

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 197



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The LNG RIVER NIGER seen in Cape Town – Photo : Glenn Kasner ©

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EVENTS, INCIDENTS & OPERATIONS



The **LAUST MAERSK** seen at the Westerscheldt River
Photo : **Adri Lokker** ©

Search continues for man overboard from a tug boat

Search efforts have been under way since early Sunday night for a 28-year-old man overboard from a tug boat in western Alaska. Coast Guard Search and Rescue Controller Scott Wilwert in the Juneau Command Center says they were notified just before seven in the evening. He says the tugboat **Kaktovik II** reported the 28-year-old man overboard in the vicinity of Kuskokwim Bay.

The man was not seen going overboard. He was last seen at about 2:30 p.m. and noticed missing at about 4 p.m.

Once the Coast Guard was notified, an emergency broadcast was issued in the area. A C-130 and a helicopter out of Kodiak were sent to the area to search. Searching was scheduled to resume at first light this morning. The missing man's identification is pending word from Alaska State Troopers.

AB MISSING AFTER ATTACK AT BELAWAN

AN AB is missing after disappearing while mounting an anti-piracy watch on his vessel in the anchorage at Belawan, Indonesia. The Singapore-flag product tanker **Sichem Eva** was at anchor, waiting to berth last Friday. According to the latest ICC International Maritime Bureau weekly report its crew maintained an anti piracy watch on the forecastle, main deck and poop deck. Just before one o'clock in the morning the ABs on the main deck and poop heard the AB on the forecastle shouting. They alerted the bridge on radio. The duty officer tried to contact him but there was no response. The alarm was raised and the crew alerted. A thorough search was carried out for the AB but he was not found. Local authorities have been informed but the IMB says so far there has been no further information about the AB's fate.

The **Sichem Eva** incident followed a robbery on a general cargo ship at the same anchorage six days previously. Armed robbers boarded the vessel and held one AB as hostage. They stole ship's stores and escaped. The AB was released unharmed.

Meanwhile in at Conakry anchorage, Guinea, last Friday about 30 robbers armed with guns boarded a chemical tanker. The crew locked all access to ship and attempted to contact local authorities for help but failed to get any response. The robbers later left the ship. Nothing was stolen and there was no harm done to the crew nor damage to the ship. The vessel weighed anchor and proceeded to sea for safety.

Mekhanik Rudenko Is Refloated

According to RIA Novosti, near Vladivostok the tug boat **Lasurit** has successfully refloated the vessel **Mekhanik Rudenko**. The vessel going from Nakhodka to Vladivostok run aground in the morning on August, 28. There were 104 tons of black oil on the board of the ship. Nobody suffered. The leakage of black oil did not occur.

Waar zijn de Belgen?



Deze gedachte rees op bij de deelnemende teams aan de 5e "Slag om Gent"-sloeproerace, wat voornamelijk een Nederlands onderonsje was. De "**Mumbo Jumbo**", het kleinste schip uit de vloot van **Jumbo Shipping** uit Rotterdam, finishte als eerste na 12.9 km roeien, gevolgd door de Utrechtse sloep "**Doordrijver**" en de Muider Kromhout whaler "**Zuyderzee**".

Toeristen en inwoners zorgde voor een warm onthaal tijdens het laatste stuk van de route en de finish in het hart van de stad Gent. De "**Zuyderzee**" ging er uiteindelijk met de eerste plek in het eindklassement vandoor, gevolgd op de tweede plaats door de "**Mumbo Jumbo**".

Links : Riemen hoog door team Va Banque in de Mumbo Jumbo na als eerste ge-finished te zijn

De wedstrijd in Gent is een initiatief van de Belgische vereniging Carolus Quinto en qua parcours te vergelijken met de grachtenrace RonDom in Utrecht. Alleen telt deze wedstrijd niet mee voor enig klassement. Een perfecte organisatie stond borg voor een vlekkeloze wedstrijd, waar men om de eer en de gezelligheid strijdt. Uniek is de terugtocht van de verlichte sloepen door nachtelijk Gent.



Tweede plaats voor het team Va Banque van Jumbo Shipping

Het is jammer te constateren dat het aantal Belgische teams met maar drie inschrijvingen zeer beperkt was, waaronder de replica van een Bantry Bay Yawl "**Carolus Quinto**". Het zou mooi zijn als ook in België meer sloeproeteams ontstaan met Belgische maritieme sponsors als Havenbedrijf Antwerpen, baggermaatschappijen en rederijen. Daarmee zou de sportieve wedijver een echt internationaal tintje krijgen en recht doen om een geslaagd Belgisch initiatief tot traditie te verheffen.



Superferry Security Zone Enforced

The Coast Guard is enforcing a previously announced security zone around the Hawaii Superferry that extends 100 yards whether it is under way or at anchor. Violations of the security zone are a federal offense and may result in civil penalties; fines of up to \$32,500 per violation, where each additional day of a violation is a separate violation, or criminal penalties including imprisonment for up to 10 years and a fine of up to \$10,000, seizure and forfeiture of the vessel, and other administrative sanctions authorized by law, the Coast Guard said in a statement. Sunday night, protestors on Kaua'i delayed the arrival of the Hawaii Superferry

Ferry Arrest

Philippines Police recently arrested a suspected Abu Sayyaf bomber on a ferry in Cebu on his way to Metro Manila with “enough explosives to kill hundreds of people,” an official said. Police arrested the man a day before President Gloria Macapagal Arroyo arrived in Bohol for the first Local Peace and Security Assembly. National Security Adviser Norberto Gonzales described him as a Muslim in his early 20s.

“I cannot divulge the name yet because the investigation is still ongoing,” Gonzales said. “We suspect that he is a member of the Abu Sayyaf and he was on his way from Zamboanga to Manila to meet probably some people there to prepare for an attack.” Gonzales made his statement even as the head of Metro Manila’s military force deployed more than 2,000 soldiers—including sea marshals—to fight terrorists planning attacks in the metropolis, where both the police and military are on red alert.

“We have deployed about 100 sea marshals [to ride ferry boats],” Maj. Gen. Ben Mohammed Dolorfino said in Manila.

“The spillover [of the conflict in Mindanao to Metro Manila] is always possible as shown by the bombing incidents in the national capital region in the past,” he said. Gonzalez denied that the man arrested in Cebu had intended to launch his attack here in Bohol, where the President spent the night to deliver her closing remarks for the assembly today. “He was carrying enough explosives to kill hundreds of people especially if placed in a mall—enough to do maximum damage,” Gonzales said.

The man’s arrest came days after the President urged the public to be vigilant against retaliatory attacks from people sympathizing with the Abu Sayyaf bandits, who continue to suffer heavy casualties in Basilan and Sulu. The President first went to Basilan before proceeding to Bohol to praise the soldiers who have been fighting the Abu Sayyaf since last month, and who have killed 81 of the bandits while suffering 57 dead.

She also presided a command conference at the military’s Western Command in Zamboanga, where she ordered a review aimed at increasing the soldiers’ monthly combat pay and joined the soldiers in a “boodle fight” at the First Marine Brigade headquarters. Armed Forces Chief Hermogenes Esperon Jr. thanked Mrs. Arroyo for her support of the soldiers. “I speak for everyone here when I say that your unwavering support comes as a great motivator. We will repay it with our fortified resolve to carry out our duties,” Esperon said.



The **GEOPOTES 15** seen operating near Den Helder where the dredger at present is dredging and transporting 7 million cub mtr of sand to improve the quality of the coast.

Photo : Crew Geopotes 15 ©

Fishermen Rescued

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Six Sri Lankan fishermen, who went for fishing from Tangalle fisheries harbour last month, were rescued by the Sri Lanka Navy, when the fishermen's trawler was broken in high seas off Batticaloa.

Navy said that the multi-day trawler with fishermen on board left the Tangalle fisheries harbour on July 8. After few weeks in the sea the vessel developed difficulties in the sea off Batticaloa.

The Sri Lanka Navy Eastern Command launched a search and rescue operation to save the fishing craft and naval vessel **SLNS Shakthi** located the trawler on the 23rd around 640 kilometers East of Trincomalee.

The disabled vessel was towed by the Navy but due to the prevailing rough seas and the weak hull resulting in the seepage of water, towing the craft any further was not feasible, it said. Later the six fishermen were handed over to the Navy Eastern Command.

Rechttrekken gekapseisd schip in Antwerpse haven start donderdag



In de Antwerpse haven wordt donderdag om 6 uur gestart met het rechttrekken van het schip **Republica Di Genova**, dat op acht maart kapseide in het Verrebroekdok ter hoogte van kaai 1339. Dat meldt het Gemeentelijk Havenbedrijf Antwerpen dinsdag.

Foto : Willem Kruit ©

Tot het einde van de operatie zal er een vaarverbod zijn in heel het Verrebroekdok. Er zal ook een meerverbod gelden aan de kaaien 1303 vanaf meerpaal 16 tot 1307 meerpaal 33. "Er wordt een maximumduur

vooropgesteld van 72 uur", aldus het Havenbedrijf. Het schip, dat 216 meter lang en 30,4 meter breed is, wordt rechtgetrokken door de bergingsfirma **Svitzer**, met hoofdzetel in Kopenhagen, zo bevestigde het bedrijf.

Acties loodsen Antwerpen duren voort

De acties van loodsen in de haven van Antwerpen duren voort. Na overleg maandagmiddag is een sociaal bemiddelaar aangesteld, die met partijen is gaan praten. In de nacht van maandag op dinsdag is opnieuw gestaakt.

De gesprekken met de bemiddelaar zullen dinsdag worden voortgezet. 'Verder valt er nog niets te melden', aldus een woordvoerder van de loodsenorganisatie BvL. Maandagmiddag nog was er de hoop dat men er in de loop van de nacht uit zou komen, maar dat is niet gelukt. Het Antwerpse loodswezen heeft te maken met reorganisatie,

personeelwisselingen en financiële problematiek. De loodsen willen dat hun organisatie BvL daarbij kan optreden als volwaardige werknemersorganisatie. In en voor de haven van Antwerpen wachten intussen enkele tientallen containerschepen op bijstand van een loods.

New Flame controlled break up options discussed

Following a weekend of lashing swells on the hull of the stricken cargo vessel **New Flame**, off Europa Point and assessment is said to have recorded that the vessel is now down to 25% of its integrity, from a 60% reported last week, placing it in further danger of a total break up.

As the risks of a natural break up continues, maritime experts and salvage team have been in discussions over the next stage of the operation. Although few official details have as yet been released, gibfocus understands that the main areas of discussions have been on methods to break up the vessel. Amongst two ideas proposed being the welding of the vessel for a complete break up, or a controlled explosion.

As experts continue to assess the situation extraction of fuel operations have resumed, to reduce the load of fuel onboard the vessel.

Reports of possible use of controlled explosions to break up the vessel have been welcomed by some experts who have questioned why such an option was not taken before. Whilst no decision has been taken, the same experts have indicated to gibfocus that the greatest risk now exists if the vessel were to break up by itself. Opening the possibility for a break up at areas which would not safeguard the current vessels load. With the pressure and strains increased during the weekend due to the high swells increasing the damage to the vessel, discussions this afternoon have centred on the next stage of the operation.

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Bunker tanker aground, Vladivostok port

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In Sobol Bay, Vladivostok Port area (Japan sea) ran aground bunker tanker **Mekhanik Rudenko** (738 grt, 1989 built, owner NEFTETRANS SHIPPING, IMO 8907474). LxBxH 64.25x10.0x4.5 meters, 200 tonns fuel oil, 200 tonns diesel oil. Draft loss 0.3-0.35 meter. No spill as master report. Salvage tug **Lazurit**, diving boat VRD-1409, boom boat RP-178 and two barges oil-skimmers ordered to the scene.

24.00 LT – salvage team on the scene, divers inspected hull, no holes, only dents.

August 28, 03.40 – pumping diesel oil from tanker to barges, tug **Lazurit** fast a line to tanker and keeping her in stable position.

August 28, 05.05 – after partial offloading tanker refloated with the help of tug Lazurit and then anchored for investigation.

MG HULME JR FLOODS SB FLOATER



On Monday 13th of August the Semi-Submersible drilling rig **MG Hulme Jr** experienced a major incident at the Port of Tema, Ghana whilst undergoing SPS, repair and upgrade wich resulted in a complete flooding of SB floater. Pumping services are provided by **SMIT Salvage** - Photo : **Niels Noteboom** ©

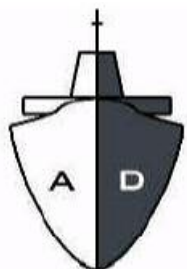
Tanker lost propeller – Moscow Channel

August 28, 00.40 LT – m/t **Volgoneft-229** (3463 grt, 1972 built, owner Admiral Maritime Russia, IMO 8934271) when closing berthing line of Lock 11, Rybinsk, Moscow Channel, lost left propeller. Vessel anchored at oil roads for investigation.

NAVY NEWS

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Above seen the Swedish **K 24 SUNDSVALL** at Brest for bunkers.
The ship is enroute Musko after 5 month of mission UNIFIL off the coast of Libanon

Photo : Jacques Carney ©

US nuclear submarine in Gibraltar

A US nuclear submarine has arrived in Gibraltar for what is believed to be a recreational visit to the Rock. Although the presence of the submarine has not come as a surprise with the submarine having been expected locally, details of its origins and name have as yet not been disclosed.

The submarine, berthed at the Z-berths in the south mole is one of the first to arrive since the decision for the MoD to accept an agreement with the Government of Gibraltar over the ISP contract.

Its presence is also, claim maritime observers, likely to cause some concerns in relation to the plans to extract fuel from the stricken cargo ship New Flame within port waters. Original plans made public last week by Minister Joe

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Holliday had indicated that the vessel might be pulled into the South Mole once made safe, where the fuel would be extracted.

The presence of a nuclear submarine in the area would add further security risks which would need to be assessed if such plans were to go ahead.

Arctic sub cruise burnishes reputation of navy's fleet

The crew aboard **HMCS Corner Brook**, hoping to leave behind a fatal disaster aboard its sister submarine three years ago, have returned home in a bid to instill public confidence in Canada's much-maligned submarine program.

The 59 men and women on board Canada's only operational submarine want to move on from the shadow of the **HMCS Chicoutimi** fire that has haunted them since it claimed one of their own in October 2004.

The Canadian Press accepted a rare invitation last week from the navy to step aboard **HMCS Corner Brook** for a first-hand look at training drills and mock scenarios as it travelled from St. John's, N.L., to Halifax.

As captain of the first Victoria-class submarine to traverse the ice-laden waters of the Arctic, Lt.-Cmdr. Christopher Robinson faces the challenge of improving the image of the country's fleet. Some of the public criticism of the Victoria-class submarines, stoked by tales of floods, leaky valves and missing acoustic tiles after Canada spent \$891 million to acquire four of them from the British in 1998, was unfair, Robinson said.

"Submarines are one of these things that fascinate the public, so we get a lot of scrutiny," said the 14-year submariner, who became captain two months ago. "Like any program of this magnitude, things go wrong. I personally didn't think most of it was (warranted). I thought it was obsessed on more than was required." The trip to the North as part of Operation Nanook was intended to assert Canadian sovereignty. But it's also seen by some as a critical step toward changing the submarine program's image. "There's this so-called positive public relations or public affairs aspect of this in terms of sending out a 'good news message' " said Bob Vokac, a senior research fellow with the Toronto-based Canadian Institute of Strategic Studies.

"Certainly the navy is working hard to overcome **Chicoutimi**, because when the average Canadian citizen perhaps thinks of submarines, the first thing that comes to mind is **Chicoutimi**. And that of course is not a picture that our navy or the Canadian Forces really wants to have first and foremost in the minds of the Canadian public."

Eric Lerhe, a fellow at the Canadian Defence and Foreign Affairs Institute and retired commodore, said the Arctic trip is testament to the navy's change in attitude since the **Chicoutimi** fire off the coast of Ireland, which killed Lt. Chris Saunders of Halifax. "In the most challenging operational area in the world -- the North -- it executed a successful patrol without safety concerns," Lehre said from Calgary.

Many aboard **HMCS Corner Brook** agreed participating in the exercise lifted their spirits. "If you can go to sea on your boat and get it out of its maintenance periods, you're doing the business, that's what we get paid to do," said Executive Officer Alex Kooiman.



The Dutch Frigate **F 805 EVERTSEN** seen arriving in Cape Town - **Photo : Ian Shiffman ©**

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'Pakistan needs shipyards with bigger docks'

President General Pervez Musharraf on Monday said ship building industry can become the country's great asset due to its potential and would contribute to the uplift of national economy. The President was chairing a meeting of the Karachi Shipyard and Engineering Works (KS&EW) to review the ship building industry, which was also attended by Prime Minister Shaukat Aziz.

KS&EW Managing Director Vice Admiral Iftikhar Rao, in his presentation, informed the President Musharraf that ship building is an attractive industry for developing nations, because shipyards are labour-intensive and employ a large number of workers, including a wide range of ancillary industry.

The participants of the meeting were briefed that since 2003, the number of orders had been doubled, ie from 115.5 dwt to 300 dwt and the total anticipated receipts were Rs 965 million. The next 50 years will see a growing demand

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for new ships which would increase from 30 million dwt a year now to around 90 million dwt a year in 2055. It was also pointed out that the commercially strategic location of Pakistan was a takeoff point for such projects.

President Musharraf remarked that Pakistan should concentrate not only on ship repair but also ship building and needed shipyards with bigger docks to accommodate larger vessels. He approved the concept and formation of a steering committee for implementation of the project. Among others, Balochistan Governor Owais Ahmed Ghani, Defence Minister Major Habibullah Warraich (Retd), Planning Commission Deputy Chairman Muhammad Akram Sheikh, and PM's Adviser on finance Dr Salman Shah attended the meeting.



Damen shipyards latest, the X-bow vessel **DONA DIANA** commenced trials

Photo : Frans Sanderse ©

NASSCO starts construction of first in product tanker series

General Dynamics NASSCO, a wholly-owned subsidiary of General Dynamics, today began construction of its first product carrier for U.S. Shipping Partners . NASSCO is building the ship from designs provided through its collaboration with DSEC of Korea, a subsidiary of Daewoo Shipbuilding and Marine Engineering.

The San Diego shipyard is scheduled to lay the ship's keel in December and deliver the ship in early 2009. "Start of construction of a lead ship is the most significant activity for a shipyard," said Frederick J. Harris, president of General Dynamics NASSCO. "As the leading builder of ocean-going Jones Act ships in the nation today, we are ready to build this ship. We have taken a proven ship design and adapted it for efficient construction in this shipyard." In August 2006, NASSCO received a \$1 billion contract from U.S. Shipping Partners to build nine ships. The 49,000 dwt double-hulled ships will be 183 meters in length, and will have a cargo capacity of about 331,000 barrels.

They are designed to carry petroleum and chemical products in the Jones Act trade. U.S. Shipping Partners has decided to name the first ship, **Golden State**, in honor of California where the ship is being built and is expected to operate. The other ships of the class will bear the nicknames of American seaboard states

New Dry Cargo Carrier for Belomor-Onega Shipping Co



As SeaNews had already reported, on August, 24 the dry cargo bulk carrier of the Karelia type was launched at the Onega Shipyard. The vessel was built due to the order of Belomor-Onega Shipping Co.

The new vessel named "**Mekhanik Kovalenko**" has the following technical characteristics:

length – 108.3 m,
length between perpendiculars – 102.2 m,
breadth – 16.5 m,
hull height – 5.5 m,
deadweight (sea)- 5490 tons,
deadweight (river)- 3330 tons,
speed – 11.5 knots.

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The **FAIRPLAY 23** seen operation at the North Sea
Photo : Capt Geert Dijkema – Master Fairmount Summit ©

NEW ASIA-BLACK SEA SERVICE

K LINE, Yang Ming, China Shipping and ZIM are launching a new container service between Asia and Black Sea. From commencing middle of September, the new service will deploy seven 4,000 TEU vessels on a fixed-day weekly schedule. The port rotation will be: Shanghai – Ningbo – Shekou – Nansha – Port Kelang – Istanbul – Constanza – Ilyichevsk – Shanghai.

K Line will provide one vessel with the other six coming from its partner lines. It will continue to run its own Black Sea Express feeder service between Port Said, Egypt, and Black Sea ports.

Tourism booming as liner visits city

By Emily Moulton

One of the biggest cruise ships to sail the seven seas docked in at Belfast Harbour. The 1,000-feet **Grand Princess** arrived at around 8am on Sunday for her fourth visit this summer. The luxury liner, which is longer than three football pitches and higher than the Europa Hotel, stopped in the province as part of a transatlantic cruise, which takes in major cities throughout Europe.

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It has been estimated that the 2,600 passengers and ship's crew of 1,100 pumped around £160,000 into the local economy yesterday adding to the £10m by cruise ships this year alone.

During their 11-hour stopover, visitors shopped in the city, visited major tourist attractions and dined in the city's finest restaurants and cafes. Belfast Visitor and Convention Bureau provided four double decker buses to ferry the visitors to and from the vessel every 15 minutes throughout the day. Another 15 cruise ships are expected in Belfast between now and mid-September.

ACL CHARTERS MARIO A



The ACL five G3 vessels are dry docking this summer and to assist in their absence ACL have chartered the **Mario A** for two round voyages, the first earlier this month was the vessels Maiden voyage, she is pictured about to enter the Gladstone lock (0125) and leaving the lock under tow from "**Smit Gladstone**" now in "Smit colours" The **Mario A** was built at the Peene Werft shipyard in Wolgast, Germany for Turkish owners

Arkas Shipping & Transport S.A and has a capacity of 1600 teu, the fully sustainable vessel is the second in a series of newbuilds.

GRT 17,687 - LENGTH 177.75 - BEAM 24.5 - KEEL LAID 22.11.2006 - PORT OF REGISTRATION IZMIR

Info / Photo : Philip Parker – ACL ©

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GPA Orders for Offshore Vessels Increase

Guido Perla & Associates, Inc. (GPA), said that orders for offshore vessels designed by the Seattle-based Naval Architecture firm have increased by 400% within the past two years. Currently, twenty-one GPA-designed Platform Support Vessels are already serving the offshore industry. These vessels include ten 73-meter GPA 670 PSVs owned by

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Bourbon Offshore and built at Zheijang Shipyard in China, ten 64-meter GPA 640 PSVs owned by Rigdon Marine and built at Bender Shipyards, and one GPA 654 PSV, also owned by Rigdon Marine and built at Bollinger Shipyard. A major international oil company operating in the U.S. Gulf of Mexico has recently chartered Rigdon's first GPA 654 PSV that was launched in April of 2007.

Additional orders placed within the past year include: • 28 GPA 654M ordered by Bourbon Offshore and currently under construction at Dayang Shipyard in China. • 9 additional GPA 654 PSVs ordered by Rigdon Marine and currently under construction at Bollinger Shipyard. • 4 GPA 670 MKII Special Products soon to be under construction at Zheijang Shipyard in China. • 4 GPA 670 MKII ROVs ordered by Bourbon Offshore and soon to be under construction at Zheijang Shipyard in China.

• 4 GPA 670 MKIII ordered by Tidewater and soon to be under construction at Zheijang Shipyard in China. • 54 GPA 254L Anchor Handling Tug Supply (AHTS) vessels ordered by Bourbon Offshore and soon to be under construction at Dayang Shipyard. • 2 GPA 640 PSVs ordered by Trico Marine and currently under construction at Bender Shipbuilding.

All GPA designed PSVs and AHTSs are equipped with environmentally friendly diesel-electric propulsion systems, which increase fuel efficiency, thus resulting in cost savings, lower emissions and higher reliability. Furthermore, all vessels are DPS-2 certified, resulting in improved station-keeping at offshore installations, thus significantly increasing crewmember safety and creating full redundancy of major components, which ultimately reduces maintenance costs.

With 21 of GPA's PSV designs currently serving the offshore industry and an additional 105 vessels entering service within the next two years, GPA has established its position as the worldwide leader in naval architectural design of Next Generation Platform Support Vessels. In response to this increase and several other design and construction projects in other types of vessels, GPA is investing in additional staff and equipment in their Seattle and Shanghai offices to facilitate its growing clientele.

Rand Logistics Acquires Two Vessels

Rand Logistics Inc. announced that its wholly-owned subsidiary, Lower Lakes Towing, Ltd., acquired two conventional bulk carriers from the Voyageur group of companies for \$23.7m. Additionally, the company entered into a contract of affreightment with Voyageur for the exclusive use of a third vessel, and secured an option to acquire this vessel. Management anticipates the three vessels will be immediately accretive to EBITDA and net income for Rand. Lower Lakes management has negotiated or assumed long-term contracts with premier grain and other companies that are both current and new customers for these vessels. The majority of the cargo to be carried on the vessels will be grain. Voyageur will continue to provide all crew manning on the three vessels. The acquisition was financed through a U.S. \$17.1m term loan increase from GE Canada Finance Holding Company. The balance of the purchase price was paid with Rand cash on hand, including cash raised as a result of recent exercises of Rand warrants

VOS subsidiary MPI orders two windmill maintenance vessels at Medina Ship Yard, Isle of Wight

Vroon Offshore Services is pleased to announce that VOS subsidiary MPI Offshore Ltd in Middelbrough has ordered two windmill maintenance vessels at Medina Ship Yard on the Isle of Wight. The new vessels will be delivered in 2008. MPI Offshore Ltd is the leading offshore windmill installation company in North-Western Europe. This order marks MPI's entry into the offshore windmill maintenance market.

WERKZAAMHEDEN AAN DE ROZENBURG SLUIS



Vanaf afgelopen maandag morgen 27 augustus 2007 morgen tot dinsdag 28 augustus 2007, 24:00 uur was de Rozenburgsesluis in verband met renovatiewerkzaamheden gestremd. De renovatiewerkzaamheden bestonden uit het wisselen van 4 sluisdeuren en het verwijderen en opnieuw aanbrengen van de scharnieren in de sluisuren. Eén sluisdeur weegt 10 ton! De sluis heeft o.a. 12 sluisdeuren.

Foto : Jan Oosterboer ©

VESSELS, RIGS, UPGRADES

Keppel rakes in the projects

Keppel Offshore & Marine Ltd. won several conversion contracts in April. Prosafe SE subsidiary Production Services Pte. Ltd. contracted Keppel to convert the 276,000 dwt **VLCC M/T Navarin** to a gas FPSO in Singapore.

Sevan Production AS contracted Keppel Verolme BV in the Netherlands to outfit the company's second FPSO, the **Sevan Hummingbird**. Keppel secured additional contracts for FPSO conversion with SBM Holdings Inc. SA and Emas Offshore Construction and Production Pte. Ltd. Keppel Shipyard Pte. Ltd.

Keppel Singmarine, meanwhile, will build an anchor handling tug, scheduled for delivery in 4Q 2009, for Middle East-based Seaways International.

Other work includes a contract from Petrobras, awarded to Keppel FELS Brasil SA, to repair and upgrade the BGL 1, a 122-m (400-ft) derrick lay barge. The barge is to be completed by May 2008.

Keppel Nantong Shipyard, meanwhile, received an order to build three 65-ton bollard pull twin-screw azimuth stern drive tugboats from Keppel Smit Towage Pte. Ltd. The vessels are expected to be delivered between 3Q 2009 and 1Q 2010.

In early June, Keppel FELS Ltd. secured two rig contracts amounting to \$534 million.

The contracts are for the construction of a drilling-cum-production jackup rig and a deepwater drilling tender rig. Both rigs will be built to Keppel's proprietary design.

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The jackup contract is the third KFELS N Class jackup rig for Skeie Drilling and Production, a member of the Skeie Group. Keppel expects to deliver the new rig in 4Q 2010.

The second contract is from repeat customer Seadrill Asia Ltd. for a semisubmersible drilling tender (SSDT), slated for delivery at the end of 2009. The SSDT will be built to Keppel FELS' proprietary design, KFELS SSDT 3600E.

Seadrill Asia's parent company, Seadrill Ltd., also has ordered four jackup rigs from Keppel FELS, of which three are under construction.

Hornbeck expands MPSV program

Hornbeck Offshore Services Inc. has expanded its multi-purpose supply vessel (MPSV) program to include a 430-ft (131-m) new generation DP-3 MPSV to be constructed at a European shipyard with an anticipated 3Q 2009 delivery.

The new vessel will be included in the company's MPSV program, which consists of two US-flagged coastwise sulfur tankers that are being converted into 370-ft (113-m) new generation DP-2 MPSVs.

Hornbeck has an exclusive four-year option to build two additional sister vessels based on the same DP-3 MPSV design.

COSCO also has secured five semisubmersible heavy lift vessel (HLV) conversion contracts from Norway's Front Line. The yard will convert five suezmax tankers into semisubmersible LVs. These conversion contracts will be undertaken at COSCO's Zhoushan, Guangzhou, and Nantong shipyards.

Maersk gets new jackup

Maersk Contractors named its latest newbuild drilling rig from Jurong Shipyard Pte. Ltd. on Saturday, May 12. The new rig was officially named the **Maersk Completer** at a ceremony in Singapore.

The rig was the first delivery in a newbuilding program of nine high-capacity drilling rigs that will be added to the Maersk fleet over the next three years.

The **Maersk Completer's** first assignment is a one-year drilling contract with Total E&P Borneo offshore Brunei.

Oceanteam orders construction support vessel

Oceanteam Power & Umbilical ASA signed a deal with Bourbon Offshore for a new construction support vessel to be jointly owned by Oceanteam Power & Umbilical ASA and Bourbon Offshore Norway AS, through a single purpose company to be known as Oceanteam Bourbon 2 AS. Metalships and Docks of Vigo, Spain, will build the vessel, which is to be delivered in early 2010 and will be named **Bourbon Oceanteam 104**.

Oceanteam is already building three large construction support/power cable lay vessels in Vigo. The **Bourbon Oceanteam 101** will be delivered in September of this year.

Pride Mexico to work off Brazil

In June, Petrobras contracted with Pride International Inc. for a five-year contract for the **Pride Mexico** semisubmersible. The contract is expected to begin in 2Q 2008, following an estimated 270-day shipyard program and subsequent mobilization from the US Gulf of Mexico.

The **Pride Mexico** is a conventionally moored semi equipped to operate in water depths to 1,100 ft (325 m). The rig recently completed a three-year contract offshore Mexico. It will remain in a shipyard in Galveston, Texas, for the next few months where it will undergo a previously planned regulatory survey and maintenance.

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Upgrade work includes increasing the rig's water depth capability to 2,300 ft (701 m) and modifications to the mooring system and crew quarters.

MOVEMENTS



The **Nazlideniz**, built 1974, 6017 Grt, Turkish flag in the harbour of Portovesme (Sardinia).

Photo : Ron Molenaar ©

Update op ETA **Smit Europe** :

schip wordt nu 31/08 12:00 aan de Maascenter verwacht met bestemming Waalhaven Smit
(Wijzigingen voorbehouden)

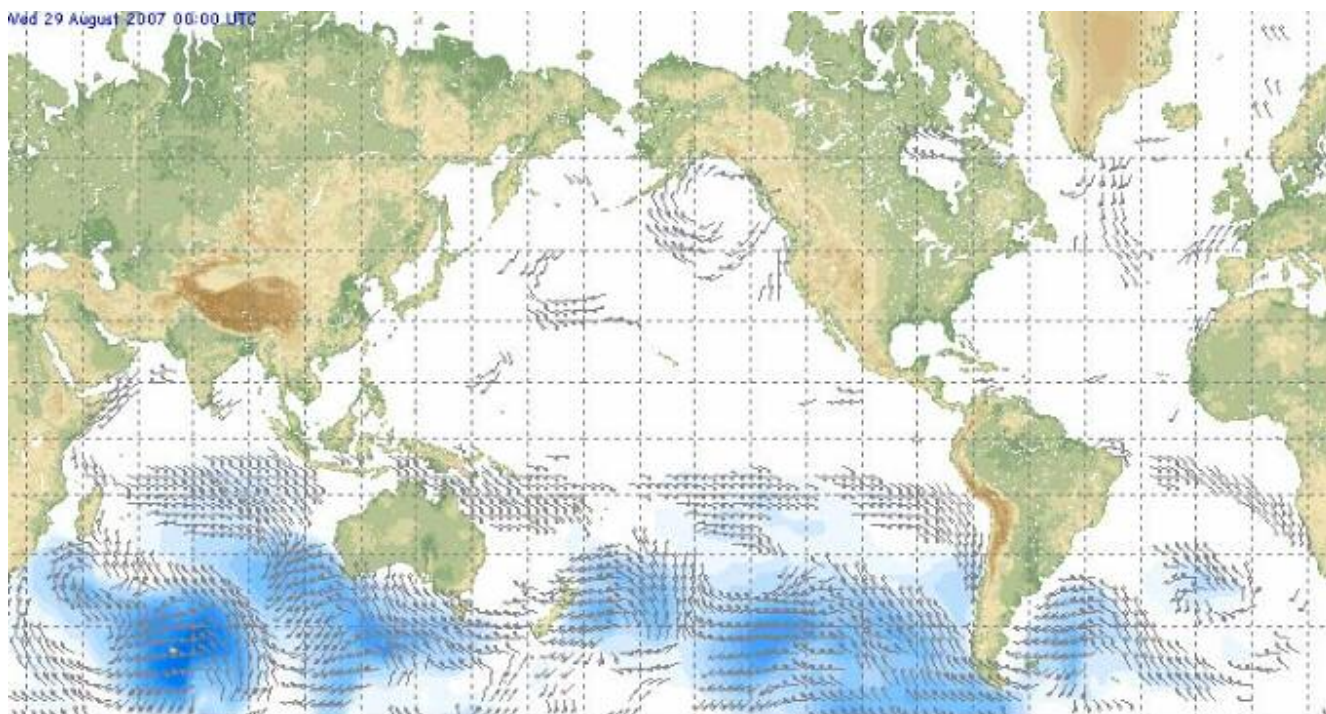
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.... PHOTO OF THE DAY

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The **MAERSK BEATER** seen in Tema in Ghana.

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