

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 198



Number 198 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 30-08-2007**

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

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Despite it was pouring of rain, the loaded TRANSSHELF departed from Korea September 28th with as first pitch stop Singapore – Photo : John Smith ©

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EVENTS, INCIDENTS & OPERATIONS



The **LAMNALCO MACAW** seen in Cape Town – Photo : Aad Noorland ©

Crowley barge gets Green Passport



Lloyd's Register North America, Inc. has issued a Green Passport to the Crowley Petroleum Services barge 650-3 that was recently christened in Mobile, Alabama, for entry into the company's U.S. coastwise service.

Guidelines on Ship Recycling issued by IMO in 2003 introduced the concept of the Green Passport, which is essentially an inventory of materials present in a ship's structure, systems, and equipment that may be hazardous to health or the environment.

With environmental issues a priority in the minds of port authorities and governments, obtaining a Green Passport is one way in which shipowners can demonstrate a proactive stance on ensuring safety and preserving the

environment.

The Green Passport for the 650-3 is among the first to be issued to a vessel in the U.S. fleet. The Green Passport is also the first to be issued to a tank barge by Lloyd's Register in North America.

"We enrolled the barge 650-3 in the Green Passport program to demonstrate Crowley's core value of safety; specifically, the company's commitment to safeguarding the environment and recognizing potential hazards," says Captain Victor Goldberg, Vice President of Operations for Crowley Petroleum Services. "The Green Passport ensures that the vessel will carry a history of the materials that were used in its construction and subsequent operations throughout its working life."

"Lloyd's Register is pleased to work with diligent shipowners to ensure their vessels remain safe for the environment and for human life," says Rick Ferraro, Business Development Manager for Lloyd's Register North America and Account Manager for Crowley. "We applaud Crowley for its decision to obtain the Green Passport for the barge 650-3 and look forward to being part of its ongoing commitment to the safety of human life and good environmental stewardship. Through such actions, the company clearly demonstrates that protection and conservation of the environment are high priorities in managing its business."

The Green Passport is a historical record of the materials onboard a vessel that may be hazardous to human health or to the environment and is an valuable tool for developing a hazard management strategy and assessing liability from shipbuilding to ship breaking.

One of the biggest advantages of the Green Passport is improving safety in operations, by ensuring that the vessel's crew are aware of the potentially hazardous materials onboard and that proper attention is paid to hazard and safety management systems. The Green Passport is regularly updated and maintained and is eventually passed by the owner to the ship recycling yard at the end of the ship's life, to enable the yard to formulate a safe and environmentally sound way of breaking the ship.

Guidelines for immediate measures on supply ships and tugs used for anchor handling

As a result of the tragic disaster with Bourbon Dolphin and after consultations with the industry as well as shipmasters, the Director General of Shipping and Navigation decided, on 10.05.2007, to introduce immediate measures for planning and safety management on vessels used for anchor handling. This pending the report from the appointed special investigating committee.

Anchor handling may implicate a number of special marine operations. A high level of tensile force (tension) in the chain or wire may cause great heeling moment and high astern or transverse speed of motion in the anchor handling vessel. A simultaneous loss of trust force on the vessel's own propellers and or fatal rudder position may result in a

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rotation which leads to a considerable increase in transverse forces. Environmental conditions as wind, waves and currents will also influence the operations.

High astern or transverse speed of motion may occur as a result of high hauling speed on the anchoring winches or as a result of entire or partial loss of the vessel's own bollard pull. Loss of bollard pull will cause the vessel to be pulled astern with great force by the tension in a heavily strung anchor arrangement.

By using towing hooks, an emergency release of the hook may ensure that the ship is able to quickly relieve herself from the applied forces. For towing or hauling by use of winches, there is no equivalent release method.

Please note that the stability requirements for supply- and towing vessels allows for the angle of heeling at which the maximum righting arm (GZ-max) appears to be under 20 degrees, but not less than 15 degrees. This means that even a slight heeling can be critical.

Please also note that the angle of flooding, which results in water on the aft deck, occurs before the vessel reaches the angle for maximum righting arm (GZmax). Astern trim reduces the angle of flooding further.

Five hurt as ferry hits Port Hardy dock

Service suspended after Queen of Chilliwack loses power



Five B.C. Ferry passengers suffered minor injuries and service between Port Hardy and Bella Bella has been suspended after the Queen of Chilliwack made a "hard landing" last evening.

At about 8:45 p.m., the ferry was approaching the dock at Port Hardy at a speed of less than two knots when the ferry's propulsion system failed, said B.C. Ferries spokesman Mark Stefanson.

"(The ferry) hit the dock ... and knocked a number of passengers off their feet," said Stefanson. Most of the injured were in the stairwell when the ferry hit the dock. Two were taken to hospital in Port Hardy where they were treated and released.

"One elderly gentleman fell and hurt his head but it doesn't sound like there were any major injuries sustained," said Stefanson.

Both the berth and the vessel are being checked for damage. The cause of the incident is under investigation by B.C. Ferries, Transport Canada and the Transportation Safety Board. Service will likely not resume until tomorrow.



Hawaii Superferry suspends operations

The Hawaii Superferry on Tuesday suspended operations at the request of Hawaii's Governor Linda Lingle, who cited worries about public safety.

Superferry officials said the Coast Guard, contrary to previous assurances, can no longer guarantee a safe passage for its 350-foot vessel and passengers in and out of Nawiliwili Harbor on Kauai, where environmental protesters in the water blocked its docking late Monday.



Photo : Paul Hopson ©

A temporary restraining order sought by opponents had already halted service to Maui, with a hearing set for Wednesday.

The company had said it would continue operations to Kauai, but the Superferry had to turn back, without docking, on Monday after about 65 swimmers, surfboarders and kayakers entered the water and obstructed passage of the vessel. Eleven were subsequently arrested.

The Coast Guard appeared unable to prevent the protest, without endangering the safety of the protesters.

A Coast Guard statement said Captain Vince Atkins, U.S.C.G, Captain of the Port, Honolulu, had made a recommendation that operations to and from Nailiwili be suspended.

"Based on our current assessment of the situation in Nawiliwili, we made a recommendation to the state that it would not have been a safe transit into the harbor," said Atkins of Tuesday afternoon's state decision to cancel the Superferry's trip to Nawiliwili.

"The U.S. Coast Guard is committed to safety and security and enforces all applicable laws in the maritime environment. In this instance, the risk level was too high for the vessel, its passengers and for the protestors."

The U.S. Coast Guard will continue to work with state officials and law enforcement agencies on the safest course of action for the Superferry's inter-island transits. Atkins urged protestors to be mindful of their safety and their obligation to obey the law.

"These surfers, swimmers, and other protestors in the water place themselves and the ferry in danger when they disregard the law," said Atkins. "Coast Guard use of force requires the minimum force necessary to compel compliance along a continuum of force. We have used the minimum force necessary to ensure safety to this point. Safety and security is a shared responsibility, and I don't want anyone to underestimate the risks they undertake when they challenge the law."

The Austal USA built **Superferry Alakai** was stalled outside Nawiliwili Harbor on Monday for some three hours as Coast Guard vessels, including an 85-foot cutter, failed to clear a way for the ship.

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Monday's temporary restraining order barring the ferry from Kahului Harbor on Maui was sought by three environmentalist organizations who want to prevent the Superferry from using the harbor until an environmental assessment is conducted. The order does not affect ports on Oahu or Kauai.

The court move came after the state Supreme Court ruled last week that the state should have required an environmental assessment before the ferry service began. As the Supreme Court did not explicitly say the ferry should not operate, state officials allowed the service to start.

Press reports quote Governor Lingle --a strong Superferry supporter--as saying it was unfair for the Superferry to be singled out when cruise ships, cargo carriers and other vessels have not been required to conduct environmental reviews.

"We've never required an environmental assessment on one vessel in our state's history," said Lingle.

TRAININGS SHIP GOLDEN BEAR



The Trainings ship **GOLDEN BEAR** – Photo : Paul Hopson ©

USNS Maury (T-AGS 39) was built in 1989 by Bethlehem steel Corporation at Sparrows Point, Maryland. Designed as an oceanographic survey ship for the U.S. Navy, she was named after Lt. Matthew Fontaine Maury the father of American oceanography. At that time, the Maury (hull Number 4667) was the largest and fastest oceanographic ship ever built.

In September 1994, **USNS Maury** was transferred to the California Maritime Academy [CMA] by the Navy as a replacement training ship for The California Maritime Academy. After a \$6+ million makeover by the Maritime Administration, she became the training vessel she is today. The Training Ship Bear (TSGB) is Cal Maritime's fourth training ship and the third ship to hold the name the Golden Bear.

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The **GOLDEN BEAR** serves as the primary training platform on which cadets apply technological skills introduced in the classroom and leadership skills acquired from their work assignments and responsibilities with the Corps of Cadets. Each summer, cadets in their first and third years depart with licensed faculty officers for two months during the Annual Training Cruise. During these periods at sea, intellectual learning, applied technology, and leadership development blend daily as cadets apply what they have learned in the classroom, in the lab, in the Corps, and on the waterfront.

Those working toward a license can feel the responsibility of command, demonstrate their effectiveness as leaders, and refine their technical skills and leadership styles. All students, whether in the license programs or not, can interact with other cultures and learn about the peoples who are their hosts. They can also experience connections to the larger world and develop an understanding of how their selected vocations will function in the context of an international setting. In this way the cruises enhance the global awareness of students as they apply the intellectual and practical training they have received during the school year.

Displacement: approx. 15,000 tons full load Dimensions: 152.4 x 21.9 x 9.1 meters Propulsion: 2 diesels, 25,000 bhp, 1 shaft, 20 knots Crew: approx. 50 + up to 300 cadets



The **ASIAN SUN** seen arriving in Rotterdam – Europoort
Photo : Jan Labree ©

59 MIGRANTS ADRIFT IN MED

THE UK Maritime and Coastguard Agency's Falmouth search and rescue coordination centre says it is trying to render assistance to 59 people who were cast adrift in an inflatable boat off the coast of Libya late last night.

An MCA press release says: "A telephone call at around midnight last night from an Ethiopian man in the UK to the Coastguard, who in turn had been alerted by a satellite phone call from someone on the raft to their plight began the desperate co-ordination efforts. Falmouth Coastguard immediately rang the satellite number given to them by the initial caller and discovered from an English speaking female on board the raft the true extent of their difficulties."

According to the MCA the group comprises 15 females, of whom 4 are pregnant, 7 children and 37 men. The craft is taking water and has no engine. The weather has worsened and they have no food or water.

It appears that they were dumped into the leaky craft by a commercial vessel at night after being held in a store room. They had had all their money taken from them. They had been told they were in Italian waters and were told they were heading for Lampedusa, a Sicilian island, when in fact they were inside the Libyan search and rescue region, some 64 nautical miles from the North African coastline. It appears they had left from North Africa two days ago trying to get to Europe. The woman also indicated that the battery on their phone was failing.

Falmouth Coastguard was able to get a location of the craft and to identify that the vessel is within Libyan search and rescue waters but have been working with both the Italian and Maltese authorities to get assistance to the craft. The MCA said: "Despite every effort, and with the British Embassy in Tripoli, the Libyan authorities were unable to be contacted."

Simon Rabett, Rescue Centre Co-ordination Manager said "This is a truly awful episode in human trafficking of which we are aware. We recognise that both the Italian and Maltese authorities have more experience in dealing with this sort of situation in the Mediterranean seas than we do, and we are endeavouring to work with all authorities to try and bring some form of humanitarian assistance to these desperate people."

Staking loodsen Antwerpen voorbij

Na vier dagen van acties hebben de loodsen in Antwerpen dinsdagavond een akkoord bereikt. Daarmee zijn de stakingen voorbij. Vertegenwoordigers van de Beroepsvereniging van Loodsen (BvL) zagen hun eis ingewilligd, dat hun organisatie formeel betrokken moet worden bij de besluitvorming over een aantal reorganisaties in de sector.

De Antwerpse loodsen waren vrijdag begonnen met hun acties. Direct na kantoortijd werd het loodswerk neergelegd en kregen schepen die de haven in en uit wilden geen bijstand meer. Dit leidde tot lange wachttijden. Gisteren liep het aantal schepen dat geen begeleiding kon krijgen op tot rond veertig.



Arriving as the **MAERSK DUNDEE** in the port of Antwerp and departing as the **MSC VENEZUELA**.
Photo : Richard Wisse ©

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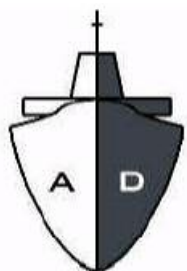
The **STOLT SKUA** run aground whilst enroute Rotterdam, the tanker was refloated by the **EERLAND 23** and the **MAAS**

Photo ; via Maarten Meeuwisse – SMIT Transport

NAVY NEWS

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USS Pearl Harbor Arrives in Panama

USS Pearl Harbor (LSD 52) arrived in Vasco Nunez de Balboa on Aug. 25 after completing a series of theater security cooperation events with Central American partner nations during Partnership of the Americas (POA) 2007. While in Panama, Pearl Harbor and other POA units participated in a joint and multinational training Exercise, PANAMAX 2007, tailored to the defense and security of the Panama Canal. PANAMAX provides realistic training opportunities for forces operating in multinational environments, said Cmdr. Victor Cooper, Pearl Harbor commanding officer. From airborne surveillance and monitoring to maritime interdiction operations and visit, board, search and seizure, the multinational force will be engaged throughout all phases of the training.

Indian naval ships dock at Abu Dhabi port

Two Indian Naval warships, on a rare Gulf tour aimed at fostering maritime goodwill with the Arab nations, docked at a port in United Arab Emirates. '**INS Rajput**' and '**INS Betwa**' docked at the Mina Zayed port in Abu Dhabi in presence of the newly appointed Indian Ambassador to the UAE Talmiz Ahmad. "I am very delighted with the visit of the two Indian naval ships. They are part of historic maritime linkages that we have with the Gulf for centuries. We want to exchange ideas with the personnel of the UAE Navy about the development, technology, its strategy and tactics," Ahmad said.

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"The UAE Government welcomes our visit and we exchange ideas to benefit from each other. We hear them very carefully, we benefit from their inputs, that is why our cooperation and friendship is progressing all the time," the ambassador said.

'**INS Rajput**' is commanded by Captain A K Jain and '**INS Betwa**' by Captain Sanjay Bhutani. The ships will stay in the country until August 30. '**INS Rajput**' would head for Djibouti and '**INS Betwa**' for Oman after the "joint passage exercise" with the UAE naval forces on August 30.

"Our relations with the UAE are progressing, not only in the defence sector but in other areas too. Basically, we have come here to reaffirm our relationship. In fact, lots of cooperation is going on between the UAE and Indian government in the field of maritime," Captain Jain of '**INS Rajput**' said.

"The naval chiefs of both countries have exchanged ideas in the recent past and it is a healthy sign of progress," he said. '**INS Rajput**' is the first Kashin II class guided missile destroyer. The guided missile frigate, '**INS Betwa**', is a modern warship with capabilities to carry out maritime operations.

Hr. Ms. Urania brengt bliksembezoek aan Veere

De **Hr. Ms. Urania** meert af aan de Kaai in Veere, muzikaal begeleid door het meevarende koperkwintet van de Marinierskapel. Het opleidingszeilschip van de Koninklijke Marine was zondag nog te zien bij Sail in Vlissingen.

Op de terugweg naar thuishaven Den Helder deed de Urania (Griekse godin van de astronomie) gistermiddag Veere aan. Vanochtend om 6.00 uur is het schip weer vertrokken. Veere heeft het bliksembezoek van de Urania onder meer te danken aan inwoner en oud-marineman Jan Sinke. Sinkes zoon Hugo is momenteel commandant op het opleidingszeilschip. Het bezoek van de Urania aan Veere is volgens Sinke een mooie manier om de historische band tussen het stadje en de marine nog eens aan te halen, zeker in het jaar van admiraal Michiel de Ruyter. In 1488 werd namelijk in Veere de admiraliteit ingevoerd: voor het eerst in de Nederlandse geschiedenis ontstond een oorlogsvloot met aan het hoofd een admiraal. Deze werd verantwoordelijk voor de maritieme politiek in het imperium van keizer Karel V. Van 1491 tot 1558 bekleedden de Heren van Veere het centrale admiraalsambt.

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Davie Quebec starts construction of first Cecon vessel

On July 30th Davie Québec shipyard in Canada started cutting steel for the first of three Cecon vessels of the design VS-4220. The VS4220 vessels will be 130m in length with a beam of 28m and have a crew capacity of 100.

More than 900 workers will be engaged in project during peak period at the end of 2008.

The three ships will be built in succession, with some operations conducted concurrently.

The first ship will be delivered in April 2009, the second in August the same year, and the third in December 2009.

Davie Québec retains signed options on three other similar ships. Cecon AS has until February 15th 2008 to exercise the options.

"This is a milestone in the history of Davie Quebec", said Gilles Gagné, CEO at Davie Quebec. "These three Cecon vessel fit our profile and expertise very well and we will deliver top modern and fully equipped Vik Sandvik VS4220 Offshore Construction Vessels."

Crane collapse kills three at Kawasaki

Three workers were killed at the Kobe yard of Kawasaki Shipbuilding at the weekend. The men were members of a team repairing one of the jib cranes serving the main building dock. They fell to their deaths when part of the crane collapsed, at around 0950 on Saturday morning. A further four workers were injured in the accident, which is now being investigated by Hyogo Prefectural Police. Authorities are focusing on whether the shipbuilder is guilty of professional negligence arising from the safety measures that were in place. The shipyard is currently building a series of 55,000-dwt Handymax bulkers, mainly for Japanese owners, and it is not yet known how the accident will affect production schedules.

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The **GPS APOLLO** seen working the former HSS moorings at the Stena Line terminal in Hoek van Holland

Photo : Jaap vd Meeberg ©

DHV wins prestigious Panama Canal expansion project

DHV in The Netherlands has confirmed that the Panama Canal Authority (ACP) has commissioned a consortium of DHV, together with its international partners CH2M HILL and Grupo TYPSA, to execute a programme management contract connected to the expansion of the Panama Canal.

Under the contract, DHV is responsible for all maritime and lock construction connected to the expansion of the canal; this includes the deepening and widening of the channels, reservoirs and the new and larger locks on both sides.

Preliminary designs are currently being carried out by other parties.

The canal will be modified to allow post Panamax ships to use it. Construction work is due to be completed in 2014 and involves an investment of US\$5.25 billion.

"This is one of the most prestigious waterwork projects in the world and, just like the flood barrier in St Petersburg, it is one of the most visible hydraulic engineering projects," said Ben Reeskamp, DHV's programme manager.

PANAMA CANAL LOOKS FOR LOCK BUILDERS

THE Panama Canal Authority (ACP) has released a Request for Qualifications (RFQ) for the construction of the new set of locks to be built under the Canal's Expansion Program. The release of the RFQ is part one of a two-phase process to

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determine the firm that will ultimately design and build the new locks. During this first prequalification stage, the ACP will evaluate responses from prospective firms based on a combination of pass/fail criteria and capabilities. The four firms that meet the ACP's needs with the highest number of points will move to the second and final round. The short-list-selection is expected to be announced by the end of November 2007.

"We expect firms from all around the globe to respond; this is the most important contract within the Expansion Program. Over the last several months we have seen a number of international consortia being formed to participate in our contracting process, all with a keen interest to undertake the design and construction of this project of global significance. There are many talented and creative firms out there that have the technical and financial strength to carry out this work successfully. We look forward to selecting, towards the end of next year, the consortium that submits the best proposal," ACP Executive Vice President of Engineering and Program Management Jorge L. Quijano said.

10-year contract for vessel

Havila Shipping ASA and Phoenix International, Inc. today signed a 10-year contract, with additional option years, for the newly built SubSea Construction Vessel, Havyard 858.



Delivery Q2 2008. SubSea- Construction vessel of Havyard 858 design.

Length/width: 110 m/23m

Accommodation: 140 persons

Havila TBN - Havyard 858 Design - Delivery Quarter 2 2008

The vessel is scheduled for delivery from Havyard Leirvik during the summer of 2008, and will support oil and gas industry initiatives in the US Gulf of Mexico. The contract has been entered into on market terms.

Phoenix International, Inc. provides comprehensive marine services in subsea construction support; ROVs; underwater welding repair; conventional and one-atmosphere diving; deep ocean search and recovery; submarine rescue; engineering design; and systems development.

The company maintains six regional offices located throughout the US, and its approximately 280 employees service a broad range of clients in the commercial and government market place. Contract operations for the new ship will be managed out of Phoenix's Houston, Texas office under the direction of General Manager, Frank Sayle.

This contract confirms the position of Havila as a preferred long-term partner in this industry, and has strengthened its contract coverage within the segment of high-end vessels. The vessel will be named **Havila Phoenix**.

Fearnley Offshore Supply, Houston, acted as broker and advisor for both parties.

Esvagt takes delivery of Esvagt Carpathia

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Esvagt has announced that the first ship of six ordered at ASL-Marine shipyard in Singapore in 2006 has been named **Esvagt Carpathia**.

Photo : Ton Has ©

The ship will be working on different jobs in the Norwegian sector in the coming years.

"Norway is a heavily growing market for Esvagt, and the next

three new buildings will also work in the Norwegian sector," said the company.

Having been delivered to Esvagt, **Esvagt Carpathia** was then delivered immediately to AGP Petroleum, Norway for work in the Norwegian sector.

Recently, Esvagt entered into a contract with Statoil Norge with delivery of five newbuildings for long term contracts. **Esvagt Cassiopeia**, the first ship covered by this contract, was delivered in mid-June in Bergen.

Another two ships will follow at the end of the year and the last two will be delivered in the summer of 2009.



HAL's **RIJNDAM** seen moored in Seward

Photo : Cpt. Maurits Groothuis – Master Rijndam ©

Fairmount Marine awarded ENSCO 100 tow



Photo : Lawrence Dalli - Malta Ship Photos ©

Following the news that Fairmount Heavy Transport's heavy lift vessel **Fairmount Fjord**, currently under conversion at Malta Shipyard, has been hit by a series of delays, and the consequent termination of a transportation contract for the jack-up rig **ENSCO 100** from West Africa to Rotterdam, ENSCO has awarded the towage contract for the rig to Fairmount Marine BV.



The **FAIRMOUNT ALPINE** – Photo : Dave Hangoor ©

Fairmount Alpine, one of the Fairmount's 200 tonne bollard pull ocean-going has been dispatched from her location in Cape Town for rendez-vous with the rig in Port Gentil area.

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As soon as final preparations to the rig have been completed, the convoy will set sail for Rotterdam to arrive around early October.

CMES Orders 6 Vessels

China Merchants Energy Shipping (CMES) has confirmed an order for 6 ships in China. According to TradeWinds, the ships would cost a total of \$508.2 mn.

The company has signed an agreement to build a 300,000-tonne tanker and 3 180,000-tonne bulkers at Dalian Shipyard in China. These 4 ships will cost \$358.2mn,.

Another two 180,000-dwt bulkers have been ordered at a Qingdao yard.

The vessels will be delivered to the customer from 2009 to 2011



The **SMIT AFRICA** dancing through the streets of Tuzla, from the builders yard to the seaside. Ready to be launched soon

Photo : Hans van der Ster ©

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Boskalis selected for €120 million project in Australia

Royal Boskalis Westminster has confirmed that it has received a letter of intent for a €120 million contract from the Australian energy company Woodside for the development of the Pluto LNG gas project in northwest Australia.

The project includes the construction of an access channel and a turning basin. The total quantity of sand and rock material to be dredged is approximately 8 million m³.

Boskalis will deploy some large trailing suction hoppers and a jumbo cutter for the job.

The project is due to commence in November 2007 and will take approximately 18 months.



The bouy tenders **SCHUITENGAT** and **TERSCHELLING** seen at Terschelling

Photo : John Bruinsma ©

Genco Takes Delivery of Second Capesize Vessel

Genco Shipping & Trading Limited has taken delivery of the **Genco Tiberius**, a January 2007-built 175,000 dwt Capesize vessel. The Genco Tiberius is the second vessel to be delivered to the Company under Genco's previously announced agreement on July 18, 2007 to acquire nine Capesize vessels from companies within the Metrostar Management Corporation group.

The **Genco Tiberius** is currently on charter with Cargill International S.A. at a rate of \$45,263 per day, less a 5% third party brokerage commission. The charter is due to expire between January 2010 and May 2010

UK NABS NINE

THE UK's Maritime & Coastguard Agency detained nine ships in July after failing Port State Control (PSC) safety inspection. During the month 135 Port State Control inspections were carried out in the UK. A total of 39 vessels had no deficiencies raised against them, 64 had between one and five deficiencies, 20 had between six and ten deficiencies, 10 had between eleven and twenty deficiencies and there were 2 vessels inspected that had more than twenty deficiencies. Out of the detained vessels four were registered with flag states listed on the Paris MOU white list, three were registered with states on the grey list and three were registered with flag states on the black list and one is not classified. Among the detained vessels was a 13,635GT Panamanian-flagged bulk carrier. It was detained on the River Tees, because of severe corrosion to the aft poop deck hatch and CO₂ vents, the deckhouse was also found to be holed. An ISM major non conformity was raised as the conditions on board did not reflect the planned maintenance

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record. A 1,713 gt Antigua & Barbuda-flagged General Cargo vessel was detained in Mostyn North Wales for 3 days because the vessel's two main generators failed to synchronise on the main switchboard and the chief engineer was unable to communicate fluently in English as required by the vessel's Safety Management System.

MOVEMENTS



The **GRETA KOSAN** seen enroute Rotterdam
Photo : Harry van den Berg ©



The **STOLT TEAL** seen at Maas pilot station
Photo : Dirk Kleyn ©

**In IJsselmonde ligt de Bourbon Trieste,
nieuwbouw van De Hoop Lobith**

AIRCRAFT / AIRPORT NEWS

**Franse douane neemt wijwater
pelgrims in beslag**

Groot was de ontzetting bij bedevaarders die maandag na een bezoek aan het Franse bedevaartsoord Lourdes met het vliegtuig wilden terugkeren naar Rome. In overeenstemming met de wetgeving op het vervoer van vloeistoffen op vluchten liet de Franse douane het wijwater van de pelgrims in beslag nemen. Dat meldt Il Corriere della Sera woensdag.

Het Vaticaan gaf maandag het startsein voor goedkope vluchten van Rome naar bedevaartsoorden in Frankrijk, Polen, Spanje en het Midden-Oosten. Het gaat om een samenwerkingsverband van de kerkelijke organisatie Opera Roma Pellegrinaggi en de kleine luchtvaartmaatschappij Mistral Air.

Na de maidenvlucht naar Lourdes en een dagbezoek aan het Franse bedevaartsoord, met de aankoop van het nodige heilige water, moesten de katholieke passagiers met lede ogen toezien hoe de veiligheidsagenten in Tarbes alle flesjes met meer dan 100 ml vloeistof (dus ook wijwater) in beslag namen.

Eén van de passagiers was dusdanig ontstemd dat hij het wijwater uitdronk, liever dan het achter te laten op de luchthaven.

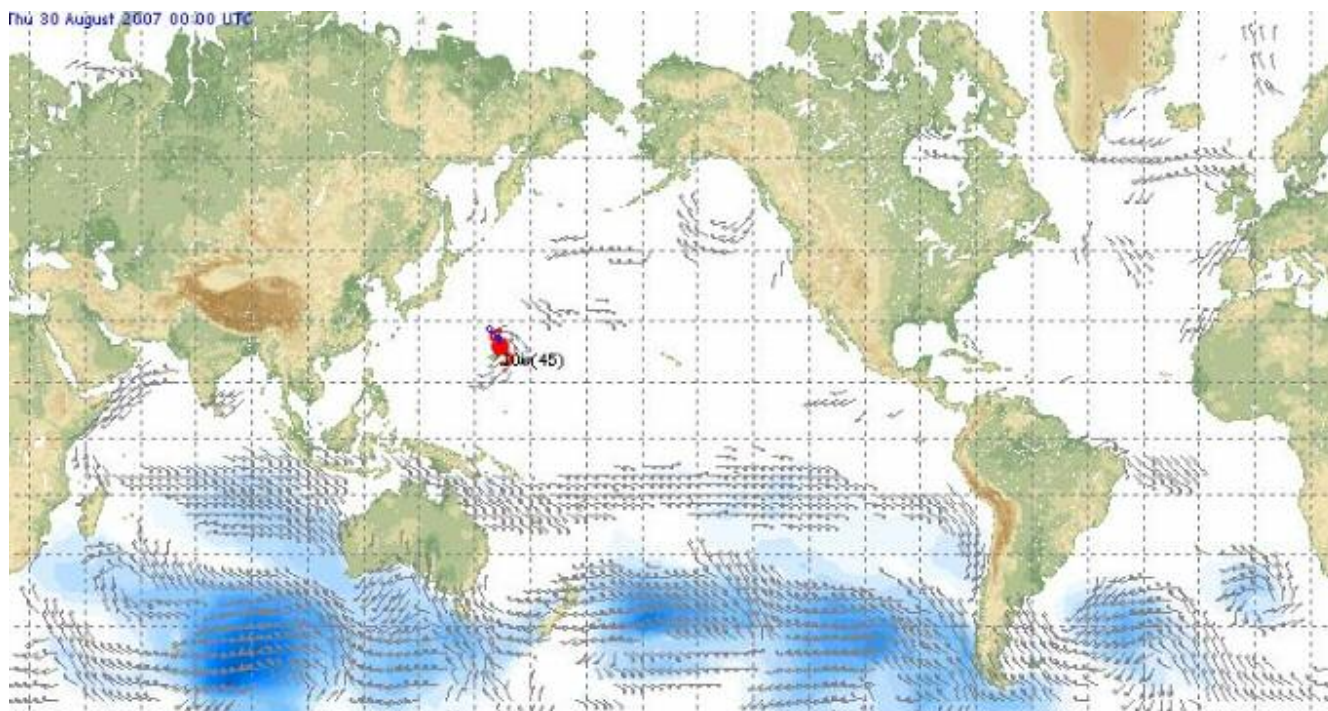
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY

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The **Westland SH-14D Lynx** SAR helicopter **272** of the Dutch navy seen lowering a person onboard the Dutch dredger **Geopotes 15** during an exercise

Photo : Sjouke Bierma ©

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