

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 205



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The **AURORA** seen in the port of Rotterdam

Photo : Aad van Zon ©

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EVENTS, INCIDENTS & OPERATIONS

HOLLAND AMERICA LINE INTRODUCES NEW OFFICER TRAINING IN HOLLAND

Two Engineering Excellence Orientations Planned In Rotterdam This Year



The first 15 trainees seen in Rotterdam - **Photo : Rob Leijen ©**

Holland America Line announces a new Engineering Excellence Orientation program for newly hired (engineering) officers taking place in Holland. The first Engineering Excellence Orientation 10-day training session began August 30

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at Holland America Line's new offices in Rotterdam on the Wilhelmina Pier. Student training was concluded with a visit onboard the line's 793-passenger **ms Prinsendam** on 8 Sept 2007 while the ship was in Amsterdam.

"At Holland America Line, we want to provide our officers with every opportunity to succeed," said Dan Grausz, senior vice president, fleet operations. "That is why we have developed this innovative training program that is unique in the cruise industry. Our new officers will have a chance to become familiar with our systems before they have to stand their first watch."

"Holland America Line receives job applications from many enthusiastic and motivated deck and engineering officers who want to be a part of our growing team," added Grausz. "We want to complement that enthusiasm with the strongest possible skill set." Training sessions are designed to introduce new recruits to Holland America Line through presentations and interactive learning. The goal is to familiarize new officers with the company's products and services, on-board life and the ship's engineering, nautical and other systems prior to their first assignment. A state-of-the-art Learning Management System is used by the line to provide customized computer-based training for staff. To date, Holland America has developed 22 courses on various topics that are available through the Learning Management System along with dozens of other commercially provided courses.



HAL's **ROTTERDAM** seen departing from her homeport Rotterdam - **Photo : Klaas Jan Tuinstra ©**

"We have a long and proud history in Holland and with this new training program we look forward to introducing new officers to Holland America Line and the many benefits of working with us. Investing in high-quality training for our people prior to having them board one of our ships is of paramount importance for our future and mutual success," remarked Grausz.

The first training session is being attended by 15 newly hired engineering officers and will include a variety of engineering topics. One more Engineering Excellence Orientation training session is scheduled to take place in Rotterdam this year. In 2008, the courses will be moved to one of the Holland America Line ships.

Originally founded in Rotterdam in 1873 as **Nederlandsch-Amerikaansche Stoomvaart Maatschappij (NASM)**, a shipping company, **Holland America Line** underscores its historic relationship with the Netherlands by enhancing Dutch recruitment efforts through the Engineering Excellence Orientations. Ships in the Holland America Line fleet have long flown the Dutch flag, serving as an ambassador to The Netherlands to more than 10 million guests worldwide. During World War II, **Holland America Line** ships served as the headquarters for the exiled Dutch government and after the war, a Holland America Line ship delivered the first cargo of Marshall Aid to Europe. Today, many of the fleet's captains and officers are Dutch nationals, reflecting the Netherlands' legacy as a seafaring nation.

For more information on Engineering Excellence Orientation training or employment with Holland America Line contact rliejen@hollandamerica.com, call +31 (0)10 297 6600 or visit www.hollandamericaline.nl.



The **PURHA** seen enroute Rotterdam – Photo : Tjep van Roon ©

INDIA BANNES CONTAMINATED SHIPS

India's supreme court has banned entry of contaminated ships to its shores, giving a final jolt to the Alang-Sosiya ship demolition yards in Gujarat, once the world's largest breaking centre. The court also ordered a complete ban on burning any hazardous or non-hazardous material on the beach. The order follows a long-pending petition that sought a ban on breaking of the passenger liner **Blue Lady, ex-Norway**. The court has asked New Delhi to formulate a comprehensive ship-breaking policy. **Blue Lady**, which was beached in August, 2006 for demolition, is still awaiting a court order to start breaking. It was bogged down by controversy for over a year, with several organisations including Greenpeace opposing its demolition in India because of the toxic materials onboard. A senior shipbreaker said the industry is dying as the government has failed to offer any incentives. So far in 2007, only 50 small-sized ships have come to Alang for demolition, against over 300 ships in previous years.

Navy tows sinking vessel, rescues 82

Philippine Navy (PN) personnel rescued on Friday 82 people, including a local government official and 11 children, from a sinking passenger vessel off the island province of Sulu, a military spokesman revealed yesterday.

Commander Giovanni Carlo Bacordo, Navy spokesman, "M/L **Medina**" was enroute to Zamboanga City from the Mapun, an island municipality in Tawi-Tawi province, when its engine conked out at 55 nautical miles northwest of Pangutaran Island in Sulu. "Two Air Force personnel manned the radio aboard the ill-fated vessel and established contact with PS 37 (naval vessel "BRP **Artemio Ricarte**") during the search and rescue operations," said Bacordo.

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Their efforts to reach military contacts sped up the location of M/L **Medina** at 9:45 p.m., at which time seawater was already rising inside the vessel and threatening to sink it.

The 65 passengers, including Mapun Vice Mayor Kennedy Muksin, 11 children and 22 women, were quickly evacuated to BRP **Artemio Ricarte**. Meanwhile, the 17 crewmembers of M/L **Medina** were left behind with potable water and gasoline to power the portable pump in flushing out seawater from the distressed vessel. Eventually, the motor launch was towed and reached Zamboanga City.



The **VIKING Rowing team** seen enroute the start of the **MAAS RACE** during the World Harbour Days in Rotterdam
Photo : Sylvia Tervoort ©

Na een sleeptochtje van de **Viking** door de **SMIT Junior** (met dank aan Ton en de doopvrouwe) van de Waalhaven naar de St. Jobshaven, is het (ternauwernood) complete team ingescheept en klaar om te vertrekken in de richting van de start. Na het startsein vertrokken tientallen sloepen in verschillende categorieën van de Wilhelmina pier bij de Erasmusbrug voor een tocht van 16 km. De sterke stroom, de open brug en het scheepvaartverkeer maakte de tocht niet gemakkelijk en we zijn uiteindelijk als 9de in ons klassement geëindigd.

Het Viking Roeiteam

Captain of seized Japanese trawler fined for poaching

A court in Russia's Far East fined the Japanese captain of the **Hoshin Maru-88** trawler 300,000 rubles (\$11,700) for poaching, an aide to the local prosecutor said Monday.

The trawler was stopped July 1 by Russian coast guards on suspicion of poaching, and was found to have illegally caught and processed over 15 metric tons of red salmon instead of the cheaper Keta salmon. The court also ordered the vessel's owner pay 7.9 million rubles (\$309,000) compensation to local authorities.

The Law of the Sea tribunal in Germany ruled August 6 that Russia should return the trawler, and reduced a fine imposed by Russia from 22 to 13 million rubles (around \$500,000). On August 16, the **Hoshin Maru-88** returned to Japan. Russian authorities have been involved in several disputes in recent years over fishing rights in its Pacific waters, particularly with Japanese vessels. In August 2006, the captain of a Japanese ship was detained near the Kuril Islands off Russia's Pacific Coast in an incident where one of his crewmates was shot and killed by Russian coast guards.

Maersk Containership's Crew Hospitalized

Thirteen people aboard the **Maersk Buffalo** at the Port of Oakland were hospitalised yesterday after falling ill, possibly as a result of bunker fuel fumes.

Local newspapers reported that another 25 crewmembers of the 4,150-teu containership (built 2007) and members of a longshoremen union local were treated on the pier at an APM containership terminal at the port.

The affected workers experienced stomach cramps, vomiting and diarrhoea.

The Oakland Fire Department was investigating the incident but told local reporters that bunker fuel fumes were the apparent cause. The injuries were minor.

Waterpolitie beboet nalatige zeekapiteins

De Waterpolitie van het Korps landelijke politiediensten (KLPD) uit Vlissingen heeft zondag 9 september twee kapiteins van zeeschepen beboet voor overtredingen van het Scheepvaartreglement Westerschelde. Een Filippijnse kapitein betaalde 2500 euro boete en een Poolse kapitein 300 euro.

De 46-jarige Filippijnse kapitein was met zijn bulkcarrier met ijzererts op 7 september op de rede van Vlissingen voor anker gegaan. Bij zijn aankomst heeft hij toen verzuimd de autoriteiten te melden dat het schip geen stuurboordsanker had. Op het moment dat de Waterpolitie zondag aan boord ging lag het schip in de Put van Terneuzen en loste een deel van zijn lading in verband met de diepgang. De loods aan boord was ook niet op de hoogte van het niet voorhanden anker. Voor de verkeersveiligheid op de Westerschelde is het noodzakelijk dat dergelijke zaken gemeld worden. In overleg met de officier van justitie moest direct een boete van 2500 euro betaald worden.

De Waterpolitie kreeg zondagavond van de Verkeersleiding Terneuzen de melding dat ze via de marifoon geen contact konden krijgen met een Pools zeewaardig zeilschip. De Waterpolitie controleerde vaartuig in de Pas van Terneuzen. Het betrof een 30 meter lang zeilschip met passagiers. Het schip was wel uitgerust met de twee voorgeschreven marifoons maar de 63-jarige kapitein had beide marifoons op het verkeerde kanaal ingesteld. De officier van justitie bepaalde hier de boete op 300 euro die ook direct betaald werden.

CASUALTY REPORTING



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Tanker Blaze in Baltic

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On September, 7, early in the morning, the Panama-flagged chemical tanker **Sky Star** caught fire near the Estonian coast in the Baltic Sea, reports Gazeta.ru quoting the Estonian coast guard.

The blaze is believed to have started in the engine room at 03.52 as the ship was bound for Tallinn. The vessel sent a distress signal to Estonian authorities but it is believed crew onboard were able to extinguish the blaze as the vessel was off the island of Hiiumaa.

It is said that the incident posed no threat to the environment.

Jacht omgeslagen



Zondag morgen rond 10.20 uur ontving het Kustwachtcentrum van een jacht een noodbericht dat zij zich tussen Vlieland en Terschelling bevonden en problemen hadden. Kort daarop kwam de melding dat het jacht omgeslagen was en dat de opvarenden in een rubber vlot waren gegaan.

Foto :
Bemanning
reddingboot
ARIE VISSER
Terschelling

Het Kustwachtcentrum heeft gelijk de KNRM reddingboten van Terschelling (drie stuks) en van Vlieland (twee stuks)

gealarmeerd. Ook de Offshore SAR helikopter, die met een oefen vlucht bezig was, is gelijk die kant op gestuurd. Twee bergingsvaartuigen van Terschelling zijn ook naar de positie van het jacht gegaan.

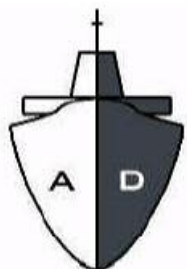
De Offshore SAR helikopter heeft alle vier de opvarenden veilig uit het vlot aan boord genomen en naar marinevliegkamp De Kooy bij Den Helder gebracht. Hier vandaan zijn de mensen voor onderzoek met ambulances naar het ziekenhuis gebracht. Een reddingboot van Vlieland heeft het vlot geborgen.

Er wordt nog onderzoek gedaan naar de juiste positie van het gezonken jacht i.v.m. de veiligheid van de scheepvaart.

NAVY NEWS

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The **USNS COMFORT** arrived in Willemstad (Curacao)
Photo : Kees Bustraan ©

Navy charters former Soviet heavy lift ship

A ship originally ordered by the USSR Ministry of Gas is to play a role in helping the U.S. Navy develop the Maritime Prepositioning Force (Future) ship.

Dockwise USA, Houston, Texas, is being awarded a \$25,156,325 firm-fixed-price contract with reimbursables for the charter of a contractor-owned heavy lift ship for the Navy's MPF(F) R&D Program.

The ship covered under this contract is the MV **TRANSSHelf**, which is Netherlands Antilles-flagged and is contractor-owned and operated.

Transshelf was originally ordered from Wartsila Shipbuilding in Turku, Finland, in 1985 by the USSR Ministry of Gas. In 1994, it was acquired from Russia's Rosneft by Docklift, which had managed it for 14 years.

The **Transshelf** is a semi-submersible heavy transport carrier of a design which shows strong resemblance to the Servant class vessels, with a deadweight capacity of 34,030 tons and an unobstructed deck area of some 5,280 sq.m. The vessel's ballast system enables the vessel to submerge its deck, allowing floating cargo with a draft of up to 10 metres to be loaded by means of the float-on/float-off method. Any combination of roll-on/roll-off, skid-on/skid-off and lift-on/lift-off procedures can also be employed.

Under the contract with the Navy, the ship will support research and development efforts of the Department of Defense through testing and demonstration of various maritime preposition force future concepts and technologies. Work will be performed primarily in waters off Norfolk, Va., and work is expected to be completed by October 2008.



The nuclear powered Los Angeles class attack submarine **SSN 706 ALBUQUERQUE** arrived in the port of Willemstad (Curacao)

Photo : Kees Bustraan ©

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Norfolk Facility Wins Contract on NS Savannah

The Department of Transportation's Maritime Administration announced today that a \$4,111,670 contract has been awarded to the Norfolk Ship Repair Unit of BAE Systems for dry-docking and maintenance on the National Historic Landmark vessel NS **Savannah**. **Savannah**, the world's first and the only U.S.-built nuclear-powered merchant ship, is currently moored at the BAE facility. All nuclear fuel was removed from the **Savannah** more than 30 years ago.

The major work to be done on the **Savannah** is a full surface preparation and coating of the ship's exterior from top to bottom. Other work includes detailed inspection of the ship's double bottom ballast tanks, repairs to the ship's cargo hatch covers, and minor exterior repairs to ensure the weather tight integrity of the ship. The ship's propeller will be

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removed during the drydocking as well. These repairs are in preparation for the eventual dismantlement and disposal of the remnants of the ship's nuclear power plant.

Savannah is expected to remain at the BAE facility into the early part of 2008.

Austal launches suit against rival builder

Austal has launched legal action against rival boat builder Incat and its founder Robert Clifford over a confidential report the Tasmanian competitor circulated to a European client.

Austal started the proceedings late on Friday in the Federal Court, alleging the Hobart catamaran manufacturer breached the misleading and deceptive conduct provisions of the Trade Practices Act and the Copyright Act by sending confidential reports about the performance of one of Austal's ships to a Norwegian ferry company.

Austal is also suing Incat's public relations adviser, Justin Merrigan, who worked in Austal's marketing department until January 2005 and had access to highly sensitive research reports on the performance and stability of the WA company's ferries, and a senior executive in Incat's European office, Chris Thurlow.

Austal claims the contents of the report were false and it is now seeking financial damages and other orders including corrective advertising. Austal took the latest legal step after crying foul to the Federal Court last year when it learnt that Mr Thurlow sent Scandinavian group Master Ferries, which operates between Denmark and Norway, a report unfavorably comparing Austal's new 126m trimaran against the 101m Austal catamaran.

Austal used special Federal Court rules that allow parties who suspect they have a basis for a legal claim to seek documents and, in limited circumstances, even question potential key witnesses before deciding on fullblown litigation.

Austal held a series of hearings and got access to a range of documents, including the Austal report and two emails dated June 7, 2005, that had the subject header "FW: Ship Motion: tri v 101". Austal also got the chance to question witnesses, including Mr Clifford, in recent months before deciding to take the legal action.

Mr Thurlow claimed in the email that the Austal trimaran used a huge amount of fuel compared to Incat's 98m vessel and had been delivered six months late because of technical problems.

Attached to the email was a confidential report by Austal's research and development department which gave an adverse comparison between the seakeeping performance of the trimaran and Austal's own 101m catamaran. The Thurlow email said it had taken years for the truth to emerge on various high-speed craft after they had received glowing publicity. "I believe this will be the case with the trimaran and having read the attached report I am absolutely convinced that this trimaran is a con," Mr Thurlow wrote.

Austal says the false report incorrectly referred to supposed limitations on the trimaran's capability and the report was superseded by a later report giving a positive comparison between the trimaran and catamaran when tested in rough seas. Austal said in a recent announcement the inaccuracy of the report had not been disputed by Incat in the preliminary discovery hearings.

Austal said its trimaran was accepted as one of the world's most advanced vessels of its kind and one was in operation in the Canary Islands and two vessels were under construction for the US Navy as combat ships. Austal refused to comment further.

Representatives of Incat could not be reached for comment. The matter is expected to be listed for a directions hearing soon.

More Sea Axe fast vessels on order

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Damen Shipyards in The Netherlands has issued a short update on the number and type of Sea Axe fast vessels now ordered or on order:

Two **Fast Crew Supplier 3307** were delivered to Oceanteam, and seven are under construction of which five are four are for THT Powertium, and one for an un-named Dubai operator, with two more the subject of options.

One **Fast Crew Supplier 3507** has been delivered to Brodospas in Croatia, and one is under construction and sold to an operator in Dubai for use the Caspian Sea.



Eight **Fast Crew Supplier 5009** are under construction, of which two are sold to Naviera Integral from which above the DONA DIANA is seen and four the subject of options. – **Photo : Michel Kodde ©**

China delivers 8,530 TEU containership

Xinhua reports that the first 8,530-TEU containership to which China owns full intellectual property rights has been delivered to China Shipping Container Lines Co. Ltd. (Shanghai) and left for its maiden voyage to the United States on Sunday.

China now joins Korea, Japan and Denmark on the short list of nations able to design and build the new generation of mega containerships.

Named "**New Asia**," the 335 m x 42.8 m vessel is the first of five ships of the same type on order at Hudong-Zhonghua Shipbuilding (Group) Co. Ltd., Shanghai, for China Shipping Container Lines. A further four are on order for Costamare Shipping Co. of Greece.

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The **SVITZER STANLOW** is operating in the port of Liverpool

Photo : Danny Plug ©

Binnenvaart symposium 'Geef me de 5'

Op 17 oktober a.s. organiseert de Ministerie van Verkeer en Waterstaat een Symposium over het onderwerp 'veiligheid in de Nederlandse binnenvaart'. Sprekers met diverse achtergronden zullen het onderwerp behandelen en aangeven op welke manier men gezamenlijk in staat is bij te dragen aan een nóg veiliger modaliteit binnenvaart.

Onder het motto 'Geef me de 5' zal het ontstaan en het vervolg van een

Top 5 risicosituaties in de binnenvaart

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onder ieders aandacht worden gebracht. Dit aan de hand van presentaties van sprekers afkomstig uit diverse relevante sectoren:

- ☐ Assurantie
- ☐ Branche organisatie
- ☐ Vaarwegbeheer
- ☐ Onderwijs
- ☐ Overheid

Tijdens het Symposium zal de promotie DVD 'Geef me de 5' overhandigd worden aan de Staatssecretaris van Verkeer en Waterstaat, mevr. Tineke Huizinga

Locatie: Scheepvaart en Transport College, Lloydkade Rotterdam

Datum en tijd: Woensdag 17 oktober, 09.00 - 12.30

Informatie en aanmelding: info@dcd.nl

TITAN Salvage Safely Refloats Containership MV Maersk Diadema in Mexico

Titan Salvage, Crowley Maritime Corporation's salvage and wreck-removal company, successfully completed the refloating of MV **Maersk Diadema** earlier this week at Lazaro Cardenas, Mexico.



The 975-foot laden container ship went aground outside the entrance channel, on its approach to the harbor on September 2. After a failed attempt by the ship's crew, **Titan** was contracted by the German owners on September 4 to refloat the one-year-old vessel from its resting place atop a sandbank.

A Titan salvage master and naval architect were dispatched to the scene to perform a preliminary survey of the vessel while a dive survey was also performed.

Using local tugs, the ship's own ballast system and the expertise of **Titan's** personnel, the vessel was successfully refloated on Sept. 5 approximately 24 hours after Titan Salvage was initially contacted.

This is the seventh successful salvage over the past 18 months that **Titan** has performed in Mexico. In March 2006, **Titan** successfully refloated the 835-foot containership **APL Panama** from a beach in Ensenada, Mexico, and redelivered her safely to her owners, concluding one of the largest commercial salvage endeavours ever undertaken.

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Tenth & Final S-Series Ship Delivered

Ever Salute, the last of ten 7024TEU S-series vessels being built for Evergreen in Japan, was launched on September 8 at Mitsubishi Heavy Industries' Kobe shipyard. The vessel was named by S S Lin (Lin Sun-san), First Vice Group

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Chairman of the Evergreen Group, while the ceremonial rope cutting, sending the ship down the slipway, was performed by Mrs Fusae Katsumata, the wife of Mr Nobuo Katsumata, President and CEO of the Marubeni Corporation. Due for delivery in January 2008, Ever Salute is scheduled to join one of Evergreen Line's transpacific services. The first eight vessels are now operating on the company's new China Europe Shuttle (CES) that offers a fast link between Asia and North Europe, while the ninth vessel, Ever Safety, is scheduled for delivery next month (October) and will also enter the transpacific trade.

The S-series ships have won global recognition for their advanced design features, intended to minimize their impact on the environment during normal operations and in the unlikely event of any accident.



The **CONTAINERSHIPS VII** seen passing Hoek van Holland outward bound from Rotterdam

Photo : Tjep van Roon ©

Lagere nettowinst Rotterdamse haven

Het Havenbedrijf Rotterdam (HbR) zag in het eerste halfjaar van 2007 de nettowinst met 1 miljoen euro dalen naar 56 miljoen euro. De winst werd negatief beïnvloed door een eenmalige afboeking van 10 miljoen euro op de deelneming van het havenbedrijf in het Warmtebedrijf Rotterdam.

'Het bedrijf heeft het lastig en wij hebben onze investering daarin dan ook afgewaardeerd in onze boeken', aldus een woordvoerder van het HbR.

Het bedrijfsresultaat van het havenbedrijf Rotterdam steeg daarentegen met 7 miljoen euro (3 procent) tot 93 miljoen euro vergeleken met 2006. Deze groei wordt door het Rotterdamse havenbedrijf toegeschreven aan hogere opbrengsten uit onder meer overslag, uitgifte van terreinen en tariefseffecten. Het aantal bezoekende schepen steeg met bijna 5 procent tot 18.400. De overslag liet een groei van ruim 4 procent zien.

Over 2007 verwacht HbR een nettoresultaat dat ligt boven het niveau van 92 miljoen euro uit 2006.

MAMMOET REMOVES CARGO FROM RUNNER 4

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10th of August an unusual and unique salvage operation kicked off, when **Mammoet Salvage** commenced the remote underwater recovery of a cargo of aluminium T-bars from the wreck of the mv **Runner 4**. The entire operation is executed with ROV technology only, without the support of any divers. The mv. **Runner 4** sank in 85 meters of water following a collision in the Gulf of Finland. In April 2007, **Mammoet Salvage** was awarded the recovery contract on the basis of No Cure - No Pay.



Photo's : Mammoet Salvage



Especially for the purpose of this remote recovery in deep water, two underwater excavators; DWRS (Deep Water Recovery Systems) were in-house developed by **Mammoet** and are presently engaged, among 2 ROV spreads of BlueStream and all the other **Mammoet Equipment**.

A North Sea barge chartered from Umland was fitted and equipped in Schiedam, at Mammoet's own waterfront Heavy Lift Terminal and sailed for the Gulf of Finland, where it arrived on the 10th of August. Ever since the operation is in full progress. The remaining bunkers were ROV removed, The deck cranes and hatches were removed and all the accessible tween deck cargo was recovered by the DWRS, totalling approx 15%.

The biggest challenge of the operation was the opening of the tween deck pontoons, which in 3 days was successfully completed by ROV technology with crane support from the surface. For the opening of the tween decks, **Mammoet** had especially developed a suction pad system in combination with a scrap shear.

Meanwhile recovery of the remaining lower hold cargo is in full progress, three fully laden barges have been landed ashore and the cargo of Aluminium T-bars is in safe custody. The remaining operation is to be completed by the end of September.

OSG names first Q-Flex LNG ships

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Overseas Shipholding Group, Inc. has announced the naming of the LNG Carrier **Al Gattara**, heralding a new generation of Q-Flex LNG carriers--described by OSG as "the world's safest, most advanced and largest ships to transport this critical energy source."

The vessel is the first in a series of four sister ships to be delivered to OSG Nakilat, the joint venture between OSG and Qatargas Transport Company (Nakilat).

The ship's sponsor, Mrs. Cathy Houston, wife of Dennis Houston, Executive Vice President, ExxonMobil Refining and Supply Company, officially named the Al Gattara in a ceremony at the Hyundai Heavy Industries shipyard. The second ship in the series, the Tembek, constructed by Samsung Heavy Industries in Geoje Island, South Korea, is to be named on Tuesday, September 11. Mrs. Naomi Campbell, spouse of Mr. Angus Campbell, Head of OSG's Gas Strategic Business Unit, will be the ship's sponsor.

OSG Nakilat's fleet of LNG carriers can each transport 216,000 cubic meters of LNG, approximately 40 percent more than the standard LNG vessels in service today.

In addition, this new generation of LNG vessels has significantly lower energy requirements than conventional LNG vessels due to economies of scale created by their size and the efficiency of the engines.

The new class of ships is powered by low-emission, electronically controlled diesel engines.

The vessels have dual propeller and rudders (a redundant safety feature) and advanced security systems. An on-board reliquefaction plant cools boil-off gas and converts it back to liquid for return to the tanks.

The vessels are long-term, 25-year charters to Qatargas.

Morten Arntzen, President and CEO of OSG commented, "OSG continues to diversify its business by moving into new and related markets and LNG, one of the fastest areas of energy growth, presents us with tremendous opportunities to expand."

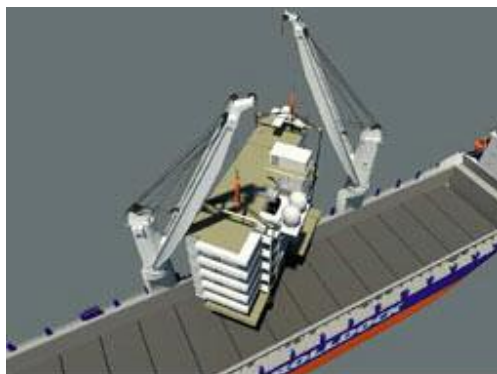
"This new class of LNG carriers is unique and has been designed and constructed using all advanced technology that is available today," Arntzen continued. "Building on our reputation as a leading provider of safe, clean, reliable energy transportation services, we look forward to a long-term partnership with Qatargas. This is a momentous occasion for OSG."



The buoy tender **TERSCHELLING** seen moored in her homeport Terschelling

Photo : Piet Sinke ©

RollDock opens Houston Office



Rotterdam based heavy transport carrier **RollDock B.V.** has appointed **Eric Schmid** as Managing Director of its new Houston office.

Schmid is a native Texan and a graduate of Texas A&M Maritime University. His more than 16 years industry experience which has included management positions in ship agency, operations, port captaincy, logistics and chartering.

"We are pleased to have Eric on our team" said **Frans van Seumeren**, Chairman of **RollDock B.V.** and ex CEO of Mammoet. "It is rare to find someone with such a well rounded background"

RollDock is a specialist in maritime transportation of heavy and large-volume cargoes that has a six ship newbuilding program underway at Larsen & Toubro in India with options for further contracts.



The deliveries start in early 2008 and thereafter at four-month intervals. The 8,000 dwt vessels are of a versatile design. They have three loading modes: lift on - lift off, float on - float off, and roll on - roll off.



In LO/LO mode they are capable of combining cranes for lifts up to 700 t. In FO/FO mode they are semi-submersible, allowing floating cargoes such as dredges of up to 6,000 t and submarines to be floated onboard and transported dry in a 115 m long x 19m wide cargo hold.

In RO/RO mode, they are accessible via a SWL 1,600 t ramp and offer up to 4,000 t capacity.

With these ships, RollDock aims at accommodating the ever-increasing size and volumes of petrochemical equipment, offshore and power plant modules.

The 140 m LOA x 24 m beam ships have a 5.6 m max draft vessels have an excellent "small port" capability, They are certified to sail fully open when required, and are ice-classed to cater to the offshore and LNG industries in Nordic regions. At 18 knots, they are among the fastest heavy lift ships in the world.

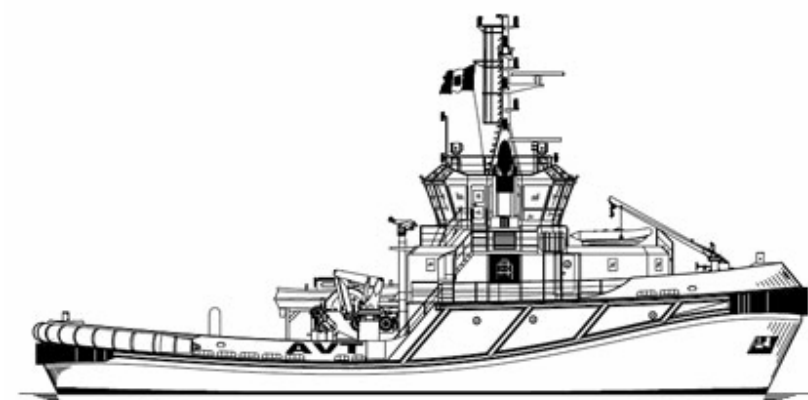
In addition, RollDock has taken over an existing fleet of smaller vessels from Zadeko Ship Management, including the specialized dock type "Ostara."

Genoa operator orders new offshore/escort tug design

Rimorchiatori Riuniti of Genoa, Italy has contracted with Robert Allan Ltd., Naval Architects of Vancouver, B.C., to design a new offshore support and escort tug to add to its growing fleet of versatile tugs.

This latest vessel, designated an AVT 36/70 E tug by Robert Allan Ltd., will be the second of a pair of almost identical Voith propelled tugs to be constructed by Astilleros Armon in Navia, Spain.

Both tugs, to be classed by RINA, will be suitable for a wide range of duties including harbor towage and ship-handling, coastal



towing, salvage and escort operations, firefighting and oil spill responses. The second vessel is also equipped for heavy duty anchor-handling.

Particulars of the AVT 36/70E Class tugs are:

Length Overall 36.65 m
Beam, Molded 13.60 m
Depth, Molded 4.80 m
Maximum Draft (overall) 4.0 m
Power 5,280 kW
Bollard Pull 70 tonnes minimum

Tank capacities are:
Fuel Oil 218 cubic m
Reserve Fuel Oil 130 cubic m
Potable Water 67 cubic m
Engine Lube Oil 10 cubic m
VSP Oil 10 cubic m
Fi-Fi Foam 15 cubic m
Dispersant 2 cubic m
Recovered Oil 130 cubic m

Features of the first tug, now nearing completion, include a large aft deck to facilitate oil recovery operations, a removable escort towbitt to ensure a clear deck during non-towing activities, and oil dispersant spray capabilities.

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The second tug will have slightly different stern lines to incorporate a 3 m long stern roller, and a set of shark-jaws. The design features a full raised forecastle running nearly half the length of the tug to provide a high standard of accommodation and the best possible sea-keeping capability for operation in exposed conditions.

The vessel will be outfitted to the highest standards for a crew of up to 14 people. Main deck accommodations include three two-person cabins, four one-person cabins, a galley, mess, galley stores, workshop, oil lab, locker room/lobby, and deck store. The deckhouse at forecastle deck level includes four one-person officer cabins.

The wheelhouse is designed for maximum visibility with a single control station providing maximum visibility to both fore and aft deck working areas, with the emphasis on the aft deck. The lower deck includes engineer's stores, and laundry facilities. All cabins are of a generous size, and boast en-suite lavatory facilities. The noise level throughout the crew accommodation is predicted to be in the range of 60 dBA, based on utilizing advanced methods of isolating main propulsion machinery, as well as high grade insulations and floating floor techniques.

Main Propulsion for the AVT36/70E comprises a pair of MaK 8M25 diesel engines, each rated 2,640 kW at 750 rpm, and each driving a Voith model 32R5-265-2 cycloidal propeller in tractor configuration. This combination is predicted to deliver a Bollard Pull of 70 tonnes, and provide a free running speed of not less than 13.5 knots. The indirect escort steering force is estimated at 110 tonnes at 10 knots. The operating range at economical cruising speed is estimated at 3,500 nautical miles (minimum).

The electrical plant is comprised of three identical diesel gen-sets, each with a 380 volt/50 Hz power output of 125 kW.

Fire-fighting will be to a Fi-Fi 1 Class. The main towing winch is a waterfall-style, double drum type, in which the upper drum contains 1,000 m of 56 mm steel wire rope. The lower drum is a split configuration with a 250 m synthetic hawser for escorting, and a 150-metre synthetic line for harbour towing. The anchor windlass, in a horizontal axis configuration is fitted with two chain wildcats and two warping heads, which are clutched separately.

Towing flexibility is enhanced by the inclusion of a 70-tonne, radial arm tow hook, while salvage and general stores/deck operations are aided by inclusion of a 25-tonne-meter knuckle boom crane. Shiphandling fenders at the stern (skeg end) comprise a 900 x 450 cylindrical fender above a row of 450 mm "W" block fenders. A 300 x 300 hollow "D" fender provides protection at the main and foc'sle deck sheer lines, and "W" block type fendering is used again at the bow. The first tug is scheduled for delivery in late 2007. The second vessel will follow approximately one year later.

Audacia: Innovation at Great Depths

The offshore vessel, the **Audacia**, is set to sail soon. With a length of 738 ft. (225 m), the **Audacia** is a deep-sea pipelay vessel that can be qualified as large to gigantic. It is the first vessel that lays out the pipeline over the bow. Two years of conversion preceded its May 8 christening. During that time, Imtech Marine & Offshore among others converted a huge bulk carrier into an advanced offshore vessel: a superb performance in terms of the time it took to complete the project and the application of innovative techniques. Imtech Marine & Offshore received the commission from Allseas, a leader in the installation of offshore oil and gas pipelines. In a partnership with GTI, the complete installation was projected and completed with 300,000 manhours.

ODFJELL: "PLANNED TAX WILL COST US US\$1BN"



ODFJELL's **BOW AMERICAS** seen leaving the port of Callao

Photo : Piet Sinke ©

NORWEGIAN parcel tanker company says a change in the country's tax laws would reduce its ability to invest in fleet replacement by "an amount of close to US\$1bn". It says in a statement rushed out over the weekend that its relative competitiveness would be severely hampered compared to our main competitors that are operating under international tax regimes.

The company says: "We are sorry to realize that entering the current shipping tax system in 1996 on the trust that we would enjoy a stable and competitive business climate in Norway for our industry seems to have been a wrong decision."

The current system, which was introduced in 1996, does not levy any taxes when the shipping company continues to perform shipping activities in Norway, and no dividend distributions are made to the shareholders. Odfjell chose to enter this system in 1996 based on the intention to continue to operate under the system in the long term and so far no dividends have been distributed to shareholders from companies within the shipping tax system.

Odfjell says that it planned to continue to operate under the current system. The income tax rate for undistributed profits earned within the system has therefore been zero and hence, based on this zero tax rate, tax liabilities have also been zero. Untaxed profits within the current tax system is partly capital gains from when ships were sold into the system as an internal transaction in 1996 and partly operating results in the period 1997 to 2007.

Now, Odfjell says, as part of the introduction of the new shipping tax system, the government proposes that the untaxed profits shall be taxed at the applicable tax rate of 28% and paid over a 10 year period. Up to one third of the tax liability can be used for environmental investments rather than tax. The company complains: "Although the tax is payable over 10 years and the fact that we will continue to strengthen our efforts to improve our environmental performance, the effect of the new proposed rules, should they have been implemented as per 30 June 2007, would be an immediate increase in tax liabilities and a reduction of equity of about Nkr1.3bn (US\$227m). The equity ratio would have been reduced from 33.4% to 23.6%."

The Norwegian government presented its proposal for a new shipping tax system in on Friday afternoon. Odfjell says the proposed system is comparable to tonnage tax systems implemented in a number of other European countries and the effective tax rate is estimated at 0.6% of the 2006-results. The details in the new system will be presented early

October in the budget proposal for 2008, and will be finally decided upon in December. The new system will be applicable as from January 1 2007

Fugro takes delivery of largest purpose-built seismic vessel in the world

A new Fugro 3-D vessel was named in Bergen, Norway on August 18th, the vessel being **Geo Celtic**, the largest purpose-built seismic vessel in the world, which is capable of deploying 12 solid streamers of up to 8km in length.

The vessel has an overall length of 100.80m, breadth (max) of 28m, and can accommodate 69 people onboard.

The vessel was completed at Bergen Yards BMV. "We are proud to deliver the largest purpose-built seismic vessel in the world," said Magnus Stangeland, CEO of Bergen Yards AS. "**Geo Celtic** is the most advanced vessel ever built by Bergen Yards. What is more, she is the first in a series of six similar vessels to be built in Bergen. The yard is fully booked till 2010." "The project went well from the beginning, all partners had long experience and confidence in each other," said Klaas S Wester, President and Chief Executive Officer, Fugro NV. "I am proud that Fugro possesses state-of-the-art vessels and technology."

The vessel will be operated by Ellen Forland Rederi, and Fugro will charter her and is responsible for all seismic equipment onboard. **Geo Celtic's** first job will be for PEMEX Exploration and Production in the Gulf of Mexico, acquiring 7,200km² of 3-D seismic data.

Container Ship Launched at HDW-Gaarden

On September 8, the first of a series of five 2,700 TEU container ships was launched and christened **Marupa Europa** in Kiel at HDW-Gaarden – a company of ThyssenKrupp Marine Systems. The launch was performed by Georgina H. Rodriguez Vazquez, the wife of Gustavo Rodriguez, CEO and president of the Maruba Group. The ship was ordered by GEBAB in Meerbusch and will be operated by the shipping line NSB Niederelbe Schiffahrtsgesellschaft mbH & Co. KG, Buxtehude. The ship had already been handed over to the shipping line the day before. Upon request of the shipping line, the ship was handed over earlier than scheduled. The remaining four ships will be delivered by the end of 2008.

Boa Offshore orders newbuild supply vessels and AHTS

Boa Offshore AS in Norway has placed an order for four multi-purpose supply vessels and four anchor handlers of Vik-Sandvik design. The yard that will build the vessels has not yet been identified.

The AHTS vessels are of VS 491 design with main dimensions of 91m x 22m. The vessels will have a bollard pull of approximately 270 tonnes with a 500 tonne anchor handling winch. The design will accommodate 60 people and will have hybrid diesel electric/mechanical (DEM) propulsion. The four supply vessels are of VS 495 design with main dimensions of 95m x 21m. The vessels are also designed for hybrid diesel electrical and diesel mechanical propulsion, and have accommodation for 60.

Said Vik-Sandvik: "The four new MPSV and AHTS vessels are state-of-the-art vessels designed to meet all new requirements for the offshore industry, with a focus on safe operation, low fuel consumption and minimised emissions."

Boomstammen in Noordzee gevaar scheepvaart

Een Duits vrachtschip heeft zondag vlakbij het Duitse Waddeneiland Juist duizenden boomstammen verloren. De houten obstakels zijn een gevaar voor de scheepvaart op de Noordzee, aldus de Duitse autoriteiten maandag. Het gaat om ongeveer drieduizend boomstammen met een lengte oplopend tot 5 meter. Een speciaal schip heeft al 150 boomstammen ingezameld en naar Cuxhaven op het vasteland van de deelstaat Nedersaksen gebracht.

Het Oostfriese eiland Juist ligt op zo'n 30 kilometer van de Nederlandse territoriale wateren.

MOVEMENTS



Above seen at September 9th the **SEVEN SEAS VOYAGER** – the first ship to call at the Liverpool Cruise Terminal.
Photo : John H. Luxton

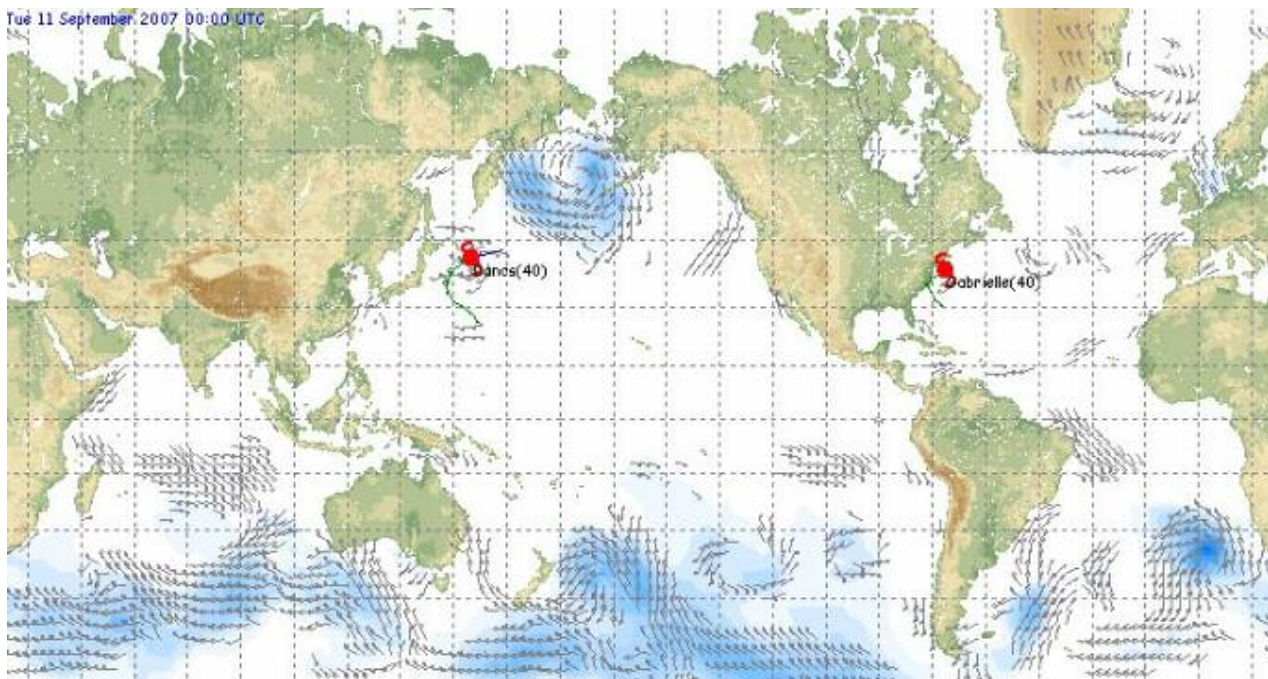
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.... PHOTO OF THE DAY



The former Stellendam lifeboat **DE ZEEMANSPOT**, at present private owned, seen near Terschelling
Photo : Piet Sinke ©

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