

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 204



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The ELLY MAERSK returned to her builders after trials

Photo : Bent Mikkelsen ©

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EVENTS, INCIDENTS & OPERATIONS



Jord Veldman of **Svitzer Ocean Towage** pins on with **Capt Kees Pronk** the SVITZER remembrance pin for his retirement, after spending of 42 years at sea **Capt Kees Pronk** will retire officially January 1st , 2008. This festivities where celebrated onboard Svitzer's ocean going tug **SINGAPORE** which was specially moored in **Kees** homeport and birthplace Scheveningen.

Photo : Piet Sinke ©

BOXSHIP OUTRUNS MALACCA PIRATES

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IN the latest piracy incident to be reported in the Malacca Strait, 10 armed men in a speedboat attempted to board a container ship underway. The ICC International Maritime Bureau's Weekly Piracy Report says the attack took place of 28 August but, thanks to the ship's higher speed, the pirates could not board and gave up the chase. The following day an attempted boarding was reported from the Makassar Strait, Indonesia. Three white, speedboats doing 17 kts, approached a bulk carrier underway, from both sides. The duty officer raised the alarm, sounded the ship's whistle and the crew mustered. Seeing the alert crew, the pirates aborted the attempt.

Robbery incidents were reported from Jamaica, Guyana, Egypt and the Philippines.

TRINITAS CHRISTENED IN ROTTERDAM



Wednesday the new **TRINITAS** was christened in Rotterdam, the vessel was ordered by Gebr Danser from Rotterdam and build at the Damen Shipyard Okean in the Ukraine under yard number 7402.

Photo : Michel Kodde (c) - www.maasmondphoto.nl

India - Maritime rescue centre upgraded

The Maritime Rescue Coordination Centre (MRCC) at the regional headquarters of the Indian Coast Guard here has been upgraded. The upgraded facility, which was inaugurated on Tuesday by Coast Guard director general R.F. Contractor, is equipped to monitor and handle a number of marine incidents simultaneously.

Several new communication and data transfer equipment have been installed as part of the upgradation and the centre would function round the clock. Fishermen in distress can reach the MRCC by dialling 1554, according to a press release.

It said a new Distress Alert Transmission (DAT) system reception centre was in the process of being established on land provided by the State Government adjacent to the Coast Guard regional headquarters. With the functioning of the

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DAT system, the search and rescue system would get a much-needed boost as it would provide an alerting mechanism for fishermen.

Vice Admiral R.F. Contractor, after inaugurating the upgraded MRCC, appreciated the work being done by the Coast Guard (eastern region). He said 46 new ships and 46 aircraft are likely to be commissioned by 2022. He also visited the Pollution Response Team, a unit of the Coast Guard, to review arrangements ahead of the National Oil Spill Disaster Contingency Plan meeting to be held in Delhi later this month.



The **AFON CADNANT** was spotted in Rotterdam-Europoort for bollard pull tests

Photo : Leen van der Meijden ©



Wallenius Wilhelmsen introduces world's largest car carrier - an 8,000 unit carrier to the fleet !

In a manner reminiscent of the growth in size of container ships (and super tankers before them), pure car carriers just keep growing, with no real idea of where there is a limit. Already big and cumbersome at least in appearance, the trick is now to find fresh ways of packing even more cars into one ship to achieve that magical economy of scale.

The latest and, so it is claimed, largest car carrier to be built is the Wallenius Wilhelmsen vessel **FAUST**, 228 metres in length and capable of carrying up to 8,000 cars at a time, which entered into service in May.

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Before this WW's largest ship was **TOMBARRA**, which has already completed several calls on the African coast and on which we reported on 21 May 2007 – The 61,320-gt **Tombarra** carries an impressive 6,800 motor vehicles, but this now diminishes in insignificance next to the latest ship.

Faust stands tall at the equivalent of 13 storeys but can also maintain a speed of 19 knots. She is the first of seven new builds of a completely new series of Large Car Truck Carriers (LCTC – yet another acronym for us to remember) ordered by the owners Wallenius Lines and Wilh. Wilhelmsen and was christened on 17 May at Daewoo Shipbuilding and Marine Engineering in Korea.

Her typical route is likely to be between Europe and the United States with a mixed cargo of cars and heavy equipment. This flexibility is made possible because five of the ship's thirteen decks can be moved.

In addition to her considerable size and capacity, **Faust** has also been equipped with the latest in environmentally sound technology designed to reduce emissions into the air and sea. She will also be fitted with a ballast water treatment system, PureBallast, to treat water before releasing it into the ocean, as well as an onboard recycling system for materials used by the crew. The ship also uses diesel-based oil to reduce emissions and operate more efficiently.

With a 21,500 horsepower engine, the new vessel can reach a maximum speed of 19 knots. However, despite her tremendous size of 71,500 gross tonnes, the **M/V Faust's** captain, Björn H. Larde, comments that she is easy enough to steer and says that he can manoeuvre the ship with the aid of just a joystick and a dial. The latest navigation equipment is, of course, also available on board.

Vice President Boakai Condemns Stealing at Mercy Ship

Liberian's Vice President, Joseph N. Boakai has expressed serious concern about recent reports of stealing and looting of items from the Mercy Ship and has strongly condemned the act.

He said it was inconceivable that some Liberians can stoop so low as to steal from people who are rendering sacrificial services to their countrymen.

Speaking Saturday at the dedication of the Ahmaddiyya Clinic in Tubmanburg, Bomi County, Vice President Boakai called on whoever is behind this despicable act to instead show appreciation to Mercy Ship which is rendering sacrificial services for their countrymen and put a complete halt to this unwholesome behavior.

"We want to encourage Liberians to try to be grateful to people who help them; noting " gratitude is not just telling someone thank you, but rather working with them to improve it".

Vice President Boakai lauded the Ahmadiyya Mission for its contributions to Liberia's educational and health sectors over the years. "It is often said that a friend in need is a friend indeed. The Ahmaddiya Mission has indeed proven that it is not just a friend in need, but a friend indeed," Vice President Boakai observed.

He said President Ellen Johnson-Sirleaf has always welcomed the participation of all friendly governments and institutions in programs that will give our people hope.

He then pledged government's willingness to work with all well-meaning groups; irrespective of religious persuasion, noting that Liberians are tolerant of religion as demonstrated by the Secretary General of the Liberia Council of Churches, Benjamin Lartey's presence at the occasion.

Also speaking at the program, a Deputy Health Minister who proxied for Health Minister Dr. Walter Gwenigale, painted a gloomy picture of the Liberian health system.

QE2 crewman jailed for smuggling two million cigarettes

A CREWMAN on Southampton's flagship liner **QE2** has been jailed for nine months for smuggling nearly two million cigarettes into Britain.

Provisions manager Stephen Madden was arrested after Revenue and Customs officers swooped in Southampton Docks last October, following a tip-off that about 800,000 cigarettes were aboard the ship.

Madden, 42, had instructed his Filipino staff to help hide three separate consignments of the contraband in the liner's hold last year. Prosecutor Tim Moores outlined how he had also smuggled more than 400,000 cigarettes and five kilos of tobacco in May. Two months later, he had a further 820,000 imported but it was a case of third time unlucky when he was arrested.

The three shipments involved a loss of revenue of about £350,000. Madden, from Stafford, was convicted on three counts of fraudulently evading duty in his trial at the city crown court.



Svitzer's **SINGAPORE** seen moored in Scheveningen

Photo : Koos de Jong ©

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Ships Collided in Arabian Sea

One of two cargo ships sank after they collided off Darica hamlet of Gebze town of northwestern city of Kocaeli. One person was reported missing after the collision and another was injured.

Sources told the A.A correspondent that 2,247 gross ton-cargo ship "**Turgut Kocabas**" and 8,220 gross ton-cargo ship named "**Zinnet Mete**" collided off Darica on Tuesday. 2,247 gross ton-cargo ship sank after the collision.

15 of 16 crewmen of the ship named "**Turgut Kocabas**" were rescued. One person of rescued crewmen who was injured in the collision was hospitalized. On the other hand, one person was reported missing.

Maersk Vessel Runs Aground

A containership of the Denmark-based Maersk Line has run aground outside of a Mexican port, the local press reported.



Top : File photo of the **MAERSK DIADEMA** – Photo : Dirk Kleijn ©

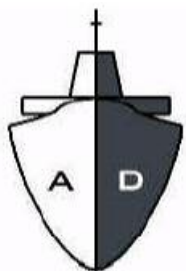
The 4,500-teu **Maersk Diadema** (built 2006) grounded Sunday morning as it approached the Lazaro Cardenas Port in central-western Mexico, according to the Spanish-language transportation news site Info-transportes.com.

The cause of the accident was unknown and the incident led to the brief closing of the port, the Mexican press reported. The ship was on its way to Yokohama, Japan, from Balboa, Panama.

NAVY NEWS

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Subs for Jakarta spark concern

DEFENCE experts have warned that Australia must boost its anti-submarine capability in response to Indonesia's plans to buy two Russian submarines.

The purchase of two high-performance Kilo-class submarines, along with 22 helicopters and 20 tanks, is likely to challenge Australia's naval dominance in the region. Jakarta has indicated it will buy another eight of the submarines.

Australian Defence Force Academy professor Carl Thayer said Australia should not be alarmist in the short term when relations with its neighbour were calm, but planning should begin.

"Australia has spent an awful lot of money in air warfare destroyers and massive ships — the submarines, if equipped with surface-to-surface missiles, could take those out," Professor Thayer said. "As long as relations with Indonesia are good, then the intention to use those against Australia isn't there."

"But you should build up counter-capabilities, and the feeling would be that Australia should be networking ... to deal with anti-submarine warfare ... planners weren't necessarily thinking of that."

Professor Thayer said it would take between five and 10 years before Indonesian personnel were fully trained in the new equipment. Russia will provide a \$1.2 billion line of credit to finance the acquisitions.

The head of the Australian National University's Strategic and Defence Studies Centre, Hugh White, has already flagged the submarine purchase as a significant increase in Indonesia's capabilities.

"Were there to be a ... confrontation or a conflict between Australia and Indonesia, which God forbid, that would very significantly complicate Australian planning," he told ABC radio.

SA sub causes red faces in Nato exercise

Exercise Amazolo, the first multi-navy exercise to involve ships of the North Atlantic Treaty Organisation (NATO) and the South African Navy (SAN) got underway on Monday in the waters off Cape Point and will continue for most of this week.

A total of ten ships are taking part, six from NATO and four from South Africa. The NATO vessels are USS **Normandy**, **FGS Spessart**, **HNLMS Evertsen**, **HSCN Toronto**, **HDMS Olfert Fischer** and **FRP Alvares Cabral**

The ships form what is known as SNMG1 or Standing NATO Maritime Group 1 which is usually based in the Mediterranean but is currently engaged in a 12,500 mile circumnavigation of Africa.

The participating SA Navy ships are the frigates **SAS Amatola** and **SAS Isandlwana**, the strike craft **SAS Galeshewe** and the submarine **SAS Manthatisi**. Earlier the NATO ships spent a week in Cape Town's V&A harbour undergoing some welcome R&R and re-equipping for the second half of the journey round Africa through the Indian Ocean.

Apart from a photo exercise for the benefit of media on board the vessels, including a classical 'starburst' normally associated with an aerial display plus a more typical line astern formation the ships later got down to the serious business of exercising together – the first time that the SAN has been able to sail and perform with ships from NATO.

These exercises continued into Monday night involving attempting to protect a surface 'target' while detecting and attacking submerged South African submarine – something in which the surface ships came off second best, according to navy reports.

According to these reports the submarine managed to penetrate an anti-submarine screen of seven ships, including the two South African Valour class frigates **SAS Amatola** and **SAS Isandlwana** and the US Navy guided missile

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cruise **USS Normandy**. After having 'sunk' the target being protected by the surface screen, the submarine turned on the surface warships and 'sank' each of them as well.

"The significance of this for the South African National Defence Force and the SAN in particular is profound. The force-multiplying effect of a submarine was clearly demonstrated during this exercise. This proves that the area off Cape Point is an ideal submarine hunting area – and our submarine crews are good hunters indeed!" says the navy on its website.

One is reminded of the repeated successes of the former submarine fleet of the SAN consisting of three Daphne class boats that also enjoyed a number of similar successes in exercises involving international and South African naval surface ships.

The alternating layers of warm and cold currents of the mingling oceans off the southern Cape coast make for good submarine warfare, it seems.

During the second day of the exercise a number of other training serials took place including gunnery and other fleet exercises. The exercises are continuing.

Barbados -Visiting navy ships in port

Royal Navy warship **HMS Portland**, and the Royal Fleet Auxiliary (RFA) tanker **Wave Ruler** are in Barbados on short port visits. The crews of the ships were recently engaged in providing assistance to Belize and the Eastern Caribbean in the wake of Hurricane Dean.

Most of their relief work was done in villages in northern Belize, which sustained the most severe damage.

There, an initial party of 15 personnel was sent in to assess the situation. Once ashore they joined up with a party from the British Army Training and Support Unit based at the permanent army training centre in Belize. The navy team included **HMS Portland's** doctor, who was able to conduct a clinic for Belizeans, and an electrical repair party who took generators and lights to provide some power to the village. Other personnel also assisted with clearing debris and repairing roofs.

Commander Mike Utley, **HMS Portland's** commanding officer, was proud of the work done by the crews: "I am pleased that my teams got ashore quickly and provided some immediate aid to the villagers."

HMS Portland and **RFA Wave Ruler** are stationed in the Caribbean region as part of the Atlantic Patrol Task (North) (APT(N)) for the 2007 hurricane season, which runs from June until November, ready to respond in the event of a humanitarian crisis.

At other times APT(N) units conduct maritime counter narcotics operations and wider regional engagements covering the Atlantic and western Pacific.

HMS Portland is one of the Royal Navy's Duke Class, Type 23 frigates. Home to 180 men and women, she is well equipped to carry out a broad range of military and humanitarian tasks.

As a multi-purpose frigate, she has weaponry that includes a 4.5 inch (11 cm) gun, Harpoon and Seawolf missile systems, and she carries the versatile Mark 8 Lynx helicopter. At 133 metres in length and with a displacement of 4 800 tonnes, Portland is powered by two Rolls Royce gas turbine engines and supported by four diesel generators.

RFA Wave Ruler, a Royal Fleet Auxiliary Oiler, is a fast fleet tanker capable of replenishment at sea of warships, and with the ability to meet future fuel requirements plus provide a platform for future helicopters. It is an electric ship – which means it is driven by an electric motor, powered by diesel generators – and takes advantage of the latest propulsion control technology.

RFA Wave Ruler leaves Barbados today and **HMS Portland** is scheduled to sail on September 13.

SA Navy turns to Germanischer Lloyd to put subs in class

SAS Manthatisi, the South African Class 209 type 1400 submarine that took part in the joint exercises with ships from the NATO task force circumnavigating Africa, has become the first naval submarine worldwide to be brought into class by a classification society.

A similar process will follow with the other two submarines, **SAS Charlotte Maxeke** and **SAS Queen Modjadji**. GL will also undertake the annual inspection of all three boats.

In terms of international law naval vessels are not usually required to comply with international regulations concerning merchant shipping and are governed instead by individual national regulations. However the cost of maintaining the engineering capability to undertake the necessary examinations for a small number of vessels of each type makes the use of an outside agency more practicable.

This isn't the first time that a naval warship has been put in class by a classification society – the Australian Anzac class frigates were similarly handled but this is believed to have been the first time for a submarine.

SAS Manthatisi underwent her inspection in June this year. She is the first of three new submarines going into service with the South African Navy. Only **SAS Queen Modjadji** remains still to be delivered from the builders in Germany.

Argentine icebreaker "Almirante Irizar" replacement delayed

The charter of a Russian icebreaker to replace Argentina's navy "**Almirante Irizar**" severely damaged by fire, for the coming Antarctic season remains undecided according to Foreign Affairs ministry sources quoted in the Buenos Aires press.

Argentine Armed Forces responsible for Antarctic logistics are requesting 30 million US dollars for the coming 2007/08 season, including four million for the chartered icebreaker, but the issue is pending.

"Money is the point, and some agreement must be reached as to where it comes from. The Foreign Affairs ministry will support the request and give its political recommendation", said Argentine military sources. However a Defence ministry spokesperson said the charter of the icebreaker is still a decision "to be approved".

Last July a delegation from the Argentine Armed Forces Joint Chiefs of Staff visited Vladivostok for a first hand look of icebreaker "Vasiliy Golovnin" technical conditions. The icebreaker is managed by the Far Eastern Shipping Company and a few years ago operated in the Antarctic.

According to Buenos Aires press the military gave the green light to the Russian option for the Irizar. The 10.000 tons "Golovnin", which also carries a helicopter, must among other tasks transport a million liters of fuel to the Marambio Base, Argentina's most important which links to Jubany and Esperanza bases and a dozen of summer scientific camps.

"Without an icebreaker we can't supply Marambio and the whole summer campaign is threatened, and we're not in the policy of closing down Antarctic bases", said the Foreign Affairs source.

However the Russian icebreaker is not prepared to reach Argentina's most austral base, Belgrano II which is located 1.300 kilometers from the South Pole. "The vessel is too big and has an only propeller". An option is to charter a modified South African DC 3 which can land ski and help with the turnover of the 16 permanent members at the base. The cost is estimated in 400.000 US dollars.

Anyhow the final word belongs to the Ministry of Defence and "there's no urgency" to address the matter besides the fact that during the recent overseas trip of the Minister, "she considered the point with China and four other countries".

Naval Force to Receive Mine-Ship in Netherlands

On 5 September, representatives of the National Armed Forces (NAF) Naval Force (NF) will take possession of the ALKMAAR-Class minehunter vessel **M05 Viesturs** from the Dutch Navy in the Dutch city of Den Helder.



Photo : Ad de Kruif ©

This is the second of the five minehunters Latvia has procured from the Netherlands. The State Secretary of the Ministry of Defence Edgars Rinkēvičs, the Latvian Ambassador Extraordinary and Plenipotentiary to Netherlands Baiba

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Braže and the leadership of the Latvian and Dutch Navies will participate in the ceremony of taking possession of the ship.

The Agreement on procuring 5 ALKMAAR-Class warships from the Dutch Navy was signed between the Latvian and Dutch Ministries of Defence on 24 August 2005. The NAF NF took possession of the first minehunter – **M04 Imanta** – from the Netherlands on 7 March of this year. The price of one ship is 8 million lats.

The main task of the ALKMAAR-Class minehunters is to detect and destroy mines but they are also capable of performing other tasks – participate in the NATO Response Force, carry out search and rescue operations, as well as patrolling if necessary.

The **M05 Viesturs** minehunter was built in 1984, and its previous name was **Scheveningen**; its displacement is 595 tons, length: 51.6 metres, width: 8.96 metres, maximum speed: 15 knots. The **M05 Viesturs** vessel will join the Baltic Naval Squadron BALTRON in the next year.

The ship's commander is Lieutenant Commander Jānis Vīksne, and it has a crew of 44 sailors. The ship's godmother is the Naval Force Press and Information Officer Iveta Kraule.

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PPL Shipyard books \$201 million jack-up contract

Singapore's PPL Shipyard, a subsidiary of SembCorp Marine, has been awarded a contract by Egyptian Drilling Company (EDC) to build a Baker Marine Pacific Class 375 (BMC Pacific 375) jack-up rig valued at US\$201 million.

EDC is a long-established joint venture between the Egypt's national Egyptian General Petroleum Corporation and the A.P. Moller-Maersk Group of Denmark 30 years ago. Construction of the jack-up rig is expected to start in the third quarter of 2007 with delivery scheduled in December 2009.

The jack-up will be based on PPL Shipyard's proprietary BMC Pacific 375 Deep drilling design and proprietary components. It will be equipped to drill high pressure and high temperature wells at 30,000 feet whilst operating in 375 feet of water. It will have accommodations with full catering and amenities for 120 persons. Maersk Contractors, a unit of the A.P. Moller & Maersk Group, has one similar BMC Pacific 375 rig in its fleet currently working in Brunei and another under construction in SembCorp Marine's Jurong Shipyard.

BC Ferries Launches Another Vessel

The hull and superstructure of BC Ferries' **Coastal Inspiration** was officially launched at a special ceremony today in Flensburg, Germany. The ship is the second in a series of three new vessels being built at FSG Shipyards, and is expected to be completed in early 2008. The keel of the third Super C-class vessel, **Coastal Celebration** will be laid in Germany, and during the third week of September, the first vessel, **Coastal Renaissance** will set sail for British Columbia. The Super C-class vessels will be the largest double-ended ferries in the world. Each will carry 370 vehicles and 1650 passengers. Passengers will find more space, more comfortable seating and better viewing areas on the two passenger decks of these ships than on any other passenger ferries. They will also enjoy enhanced food and retail services. All three vessels will be in service by summer of 2008, improving the travel experience on all three Lower Mainland – Vancouver Island routes. The first vessel, Coastal Renaissance will provide service between Departure Bay and Horseshoe Bay. The second vessel, **Coastal Inspiration**, will serve on the Duke Point – Tsawwassen route and finally **Coastal Celebration**, the third ship will carry customers between Swartz Bay and Tsawwassen.

"Chelsi-1" is launched at Kherson Shipyard



On August, 1 of the current year the Kherson shipyard and Concord Shipping launched the dry cargo vessel "**Chelsi-1**" of RSD11 project (deadweight – about 6000 tons) ordered by Black Sea Shipping Management, reports Maritime Engineering Bureau.

The ship is of Volgo-Don Max Class.

Main characteristics:
length – 137.52 m, breadth – 16.5 m, max. deadweight - 6008 tons, capacity - 853 kw, speed – 10.5 knots.

The vessel is to transport general, bulk, timber, grain, big and hazardous cargo of classes 1, 1.4S, 2, 2.2, 4.1, 4.2, 5, 5.1, 6.1,

8 and 9. The vessel was laid on December of the year 2004.

Farocean Marine on crest of a wave

CAPE-TOWN based Farocean Marine, in the news recently when the R100 million mv **Ellen Khuzwayo** fishery research vessel it built was spectacularly launched, is riding the crest of the wave of a successful shipbuilding operation.

Work at hand now includes an additional ferry to be built for the Robben Island Museum and another three vessels (tugs) to be built for the Tanzanian Port Authority, to be used in the Dar es Salaam and Tanja ports of this country.

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"Today we have the best equipped private yard in the country for the construction of most kinds of vessels," director Jendo Ocenasek roundly proclaims.

He not only refers to specialised equipment, among which is the US-acquired plate and an extrusion shaping machine, able to form intricate shapes in steel and aluminium at a much faster and therefore more economical rate than by any other method, but the workforce too has formidable expertise, says Ocenasek.

But it's not always plain sailing. Ocenasek points out that very little work is negotiated but rather won on tender and, in addition, the South African government provides no subsidies to the shipbuilding industry. This is not helpful, as Farocean most often competes against builders in countries which make available generous subsidies for their shipbuilding operators.

"Also, our workforce is important to us. No youngsters however are entering the industry and often those few we train at great cost leave for overseas opportunities," Oceanasek says.

Yet the company's contribution to the local economy is considerable. On the recently completed Ellen Khuzwayo some 50% of material was sourced locally and it required more than 200 000 man-hours of work, all from local people.

Since its establishment, Farocean Marine has won contracts and brought to completion several large ocean going vessels. It has also undertaken extensive refurbishment of vessels at its facilities in the port of Cape Town. The first new vessel to be built was an aluminium fishing vessel built in 1990 to Lloyd's classification, powered by three M.A.N. engines, of 2500 horsepower and is 22 metres in length with a 6 metre beam and 28 knots boat speed. This vessel has since been exported to the United States.

Another classy vessel, '**Greybeard**', completed to Lloyds, 100A1 + LMC, classification, was built in steel with aluminium superstructure, 29 metres in length, 6.5 metre beam and powered by twin Caterpillar engines. All work was performed in house, i.e. mechanical, electrical, hydraulic, pneumatic, painting and woodwork outfitting. This vessel is presently cruising in European waters, and can hold its own against any large luxury motor yacht, having been bought by a UK owner. Recently though the company has withdrawn from the leisure market.

Also of note is the '**Oceana Garnet**', designed locally by Triton Naval Architects. This is a large capacity 26 metre steel fishing vessel built for the Oceana Fishing company. It was built to Lloyd's class and presently operates and fishes successfully in South African waters.

Many other vessels have been built by Farocean Marine in the past sixteen years and it has also completed various conversions, refits and refurbishment on ocean going yachts, and fishing vessels, and work vessels of up to 60 metres in length. In 1999, Farocean Marine delivered to Portnet (National Ports Authority of South Africa), four vessels which are harbour tugs, designed by the Damen Group of Shipyards in Holland and built entirely by Farocean Marine with various modifications to the principal design to enable all the craft to operate in dual capacity ie. as tugs and pilot vessels. The third vessel was also equipped with a stern ramp and a hydraulic crane for buoy handling, making it a very versatile vessel.

As the completion of these vessels approached, Farocean Marine successfully won a contract in conjunction with Damen Shipyards Holland, with the Nigerian Maritime Authorities. This contract consisted of five vessels, namely two 16 metre fast patrol craft, a 24 metre oil storage barge, an oil pollution control and skimmer vessel 19 m x 8 m x 4.5 m draft and a high tech 27 metre fast patrol vessel.

All of these vessels were successfully completed and delivered. The final search and rescue vessel left Cape Town Harbour having successfully completed sea trials and owner's acceptance and is now operational with it's owners in Nigeria, having completed the voyage to Nigeria from Cape Town under her own power with a delivery crew.

Farocean Marine successfully tendered for a contract with the Tanzanian Harbours Authorities for a new mooring boat, built under licence to Damen Shipyards, Holland. The vessel was delivered in November 2001 and has been working successfully for the Port of Mtwara since. Farocean Marine have erected in the year 2000 a large shipbuilding hall, 55 metres long by 22 metres wide by 18 metres high, serviced with two overhead cranes.

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The covered workshop area of our yard now covers in excess of 5000 square metres. A contract to build three large patrol vessels for the Department of Environmental Affairs and Tourism awarded in September 2002, has facilitated further expansion of the company. The company has also enlarged and modernised its workshops and facilities to increase its capacity and accommodate vessels of up-to 60m. One of the new facilities, incorporated in a dedicated workshop, is a computerised plasma cutting machine, able to cut plates up to 12m x 2.4m, in thickness varying from 2mm to 25mm, with an accuracy tolerance of less than 0.5mm.

The first of the three 47 metre inspection vessels was delivered in November 2004. The second vessel was launched in May 2005 and the third and final vessel was delivered in September 2005.

Two 20 metre tug/workboats were delivered February 2006 to the South African Navy to assist the new corvettes and new submarines during mooring and departure. The tug/workboats are based in Simonstown.

End May 2007, it launched the new inshore research vessel **Ellen Khuzwayo** for completion and hand over August 2007. The vessel was transported on a multi-axle trailer from Farocean Marine's yard to the Cape Town synchrolift. Overall weight of transport approx. 1600 metric tons.

Now under construction, as mentioned, are the 32 metre Robben Island high speed aluminium ferry, capacity 300 passengers for launching August 2007 and 2-off 10 metre steel work boats and one-off harbour tug for the Tanzanian Harbour Authorities (T.P.A.), delivery later this year or early next.

Samsung Heavy wins \$1.3 bln worth of orders to build five container ships

Samsung Heavy Industries Co., the world's second-largest shipbuilder, said Thursday it has won deals valued at US\$1.3 billion to build five container ships and an oil-related vessel.

The contracts bring its total orders won this year to \$15.2 billion, exceeding the company's annual target, Samsung Heavy said in a statement. It called the amount a record for any shipyard worldwide at this point of the year.

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Wartsila to manufacture CPP's in India

Wartsila Corporation is to manufacture controllable pitch propellers (CPP) in India to create what it calls "an important and sizeable production capacity increase" for its CPP business.

The manufacture of CPPs will be undertaken at the existing Export Oriented Unit (EOU) at Wartsila's factory at Khopoli, near Mumbai and will involve an investment of about Euros 5 million. The CPP production in India will be operational end 2008.

"Having CPP manufacturing in India will benefit our Ship Power customers in India, the rest of Asia and Europe. The customers will have an access to integrated propeller and gear packages from one source. The manufacturing will also serve the whole group through component sourcing" says Mr Jari Salo, Vice President, Propulsion.

The range of D-Hub CPPs planned to be assembled in India is from Type 4D330 and the largest will be Type 4D1190. The CPP installation consists of a Hub, Propeller blades, hydraulics and a Lipstronic remote control plus other accessories. Presently Wartsila manufactures CPP's in the Netherlands and Norway and Fixed Pitch Propellers (FPP) in China.

Currently, activities at Wartsila's factory at Khopoli include engine assembly, reconditioning of engine parts, propeller blade repair, manufacturing auxiliary modules, gear boxes, HR nozzles, oil distribution boxes and the training school Wartsila Land & Sea Academy.



The **SMIT EUROPE** conducted bollard pull tests in Rotterdam-Europoort

Photo : Jan Oosterboer ©

Agile tugboat ready for the giants of the Ship Channel

- Name: **Thor**
- Owner: Suderman & Young
- Cost: \$8 million
- Length: 98 feet
- Engine: 6,300 horsepower
- Features: able to make 360-degree turns

Thor, the newest tugboat on the Houston Ship Channel, is part of a breed of high performers being brought in to handle a growing number of big ships. The \$8 million tug's maneuverability is really what sets it apart from most others, according to longtime Texas towing company Suderman & Young, which owns the vessel.

The company is touting the tugboat, which can turn 360 degrees and dock sideways, as the slickest and most modern tug operating on the Texas Gulf Coast.

With ever-larger ships calling on the Port of Houston, Suderman & Young and others in the tugboat business are buying tugs to help guide those vessels in and out.

"They are talking about much bigger ships than we have seen in the past," said Lamar Doyle, president of Suderman & Young, which owns nearly 30 other smaller tugs in addition to Thor. "We are just trying to get ready for whatever they will bring our way to make sure we have the proper tug equipment to handle those ships."

At the controls, Thor relief master Nicoli Payne demonstrated what the boat can do by deftly making 360-degree turns near the Fred Hartman Bridge. Most tugs, which are small, powerful boats designed to tow or push bigger vessels, can't make such a surprising move.

"You get more bang for your buck," the boat's captain, Doug Caradec, remarked as he stood in the gleaming wheelhouse of the boat as it powered across the water last week.

Suderman & Young said it got the 98-foot tug as the landscape at the Port of Houston is changing with the recent widening and deepening of the Houston Ship Channel, along with the opening of the \$1.4 billion Bayport Container and Cruise Terminal.

Those developments mean more and bigger vessels will be calling on the port, the company said.

The company isn't alone, as competitors also are updating their fleets. For example, Bay-Houston Towing has ordered three similar tugboats, the first of which it is supposed to arrive in October, according to Capt. Tom Tray, vice president and general manager of its marine division.

This kind of activity is not confined to Houston, by any means. Robert Allan, president of Vancouver, British Columbia-based Robert Allan Ltd., which designed the boat, said tugboat-building globally is going like wildfire.

"I have been in this business 36 years now and never seen anything as hectic," Allan said. "We have something probably approaching 150 vessels under construction in 27 countries worldwide."

Much of that activity is tied to the business of liquefied natural gas, or LNG, and **Thor** is actually on the small end of what is being built worldwide, he said.

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In terms of tanker handling, the oil industry is extremely safety-conscious and insists on the highest standards of tug assistance in most ports, according to Allan. So if you can't offer the oil industry a state-of-the-art tug and a highly trained crew, you are not going to get their business, he said.

Thor's design is only a few years old. Its roots are thousands of miles away, in Singapore. Allan said the design firm came up with the Z-tech drive as a compromise between competing schools of thought on how to design a tugboat in Singapore, one of the world's busiest ports.

"The bow is low, the stern is high, and the ship is more or less symmetrical," Allan said. "So it goes equally well in both directions, and the control position is laid out to give the best possible visibility in both."

The boat, built in Houma, La., features a 360-degree turning wheel, making it nimbler than most other tugs, and a large keel designed to boost its towing capacity.

Robert Allan Ltd. has well over 20 Z-tech vessels already delivered or under construction, from the Middle East to Australia. Three already have been delivered to the Panama Canal, where a huge expansion project has just kicked off, and seven more vessels are on order, Allan said.

Payne said the boat's wide range of features will make it a valuable asset as G&H Towing, which operates tugs for Suderman & Young.

"Every ship in the Houston Ship Channel we will touch," said Payne, who docked the Thor sideways at the port of Houston's Barbours Cut terminal last week after completing a job. "From passengers to cargo, we are on it."

Payne maneuvered the big new tugboat near the tanker it was working with as the bigger vessel closed in on the dock at the Exxon Mobil Baytown plant to load additional oil.

Then Thor deckhand John Niday IV tossed a line to a counterpart on the tanker, who secured it.

"Thor, you just want to give me a bump in, please," radioed the Houston pilot aboard the so-called Integrated Tug and Barge, or ITB. Payne complied, moving the tanker into the dock to be secured for loading.

In addition to Thor, which it christened in July, Suderman & Young has two similar tugboats on order, which will arrive in 2008 and 2009.

The towing company, whose roots date to the 1800s, is also proud of the power of Thor, with its 6,300-horsepower engine. That compares with a 4,000 horsepower engine on the tug accompanying it last week, the Jupiter.

"Because ships coming here are bigger, you need more horsepower," said Ted Litton, executive a vice president of Suderman & Young.



Noble takes delivery of jackup from Dalian



Noble Corporation reported that it has taken delivery of a new high-specification jackup drilling rig constructed by Dalian Shipbuilding Industry Co. Ltd. in Dalian, People's Republic of China.

The **Noble Roger Lewis**, the first of three such rigs being built for the company, is in transit to its inaugural drilling assignment in Qatar, where it will work under contract to Shell.

The **Noble Roger Lewis** is based on the proven F&G JU-2000E design and includes enhanced environmental protection, safety and drilling efficiency features to meet the ever-increasing requirements of worldwide exploration and production operations.

"With the delivery of the **Noble Roger Lewis**, the Company has successfully added both a high-specification jackup and an ultra-

deepwater semisubmersible, the **Noble Clyde Boudreaux**, to our fleet this year," said Noble Chief Operating Officer David W. Williams. "These additions, as well as the units we expect to take delivery of in 2008 and 2009, continue to enhance our asset and revenue base and further strengthen our ability to serve our customers."

The **Noble Roger Lewis** is designed to operate in water depths up to 400 feet and is equipped to drill wells in high-pressure/high-temperature environments up to 30,000 feet deep. Compared to many other jackups, the Noble Roger Lewis has more deck space, higher variable load, more drilling capacity, greater cantilever reach (up to 75 feet), and accommodations for a greater number of personnel.

A.P. Moller - Maersk Group and Xiamen Port Celebrate Opening of Terminal

A.P. Moller - Maersk Group and Xiamen Port (Group) held a grand opening ceremony for the Xiamen Songyu Phase I Container Terminal at Songyu Port, Xiamen. Madam Wu Yi, Vice Premier of the State Council, presided over the opening ceremony in the presence of Madam Ma Xiuhong, Vice Minister of Commerce. More than 200 people attended the event, including government officials from Fujian province and the city of Xiamen, as well as senior executives from the Xiamen Port Group and from A.P. Moller - Maersk Group, including Mr. Tom Behrens-Sorensen, Group Executive Vice President, and Mr. Richard Nicholson, Vice President for APM Terminals in the Greater China Area. APM Terminals is the terminal operating unit of A.P. Moller - Maersk Group. The Songyu Container Terminal will substantially strengthen the growing foreign trade in southeast China.

Genco to Sign Time Charter for Newly Acquired Vessels

Genco Shipping & Trading Limited announced that it has reached an agreement to enter into a time charter for two vessels it has recently agreed to acquire. The **Genco Constantine**, a Capesize newbuilding, is scheduled to be on charter with Cargill International S.A. for 54 to 62 months at a rate of \$52,750 per day, less a 5% third party brokerage commission. The time charter for the **Genco Constantine** includes a 50% index-based profit sharing component. In addition, the Genco Warrior, a 2005-built Supramax vessel, is scheduled to be on charter with Hyundai Merchant Marine Co. Ltd. for 35 to 37.5 months at a rate of \$38,750 per day, less a 5% third party brokerage commission.



The **NEFTEGAZ 66** seen at Maaspilot station
Photo : Willem Knoppert ©

GERARD COX OPENT MET NIEUW LIED WERELDHAVENDAGEN

Vanmiddag om 14.00 uur opent Gerard Cox onder toezicht van havenwethouder Mark Harbers de Wereldhavendagen – die van 7 tot en met 9 september in Rotterdam. Speciaal hiervoor heeft hij het Wereldhavenlied geschreven. Hij zingt het lied samen met 'Havenkoor De Sleptros' op een ponton op de Maas.

Programma

*Tot 13.15 uur kan men aan boord gaan van het ponton de Ampelman van Smit. Dat ligt op de hoogte van het World Port Center in de Maas naast een geel schip van de kustwacht.

* Om 14.00 uur zingt Gerard Cox en Havenkoor De Sleptros het Wereldhavenlied tot twee maal toe het Wereldhavenlied.

* Wethouder Mark Harbers houdt korte speech en drukt op knop

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- * Patrouilleboten van het Havenbedrijf laten trossen balonnen de lucht in
- * Ponton vaart weg en wordt begeleid door spuitende HbR schepen
- * 14.45 uur gasten kunnen van boord



The **OOSTERDAM** seen in Sitka
Photo : Willem Kappert ©

Ground Breaking for Manufacturing Plant Held in South Korea

A ceremony for the ground breaking for a new manufacturing plant for Wärtsilä 50DF dual-fuel engines was held at the Yeongam, South Korea site. The project is a joint venture investment between Wärtsilä Corporation and Hyundai Heavy Industries Co. Ltd (HHI), and the new company will be known as Wärtsilä-Hyundai Engine Company Ltd. The joint venture was announced in January 2007.

The new plant will be dedicated to producing Wärtsilä 50DF dual-fuel engines for LNG (Liquefied Natural Gas) carriers. Demand in this market is expected to continue to grow in tandem with the increasing global demand for natural gas. Korea currently has a market share exceeding 70 percent of the LNG shipbuilding market.

The Wärtsilä 50DF dual-fuel engine has pioneered an industry change from the traditionally-applied steam turbine machinery to a dual-fuel-electric concept with the benefits of much better operating economy and lower exhaust emissions. The engine can be run either on natural gas or on marine diesel oil (MDO) or on heavy fuel oil (HFO). The engine can smoothly switch between fuels during engine operation and is designed to give the same output regardless of the fuel. To date Wärtsilä has received orders for 206 Wärtsilä 50DF engines for 52 LNG carriers. The factory, which is scheduled to be in production by the second half of 2008, will produce approximately 100 engines per year.



The **STANISLAV YUDIN** arrived in Schiedam

Photo : Jan Oosterboer ©

Taiwan Orders Engines for Stealthy Missile Patrol Boat

The Taiwan navy has placed a four-year, \$149 million order for 90 diesel engines from MTU Asia, a subsidiary of Tognum. Three of the 16-cylinder Series 4000 engines will power each stealthy 170-ton Kuang Hua-6 (KH-6) Guided-Missile Patrol Craft.

The KH-6 was designed by the navy's Ship Development Center in Tsoying Naval Base in Kaohsiung; a prototype was introduced in 2003 after three years of development.

The boats have sophisticated surveillance and fire control systems, radars and data links. With a top speed of 30 kts and a range of 800 nautical miles, the boat is 34.2 meters long, 7.6 meters wide, four meters high and has one 20mm gun. Its main deck is canted at 12 degrees to reduce the radar signature; special paint reduces the infrared signature.

The KH-6 will be armed with four Hsiung Feng 2 (Brave Wind) anti-ship missiles. During the annual Hankuang 19 exercise in 2003, the KH-6 prototype test-fired one HF-2 missile that destroyed a retired Yang-class (Gearing-class) destroyer. The HF-2 was developed by the military's Chungshan Institute of Science and Technology, which says the missile has a range of 150 km at Mach .85 — sources say more. CSIST's other missiles include a new HF-3 and a land attack cruise missile version, the 600-km HF-2E, that can strike deep inside China.

Launched in 1996, the KH-6 program has seen numerous setbacks. Fifty boats were planned, a number halved two years later due to budget constraints. In 2005, state-owned China Shipbuilding Corp. (CSBC) received a \$292 million contract, then fought off a challenge by Jong Shyn Shipbuilding.

The 30 KH-6s will replace 50 47-ton Hai Ou-class (Sea Gull) PTGs, which carry two HF-1 missiles and whose aluminum-alloy hulls had corrosion problems. In 1998, a Hai Ou hull buckled after running aground and sinking off Penghu Islands southwest of Taiwan. Based on the Israeli Dvora-class, the Hai Ou were built indigenously in the early 1980s with public donations. The donations were given as a show of support for the military after the U.S. switched diplomatic relations from Taipei to Beijing in 1979.

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Sources say the KH-6 will perform hit-and-run attacks on Chinese ships attempting to cross the Taiwan Strait during an invasion or naval blockade.

"Winning a contract in this economically vital region is a significant achievement, especially as the reliability of MTU's engines played an important role in the customer's decision," said Rainer Breidenbach, Board Member at Tognum AG and Chief Executive at MTU Friedrichshafen, in a Tognum press release.

In related news, Taiwan's navy plans to test-fire a Standard SM-2 surface-to-air missile from a Kidd-class destroyer on Sept. 12. In 2001, the U.S. sold Taiwan four Kidds for \$732 million. Dubbed the Keelung-class (DDG-1801), the ships were commissioned in 2005 and 2006.



The **WILSON LAHN** seen arriving in Middlesborough
Photo : Piet Sinke ©

Royal Caribbean Vessel Set For Epic Cape Horn Voyage

Passengers on the Voyager-class **Mariner of the Seas** liner from Royal Caribbean Cruises in 2009 will be able to take the opportunity for an uncommon journey as the vessel circumnavigates South America.

Passengers will be able to opt for one of three separate cruise holidays stopping off at a range of destinations on the continent, with one 16-day and two 15-day voyages taking in locations from Rio de Janeiro to Acapulco, with Chile and Buenos Aires on the way.

Guests wanting a longer journey can also opt for a special combined 46-day cruise offer for a reduced fare.

Alice Norsworthy, senior vice president of marketing at Royal Caribbean Cruises, said: "Mariner will offer a remarkable experience for vacationers as they visit the must-see destinations of South America and enjoy the exceptional onboard amenities and service only found on a Royal Caribbean ship."

The **Mariner of the Seas** is a 3,114-passengers vessel that includes a Royal Promenade open 24-hours a day, in addition to the Portofino Italian restaurant, a rock climbing wall and in-line skating.

MOVEMENTS



The **ENERGY MINER** seen moored in Cape Town

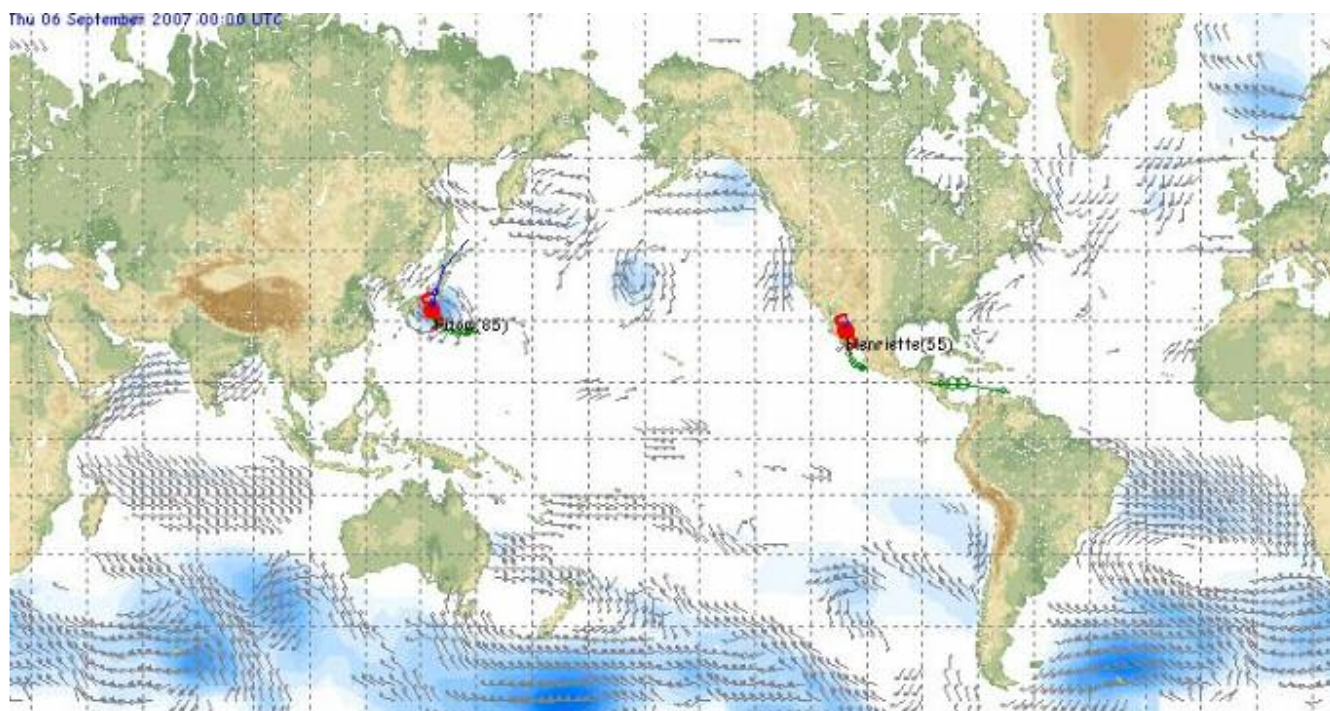
Photo : Aad Noorland ©

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.

.... PHOTO OF THE DAY



EVER DEVELOP ARRIVING AT SAN FRANCISCO, GOLDEN GATE IN THE SUN.

Photo : Peter van der Wiel ©

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