

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 189



Number 189 * COLLECTION OF MARITIME PRESS CLIPPINGS *** 00-08-2007**

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

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

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

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

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

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



The CITY OF PARIS seen enroute Rotterdam

Photo : Lenie Kleingeld ©

The first few editions of the newsclippings will be an overview of the news in the shipping industry over the last few weeks, so it can appear that some articles are a little "older" news, but I am just catching up the news

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

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

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

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS



The **SCORPIO I** seen in the port of Miri – Photo : Capt. Jelle de Vries ©

Reserveboot voor voetveer Vlissingen - Breskens

door Joeri Wisse



Horden forenzen én toeristen die tevergeefs op de veerterminals van Vlissingen en Breskens wachten op een boot die niet komt of vertrekt.

Foto : Willem Kruit ©

Dat doemscenario zal zich deze zomer niet snel meer voordoen.

Want als één van de vaste veerboten, de **Willem-Alexander** of de **Máxima**, uitvalt dan rukt de **Maarten Tromp** uit om voetgangers naar de overkant te brengen. De catamaran is ruim twee weken geleden naar Vlissingen gevaren en blijft daar tot begin september. Ook als de **Maarten Tromp** niet wordt ingezet, is de provincie een ton kwijt. Gedeputeerde G. van Heukelom (openbaar vervoer, SGP): "Behalve de huurprijs zijn er kosten gemaakt bij het testen van de boot. Na het zomerseizoen gaat hij terug naar de eigenaar, dan worden er geen halfuursdiensten meer gedraaid en kan één van de schepen uitvallen zonder dat er hinder voor de reizigers ontstaat. Je zou dus bijna hopen dat één van de vaste boten een keer uitvalt, want de **Maarten Tromp** is een heel bijzonder schip om te zien."

Belangrijker dan het uiterlijk is dat de catamaran aan de eisen voldoet om het traject te bevaren. Van Heukelom somt op: "Er kunnen bijna 150 passagiers mee, hij is veilig en snel." Vooral die laatste eigenschap was belangrijk in de zoektocht naar een tijdelijk reserveschip. Wim Dijkgraaf van exploitant Veolia: "De meeste passagiersschepen op de markt zijn niet snel genoeg. Deze catamaran kan dertig kilometer per uur varen. Dat is snel genoeg om de verbinding te onderhouden."

Foto : Willem Kruit ©



De **Maarten Tromp** is in tegenstelling tot bijvoorbeeld rondvaartboten gebouwd als openbaar vervoermiddel. De catamaran deed jarenlang dienst als (reserve-)waterbus tussen steden als Dordrecht, Rotterdam en Zwijndrecht. Onlangs verkocht exploitant Connexxion de **Maarten Tromp** om uit de financiële problemen te komen.

Of de provincie de snelle catamaran aanschaf als permanente reserveboot zal in november duidelijk worden. "Uiteraard hebben we die optie al bekeken. Dit najaar zal ik de Staten inlichten over de mogelijke opties. Momenteel loopt er ook nog een onderzoek naar de aanschaf van een reservemotor voor de fast ferries, die binnen een dag geplaatst kan worden", zegt Van Heukelom.

Overigens kleven er aan de eventuele aankoop van de **Maarten Tromp** een aantal nadelen. "Bij windkracht vijf of zes moet hij uit de vaart. Dan is het nog wel veilig, maar niet meer comfortabel om de oversteek te maken. Plat gezegd bereik je dan de kotsgrens. Dat is ook het geval als er hoge golven staan", weet Dijkgraaf van Veolia. Bovendien zouden dan ook de steigers moeten worden aangepast. In tegenstelling tot de **Willem-Alexander** en de **Máxima** komen voetgangers en fietsers via de zijkant op de **Maarten Tromp**.

Van Heukelom: "Als de Staten besluiten tot de aankoop van de **Maarten Tromp**, moet het wel een volwaardige voorziening zijn waar ook fietsers en brommers op kunnen. Het aanpassen van de steigers is dan een vereiste."



Second Bourbon Dolphin hearing

The Royal Commission enquiry into the capsizing and sinking of the anchor handling tug supply (AHTS) vessel **Bourbon Dolphin** on 12th April west of Shetland now continues and will interview officers concerning the bollard pull of the vessel. Of the three vessels involved in the anchor handling operation **Bourbon Dolphin** had the lowest bollard pull at minimum 180 tonnes. Many experts have commented that the vessel was not powerful enough to be the lead ship in the operation. In the anchor handling operational plans presented by the rig **Transocean Rather**, **Bourbon Dolphin** was designated a supporting role. However, because the other two vessels were late arriving in the operational area, the smaller vessel was given the main task of handling the anchors. The result was a tragic accident with the loss of eight crewmembers.

MSCO to Convert Lighter Carrier into Drill Ship



The director general of Murmansk Shipping Company Alexander Medvedev said that in the near future the atomic lighter carrier "**Sevmorput**" will be converted into the drill ship.

As reports Murmansk news agency, vessel will converted at the Zvezdochka ship repair yard in 18 months. Afterward the converted vessel will be used by MSCO for the drilling

operations at the Arctic shelf.

Opposition notes Spanish involvement in New Flame Salvage Operations

The Opposition has stated that it notes "that there have been many eye witness reports of the Spanish involvement in operations linked with the collision between two ships that took place off Europa Point at 5am last Sunday. Any such activity in Gibraltar's Territorial Waters would be an incursion into Gibraltar's Sovereign Jurisdiction, unless it took place at the request of the Government or at the very least because Spain offered to provide resources and the Government accepted the offer on the basis that Gibraltar lacks the ability to deal with the problem on its own." In a statement issued by the Opposition Alliance a spokesperson said, "In the past there have been occasions involving incidents in the hinterland when our Fire Brigade has offered to help and left it to the pertinent authorities to accept or reject the

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 189

offer. "Any involvement of Spanish human or material resources can only be on exactly the same basis, especially as the Spanish position, officially, is that they do not recognise our territorial waters outside the harbour area.

"The deployment of the Spanish resources, vessels, helicopter and manpower reported in the Spanish media gives the impression that it is a Spanish led operation this is being embarked upon.



"The Gibraltar Government some years ago introduced a levy on bunkering to generate revenue to deal with possible problems associated with port activities.

"The Government should therefore ensure that the necessary resources are available to deal with the vessel and that in the first instance the MoD should be asked to provide back up if needed, before we go looking for help outside our shores."

The statement by the GSLP/Liberals today comes after some reports in the Spanish media led to comments that Gibraltar was assisting Spain in the salvage operations,

and a description of the area in which the incident occurred as being in the Bay of Algeciras.

The media reports have today been dismissed by the DTI Minister Joe Holliday who speaking to gibfocus dismissed the reports that Spain was exerting political pressures, and countered the allegations by stating that the operation highlighted the degree of co-operation that now existed after the recent Tripartite forum meetings over the same issues. Holliday dismissed suggestions of Spanish political pressures, by also adding that the only noticeable difference from past events was the fact that Spain was offering its full co-operation, in the same way Gibraltar had done during the Spabunker incident.

Whilst Spanish vessels and crew members from the Miguel Cervantes were seen onboard the New Flame yesterday afternoon, the Minister accepted the intervention as part of the ongoing operations, indicating that Spain had offered equipment which Gibraltar itself did not have. In doing so increasing the capabilities in preventing an environmental disaster and managing the salvage operations with greater efficiency.

MSC Napoli bow arrives in Belfast



Half of the stricken cargo ship **MSC Napoli** has arrived August 13th in Belfast for recycling after a five-day journey.

The ship, beached off Devon since January, was split in two after a series of explosions last month.

The bow was towed to a holding point outside Belfast harbour ahead of being taken to Harland and Wolff shipyard where it will be broken up for scrap. The stern of the ship and the accommodation block remain grounded about one mile off Sidmouth.

Harland and Wolff expects to receive the ship's bow later during the week, The vessel was split cleanly after a series of explosions carried out by the

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 189

Maritime and Coastguard Agency (MCA) and the Ministry of Defence in July.



Photo : Martijn Berendse ©

SMIT Salvage was contracted for the final removal of the stern. The **MSC Napoli** was damaged in storms while sailing from Antwerp to South Africa.

The 62,000-ton vessel was carrying about 2,300 containers, of which about 100 went overboard and 58 were washed ashore, leading to a scavenging and looting spree. The salvage operation has cost more than £50m.

No-go order issued before ship's stranding

A WARNING to the **Pasha Bulker** that the ship needed to speed up its operations has emerged as a possible reason the ship ran aground in Newcastle two months ago.



The **Pasha Bulker** was one of 50 ships warned two weeks before it ran aground off Newcastle that it would no longer be allowed to load coal because of delays in its operations - some of which related to how long the ship took to unload ballast.

Photo :
Ian Edwards ©

A lack of ballast water in the ship's hold at the time it ran aground has featured heavily in speculation as one reason it was not able to balance properly, battle a storm and get out to sea when it ran aground on June 8.

Inquiries by NSW Maritime and the Australian Transport Safety Bureau are under way. The Ports Minister, Joe Tripodi, confirmed the "issue of ballast" would feature in both investigations.

A May 25 notice from Port Waratah Coal Services - the authority that runs Newcastle's coal terminals - said a "recent review of vessel loading and deballasting performance ... has identified at least 50 vessels which have poor performance ... ie they have long deballast periods and/or low gross load rates". One of those ships was the **Pasha Bulker**.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 189

The memo says that from June 7 - a day before the **Pasha Bulker** incident - none of those 50 ships would be allowed into port. A July 2 memo from Port Waratah Coal Services sets out for its "vessel performance criteria" that there be "no deballast stoppages. The deballasting time must be less than the nominated load time."

The state Opposition asked whether the threat had contributed to the decision by the ship's master to unload ballast water before docking.

The Opposition's ports spokesman, Duncan Gay, said the memos raised the "important question" of "what sort of pressure was on the **Pasha Bulker** ... to be there with its ballast blown".

HOHE WEG GEBORGEN



De Duitse kotter **Hohe Weg** is, acht maanden na haar ondergang geborgen. De ramp met de kotter uit Brake is volgens de Bundesstelle für Seeunfalluntersuchung vermoedelijk te wijten aan het feit, dat in storm met acht meter hoge golven een waterslang overboord is gespoeld en in de schroef is beland. Daardoor werd de kotter onbestuurbaar. De komende maanden wordt de technische installatie onderzocht. (Foto mare-press)

Captain three times over limit when ship sank

A man has appeared in a British court accused of being drunk in charge of a cargo vessel which crashed into a North Sea gas platform. Captain Zbigniew Krakowski, 56, appeared before magistrates for a second time over the incident in which the **Jork** struck the unmanned **Viking Echo** platform 65km northeast of Norfolk on 4 August.

Mr Krakowski, from Poland, was allegedly three times over the legal alcohol limit when he took charge of the vessel and its seven crew members. He appeared before Skegness Magistrates' Court facing one count of being drunk in charge of a sea vessel.

He did not enter a plea and was remanded in custody to face the same court on 10 September. The remaining Polish crew members, who were all rescued from the sea, have been found accommodation in Norfolk.

The 2,000 tonne vessel, which had been carrying grain from Lubeck in Germany to the port of New Holland, North Lincolnshire, sank in deep water around 450m away from the platform. It is thought the vessel became submerged after the wheat in its cargo expanded in the sea water which entered through the ship's burst hull.

CASUALTY REPORTING

MULTRASHIP
TOWAGE & SALVAGE

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

Fednav bulker aground in Colombia

Fednav-operated bulk carrier **Federal Kivalina** ran aground August 9th afternoon in Colombia's Magdalena river shortly after departing from Sociedad Portuaria del Norte terminal at Barranquilla. The 35,750-dwt vessel was carrying 20,000 tonnes of coke bound for the Canadian Great Lakes. Failure of steering gear is believed to be the reason for the grounding. A tug was sent out from Santa Marta in a bid to refloat the loaded vessel. Local sources say the ship left the navigable channel when the steering incident occurred, and the grounding has not caused any restrictions on river traffic.

Ferry and Cargo Vessel Collide off Istanbul

A ferry has collided August 13th with a Ukrainian cargo vessel at the entry to the Bosphorus, injuring at least 30 people, Turkish television said.



Istanbul.

After the collision, the "**Salih Reis-4**" ferry started sinking, with coast guard units and helicopters involved in the rescue effort. Several ferry passengers are in serious condition, local media said.

The Ukrainian vessel "**Semyon Rudnev**", was anchored in the Sea of Marmara at the entry to the Bosphorus, when the Turkish ferry crashed into it, the Russian general consulate in Istanbul said.

The incident happened at 11:55 a.m. MSK. The Russian vessel was at anchor. It received slight damage in the fore. He said that after the collision the ferry returned to dock in the European part of

Grote ecologische ramp bij Faeröer

Voor de kust van de Faeröer-eilanden, in de Noorse Zee tussen Schotland en IJsland, is dikke week geleden een grote Russische trawler vergaan. Het vissersschip had zojuist 270 ton stookolie gebunkerd. Het leeuwendeel, zo'n 250 ton, is uit het wrak gestroomd.

Een Nederlandse ooggetuige spreekt van 'een grote ecologische ramp'. De getuige, de 30-jarige hotelmanager en bioloog Jean-Pierre Pourchez uit Blaricum, meldde zondagavond vanaf het eiland Streymay, onderdeel van de Faeröer, dat het water van de fjord, waar het schip naar een diepte van ruim 70 meter ging, vol zit met gele schuimkoppen. Tot in de wijde dunbevolkte maar vogelrijke omgeving stinkt het naar olie.

Pourchez maakte foto's van de Russische vistrawler **Olshana**, vanaf het moment dat twee sleepboten de trawler probeerden vlot te trekken tot het moment dat de boot 12 minuten later in de diepte verdwijnt. Op

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 189

www.shipspotting.com zijn eveneens foto's verschenen, evenals in lokale dagbladen en de sites van enkele grote Scandinavische reders. De eilandengroep met 45 duizend bewoners behoort tot Denemarken.

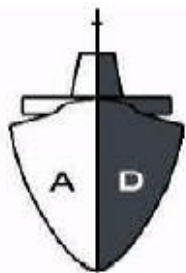
Het schip is 's nachts vastgelopen op een rots, midden in de fjord. Het was 10 graden en het stormde. Getuige Pourchez citeert eilandbewoners die het merkwaardig noemen dat de kapitein van het schip de rots niet zou hebben gezien. De kapitein is verhoord en moet zich de komende dagen beschikbaar houden. De opvarenden, 34 man in totaal, konden ongedeerd van het schip worden gehaald. Het eilandbestuur zal dinsdag nadere bijzonderheden bekendmaken over het scheepsongeluk.

Deskundigen van het Rotterdamse havenbedrijf menen dat de grote hoeveelheid vrijgekomen olie niet per se tot een ramp hoeft te leiden. Een van hen: 'Een fjord kan eenvoudig met rubberen banden worden afgesloten, waarna de olie kan worden opgezogen. Helaas is ter plekke niet veel specialistisch materieel aanwezig.'

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

ANGLO DUTCH SHIPBROKERS bvba



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

French Warship Commandant Blaison Rescues Mariners off Djibouti Coast

French warship **FS Commandant Blaison (F793)**, which is part of the coalition's Combined Task Force (CTF) 150, rescued two fishing dhow crew members Aug. 8th, after their vessel sank 20 miles off the coast of Djibouti.

Ten other crew members were safely rescued from the sea by commercial vessels at the scene. Deployed as part of the coalition force, Blaison received a relayed radio distress call from a motor vessel, which had initially received the distress call from the sinking Abibi Dini, a Djiboutian-flagged fishing dhow.

After **Blaison** arrived on scene, its sailors found that the dhow had already sunk, and its crew members were in the water. Using the ship's rigid hulled inflatable boat, Blaison rescued two of the dhow's 12 crew members. Blaison's crew brought the Djiboutian and Ethiopian fishermen aboard ship and immediately provided medical attention. None of the dhows crew members sustained life-threatening injuries during the incident.

Blaison proceeded to Djibouti, where it transported the fishermen ashore. The cause of the sinking is unknown at this time. Blaison, homeported in Brest, France, is conducting Maritime Security Operations (MSO) in regional waters. CTF 150's area of responsibility includes the Red Sea, Gulf of Aden, Gulf of Oman, Arabian Sea and parts of the Indian Ocean. CTF 150 is currently commanded by Pakistani Commodore Khan Hasham Bin Saddique.

MSO help set the conditions for security and stability in the maritime environment, as well as complement the counter-terrorism and security efforts of regional nations. These operations deny international terrorists use of the maritime environment as a venue for attack or to transport personnel, weapons or other material.

Fire damages Navy ship in drydock

A massive Navy supply ship undergoing repairs at a South Boston shipyard became a caldron of fire in the predawn darkness as firefighters battled searing temperatures and blinding smoke, trying to douse flames deep in the ship. The fire was discovered on board the **USNS Sisler** around 3 a.m. August 11th and required Boston firefighters to use extra oxygen tanks and a boom truck in their efforts to pour water into the ship on Drydock Avenue, officials said.



File photo of the **T-AKR 311 - USNS SISLER**

"There was heavy smoke pouring out of all sorts of vents" on the vessel when firefighters arrived, said Boston Fire Department spokesman Steve MacDonald. "Damage to the ship was pretty substantial." The fire caused an estimated \$750,000 in damage, and several people, including at least one firefighter, suffered minor injuries, officials said. MacDonald said that the cause of the blaze is undetermined and that officials from the Navy and the Fire Department are conducting an investigation.

Boston firefighters fought a stubborn below-decks fire on a ship that is in drydock in South Boston. An aerial ladder was used to help get water hoses into the vessel, which is the size of three football fields.

Firefighters also had to assemble 600 feet of hose to reach the roaring blaze in the steering gear room, located on the third of 15 decks of the supply ship, MacDonald said.

He said the fire inside the ship with its metal walls drove temperatures to well over 100 degrees, forcing the department to cycle fresh firefighters into the battle. "Its like fighting a fire in a high-rise with no windows," MacDonald said. ". . . We entered the middle of the building and then had to go down several floors with steep narrow stairways trying to find it."



He said it took about 30 minutes to find the fire and another half-hour to knock it down. About 60 firefighters battled the one-alarm blaze. The **Sisler** is named for Army **First Lieutenant George K. Sisler**, who was killed in Vietnam in 1967 as he tried to save fellow soldiers. He was posthumously awarded the Medal of Honor.

The ship is 950 feet long and is owned by the Navy but crewed by civilians from the Maersk Line, according to that company and Tim Boulay, spokesman for the Military Sealift Command.

The vessel was undergoing routine maintenance in the Boston Ship Repair Inc. drydock and has been there since June.

Leonard Olson, vice president of operations for the shipyard, said the fire was discovered by one of the civilian crew who remain on the ship when the vessel is in drydock. He said repairs on the ship had almost been completed.

The **Sisler** is essentially a floating warehouse which, when operational, is loaded with Army equipment and is designed to give the Army fast access to its units around the world. Officials said the vessel had transported military equipment from the Middle East last yearside a vessel the size of three football fields.

Gorshkov delay proves costly for Russian officer

A top Russian defence industry official has resigned following delay in delivery of the overhauled Russian Aircraft Carrier **Admiral Gorshkov** (ex **Baku**) to India amid reports cost escalation may have led to the decision.

Russian officials confirmed the resignation of Director General of Russia's top nuclear submarine building shipyard 'Sevmash' Vladimir Pastukhov "due to slippage in repair and modernisation schedule" of **Admiral Gorshkov** but tried to play down the financial aspect.

Nikolai Kallistratov is to be appointed the new director general of 'Sevmash' to replace Pastukhov. He is currently DG of another "Zvyozdochka" submarine repairs shipyard located in the same White Sea port city of Severodvinsk.

At the time of signing of the \$1.5 billion **Gorshkov** deal in 2004, Pastukhov had expressed doubts whether the overhaul costs could be met by his shipyard at the price negotiated by India.

However, due to the weakening of US dollar and unprecedented strengthening of Russian rouble, all the local enterprises including military-industrial complex working on export orders are shifting to the euro and raising the annual rate of cost escalation.

Russia has also asked India to review prices of all the ongoing defence deals with India, including **Gorshkov** and Sukhoi deals by calculating prices in euros and doubling the annual cost escalation to five percent.

Defence Minister A K Antony is reported to have written in confidence to his Russian counterpart Anatoly Serdyukov about New Delhi's proposals to tackle the issue. Diplomatic sources said the price issue may be resolved by October when Antony and Serdyukov are scheduled to meet in Moscow for the regular session of Inter-governmental commission on military cooperation.

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

HMD Holds Naming Ceremony for Containership

Hyundai Mipo Dockyard held a naming ceremony for a 4300 TEU Class Containership, Hull No. 0408, the first of five 4300 TEU Panamax containerships ordered by E.R. Schiffahrt GmbH & CIE. KG of Germany. This containership was named **Ital Mattina** by the ship owner. Senior Executive Vice President of HMD, Kim Choon-gon, and many representatives of E.R. Schiffahrt attended the ceremony. On June 25th there was another naming ceremony for Hull No. 0320. This vessel is the second of two 3450 TEU Class containerships ordered by Rickmers Reederei GmbH & CIE. KG of Germany. The ship owner named the ship **Ital Fortuna** and it was delivered on June 27th.

Keppel Clinches \$190m Rig Order

Keppel AmFELS Inc. has secured a contract from Mexican company Perforadora Central SA de CV to build a jackup rig valued at approximately \$190m. The jackup drilling rig is due for delivery in end-2009, and is expected to be deployed in the Gulf of Mexico. This is the second rig that Keppel AmFELS is building for Perforadora Central. The first unit was delivered in 2004 and is working for PEMEX, Mexico's national oil company. In late 2006, Keppel AmFELS completed the onshore construction of two 220-crew accommodation platforms, **HA-KU-M** and **HA-KU-S**, for PEMEX. The contract is not expected to have material impact on the net tangible assets and earnings per share of Keppel Corporation for the financial year 2007.

The first few editions of the newsclippings will be an overview of the news in the shipping industry over the last few weeks, so it can appear that some articles are a little "older" news, but I am just catching up the news

STX Secures \$1.4b Contract

According to reports, STX Shipbuilding Co. has won a \$1.4b order to build nine container ships. The deal from a European shipping company calls on the shipbuilder to deliver the vessels by November 2011, STX Shipbuilding said in a regulatory filing with the Korea Exchange. The shipbuilder has raised its sales target for the year to \$10b from the previous \$5.5b on increased orders for high-priced ships.

Keppel secures contracts worth S\$150 million

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 189

Keppel Singmarine has secured a repeat contract from Greatship. Keppel Singmarine Pte Ltd (Keppel Singmarine), a wholly owned subsidiary of Keppel Offshore & Marine Limited (Keppel O&M), has secured a repeat contract from Greatship Global Offshore Services Pte Ltd (Greatship) to build two PSVs.

Deliveries for the two PSVs will be between end 2009 and the first quarter of 2010. The vessels are similar to the two PSVs ordered by Greatship, a Singapore registered company headquartered in India, two weeks ago.

Measuring 94m in length, each vessel is to be equipped with electric propulsion powered by 8,160kW (total) generators, Class 2 dynamically positioning system and have 2 x 2600kW steerable thrusters and 2 x 1050kW tunnel thrusters.

Each vessel will have accommodation for 64 persons, a design speed of 14.5 knots and cargo capacity of 4,600dwt.

Meanwhile, Keppel AmFELS Inc in USA, another wholly owned subsidiary of Keppel O&M, has received a contract from Diamond Offshore Services Company to modify and extend the life of the semisubmersible, Ocean Yorktown.

Work is scheduled for completion in March 2008. The total value of these contracts is S\$150 million.

One More Tug From Shin Yang Shipyard



Photo : Alan Haig-Brown courtesy of Cummins Marine ©

In 2003, Shin Yang Shipyard Sdn Bhd obtained the ISO 9002 certification in shipbuilding and maintenance and related metal fabrication activities. By 2004 the yard had delivered 178 vessels of which 86 were tugboats. In August 2007 the yard delivered their Hull #249, the tug **Danum 61**.

Although the yard regularly builds for export, this 101 x 31-ft. tug was delivered to a Malaysian customer and is registered in Kuching Sarawak. Suitable for work in the offshore oil industry the sturdy vessel includes such features as a marked rescue zone on both port and starboard sides with bulwark doors. On deck a 30-ton towing winch, from Singapore's ME Winch, carries 2,624 ft. of 44-m/m-diameter tow wire. The winch can be controlled from a console beside the full-length window that gives good visibility of the towing winch aft along the deck to the hardwood beam that protects the transom. A replacement for the sacrificial wooden beam is lashed in place under the starboard bulwarks. The aft control station also has a toggle type control for the main rudders as well as a combined speed and direction control of the bow thruster. Full winch and main engine RPM controls are also at the aft of the wheelhouse. The expansive forward control suite as well as the radio communications desk and chart table are built in an attractive blue and natural wood grain finish. The boat is fitted with a ComNav autopilot and PAL Marine steering system.

In the engine room a total of five Cummins engines, sourced from Scott and English (Malaysia), meet propulsive and electrical needs of the tug. A single Cummins NT855 powers the bow thruster while a pair of Cummins 6BT5.9-powered 80 kW generators provides electric power. The main engines are a pair of Cummins KTA38 M2 engines each providing a heavy duty rated 1350 hp at 1900 rpm. The engines turn into Reintjes WAS562 gears with 5.947:1 ratios. Shin Yang Shipyard Manager Capt. Lau Choo Mee says that the **Danum 61** is the 17th tug that his yard has built to this successful and popular design.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

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

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl

Bourbon Reports Growth

Bourbon said sales for the first half amounted to \$511m, up 29.7 percent versus \$394.5m a year earlier, driven by sharp growth in offshore and bulk operations. At constant exchange rates, growth would have been 38.5 percent. Revenues for the offshore division came to \$319m at end-June, up 28.3 percent, while bulk operations posted sales of \$161.9m, representing 42.9 percent growth.



The **ABEILLE BOURBON** seen assisting the drifting barge **AMT EXPLORER**

Photo : French Navy ©

In the second half, the offshore division should continue to benefit from a buoyant market and make the most of 25 new vessels entering service - five supply and 20 crew boats, Bourbon said. The bulk division should profit in the second half of the year from the high freight levels noted in the first half of 2007, the company said.

Swee Joo to Take Delivery of Tanker

Swee Joo Bhd, a Kuching-based shipping company, will receive the first of its two 7,000-ton product tankers next week. The \$12m **Asia Star**, built in China, will be deployed on the company's South-East Asia routes covering Vietnam, southern China and east Malaysia. The second tanker, **Asia Bright**, will be delivered in the first half next year.

The company has 14 container ships, three general cargo vessels, seven barges and seven tugboats, making Swee Joo the second largest domestic-route shipping operator with total vessel capacity of 4,183 TEUs.

Noreq Aids Greek Cruise Ship



The **OCEAN MAJESTY** – Photo : Joop Marechal ©

On August 7, the cruise ship **Thomson Spirit** collided with another cruise ship, **Ocean Majesty** - on the Geirangerfjord in Norway. A lifeboat and the davit for a tender vessel were damaged which resulted in **Ocean Majesty** being refused permission to continue its cruise. No passengers or crew were injured.

Noreq AS, a Norwegian manufacturer and equipment supplier, helped the Greek shipping company. A temporary solution was found in record time, and the ship was allowed to continue its voyage to Iceland. The solution was to install a new life-raft davit, ensuring the necessary safety until the shipping company is able to repair or replace the damaged lifeboat and davits.

Green Pin®				www.vanbeest.nl
Standard & Polar are DNV 2.7-1 Type approved!				

Rotterdam leads post-ISPS initiative

The European Commission has asked Rotterdam Seapolice to advise EU ports on implementing a detailed port security plan that would follow up the ISPS initiative. Jan Struijs, acting commissioner of the Seapolice, said the European Commissioners considered the plan was a good example of how to set out roles and responsibilities in case of threat of terrorism. The Seapolice can respond immediately on the basis of risk analyses and reports from countries under terrorist attack. Acting on warnings from another country, a suspect ship can be searched, the crew kept on board, port areas guarded and even the port itself closed. This week the Dutch transport ministry officially approved the security plan. The ISPS Code plan stipulated that 147 terminals should comply with the code; in this second stage more than 30 facilities and business facing greater risk will need to implement a strict security plan, together with personal identification registration or a video surveillance system. The follow-up security plan was developed by the Port of Rotterdam Authority, the Seapolice, Customs and the regional environmental department. Rotterdam was the first Dutch seaport to join the Counterterrorism Alert System (ATb) of the Dutch counterterrorism co-ordinator. The

ATb consists of four levels of severity: standard, low threat, moderate threat and high threat. A total of 11 sectors are now part of the ATb: seaports, railways, drinking water, electricity, gas, nuclear, city and regional transport, civil aviation, oil, chemical and financial sectors. Working with the office of the National Co-ordinator for Counterterrorism, the seaports and other sectors will stage exercises to enhance the Alert System.

Stealthgas to Acquire LPG Carrier

Stealthgas will acquire its 39th LPG carrier, the M/V **Gas Premiership**, a 2001 built, 7,200 cbm Fully Pressurized LPG carrier. Upon its expected delivery to the company in February 2008, the vessel will be deployed under a four-year time charter to an international gas trader. The company also announced that it took delivery of the M/V **Gas Evoluzione** on July 23, 2007, M/V **Gas Kalogeros** on July 27, 2007, and the M/V **Gas Sikousis** on August 3, 2007, three LPG carriers that it had previously announced its agreement to acquire, thereby expanding its current fleet to 36 vessels, with a carrying capacity of 153,929 cbm.

The M/V **Gas Evoluzione** is a 1996 built, 3,517 cbm Fully Pressurized LPG carrier. Upon its delivery, it was deployed on a time charter for 12-months to an oil major. The M/V **Gas Kalogeros** is a 5,000 cbm Fully Pressurized new building LPG carrier which was delivered ex-yard to her original owners in March 2007 and has been delivered to the Company with an attached 10-month time charter to an oil major. The M/V **Gas Sikousis** is a 2006 built, 3,500 cbm Fully Pressurized LPG carrier. Upon its delivery to the Company, it was deployed under a 22-month time charter to an oil major. The charter for this vessel also includes, at charter's option, two one-year extensions, the first to be negotiated in May 2009 upon the expiration of the initial term of the charter. The aggregate revenue per calendar month for the above mentioned four time charters, including the M/V **Gas Premiership**, is \$997,250. Stealthgas has extended the time charters for 3 vessels, the M/V **Catterick**, the M/V **Gas Fortune** and the M/V **Gas Prodigy** each to an international gas trader.

Crowley to Lease New Z-Drive Tugs from BayDelta

VALOR is the First of Two New Harbor Tugs for Crowley This Year

Crowley Maritime Corporation announced that its marine services subsidiary has chartered the **Valor**, a newly built, 100-foot, Z-drive harbor tug from BayDelta Maritime, Inc., for use in the company's ship assist and tanker escort business in the Pacific Northwest. The tug, built by Nichols Brothers Boat Builders, Inc., in Langley, Wash., was christened July 21 and delivered to Crowley.

Crowley will also lease the **Valor's** sister tug, **Vigilant**, from BayDelta when it is completed at the Nichols yard in November. The **Vigilant** will be stationed at Tesoro Alaska Company's Nikiski, Alaska refinery in Cook Inlet on a year-round basis. The powerful boat will be strengthened for ice and severe winter conditions found there.

Commenting on Crowley's newest tug, **Valor**, Joel Klenck, Crowley's vice president of West Coast harbor services, said, "We look forward to the use of this tug and its noteworthy features such as engines with 6,770 horse power, a bollard pull in excess of 90 tons, and a speed of 14 knots. The **Valor** will work well in the Pacific Northwest, and given her strength, speed, and maneuverability, will greatly benefit our tanker escort customers."

The new Crowley tugs were designed by Jensen Marine Consultants, Inc., of Seattle with ship handling as their primary purpose. The tugs are also being fitted for long-haul towing.

According to Nichols, the **Valor's** horsepower ratings are among the highest posted for Z-drive tugs, with 92 metric tons forward and 90.5 metric tons astern. Increased horsepower is complemented by a heavy skeg to foster better ship handling and escorting.

Jacksonville-based Crowley Maritime Corporation, founded in San Francisco in 1892, is primarily a family and employee-owned company that provides diversified transportation and logistics services in domestic and international markets by means of five operating lines of business: Liner Services; Logistics Services; Petroleum Services, Marine Services and Technical Services. Other services provided within these business lines include contract towing and transportation; ship assist and escort; energy support; salvage and emergency response; vessel management, and petroleum and chemical transportation, distribution and sales. Additional information about Crowley its subsidiaries and business units may be found on the Internet at www.crowley.com.

Swissco Adds on 2 More Vessels to Fleet

Swissco International Ltd. said that its wholly-owned subsidiary, Swissco Offshore Pte Ltd (SOPL) has added two more offshore support vessels worth \$5.7m to their vessel fleet. The first unit is a 147-ft. vessel placed with a Chinese shipyard in Guangzhou slated for delivery in 2H08. This order is the fifth of its kind to be placed with the same shipyard. This recent order is a testament to the Group's belief in the high demand of such vessels. The second confirmation is a 98-ft. aluminum fast craft, the third to be placed with a Western Australia shipyard.

Aker Kvaerner Gets Contract for Platform in Egypt

Aker Kvaerner has been awarded a contract for operation, management and maintenance of the **Al Zaafarana FPSO** offshore Egypt by operator Gemsa Petroleum Company and partners. Options for contract extensions are included in the contract. The **Al Zaafarana FPSO** is located offshore Egypt in the Red Sea and is operated by Gemsa Petroleum Company (Gempetco). Produced oil is stored in the FPSO and is transported onshore by shuttle tankers. The average manning of the FPSO is approximately 25 persons. Under the new contract, personnel will be provided by Aker Kvaerner Operations and its partner Gravitas & Cie SA for the work at the **Al Zaafarana FPSO**.

Great Eastern profits soar

India's Great Eastern Shipping has recorded a 75% increase in net profit on the back of a near 60% rise in turnover for the first quarter of the financial year 2007-08. Net profit rose to Rs4Bn (\$98M) and turnover amounted to Rs8Bn with the company attributing the "strong growth" to an increase in revenue days and "significant" increase in dry bulk earnings. Average Time Charter Yield (TCY) for bulk carriers, for example, shot up by 84% to \$28,446 per day. Profits were also boosted by factoring in gains from changes in exchange rates in respect of foreign currency loans. These more than offset the negative impact of a strengthening rupee. Great Eastern, which is India's biggest shipping company in the private sector, owns and operates 46 ships of which 12 are dry bulk carriers. Aggregate tonnage rose to 3.2Mdw through the acquisition of an MR product tanker newbuilding and a 1997 Handymax dry bulk vessel. Five new product tankers, two double-hull Suezmax tankers and one Supramax dry bulk will be delivered over the next two years.

Ezra launches construction vessel

Ezra Holdings Ltd. has received a contract for its newly christened **Lewek Champion**. The construction vessel has won a pipelay and construction contract to provide services as part of an \$888-million subsea installation project in Southeast Asia, the company says.

With accommodation for over 500, the vessel will be involved in the installation of subsea pipelines as well as the transportation and installation of drilling, production, and wellhead platforms.

The **Lewek Champion** is a DP-2 vessel that can be upgraded to DP-3. It is equipped with an 800-metric-ton (881.9-ton) heavy-lift crane and was purpose-built for subsea pipeline construction support work.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 189

Christened on Indonesia's Batam Island shipyard on Aug. 3, the vessel is Ezra first heavy-lift accommodation and pipelay vessel.

Ezra expects to take delivery of its second pipelay, accommodation, well service, and maintenance vessel in the first half of 1009. This ultra-large vessel will be equipped with a similar DP system.

In June, ConocoPhillips chartered the **Lewek Champion** to carry out accommodation support and decommissioning work in the planned shutdown of the Bayu Undan platform in the Timor gap.

Ezra charters eight vessels

Ezra Holdings Ltd.'s offshore chartering and construction divisions have secured \$69.3 million worth of charters to oil majors in Southeast Asia.

The company has chartered five anchor handling towing and supply vessels and three anchor handling tugs for five years, excluding extension options.

Ezra is in negotiations and is finalizing contracts for the charter of two additional vessels under construction. These contracts amount to \$57.65 million over a three-year charter period.

MOVEMENTS



The Chinese registered bulk carrier "**Tai Hua Hai**" seen arriving in Dunedin (New Zealand) with fertilizer.

Photo : Ross Walker ©

The first few editions of the newsclippings will be an overview of the news in the shipping industry over the last few weeks, so it can appear that some articles are a little "older" news, but I am just catching up the news

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 189



The **ATLANTIC COMPASS** seen at the Westerscheldt River outward bound from the port of Antwerp
Photo : B.de Paepe ©



The **CALA PAGURO** seen in the port of Rio Grande
Photo : Marcelo Vieira ©

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



A MeteoGroup Company

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

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

.... PHOTO OF THE DAY



Sunset over Maaspilot station

Photo : Tjep van Roon ©

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