requiring liquefaction and regasification equipment, which greatly reduce environmental, land-use and financial concerns.

The vessel, which under ABS will be classified as Maltese Cross +A1 Compressed Natural Gas Carrier, E, +AMS, +ACCU, +APS, UWILD and can accommodate 11 crew members, will be equipped with two azimuthing Z-Drive propulsion systems and one bow tunnel thruster. The two additional versions will differ from the original 118-meter CNG carrier mainly in size, and natural gas capacity. One of the two designs measures 204 meters in length, accommodates 20 crew members, and will be equipped with 84 Coselles, providing a combined natural gas capacity of 250 mmsCF.

The other GPA CNG version will measure 141 meters in length, accommodate 11 crewmembers, and have the capacity to carry 75 mmsCF in 25 Coselles, which will be arranged in five stacks of five Coselles each. "The CNG carriers will provide the market with a safe, reliable and cost effective method to transport natural gas by sea and also deliver natural gas to underserved markets," Dan Koch concludes.

GE Shipping to Buy Bulk Carrier

Great Eastern Shipping Company has contracted to buy a modern Supramax dry bulk carrier. The 2001 built ship, of about 52,179 dwt. is expected to join the company's fleet during Q3 FY 2007-08. The rationale behind the purchase of this ship is to consolidate on the dry bulk segment and to participate in the increasing opportunities arising out of

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strong global commodity demand. The company's current fleet of 46 ships with an average age of 12.2 years aggregates to 3.22 mn dwt. The Company's new building order book comprises 5 Product tankers (1 MR and 4 LR1 product tankers aggregating 0.33 mn dwt) to be delivered in the next 2 years. The company has also contracted to buy two second hand modern Double Hull Suezmax Crude Carriers, both to be delivered in Q2 FY 2007-08

MOVEMENTS



The **Trans Future 6** arriving Lyttelton, New Zealand 19.07.07. While in port she discharged second hand vehicles from Japan and new vehicles from Australia. - **Photo : Alan Calvert ©**



Above seen the **RIO PARA** entering the harbour of Rio Haina (Dominican Republic)
Photo : Crew Jo Calluna ©

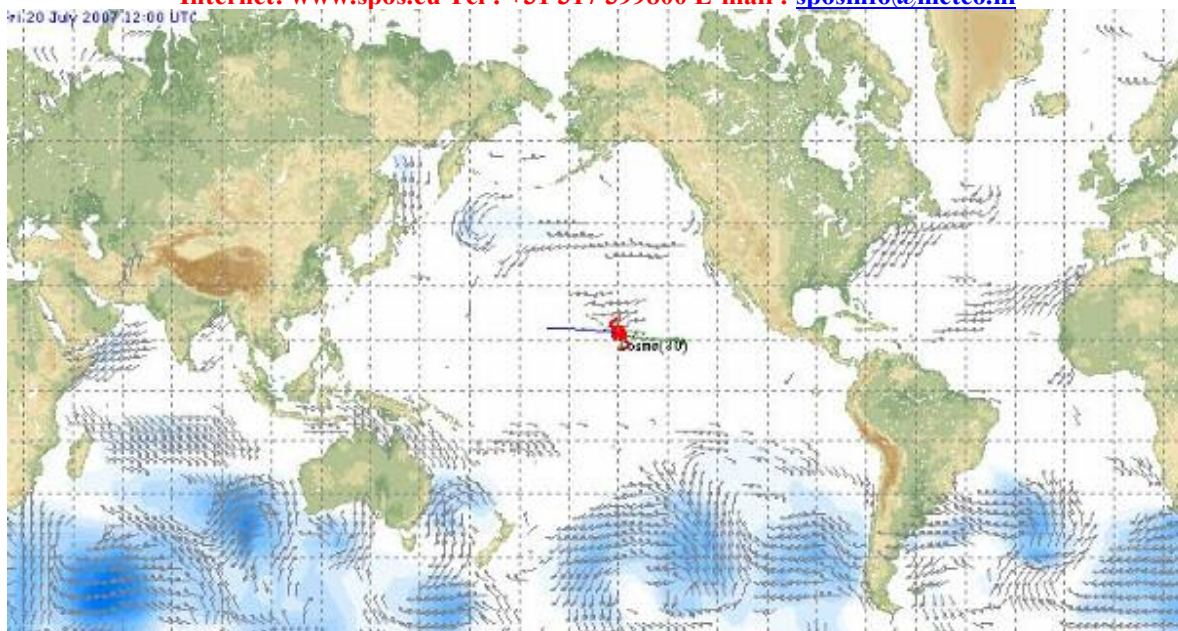
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.... PHOTO OF THE DAY



The **STENA CONTEST** seen departing from Willemstad (Curacao)

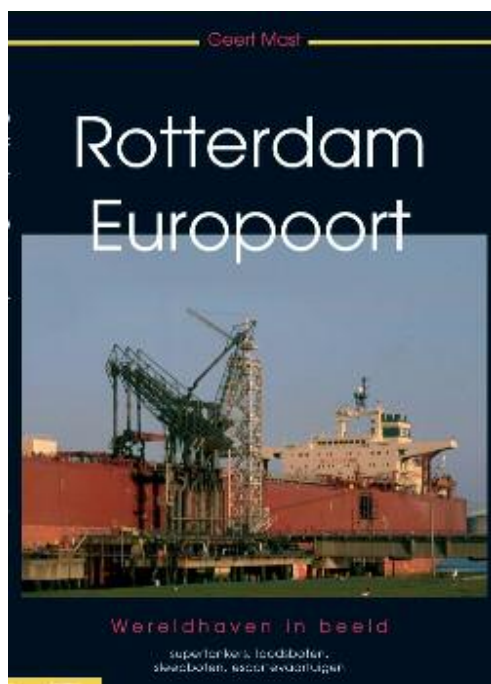
Photo : Kees Bustraan ©

BOEKBESPREKING

Door : Piet Sinke

"ROTTERDAM-EUROPOORT"

Wereldhaven in beeld



Fotograaf en auteur **GEERT MAST** geeft een overzicht van de wereldhaven en laat zien dat alles wat op de wereldhaven Rotterdam betrekking heeft dynamisch en imposant is.

Afgelopen maandag werd het boek ten doop gehouden in Rotterdam bij Selexyz-Donner, waarbij het eerste exemplaar werd overhandigd door **Geert Mast** aan burgemeester **Ivo Opstelten**.

Gelegen aan de monding van de delta's van de Rijn en Maas is Rotterdam de zeehaven van Europa, waar de overslag plaats vindt van verreweg de grootste hoeveelheden van 's werelds bodemschatten. Die grondstoffen worden aangevoerd door werelds grootste schepen, en dit zijn de schepen waar het in het boek vooral over gaat.

ROTTERDAM-EUROPOORT is een duizelingwekkend reis door het haven gebied in de Rotterdamse regio, Geert Mast beschrijft de ontwikkeling van het havengebied en de scheepvaart in de recente jaren.

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ISBN: 978-90-8616-026-6 | Uitvoering: gebonden, geheel full colour | Aantal pagina's: 180 | Afmetingen: 225 x 305 mm | **Prijs: € 44.95**
Nederlands (Engels talige editie: ISBN 978-90-8616-027-3)

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