

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 202



Number 202 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Monday 03-09-2007**

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

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**The CORAL LOPHELIA seen enroute Rotterdam
Photo : Jan Verhoog ©**

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EVENTS, INCIDENTS & OPERATIONS



The **Prinsendam** on her 100th voyage, stuck her nose into the Arctic. The vessel reached a latitude of 81 degrees 31.5 minutes North, a record for the **Prinsendam** and also for **Holland America Lines**.

Photo : Crew Prinsendam ©

Coast Guard undecided on inspection of sunken tanker

No decision has been made, despite minister's directive to send submarine to site

The Canadian Coast Guard says no decision has yet been made to send a mini-submarine to the bottom of the Robson Bight Ecological Reserve off the northeast coast of Vancouver Island to check the condition of vehicles and heavy equipment accidentally dumped there over a week ago.

This contradicts an earlier statement from Barry Penner, British Columbia's Environment Minister, that the Regional Environmental Emergency Team (REET), which includes federal, provincial and local agencies, issued a directive this week that the responsible party hire a submarine to inspect the site.

A barge owned by Ted LeRoy Trucking Ltd. lost a tanker truck carrying 10,000 litres of diesel fuel, an ambulance, pickup truck, excavator and two log loaders on Aug. 20. They remain on the bottom of the reserve, 350 metres below the surface.

The accident caused a large oil spill that threatened local marine life in an area that attracts 25,000 tourists a year. At least one orca pod was seen swimming through the diesel slick.

Environmental groups Greenpeace and the Living Oceans Society, along with local scientists and tourism companies, said they would try to raise \$35,000 to cover the costs of sending a manned mini-sub to investigate the site. Vancouver-based deep-sea technology firm Nuytco Research said it would waive its usual rental fee, which is also \$35,000.

A spokesman for the Coast Guard confirmed it has access to a mini-sub, but had no plans to send it down.

"I'm not sure where [Mr. Penner] is getting his information from. That's not correct," Dan Bate said. "REET, as a body, has put forward a recommendation to [the] Coast Guard which does discuss sending a submersible down. Barry Penner, minister, can say what he wants."

Mr. Bate added that the Coast Guard is awaiting the outcome of an investigation initiated by LeRoy Trucking, which will then be verified by BMT Technologies, an ocean sciences company that the Coast Guard brought in to provide an independent assessment.

This process is unlikely to be completed before the middle of next week, he said, more than two weeks after the accident.

Only then will the submarine plan be considered, he added. "The Coast Guard will review the information it receives from those two processes. At that point, they will decide whether or not the [responsible party] should be presented with the Coast Guard's recommendations with regards to a [remotely operated vehicle]. It's a kind of wait and see answer," Mr. Bate said.

Mr. Penner said in an interview that his staff told the REET meeting that the ministry wants a closer inspection of the wreckage. "There was an agreement that a message should be conveyed to the responsible party that they should retain the services of a submersible to obtain photographs of the wreckage and to conduct side-scan sonar examinations to get a better handle of the status of the equipment," he said.

Engineers have advised REET that the water pressure has likely caused the vehicles' fuel tanks and the tanker car itself to implode, Mr. Penner said.

"However, I feel it is in the public interest to have a closer look at the condition of the equipment just in case there are large quantities of fuel trapped beneath the surface."

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The **SPRING TIGER** seen departing from Rotterdam

Photo : Henk van der Heijden ©



A Bristow SUPER PUMA seen during a demo over the **Police 49** patrol vessel in the port of Harlingen

Photo : Sipke Hogendorp ©



Six Chinese missing after boat collides with ROK ship

Six Chinese fishermen are missing after their boat sank early Sunday in a collision with a cargo ship from the Republic of Korea (ROK) off the coast of eastern Zhejiang Province, local maritime sources said.

The collision occurred around 2 am Sunday off the coast of Wenzhou, according to maritime police of Zhejiang. The Chinese boat with seven aboard sank immediately after the accident.

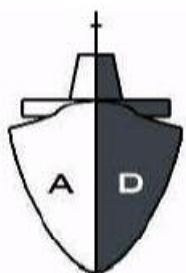
By 6:30 am, one of the crew members of the Chinese boat has been rescued but the other six are still missing.

The Wenzhou maritime search and rescue center, Zhejiang maritime police, and the ROK ship are still searching the missing at the site. The cause of the collision is under investigation.

NAVY NEWS

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India begins talk with Russia for 2nd nuclear submarine

With just over a year left for India to get its first leased nuclear submarine from Russia, New Delhi last week quietly revived its dialogue with Moscow for a second Akula-class submarine.

While India has openly denied any interest in a nuclear submarine, talks on leasing the second submarine figured in a meeting on August 27 between National Security Advisor M K Narayanan and senior Russian officials including First Deputy Prime Minister of Sergei Ivanov, and Defence Minister Anatoly Serdyukov.

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According to sources, a decision on the second lease may be taken on the sidelines of the India-Russia summit in December this year.

When New Delhi signed the lease contract for the first nuclear submarine from Russia in 2004-2005, it had also initiated negotiations for the second submarine but discussions broke down due to differences over terms and conditions.

But this year, the government is under pressure from the Navy to clinch the deal. Government sources told The Sunday Express that India is worried about a shift in focus of China's military doctrine from land to sea. Beijing is already firming up bilateral ties with Pakistan (Gwadar port) and Myanmar to enhance its involvement in the complex energy security scenario that's currently unfolding in the Indian Ocean.

Besides, given the huge volumes of oil traffic between Persian Gulf and Malacca Straits towards North Asia, the Indian Navy is also interested in having a long-range nuclear platform on the eastern as well as western seaboard. Of course, a nuclear submarine also adds up to a second strike capability.

India's first submarine on lease from Moscow, being built at Komsomolsk-on-Amur shipyard near Khabarovsk city in far-east Russia, is expected to be ready for sea trials in 2009. Armed with 300 km-range Klub land attack missiles, the Akula class submarine has a double hull that allows it to dive deeper than any modern attack version - it is also one of the quietest in its category.

The Indian Navy's nuclear experience is limited to **INS Chakra**, a Charlie class nuclear submarine taken on lease from Russia from 1988-91.

Apart from the submarine, Narayanan also discussed with officials the need for Russia to sign the integrity pact to participate in future hardware sales to India. Apparently, Russia is ready to sign the pact, which is aimed at eliminating middle-men in arms deals, as its committed hardware sales to India stand at \$14.6 billion.

Meanwhile, Defence Minister A.K. Antony is going to Russia for the Indo-Russia Inter-Governmental Commission on Military Technical Cooperation from October 17-19 with an eye of acquiring 347 T-90 S tanks for the Army — India already has 310 such tanks.

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Work on carrier entering final lap

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The completion of the **George H.W. Bush** aircraft carrier is underway, with the ship 15 months from delivery.

One ship compartment at a time, Northrop Grumman News is turning over the last Nimitz-class aircraft carrier to the Navy. Of 2,733 individual spaces on the ship - from living spaces to bomb storage areas to linen closets - 384 of them are now in the hands of the Navy crew.

"They lock the door and put a sign on it, and we can't get

into it without asking them," said Dan Klemencic, a construction superintendent on the Bush. The Navy is then responsible for that room's maintenance, such as waxing the floors and changing out the fuses. And the yard can move on to other things. The George H.W. Bush, the last in the 10-vessel class of nuclear-powered carriers, is about 15 months away from its slated November 2008 completion date.



"This is an eight-year process that's like a two-mile run," said Scott Stabler, the shipyard vice president in charge of the Bush. "We're completing lap seven, and they're getting ready to ring the bell on that last lap."

The Bush carrier's christening, held in October, marked when the Bush could float in water. But the task of outfitting the ship - from painting to tiling to stringing up electrical wiring - has a long way to go.

"When you're building a house, you first get the guys that frame the house, which is our structural trades," Stabler said. "Then you bring the folks in who do the plumbing, electrical and ventilation. Then you have the people who make the house look like a home, the dressing out of compartments, the dry wall and the paints and lights."

After last October's christening, the Bush was moved from Dry Dock 12, the yard's biggest dock, to Outfitting Berth 1 lengthwise along the James River.

The number of structural workers on the ship - such as fitters and structural welders - has decreased, while electricians, painters, insulators and tile installers have gone up. Machinery installation, riggers and sheet metal joiners have been holding steady. The labor agreement with the United Steelworkers, Stabler said, allows the yard to shift workers into other trades temporarily - so that a structural welder might become, say, a painter for a year or so.

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Photo : Grumman ©

All told, there are 3,600 shipyard employees in the Bush program, down from about 4,500 a couple years back. The current number includes 2,700 people on the ship itself, and about 900 workers in such areas as planning, purchasing, materials, and shop work.

As for the ship itself, the rear portion of the Bush below the second deck "is mainly complete," said Navy Capt. Tom Moore, the program manager on the Bush.

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"When you're in that section, you'd think you were on a ship over at the naval base," he said. "The wardrooms look good. A lot of the storerooms are finished; the refrigeration spaces are finished; the laundry rooms are almost complete; the air conditioning is on line, which is kind of nice with some of the weather we've had."



Photo : Grumman ©

And the turnover of ship spaces to the Navy is happening earlier than on past ships. It used to be that hundreds of ship compartments at a time were turned over to the Navy in the last several months of the job, even if some were done earlier. "Nobody occupies (the completed spaces) under the old system," said Dru Branche, a construction manager on the Bush. "The space gathers dust."

Under the new system, the crew takes over earlier and "starts becoming involved in maintenance of the ship," she said. "They are more able to observe the ship as it comes together so they better understand the systems and components and machinery."

About 10 to 25 ship compartments have been turned over each week since January, with the Navy deciding which ones it wants. The crew might not take the weapons elevator control room, for example, if the weapons elevator isn't ready.

Though the crew's move-aboard isn't slated until 2008, there are now 1,000 sailors assigned to the ship, up from 100 last summer. Many are working aboard. The crew's ranks will grow to just under 3,000 sailors by the time the ship is delivered. In 2004, the price tag of the Bush was increased to a projected \$6.19 billion - up \$868 million, or 16 percent, from the earlier \$5.32 billion estimate.

At the same time, the carrier's completion date was delayed 7.5 months, to November 2008 from March 2008. The Navy said it and the shipyard underestimated the number of labor hours needed to build the ship, and said younger, inexperienced workers took longer than expected to accomplish tasks.

But Moore said Friday that strides have been made. Though the delivery date is still November 2008, the overrun has been cut to \$800 million. The goal, he said, is to try to reduce that by another \$100 million, to \$700 million. That would bring the price of the ship to \$6.02 billion, or 13 percent over budget.

German yard thinks bigger boxships

Germany's Detlef Hegemann group hopes to ramp up the size of containerships built at Volkswerft Stralsund, the yard recently acquired from AP Moller-Maersk. Sources confirm reports that Hegemann wants to compete for 5,000-teu vessels since purchasing the eastern Germany facility for what some now believe was a knockdown price of only EUR 26m (\$35m). The yard's biggest customer is Maersk and Hegemann obviously wants to keep the containership giant's business. It already has a substantial backlog of vessels for the Danish company, including the remaining two in a series of seven 4,170-teu containerships. Five have been delivered.

The last are scheduled for completion this year, with the next naming ceremony pencilled in for 3 September. They are of a slim design and carry fewer containers but are described as "very fast". Stralsund is also building for Maersk a series of around 10 boxships of 2,500 teu.

Hegemann's nextstep is to introduce its existing Peene-Werft yard customers to Stralsund in the hope that they are interested in building larger tonnage. Stralsund has supplied in the past many containerships to German owners, including in 2004 and 2005 a series of 2,500-teu vessels for CP Offen and Rudolf Schepers.

The official price paid by Hegemann for Stralsund has never been given but EUR 26m is thought to be close to the mark. Earlier speculation ranged between EUR 40m and EUR 100m. The facility was only acquired by Maersk in 1998 and has been extensively modernised since then. Virtually all vessels are built indoors and lowered into the water using a shiplift.

Some of the block fabrication work has been traditionally farmed out to another Maersk facility, Baltija Shipbuilding in Lithuania. As recently as last December, Stralsund, which employs around 1,300 people, was given European Commission approval for EUR 4.2m of assistance to modernise further. Jobs seem secure for the time being because of its healthy orderbook.

It is understood that some senior management from Wolgast-based Peene-Werft may be drafted into Stralsund but no details have been given. Speculation concerns whether a joint-marketing organisation will be set up to cover the whole Hegemann group.

Purchase of Stralsund positions Hegemann in a third containership sector. It already builds feeder boxships up to 1,200 teu at its Rolandwerft yard in Berne. Currently, that facility is working on various 970-teu newbuildings, a design that can be modified to at least 1,000 teu. One of its main customers has been German compatriot Jungerhans. At Peene-Werft, Hegemann builds ships of up to 2,000 teu. It presently has orders for 1,600-teu vessels, including eight more for Arkas Shipping of Turkey. Two were delivered this year.

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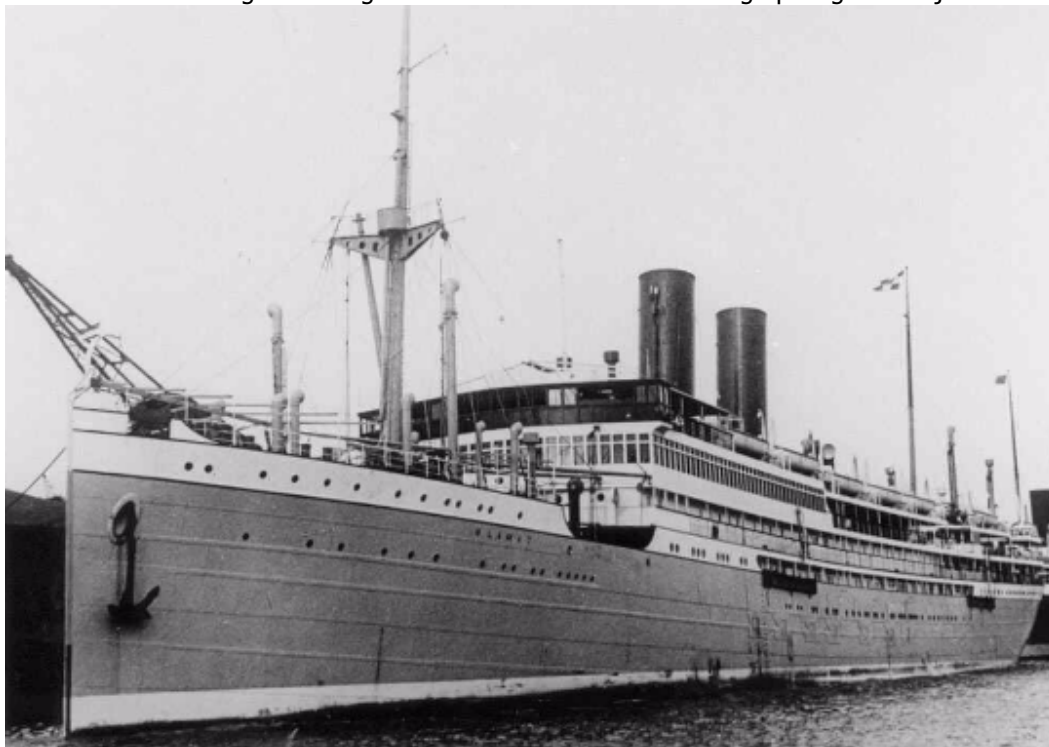
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BIJEENKOMST IN HET KADER VAN HET D.S.S. SLAMAT (1924-1941)

Eind september dit jaar wordt een bijzondere bijeenkomst gehouden waarbij het prachtige passagierschip van de N.V. Rotterdamsche Lloyd, het d.s.s. **SLAMAT** een hoofdrol speelt. Zoals vele mensen zullen weten is de **SLAMAT** in het begin van de Tweede Wereldoorlog met het grootste deel van haar bemanning op tragische wijze ten onder gegaan.



De **SLAMAT** maakte tussen 1924 en 1940 43 trips tussen Nederland en Nederlands Indie, in 1940 werd zij verbouwd tot troepentransport schip in Sydney (Australië), zij maakte haar eerste trip in deze rol in september 1940 op de route Sydney-Fremantle-Bombay-Suez Channel. De **SLAMAT** zonk gedurende operatie DEMON bij de Duitse Luftwaffe JG77 op 27 april 1941 in de Egeïsche Zee terwijl zij o weg was van de Baai van Nauplia naar Kreta met Australische en Nieuw Zeelandse troepen aanboord.

Overlevenden werden opgepikt door de jagers **WRYNECK** en **DIAMOND**, maar two uur later werden ook deze schepen aangevallen en zonken beide, van de 1000 mensen aanboord overleefden maar 60 de ramp.

In Nederland zijn nog vele familie leden, welke nog steeds nauw betrokken zijn bij een van de grootste rampen in de geschiedenis van de Nederlandse koopvaardij

Omdat deze bijeenkomst wordt opgedragen aan de bemanningsleden die met deze ramp het leven lieten zullen alle bij de organisatie bekende familie leden van alle **SLAMAT** opvarenden deze speciale uitnodiging ontvangen.

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Het Koninklijke Rotterdamsche Lloyd museum te Oudehorne (Fr) beschouwt het als een grote eer familieleden van de opvarenden uit te nodigen op

ZATERDAG 22 SEPTEMBER

Tijdens de middag/avond word u ook in de gelegenheid gesteld het kleine maar unieke KRL-museum, dat zich op het terrein bevind

Programma

- 01.00- 14.00 hr. Welkom onder het genot van een kopje koffie / thee
- 14.00- 14.10 hr. Opening door Ed van Lierde, ex Royal Rotterdam Lloyd, directeur Museum
- 14.10- 15.10 hr. Lezing door Frans Luidinga, zoon van de kapitein van de SLAMAT over wat er vooraf ging en het tragisch einde op 27 april 1941
- 15.10- 15.12 hr. Het stilstaan ter herinnering aan de slachtoffers van de SLAMAT
- 15.13- 15.20 hr. Onthullen van het model van de SLAMAT
- 15.20 -18.00 hr. Samen een bezoek bringe aan het museum
- 18.00- open end Barbeque

Aanmeldingen moeten gestuurd worden naar :

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De **Shipdock III** van de voormalige NDSM gezien in de stad Groningen

Photo : Pim Korver - FILM+VIDEO ©



The **CAPTAIN T** seen in La Rochelle
Photo : Bob van Baarle ©

Vroon orders box double

Dutch owner Vroon has added to its containership fleet with an order for two vessels at Kouan Shipyard in China. The Taizhou-based shipbuilder will deliver the 1,800-teu ships in the last quarter of 2009 and the first quarter of 2010.

The owner did not reveal a price for the units, but said they would be 180 metres long, with a 27.6m beam and a speed of 20.5 knots. Vroon owns five boxships among its mixed fleet and also has two 1,100-teu newbuildings on order at Jinling in China, for delivery in 2008.



The **FAIRMOUNT SUMMIT** seen
enroute Rotterdam.

Photo : Jan Oosterboer ©

MOVEMENTS



The **ALLESANDRA BOTTIGIERI** seen at the Westerscheldt River

Photo : Huib Lievense ©

AIRCRAFT / AIRPORT NEWS



Two planes from the **Zelazny** aerobatics team crash at the **Radom Air Show** at an airport in Radom, about 100 km (62 miles) from Warsaw,

September 1, 2007. Two pilots were killed performing aerial acrobatics at the air show in Poland on Saturday when their aircraft collided in

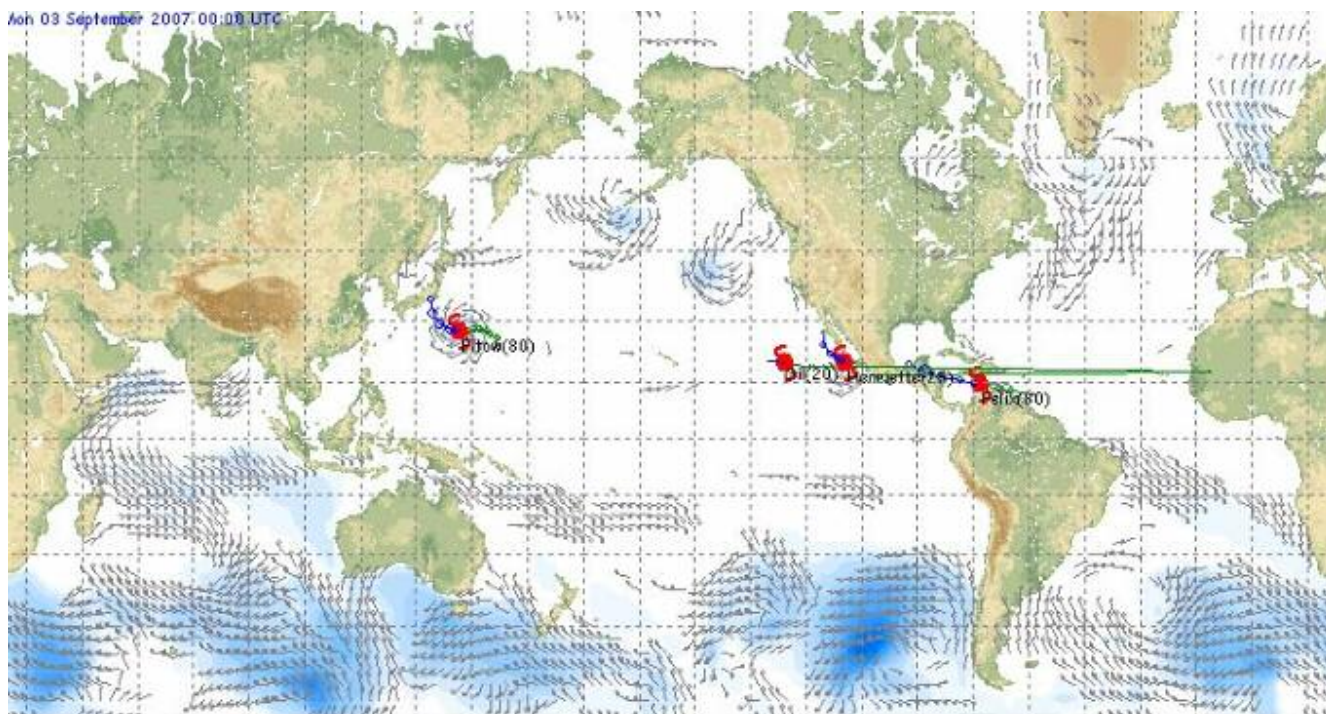
front of thousands of spectators. A Reuters photographer at the scene said the collision occurred after a three-plane formation fanned out and two of the aircraft slammed into each other as they attempted to re-converge.

MARINE WEATHER

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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.

Felix becomes Category 2 hurricane

Felix gathered strength and became a Category 2 hurricane early Sunday, the U.S. National Hurricane Center said. The storm was forecast to pass just north of the Dutch Caribbean island.

Felix was upgraded from a tropical storm to a Category 1 hurricane Saturday evening, becoming the second Atlantic hurricane of the season. By early Sunday, it had sustained maximum winds of about 100 mph and threatened to become a major hurricane as the day went on, the center said.

A tropical storm warning and hurricane watch were in effect for the islands of Aruba, Bonaire and Curacao.

Franklin Yarzagarag, a staffer at Aruba's airport, said it was closed until Felix passes.

On Saturday, a line of jittery residents and hotel employees snaked through a hardware store in the capital of Oranjestad to purchase supplies.

"This kind of weather doesn't usually make it to Aruba, so people are definitely worried," said store cashier Mark Werleman. At 5 a.m. EDT, Felix was centered about 85 miles east-northeast of Aruba and was moving westward at about 18 mph, the hurricane center said.

On Saturday, Felix brought heavy rains and strong winds to Grenada as a tropical storm, snapping small boats loose from their moorings, temporarily knocking out local radio and TV stations and toppling utility lines. No injuries were reported. A tropical storm watch also was issued by the government of Jamaica, which was battered by Hurricane Dean on Aug. 19. Felix was on track to pass near Honduran resort islands Tuesday and plow into Belize on Wednesday.

On Honduras' Roatan Island, home to luxury resorts and pristine reefs, the weather was normal and guests were simply enjoying their vacations, said Mayan Princess Beach Resort & Spa employee Arturo Rich.

"We aren't evacuating people yet, but maybe on Monday" as the storm gets closer, he said.

.... PHOTO OF THE DAY



The **RED SEA FOS** seen in Cape Town (**ex. BALDER VIGGEN**)
Photo : Aad Noorland ©

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