

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 221



**Number 221 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Friday 28-09-2007**

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**The ARKLOW VENUS seen enroute Rotterdam  
Photo : Jan Verhoog ©**

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## EVENTS, INCIDENTS & OPERATIONS



The Damen build **DMS BLUEBIRD** commenced yard trials

Photo : Michel Kodde ©

## Norway's fleet set to fly UK flag in tax row

An article in Daily Telegraph states that Norway's biggest shipowners are considering reflagging their vessels under Britain's Red Ensign after a furious row over backdated tax.

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The Norwegian government has proposed an overhaul of its shipping tax regime that threatens to land one of the world's largest commercial shipping fleets with a retrospective tax bill of at least Nkr21bn (£1.9bn).

Since 1996, operators of Norwegian registered ships have been allowed to defer tax liabilities as long as they reinvest in their businesses and in local shipbuilding. Norway has now proposed bringing its system into line with most other European countries, including the UK, with the introduction of a "tonnage tax", where shipowners pay a tax on tonnage capacity rather than operating profits.

In a huge shock to the industry, however, Norway has proposed that before the introduction of the new regime it claws back taxes that have been deferred for the entire past decade.

The planned backdated tax has caused apoplexy among Norway's shipowners, including operators of huge tanker fleets. They are threatening to register their ships elsewhere, such as the UK, potentially jeopardising 45,000 maritime jobs in Norway.

According to Daily Telegraph Andreas Sohmen-Pao, vice-chairman of the tanker operator BW Gas, said: "We've had the HSBC tax team looking at it and there has never been a precedent for something like this."

He said BW Gas faced a backdated tax liability of £425m despite doing "nothing wrong" and believed the bill for the entire industry could be much higher than Nkr21bn because the Government "hasn't been clear about the way in which it is calculated".

The Norwegian Shipowners' Association, which met Norway's prime minister, Jens Stoltenberg, last Friday, argues the proposal will drastically raise the sector's cost of capital and even force owners to sell ships to pay the backdated tax. It reckons future investment could be reduced by Nkr100bn – equivalent to 250 new vessels.

Shipowner Wilh Wilhelmsen said the proposal "will have substantial negative effect" on its business. Mr Sohmen-Pao said: "If they go ahead with this, trust is shot to pieces. It's such an own goal. Norway has very few industries where we are a global leader. There's only fishing, shipping and oil and gas."

Norway is expected to detail its plans in its October 5 budget statement.



The tug **ZEELAND** seen with the **OLYMPIC MIRACLE** seen enroute Gent  
Photo : Adri van de Wege ©

## Schuttevaer pleit voor Botlekbrug zonder middenpijler

De nieuwe Botlekbrug moet zonder middenpijler worden aangelegd. Dat stelt Koninklijke Schuttevaer namens de hele binnenvaartsector in een pleidooi aan staatssecretaris Tineke Huizinga (VenW). De nieuwbouwplannen gaan vooralsnog uit van een brug met middenpijler over de Oude Maas bij Spijkenisse.



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Schuttevaer heeft de plannen op zich met instemming begroet en vraagt Huizinga de snelle realisering te bevorderen. De nieuwe brug ten zuiden van de huidige Botlekbrug op een hoogte van 14,50 m. boven NAP verlost de scheepvaart van het grootste obstakel op de route Rotterdam-Lobith over water. De huidige versleten brug vormt in toenemende mate een veiligheidsrisico.

Maar vanwege de middenpijler, naar het model van de Spijkenisserbrug, roept de brug bij de nautisch-technische belangenvereniging van binnenvaarders tegelijk twijfels op. 'De bestaande Spijkenisserbrug voldoet niet aan de eisen die op grond van de huidige inzichten vanuit zee- en binnenvaart aan een dergelijke brug op een vaarweg met een overwegend maritiem karakter worden gesteld. De aanwezigheid van een middenpijler is in strijd met alle inzichten die er op dit terrein zijn.'

De in 2005 geactualiseerde 'richtlijnen vaarwegen' van Huizinga's ministerie bepalen dat - met het oog op de verkeersveiligheid - in vaarwegen voor de beroepsvaart voor bruggen over het normale profiel geen middenpijler dient te worden toegepast. Ook de bouwvoorschriften voor bruggen over de internationale rivier de Rijn verbieden middenpijlers.

'Nederland zou nooit akkoord gaan met de bouw van een middenpijler in een brug elders op de route Rotterdam-Basel. Wij kunnen ons moeilijk voorstellen dat Verkeer en Waterstaat eenzijdig en in afwijking van de eigen regels hiermee zou instemmen voor wat betreft de nieuwe Botlekbrug', schrijft Schuttevaer aan de staatssecretaris.



The **NORSTREAM** seen at Teesport  
Photo : Ronald Keuning ©



## Oil rig PRIDE SOUTH SEAS arrives at Cape Town

A docking with a difference is to take place for Cape Town harbour 27 Sep 2007, when the oil rig **PRIDE SOUTH SEAS** arrives and will be taken to A berth.

The docking remains conditional on weather conditions and the port authority says it hopes to keep shipping delays to a minimum during the operation.

Having recently been released from drilling in West Africa, **Pride South Seas** is arriving in Cape Town to undergo maintenance and repair that will take an estimated three months after which the rig is to go to an eight-well drilling programme with Petro-SA off the South African coast.

The Japanese-built 30-year old semi-submersible rig is owned by Pride International, a Texas-based oil drilling company and can operate in waters of 300m depth and drill to approximately 7,500m.



The Multiship tug **BARRACUDA** arrived with the **VIKING BARGE 2** in Hoek of Holland where at present the Linkspan which was used for years for the **STENA DISCOVERY** is getting dismantled and loaded onboard the barge, after loading the transport will depart with destination Belfast

Photo : Rob de Visser ©

## Ship post-mortem 'inconclusive'

Post-mortem tests on three men who died in an accident on a gas rig support ship in the North Sea have failed to determine the cause of their deaths. Finlay MacFadyen, Robert O'Brien and Robert Ebertowski were securing an anchor chain when the accident occurred off the East Yorkshire coast on Sunday.

Police are now waiting for the results of toxicology tests. Detectives are speaking to the men's crewmates to build a clearer picture of the events leading up to the accident.

Mr MacFadyen, 46, from Aberdeen, Mr O'Brien, 59, from Leven in Fife, and Mr Ebertowski, 40, from Gdynia, Poland, were taken to Hull Royal Infirmary by a Sea King helicopter after the accident but died from their injuries.

Humberside Police said a team of detectives were talking to the remaining nine members of the crew, who had been on board the **Viking Islay** for just a day when the accident happened. They were expected to work out at sea for 28 days. A spokeswoman said the men's families were going to meet with senior investigating officer Det Ch Insp Tony Garton about the case.

The **Viking Islay** is currently berthed at Immingham, North East Lincolnshire, where a full investigation is being carried out by the Marine Accident Investigation Branch.

The ship, an emergency response and rescue vessel, was supporting the **Ensco 92** drilling rig on BP's Amethyst field when the accident happened.

## **UN relief at French help against Somali pirates**

The World Food Programme (WFP) on Wednesday welcomed a French offer to send a warship to protect international food shipments to Somalia from pirate attacks. Aid ships heading for the strife-torn Horn of Africa nation have become a magnet for pirates and international agencies have been demanding greater protection for several years.

At least 17 ships have been attacked along the 3,700 kilometre (2,300 mile) Somali coastline this year alone, including two cargo boats chartered by WFP, according to the International Maritime Organisation (IMO).

French President Nicolas Sarkozy offered to send a warship after chairing a UN Security Council meeting on Africa on Tuesday. "France stands ready to ensure security for the assistance provided by the World Food Program in Somalia for a period of two months using naval military resources," the French leader told the Security Council. "I call on all those who wish to do so to join this initiative".

Speaking in Nairobi, WFP spokesman Marcus Prior told AFP the offer would provide "great protection against piracy in Somali waters" and that the agency was already in contact with France on details of the protection.

Somalia has been in the grip of near continual civil war since 2001. About 1.5 million of the 10 million population rely on humanitarian aid, according to the UN Food and Agriculture Organisation.

Because of the disastrous state of the country's roads and the civil unrest, aid organisations prefer to use boats and 80 percent of UN aid reaches the Somalia by sea.

But the cargo ships are a prime target for pirates, who operate high powered speed boats and carry heavy machine guns and rocket launchers.

In addition to profiteering from selling the food aid, the pirates demand ransoms to free the ships' crews or fishing and cruise vessels. The crew of one of the WFP boats was held hostage for 45 days. On the other, a man was killed whilst attempting to beat off pirates boarding the boat.

In 2005 the WFP temporarily suspended maritime aid after two pirate attacks on its ships.

In June, the International Maritime Bureau (IMB) called again for "urgent help" from the navies of the major powers to protect shipping off the Somali coast. But the West has been reluctant to get involved in Somalia's troubles, mainly because of the disastrous US and UN interventions in the 1990s.

Sarkozy made it clear that the offer of French military help would last only two months. However a Western naval presence is permanently deployed in the Gulf of Aden, just outside Somali waters.

France's largest foreign military base is in Djibouti, which borders Somalia, and a multinational naval force patrols the zone to protect international shipping lanes against terrorist attacks.

## **Sakhalin-2 delay confirmed**

Project developer Gazprom admitted there will be a six-month delay, possibly longer, to the start of year-round oil shipments from **Sakhalin-2**. **Sakhalin-2**, which Gazprom took over from Royal Dutch Shell early this year, had planned to start all-weather, year-round shipments of crude from its offshore Vityaz field before the end of the year. The field currently produces about 70,000 barrels daily, but ice prevents shipment for the winter. Onshore pipeline



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delivery of the oil to ice-free ports in southern Sakhalin – where Gazprom also plans to load LNG - has been delayed. When fully operational, Gazprom is planning to load 150,000 barrels of the Vityaz crude each day. The delayed volume represents about 5% of Gazprom's daily oil production.



Left seen the **Queen Elizabeth 2** departing from Greenock last Friday, 40 years after she was built along the River Clyde and sailed out of Greenock.

Photo's : Elaine Munro ©

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## Ice-breaker on fire, Kronshtadt

Fire on board of icebreaker **Ivan Kruzenshtern**. Vessel is in dry dock Three Destroyers, Maritime Ship Repair Factory, Kronshtadt, S.Petersburg. Fire started on bridge, expanded and engulfed inner area of about 100 sq. meters.

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7 workers evacuated, no injuries. 5 fire teams on the scene. 15.48 – fire under control. 17.33 – fire extinguished, firefighters left vessel.

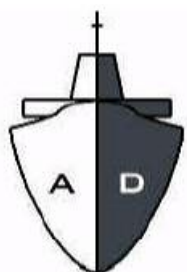
### Baltiyskiy-109 aground, Little Belt

"**BALTIYSKIY 109**" - IMO No. 7612515 - General Cargo. built 1980, Russian registered, 1,926 GT. - Stranded off Middlefart, Fyn, Denmark, in 55.32.76N 009.46.74E on 24/09/07 on voyage from Horsens to the Netherlands with a cargo of timber, 2522 cubic meters. Sustained holing damage to ballast tanks No 4 and 6. no spill. Salvage planned: lightering to barges; underwater hull inspection; survey and voyage to nearest port with repairs facilities. Owner Belomor-Onega Shipping, port of registry S.Petersburg, crew 11.

## NAVY NEWS

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### SA & US in joint maritime security exercise

The SA Navy and a United States naval vessel are due to begin a three-day maritime security exercise off the coast of South Africa today.

The **USS Forrest Sherman**, a guided missile destroyer, and the **SAS Amatola** will participate in the exercise aimed primarily at maritime security, said public affairs officer Gillian Brigham.

The exercise will focus on intercepting, searching and combating piracy and smuggling. Brigham said the exercises would see six naval personnel from the **SAS Amatola** exchange places with six crew members from the US vessel.

The ships are among the newest additions to their respective navies, both having been commissioned in 2006. The **USS Forrest Sherman** was built at a cost of nearly US 1-billion (R7 billion), while the **SAS Amatola** cost R1.5 billion.

Earlier this month the SA Navy participated in a naval exercise with a North Atlantic Treaty Organisation force off the Cape coast.

## LATEST FRIGATES FOR SINGAPORE



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The **Formidable class** multi-role stealth frigates are the latest platforms to enter into service with the Singapore Navy, and are multi-mission derivatives of the French Navy's **La Fayette class** frigate. The frigates are key information nodes and fighting units, and are "by far the most advanced surface combatants in Southeast Asia".

Left : The **F 72 STALWART** seen fitting out

**Photo : John Bruinsma ©**

The frigates will be equipped with Sikorsky S-70B naval helicopters, an international derivative of the United States Navy SH-60B Seahawk. The MINDEF signed a contract with Sikorsky Aircraft Corporation in January 2005 to acquire six of these helicopters, which will be organic to the frigates. These naval helicopters are equipped with anti-surface and anti-

submarine combat systems, extending the ship's own surveillance and over-the-horizon targeting and anti-submarine warfare capabilities.



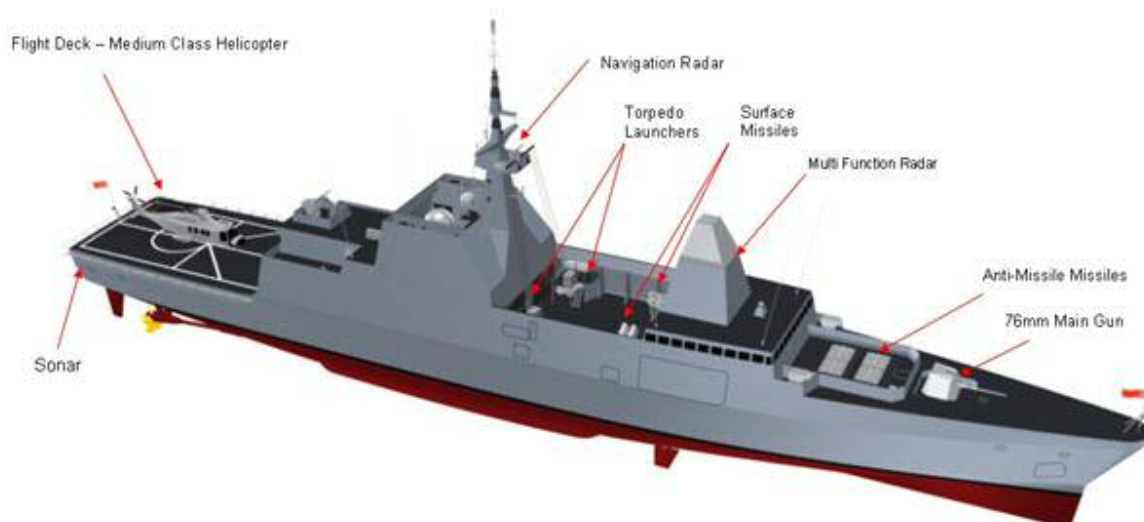
The last frigate of the class is the **F 73 SURPREME** seen here fitting out at the builders in Singapore

**Photo : John Bruinsma ©**

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The naval helicopters will be raised as a squadron in the Republic of Singapore Air Force and piloted by air force pilots, but the system operators will be from the RSN. The naval helicopters are projected for delivery between 2008 and 2010.

The lead ship of the class, **RSS Formidable** was commissioned on 5 May 2007, marking the 40th year of the RSN. The remaining frigates will be fully operational by 2009 and will replace the RSN's missile gunboats, which have been in service for more than 30 years. The six ships form the 185 Squadron of the Navy.



### Ships in class :

RSS Formidable (68)	—	commissioned 2007
RSS Intrepid (69)	—	launched 2004
RSS Steadfast (70)	—	launched 2005
RSS Tenacious (71)	—	launched 2005
RSS Stalwart (72)	—	launched 2005
RSS Supreme (73)	—	Launched 2006

Length	114.8 metres
Beam	16.3 metres
Displacement	3200 tonnes
Crew	70, excluding air attachment of about 15
Speed	27 knots (50 km/h)
Weapons	Boeing Harpoon anti-ship missiles MBDA Aster 15 surface-to-air missiles Oto Melara 76 mm gun Eurotorp A244/S Mod 3 torpedoes

## India - Naval offshore patrol vessel: keel-laying ceremony held

The keel for the newly designed naval offshore patrol vessel (NOPV) to be built by Goa Shipyard Ltd for Indian Navy was laid by Mr Praveen Agarwal, IRS, chairman Mormugao Port Trust on September 25 at Goa Shipyard premises. This is the second vessel of series of three vessels designed in-house by GSL, aimed at meeting the increasing requirement of Indian Navy for surface warfare operations and in order to prevent infiltration and transgress of maritime

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sovereignty. The vessel is 105 m in length, about 2200 tonne in displacement with a speed of 25 knots. The vessel is capable of fleet support operations, coastal and offshore patrolling, ocean surveillance and monitoring of SLOCs, defence of offshore oil installations and escorting high value ships. The vessel has facilities of embarkation and operation of helicopter. The vessel is fitted with state-of-the-art navigation, communication and electronic warfare equipment. An advanced remote control system is provided to control and monitor the propulsion machinery.

The vessel can accommodate 118 defence personnel onboard with an endurance of 6000 nautical miles. The vessel can stay at sea uninterruptedly for an extended period of 60 days.

### Venezolaans-Nederlandse oefening ten einde



Deze week oefende het stationsschip voor de Nederlandse Antillen en Aruba, **Hr.Ms. Van Nes**, samen met het Venezolaanse fregat **Mariscal Sucre** in de bilaterale oefening 'VenHol'. Drie dagen lang stemden beide schepen hun interoperabiliteit op standaard maritieme aspecten af. Gelijktijdig vond ook de Nederlands-Venezolaanse kustwachtoefening 'Open Eyes' plaats. Beide oefeningen liepen gisteravond ten einde.

Tijdens de oefening

'VenHol' trainden beide marines hun competenties op het gebied van communicatie, manoeuvreren, helikopteroperaties en procedures. Een geslaagde oefening, vindt het Hoofd Operationele Dienst van **Hr.Ms. Van Nes**, luitenant-ter-zee 1 Harald van Rijn. "Ondanks verschillende achtergronden zijn marinemensen overal ter wereld toch precies hetzelfde. Hierdoor verliep de samenwerking dan ook erg goed."

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de oefeningen 'VenHol' en 'Open Eyes' samen in een grootschalig 'Search and Rescue' scenario. Hierin simuleerden de kustwachtcutters **Jaguar** en **Panther** twee schepen in nood en moesten beide fregatten hulp bieden. Deze oefening kreeg een realistisch einde, toen het barkje 'Oreama' – dat stuurloos op zee ronddobberde – uit zijn penibele situatie verlost moest worden.

Aanstaande zaterdag, 29 september, bezoeken het Venezolaanse fregat **Mariscal Sucre** en de Venezolaanse kustwachtpatrouilleboten **Pigargo**, **Negron** en **Constitucion**, Marinebasis Parera voor de evaluatie van beide oefeningen.

### SHIPYARD NEWS

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## Austal launches 50-knot ferry

The first of two Multi-Purpose Auto Express 65 meter high speed ferries built for the Sultanate of Oman has been launched at the Austal Image shipbuilding facility in Henderson, Western Australia.

Austal says that, with a top speed in excess of 50 knots (93 km/hr), the vessels will be the fastest diesel powered vehicle ferries ever built. Scheduled for delivery in 2008, the two catamarans will provide a new tourism service to Oman's Musandam Peninsular and will be the flagships of Oman's expanded marine transport network.

The ferries carry 208 passengers and 56 cars on an intended 180 nautical mile route.

The ferries will offer three passenger classes--Tourist Class, First Class and VIP.

Seating and catering facilities are all located on a single deck, with seakeeping comfort enhanced by the Austal SeaState Motion Control System.

Onboard features also include a helicopter landing facility suitable for a medium class helicopter, which will be capable of assisting in search and rescue and medivac operations.

Each of the two vessels is powered by four MTU 20 cylinder 1163 series diesel engines each producing 6,500 kW and driving Rolls Royce / KaMeWa waterjets.

The vessels are being built in accordance with the requirements and under the survey of Det Norske Veritas, conforming to the International Maritime Organisation High Speed Craft code (HSC 2000).

The first vessel will arrive in Oman early next year.



**PRINCIPAL PARTICULARS:**

Length overall: 64.8 meters  
Length waterline: 61.1 meters  
Beam molded: 16.5 meters  
Hull depth molded 6.2 meters  
Hull draft (maximum): 2.1 meters  
Deadweight (maximum): 146 tonnes  
Passengers 208  
Crew 12  
Vehicles: 56 cars or 54 truck lane meters + 40 cars

## **Swiber acquires North Shipyard**

Fearnley Offshore Supply has confirmed that Swiber Holdings in Singapore has acquired North Shipyard, Singapore for S\$10.3 million (US\$6.8 million).

The shipyard will serve as a marine base to support repair and maintenance of Swiber's fleet as well as the conversion and construction of vessels.

## **Rolls Royce to Make Vessel Parts in Romania**

Ship design and manufacturing group Rolls Royce (RR) is keen on using yard capacity in Romania to make vessel parts.

According to TradeWinds, an RR delegation headed by Roger Tooke, head of shipbuilding in central and eastern Europe, met economy and finance minister Varujan Vosganian and yard and equipment manufacturers.

The country's economy and trade ministry said in a statement that it had organised a meeting at Dutch-controlled yard Damen Galati. Representatives of other Romanian shipyards, including Norwegian-owned Aker Tulcea and Aker Braila, were in attendance, the Rompres news agency reported.

## **Facilities of Baltic Shipyard to Be Used till 2012**

The facilities of the Baltic Shipyard will be used till 2012. Moreover there is an opportunity to use them even longer, reports Kommersant quoting Andrey Fomichev, general director of Severnaya Verf.

It should be pointed out that earlier the United Industrial Corporation planned to have emptied the territory of the yard (70 hectares) by 2010.

According to A.Fomichev, everything will depend on orders. Currently only one forth of the yard's capacity is used.



The **WAPPEN von FLENSBURG** seen getting ready to be launched at the Damen shipyard in Galati (Romania)  
Photo : Huib Lievense ©

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## SMIT SELLS THE SMIT LABUAN



**Smit Singapore** have sold September 25<sup>th</sup> the **SMIT LABUAN** to Transgulf Shipping Services from Dubai, the tug will be renamed **OCEAN QUEST**.

**Photo : Piet Sinke ©**

## Crowley to Build Largest and Fastest ATBs to Date

Crowley Maritime Corporation's Vessel Management Services subsidiary has signed a contract with VT Halter Marine Inc. and Dakota Creek Shipyards to build three articulated tug-barge (ATB), 330,000-barrel tank vessels, the largest in the company's history and the fastest in their class. The new vessels will be delivered in yearly intervals between the

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second half of 2011 and the first half of 2013. VT Halter Marine will construct the barges, which will have 78 percent more capacity than Crowley's 650-class vessels (185,000 - barrel capacity) in its shipyard in Pascagoula, Miss. Dakota Creek will build the 16,320-horsepower tugs in its Anacortes, Wash., shipyard.

Once received, the three new Jones Act ATBs (**Legacy/750-1, Legend/750-2 and Liberty/750-3**) will be operated in the U.S. coastwise trade by Crowley's petroleum services segment. These three new vessels will bring Crowley's total ATB fleet to 17, including four 155,000-barrel and ten 185,000-barrel ATBs.

"These ATBs are being constructed to be some of the largest and certainly the fastest in the trade," said Steve Collar, senior vice president and general manager, Technical Services. "Not only will they be able to carry 330,000-barrels of product safely, but we also expect them to do so quickly - to the tune of 15.1 knots."

The new ATBs will feature the latest systems technology and double-hull construction for maximum safety and reliability. Not only will the units have the capability of transporting refined products, but they will also be able to carry heated cargoes. The tug will be one of the first of its kind built to ABS R2 classification which provides a higher level of redundancy than found on a standard product tanker or ATB. There will be a bulkhead dividing the port and starboard engine rooms that allow the vessel to continue to operate on one engine in the event of a catastrophic incident such as a fire in the other engine room.

All of Crowley's ATBs are built under the ABS SafeHull program for environmental protection. This program puts the vessel design through an exhaustive review to identify structural loads and strengthen the vessel structure. The 750-Class barges will be 45,000 deadweight tons, 600 feet in length, 105-feet, six-inches in breadth and 54-feet, three-inches in depth. The fully loaded draft will be 35 feet.

There will be an electrically driven cargo pump in each of the 14 cargo tanks and two slop tanks to assure maximum cargo integrity and segregation flexibility; two anchor windlasses and associated equipment to enable the vessel to accommodate offshore mooring operations, and a vacuum system with three retention tanks to easily handle cargo changes. There will also be a dual mode inert gas system and vapor collection system for maximum safety. An enhanced mooring system features 1,000-foot Spectra-type lines on split drums with a high-speed recovery rate of 100 feet per minute.

The tugs meet all SOLAS (Safety of Life at Sea) and ABS criteria, and have a foam capable fire monitor; twin screw Wartsila electronically controlled engines generating a total of 16,320 horsepower; a noise reduction package and other upgrades to increase crew comfort. The communication and navigation equipment is among the most technologically advanced in the industry today.

Vessel Management Services, which is part of Crowley's Technical Services business unit, provides technical project support services involving naval architecture and marine engineering, contracting, on-site representation for ship, tug and barge construction and ownership of new vessels for the parent company.

Jacksonville-based Crowley Maritime Corporation, founded in San Francisco in 1892, is primarily a family and employee-owned company that provides diversified transportation and logistics services in domestic and international markets by means of five operating lines of business: Liner Services; Logistics Services; Petroleum Services; Marine Services and Technical Services. Other services provided within these business lines include contract towing and transportation; ship assist and escort; energy support; salvage and emergency response; vessel management, and petroleum and chemical transportation, distribution and sales. Additional information about Crowley its subsidiaries and business units may be found on the Internet at [www.crowley.com](http://www.crowley.com).







The **ALIANCA MAUA** seen enroute Rotterdam  
Photo : Lenie Kleingeld ©

## Konecranes Receives Third RTG Order

On May 31, Konecranes announced a rubber-tired gantry (RTG) order from Malta Freeport Terminals that included an option for a further ten RTGs. Malta Freeport Terminals has now taken up this option, and in August the companies signed an agreement for the additional ten RTGs. The crane deliveries will start in the second quarter of 2008. This is Konecranes' third RTG order from Malta Freeport Terminals, which after delivery of this order will have 30 Konecranes RTGs in its fleet. The latest order is part of Malta Freeport Terminals' ongoing project to increase terminal capacity in response to growing container traffic. Existing RTGs are being replaced with more productive and reliable cranes to speed up operations and minimize down time. Malta Freeport Terminals is owned by the French CMA CGM, the third largest container shipping company in the world.

## MTU Engines for Korean Coastguard

The Korean government has placed an order with Tognum subsidiary MTU Friedrichshafen for 44 large-scale engines to be delivered between July and September 2008 for 11 of its coastguard craft. The engines concerned are 22 Series 4000 units offering 2,750 kW (3,740 bhp) of power output and 22 Series 1163 engines with power ratings up to 7,400 kW (10,060 bhp). The contract is worth roughly €60 million. Due to the Korean Coastguard's plans for further fleet modernization by 2010, more substantial orders may be placed with Tognum.

## Dockwise Listing Prospectus Approved

Dockwise Ltd., one of the world's leading integrated heavy lift sea transport companies, announces that Oslo Børs has approved its listing prospectus. It is expected that all 211,363,138 ordinary shares of the Company currently outstanding will be listed on Oslo Børs on 2 October 2007. Dockwise will list under the ticker symbol "DOCK", ISIN number BMG2786A 1062. The listing of Dockwise Ltd. on the Norwegian Over-The-Counter market will terminate from that date onwards. Dockwise is considering a private placement and potential issuance of new shares to be undertaken at an appropriate time depending on market conditions. Any decision on such private placement will be announced over the Oslo Børs notification system.

## CH Offshore disposals confirmed

Fearnley Offshore Supply has confirmed that CH Offshore in Singapore has sold the AHTS **Osam Condor** (built 1983 – 4,800bhp) for US\$3 million and the AHTS **Gema 1** (built 1982 – 4,800bhp) for US\$3.2 million to an undisclosed buyer.

## MOVEMENTS



The **MARIBEL** seen enroute Rotterdam

Photo : Lenie Kleingeld ©

**MALTA : Friday 28th @ 1000hrs the Spanish Navy El Camino Class Vehicle Cargo Ship to the Army SPS EL CAMINO ESPANOL A05 is shifting from Pinto 5 to St. Angelo Wharf @ Grand Harbour Marina & she sails @ 2000hrs .**

## OLDIE – FROM THE SHOEBOX First Liberty Ship Launched 27-09-1941

**The SS Patrick Henry was the first Liberty ship launched.**



**Photo:** Courtesy of Archives.gov 1941: **SS Patrick Henry**, the first Liberty ship, is launched at the Bethlehem-Fairfield Shipyard near Baltimore, Maryland.

Originally referred to as "emergency vessels," these cargo ships were among the first to be mass-produced. Numbers were critical as the Allies hustled to recover from the staggering losses wrought by German submarines during the Battle of the Atlantic. These vessels became known as Liberty ships after President Roosevelt, christening the **Patrick Henry**, quoted the ship's namesake: "Give me liberty, or give me death."

Liberty ships represented the assembly line fully realized. The keel was laid in traditional fashion but the ship was then constructed from prefabricated sections welded together in the graving dock.

Although it took 244 days to build the Patrick Henry, the average dropped to a mere 42 days per ship by the middle of the war. One Liberty, the **SS Robert E. Peary**, was built in an astounding four days at the Kaiser shipyard in Richmond, California. This was largely a publicity stunt, however, and the feat was not repeated.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 221

Although the **Patrick Henry** slid down the ways nearly 10 weeks before the United States came fully into the war, the U.S. Navy was already engaged, helping to escort merchant convoys through the U-boat infested waters of the North Atlantic.

Around 2,700 Liberty ships were built during World War II and many survivors found their way into merchant fleets after the war. Two fully operational Liberty ships remain afloat: **SS Jeremiah O'Brien** is tied up in San Francisco and **SS John W. Brown** is home-ported in Baltimore. The **O'Brien** has the distinction of being the sole survivor of the vast armada that took part in the Normandy invasion.

The **Patrick Henry**, meanwhile, survived the war and was scrapped in 1960.

Right : The **JEREMIAH O'BRIEN**  
Photo : Ruud Kempe ©

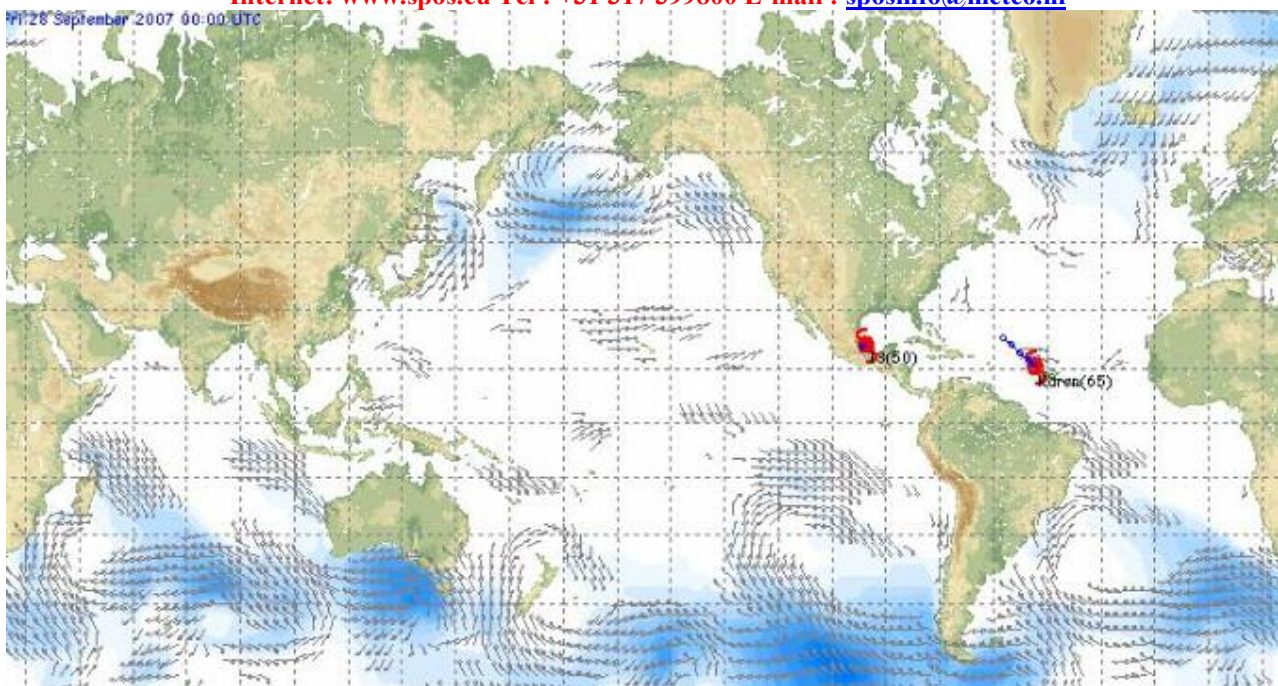


## MARINE WEATHER

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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 ....



The **SMIT BRONCO** departed with the **OCEANTEAM INSTALLER** from Liverpool

Photo : Peter Lankester ©

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