

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 229



Number 229 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 07-10-2007**

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

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Nijverheidsweg 21 3161 GJ RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



The NORWEGIAN GEM seen passing Hoek van Holland outward bound during the sunset Thursday evening.

Photo : Piet Sinke ©

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: smitwijs.sales@svitzerwijismuller.com

**DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE
NEWS CLIPPINGS ?? PLEASE SEND THIS TO :**

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS



The DAMEN built Shoalbuster **BEVER** – Photo : [Jacco van Nieuwenhuyzen](#) ©

Marine centre too vital to demolish, company warns; UBC research facility the only one of its kind on the West Coast

The looming demolition by University of British Columbia of a unique marine research facility is prompting calls for leniency and dialogue from Ocean Industries BC. Patrick Marshall, CEO of Ocean Industries, said UBC's Ocean Engineering Centre is a "vital" research facility for the province's \$11-billion marine industries and he's recommending creation of a multi-agency forum to consider a more appropriate fate for the centre.

UBC engineering students have condemned the decision to close the facility, the only one of its kind on Canada's Pacific coast. UBC spokespersons say the facility, which includes two 67-metre tow tanks that enable engineers and architects to pilot-test the water resistance of ship and marine equipment designs, is simply not busy enough to justify continued operation. It's scheduled for demolition after Nov. 30. Marshall says "its necessity is clear" and that a new business case should be developed in order to sustain it. He says UBC should be part of that transition. "We fully respect the University of British Columbia's mandate to govern their assets but we want them to participate in part of the transition so it's not a total abandonment of the facility," Marshall said in a telephone interview.

"I've asked that they consider allowing us to continue operating until the end of the year. I haven't received a reply." Ironically, he notes, Ocean Industries BC is staging a conference next week in Richmond that will consider among other things the advancement of tidal power as an environmentally friendly source of electricity. "We are known internationally for environmental solutions through technology. "When we talk about an ocean engineering centre, it's not just the tow tanks it's the entire focus that goes along with that."

The ocean centre is an "incubator" for innovation but the looming demolition leaves the research sector "in the lurch." "To be quite honest, the tow tanks aren't sexy, but it's like sewage treatment in a city. You've got to have infrastructure." Responsibility for research and development in the technology sector has shifted from the public to the private sector, but he said in this instance there has been no "rational transition." "Let's take a step back for a moment and see if we can do this in a more productive manner. "It's not something UBC has to do alone. SFU has some programs, BCIT, North Island College, Camosun, and certainly University of Victoria, so let's take a moment and consider how we can do this in a different way." **Source : The Vancouver Sun**



The **STENA CONCORD** seen departing from Willemstad – Curacao

Photo : Kees Bustraan ©

Two sea-anglers drowned

A FREAK wave is thought to have caused a boat to capsize off the Welsh coast, sending two sea-anglers to their deaths. Accident investigators were last night trying to work out how the two fathers died when their fishing boat overturned in "flat calm" conditions off Gower.

The skipper of the boat, 40-year-old Chris Williams of Penclawdd, was dramatically plucked from the sea by the crew of the Burry Port-based fishing boat **Stargazer**, in the area by coincidence, who heard cries for help. Mr Williams told rescuers of a freak wave hitting the side of the boat before it sank.

Swansea coastguards mounted one of their biggest rescue operations on Tuesday night after the 14ft sea angling vessel, **Shane**, sank off Whiteford Point on the northern coast of Gower.

But helicopters, lifeboat crews and land based rescue teams were unable to save father of three Gwyn Richards, 60, a builder from Mayhill, Swansea and ex army lorry driver Paul Meredith, 36, a father-of-one from Cockett, Swansea.

Source : IC Wales



CONCERNS OVER MISSING SHIPS

THE International Transport Workers' Federation has raised concerns about two vessels owned in the UAE that appear to have gone missing.

The **Reef Azaria**, registered in St Vincent and Grenadines and operated by the United Arab Emirates-based Zambezi Shipping Agency, left Dubai on 18 June for the Seychelles. It is believed that the agent last made contact with the vessel on 24 July, when it was located off the coast of Somalia. On board the vessel are eight Tanzanians, two Burmese, two Indians, and two Pakistanis.

The ITF, responding to concerns raised by the ITF-affiliated union, the Pakistan Merchant Navy Association, contacted the shipping agency last week calling for "openness and cooperation". It also demanded further information about the search for the missing vessel, which could be forwarded to the crew members' families.

The ITF says that there is no evidence to date to suggest that the vessel has sunk or that it has succumbed to piracy.

Finlay McIntosh, ITF Actions Unit, says: "There are still a lot of unanswered questions and we are demanding that these are addressed by the company. The families of the missing seafarers are suffering because they do not understand what has happened to their loved ones. Our main concern is the whereabouts of the seafarers and what is being done to find them."

Reports of a second missing vessel, the Panamanian-flagged **Infinity Marine 1**, owned by Infinity Marine Services in Dubai, have also been filed by Pakistan Merchant Navy Association. Twenty-three seafarers are believed to be on board. General Secretary of the union, Sheikh Mohammad Iqbal claimed: "The owners of these flag of convenience vessels are reluctant to pass on any information. They appear to be more concerned about cashing in their insurance claims than helping the families of the seafarers to find out what has happened."



The **HAVILA FAME** (Former **SMIT LLOYD FAME**) seen arriving in IJmuiden

Photo : Joop Marechal ©

C-Map Norway changes name to Jeppesen Norway

C-Map Norway AS has officially changed its name to Jeppesen Norway AS. The world's leading provider of digital maritime cartography was acquired by US-based Jeppesen, a technology partner to the aviation, rail and now marine industries, in early 2007. "The name-change expresses our shared commitment to develop the marine industry's best navigational solutions," said Tor Svanes, managing director – Commercial Navigation, Jeppesen Marine.

Jeppesen Norway AS will continue to market chart products and services with the C-Map brand name, as seafarers have learned to associate the descriptive name with high-quality electronic charts. Jeppesen Norway AS will be the main office for the worldwide commercial marine activities, doing business as Jeppesen Marine Norway.

Source : Marine Norway



The **ZUIDERDAM** seen from the **NOORDAM**, both passengerliners are sailing together from Seattle to Los Angeles, after completion of the Alaska Season.

Photo : Marten Jan Visser ©

Asbestos on ship docked at Townsville

More than 50 seamen have been exposed to asbestos on a deregulated ship docked in north Queensland, the Maritime Union of Australia says. The material was found in the cabin of the cranes on the [Sea Sparkle](#), which is docked in Townsville. International Transport Workers Federation national coordinator Dean Summers said tests on Thursday confirmed the material was asbestos.

He said the federation had concerns for the health of 27 Chinese crew on board the Panamanian registered bulk carrier. "We have information that the asbestos material may be present in the engine room, crew's cabins, gallery and mess room, so we are very concerned for their health and safety," he said.

A Maritime Union of Australia spokesman said deregulated ships visiting Australia sometimes posed a threat for all workers. "We know that these unregulated ships don't comply to the same high safety standards of Australian ships, but if it's unsafe for Australian workers then it's unsafe for Chinese seamen," the spokesman said.

Frowijn verwelkomt nieuw schip

Het gebeurt niet elke dag dat een fonkelnieuw schip zijn eerste haven aandoet en dat die haven Beverwijk is. Wethouder Frank Frowijn van havenzaken was er gisteren dan ook als de kippen bij om de kapitein welkom te heten.

Kapitein Norman Dickinson van het drogeladingschip [Arklow Raider](#) kreeg uit handen van de wethouder en havenmeester Bert Visser een mooie ingelijste luchtfoto van haven De Pijp. In nautische kringen is het gebruikelijk om een nieuw schip te verwelkomen. „Maar ik heb dat in de afgelopen 21 jaar pas drie keer meegemaakt“, aldus de havenmeester. Het in Nederland gebouwde schip van Barkmeijer Stroobos kwam in Beverwijk om kunstmest in te nemen. Frowijn hoorde tot zijn verbazing dat het hypermoderne schip van de Ierse rederij Arklow ondanks zijn massale afmetingen (4500 ton) slecht zeven bemanningsleden heeft, waarvan er vijf de Poolse nationaliteit hebben.

Source : Noordhollands Dagblad



Sandbarges seen at the Hong Po River at Shanghai

Photo : Reinier Meuleman ©

Ferry crews broadcast apology

Public transport workers are so ashamed of Sydney's failing ferry network they are apologising to passengers.

On a Sydney Ferries service to Neutral Bay last Friday, a crew member made a public apology as the vessel cruised out of Circular Quay more than 10 minutes late in the busy afternoon peak period.

"The crew apologises to passengers that Sydney Ferries can't organise their timetables well enough to get away on time," the male crew membersaid.

"[We] apologise to those passengers who catch connecting buses and have now missed those services."

Friday's incident was the latest in a string of failures by the beleaguered ferry network. The service is the focus of a special committee of inquiry whose report is due for release this month. The inquiry is looking at 14 safety incidents involving state-owned Sydney Ferries since 2004, including one on March 28 in which four people were killed when a 10-metre private cruiser and a HarbourCat ferry collided under the Harbour Bridge.

But annoyed ferry commuters also want to know why services are repeatedly delayed or cancelled.

The day before Friday's on-board apology, the 5.05pm Neutral Bay service was cancelled, leaving a crowded Circular Quay wharf full of angry commuters. An announcement at Circular Quay simply said the "service has been cancelled".

On Monday last week, Neutral Bay passengers were left waiting for a late-morning service that didn't arrive.

A Sydney Ferries spokesman said the 10.52am service had been cancelled "for operational reasons".

"Sydney Ferries apologises for any inconvenience," the spokesman said. One passenger who boarded a ferry half an hour later at Neutral Bay said she always aimed to get an early ferry because so many "just don't show up".

Delays and cancellations are not limited to North Shore services. Long-weekend visitors to Sydney were left bewildered yesterday as two Darling Harbour ferry services failed to run.

"We got to the wharf and read the timetable and waited around, but two services in a row didn't come," one woman said. "We're visitors to Sydney, so we don't really know how the system works, but we were left thinking we must have been doing something wrong.

"Instead, we walked up to Central Station and now we're on the train, which was late. It cost us about three hours altogether ... not really very pleasing when you're on holidays." Sydney Ferries has battled through a series of damaging claims this year, including reports that some workers were putting in 70-hour weeks while job vacancies went unfilled.

In August, ferry safety became an issue again after reports some captains were smoking, making phone calls and reading newspapers while piloting vessels.

CASUALTY REPORTING
 **MULTRASHIP**
TOWAGE & SALVAGE
Tel: +31 115 645000 - www.multraship.com



The 1968 built 50 mtr long **JENTRADER**, loaded with 300 ton cement, which ran aground at Bonaire's Eastcoast was pulled free again by the tugs **SMIT TAHITI** and **SMIT LUKAYA**, With thanks of the cooperation from the Netherlands Antilles Coast Guard cutter **PANTER** which assisted with connecting the towing lines.

Photo : Willem van Roon ©

ENGINE PROBLEMS AGAIN FOR TUNA PRO 1



The ill fated long liner - Photo : Lawrence Dalli - Malta Ship Photos ©

For the second time in 3 days the 1978 built longliner **TUNA PRO No 1** registered in Conakry, Guinea had engine failure. She was leaving Grand Harbour, Valletta on Wednesday 3rd October bound to Ta' Matthew Tuna Ranch off Delimara of where she's chartered to carry bait & supply vessel when at 1344hrs local time her engine stopped again & she dropped her anchors @ the breakwater entrance. Immediately Tug Malta's tug **PAWLINA** with Capt. Victor Grima at the helm left her Timber Wharf berth bound to assist the longliner of which @ 1356 vessel was secured alongside the tug and at 1410 vessel was secured at Laboratory Wharf South 2 berth.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 229

On Monday 1st October she had engine problems too & collided with the Italian ro/ro vessel **EUROCARGO VALENCIA** and was nearly to hit also the Sierra Leone flag general cargo ship **MARA** and was assisted by Tug Malta's tug **MARI** with Capt. Joe Dimech at the helm. **Source : Lawrence Dalli**

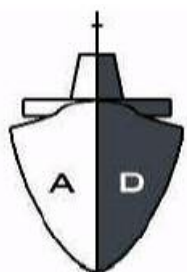
Dry cargo struck underwater object, S.Petersburg

October 4, 22.15 LT – dry cargo 1986 built **Nevskiy-28** from Seskar island to S.Petersburg, with 3500 sand, struck underwater object, presumably pipe, when proceeding in entrance channel, in buoys 33-34 area. Water ingress in thruster recess and ballast tanks in hold 1 area. Tugs, floating crane and m/v **Nevskiy-30** dispatched, to lighter grounded vessel (1500 tonnes) and then refloat. **Source : Mike Voitenko**

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax : + 32 3 297 20 70
e-mail : anglodutch@pandora.be

Fast Sealift Ships to Join RRF



The **T-AKR 289 DENEbola** seen passing Hoek van Holland during the Desert Storm (1991) period
Photo : Piet Sinke ©

Eight Fast Sealift Ships are being transferred from the U.S. Navy's Military Sealift Command to the Department of Transportation's Maritime Administration. Fast Sealift Ships are currently the fastest cargo ships in the world, capable of speeds in excess of 30 knots. They are capable of sailing from the U.S. East Coast to Europe in just six days and to the Persian Gulf via the Suez Canal in 18 days, thus ensuring rapid delivery of military equipment in a crisis. Combined, all eight Fast Sealift Ships can carry nearly all the equipment needed to outfit a full Army mechanized division. "These

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 229

ships will greatly enhance the capability of the Ready Reserve Force to support the U.S. Armed Forces," said Maritime Administrator Sean T. Connaughton. "The United States relies on sealift to support action in crises and emergencies all over the world, and the Ready Reserve Force and its merchant mariners are standing by when needed." Custody of the U.S. Navy Ships **Algol, Altair, Antares, Bellatrix, Capella, Denebola, Pollux, and Regulus** was transferred to the Maritime Administration on October 1, 2007.

The ships will be maintained in a 5-day readiness status in the Ready Reserve Force, able to activate within 120 hours from notification and be ready for sea. Full title to the ships will be transferred to the Maritime Administration October 1, 2008. The Maritime Administration maintains the Ready Reserve Force fleet, located throughout the country, in a reserve status in the event that the Department of Defense needs these ships to support the rapid, massive movement of military supplies and troops for a military exercise or large-scale conflict. The ships are managed by commercial companies and crewed by civilian merchant mariners. With the addition of the eight Fast Sealift Ships, there will be **52 ships in the RRF**. Source : [MarineLink](#)

Scrapped, the Belfast ship that starred alongside 007



One of the most secretive vessels ever built at Harland & Wolff is to be scrapped, according to the Ministry of Defence.

Former Royal Navy assault ship **HMS Fearless**, which served in the 1982 Falklands conflict and later in Iraq, will be sent to a yard in Belgium where "as much as possible" of it will be recycled.

Photo : [Gary Davies](#) ©

The 12,000-tonne ship was the longest serving steam-powered ship to serve in the Royal Navy and also starred in a Bond movie, featuring in the closing sequences of **The Spy Who Loved Me**.

It has been mothballed in Portsmouth since leaving service in 2002. Defence Minister Lord Drayson said: "The selection of [Van Heyghen Recycling](#) as the preferred bidder for the salvage of **Fearless** demonstrates our commitment to reprocessing military equipment in an environmentally friendly way."

Fearless and her sister ship, **Intrepid**, were designed to support Royal Marine commandos on amphibious operations by transporting and landing troops and equipment. Their flight decks supported helicopters and even Harrier jets during the Falklands War.

Strict security surrounded her construction at Harland & Wolff shipyard in the early 1960s. At the time of the ship's launch in December 1963, the Telegraph dubbed her "the hush-hush ship".

The reason for the secrecy was the innovative design of **Fearless's** stern. Although called an assault ship, she was officially classed as a Landing Platform Dock since her rear section acted as a miniature harbour which housed four, 115-ton troop landing craft.

Former Royal Marine Colin Waite (49), who served on **HMS Fearless** during the Falklands War, said the decision was "crazy". "It is very sad because she is a ship with more history than most," he said. Source : [Belfast Telegraph](#)

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



info@disamaritime.com
www.disamaritime.com

**Ketelaarstraat 5c
B-2340 Beerse
Belgium**

**Tel : + 32 (0) 14 62 04 11
Fax : + 32 (0) 14 61 16 88**



info@disacivil.com
www.disacivil.com

Tatas to Look at Shipbuilding

The Tata group is looking at the possibility of entering the shipbuilding business even as India looks to boost its shipbuilding capabilities to meet growing global demand for cargo carrying ships. The Tata group has shown interest in building a shipyard near Shivrajpur in Gujarat after the state government invited expressions of interest from private firms, according to a senior Gujarat government official. The group, which makes everything from salt to cars, is conducting a feasibility study on the project, said people familiar with the matter who did not wish to be identified. Tata Steel Ltd makes steel, a key input for constructing ships. In December 2006, the company signed an agreement to set up a 50:50 joint venture with Japanese transportation firm Nippon Yusen Kabushiki Kaisha (NYK) Line for setting up a shipping company. Developing a shipbuilding and repair yard would have great advantages for the Tata group given its association with NYK Line that has a fleet of more than 700 ships. Responding to the opportunity for building steel plates with larger width, steel makers such as Essar Steel and Tata Steel are planning to put up plate rolling mills that can make steel plates having a width of more than 2.5 metres. Typically, for making 10-15 ships in a year, a yard would require close to 70,000 tonnes of steel, and steel makers such as Tata Steel, Essar Steel and Jindal Steel are now eyeing the shipbuilding business because the steel they make can also be utilized for constructing ships at their own yards. Increasing global economic activity and India's booming economy have boosted demand for ships to transport cargo. With capacities in traditional shipbuilding nations such as Japan, South Korea and Norway booked for the next few years, global fleet owners have started looking at new destinations such as China, India and Vietnam to build their ships. India currently has a market share of just 0.5% of the global shipbuilding market. Indian yards such as ABG Shipyard Ltd., Bharati Shipyard Ltd., Larsen & Toubro, Cochin Shipyard Ltd., Hindustan Shipyard Ltd., Mazagon Dock Ltd. and Tebma Shipyards Ltd. are looking to grab a bigger share of the global market and capture the space vacated by the closure of yards in Europe and other developed countries. Steel maker JSW is also planning to set up a shipbuilding facility either in Gujarat or in Maharashtra **Source : Marine Link**



The 142 mtr accommodation/crane barge **LEWEK CONQUEROR** is built during 2004 at P.T. Nam Indah Mutiara Shipyard in Batam, Indonesia, Onboard is a Seatrax 350-ton kingpost pedestal crane with 210-ft boom is installed

Photo : via Flip Geerling – Emas Offshore

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl



Sunset over Rotterdam-Maasvlakte

Photo : Piet Sinke ©

North Promise delivered to Gulf Offshore

Gulf Offshore's latest PSV was delivered by Soviknes shipyard in Norway in mid September.

Seabrokers Group said the Aker 09 DE PSV was christened **North Promise** in a ceremony held at the Seven Sisters in the Geirangerfjorden of Norway. The DP I vessel has around 1,000m² of deck area and extensive underdecks which will be put to good use by Conocophilips in a five year firm contract.

Said Seabrokers: "Conocophilips will also benefit from the excellent fuel economy provided by the diesel electric propulsion system which pump out 10,700bhp. Other details include a LOA of 86.6m, a breadth (moulded) of 19m and a deadweight of 4,850 tons." **Source : Offshore shipping online**

ATLANTIC FOREST SOLD FOR SCRAP



The 232 meter long United States flagged 1984 Russian built barge carrier **ATLANTIC FOREST**, 21.120 t. Classification society, American Bureau of Shipping and owned by Waterman Steamship (United States) is sold for demolition to India for \$440/ton, including 6,000 t of barges

Photo : Fred van der Spek ©



Kauai, U.S. Coast Guard Prepare for Superferry's Return

The **Hawaii Superferry's** fate in Hawaii is uncertain. All eyes are on the legal courts on the island of Maui, who are still in the midst of deciding the legality of the Hawaii Superferry's inter-island services. The Hawaii State Legislature, meanwhile, is preparing to call a special session to vote on the same topic should the local court ban the Hawaii Superferry. And environmentalists throughout the island state are pushing for the public to voice their disapproval of the ferry. Meanwhile, the island of Kauai is preparing for the Hawaii Superferry's return after being forced away last month by environmental activists in kayaks and on surfboards blocking the Hawaii Superferry's port at Nawiliwili Harbor. Linda Lingle, Hawaii's first woman governor and the first Republican governor in Hawaii in several decades, has promised to protect the Hawaii Superferry to prevent a repeat of last month's debacle when crowds of Kauai residents physically blocked the ferry from sailing to Kauai. The 350-foot vessel that the Hawaii Superferry has named the "Alakai" was blocked on August 26th. Since then, the **Hawaii Superferry** has halted its sailing schedule to Kauai. In recent weeks, the **Hawaii Superferry** has threatened that it will be forced into bankruptcy and move to more favorable sailing markets if they are not allowed to service the Hawaiian islands. Governor Lingle then promised it enforced security protection so that it could resume travel to Kauai. Breaking the security barrier to the Hawaii Superferry will result in a \$2,000 fine and a maximum of one year in jail – **Source : Marinelink**

STRONG RESULTS FROM STOLT-NIELSEN, BUT MARKET WEAKENING

PARCEL tanker company Stolt-Nielsen made a Q3 net profit of US\$39.8m, compared to \$34.8m in the previous quarter and \$36.8m in Q3 last year, but it says the market has weakened recently. The company says there has been a "good underlying operating performance in all businesses partly offset by continued substantial costs related to ongoing legal proceedings". The legal proceedings refer to the anitrust cases brought against the company.

CEO Niels Stolt-Nielsen said: "All our operations reported satisfactory results for the third quarter of 2007, with particularly good performances from tankers and tank containers. However, during the quarter we saw a continuing weakening in the parcel tanker spot market. At this stage it is not clear whether this weakness is the normal seasonal downturn or an early indicator of economic slowdown with further softness to come." He added: "The Group's ongoing capital expenditure program is designed to ensure that we will be equipped to meet the growth that we foresee in all divisions. In addition, we are exploring two new areas with potential - bitumen tankers and liquefied petroleum gas transportation - which we believe could prove complementary to our existing logistic service strategy."

Source : Maritime Global Net

New Container Terminal in Gdansk

The first phase of development of Poland's new deepwater container terminal, DCT Gdansk, is completed, reports the press-service of DCT Gdansk. With Phase One of the terminal development up and running, DCT Gdansk recently announced weekly calls by leading global container line CMA CGM and feeder specialist Team Lines, while Lithuania-based feeder operator ISN has also initiated a weekly call between DCT Gdansk and Kaliningrad.

The First Phase of DCT Gdansk comprises a 36 hectare container terminal capable of handling 500,000 TEU per annum and a roll-on roll-off (ro-ro) berth adding an extra 160,000 freight units of capacity. The terminal's 650m long quay is served by three post-Panamax ship-to-shore cranes and five rubber-tyred gantry cranes, and offers 16.5m water depth alongside. With tried-and-tested road and rail connections linking the facility to major inland distribution centres throughout Poland and its neighbouring countries, DCT Gdansk offers a new dimension in container port operations.

Phase Two of the terminal will increase the terminal's capacity to 1 mn TEU per annum. **Source : Seanews**



The LPG tanker **P.LINE 1** seen at the anchorage at the Praia River in Bangkok

Photo : Reinier Meuleman ©

Dirkzwager helpt het KNMI met de weersverwachting

Vanaf 28 september worden het KNMI en de weerdiensten in Engeland en Duitsland aangesloten op het nieuwe Internetplatform Ship2Report van Koninklijke Dirkzwager. Hiermee kunnen de posities en verwachte bewegingen van alle zeeschepen in West-Europa op eenvoudige wijze worden gevolgd.

Het KNMI maakt gebruik van schepen voor het doen van weerwaarnemingen. De schepen die worden ingezet voor de waarnemingen doen dit op basis van vrijwilligheid als 'Voluntary Observing Ships' waarvan er inmiddels ruim 4000 deelnemen. Ook Eumetnet, de overkoepelende Europese organisatie van Meteorologische diensten, ondersteunt dit initiatief.

Door gebruik te maken van het nieuwe Internetplatform Ship2Report bereikt het KNMI een grote efficiëncyslag want status en onderhoud van de op de schepen aanwezige apparatuur kan zodoende nauwkeuriger gepland worden. Met dezelfde mensen worden nu tenminste 20% meer schepen bezocht. Dit alles komt de kwaliteit van de West Europese weersverwachtingen ten goede.

Voor het Internationaal monitoren van de posities van deze schepen werkt het KNMI al jarenlang nauw samen met Koninklijke Dirkzwager. Deze samenwerking is een goed voorbeeld van de innovatieve wijze waarop Koninklijke Dirkzwager inspeelt op de verscheidenheid van operationele behoeften binnen én buiten de maritiem-logistieke wereld.



The **LNG BAYELSA** seen moored in the port of Cape Town - **Photo : Aad Noorland ©**

Staatssecretaris Aboutaleb bezoekt Heerema Zwijndrecht

MEDEWERKERS ZIJN HET BELANGRIJKSTE KAPITAAL

"Het is een juweel van een bedrijf. Met wereldwijde klanten, grote projecten die vaak verbonden zijn met water en een goede werkgelegenheid is Heerema Zwijndrecht 'Hollands Glorie' op zijn best. Als ik hier loop, de mensen spreek en hen bezig zie, krijg ik een gevoel van trots op die paar vierkante kilometers op deze wereld die we Nederland noemen," aldus staatssecretaris van Sociale Zaken en Werkgelegenheid Aboutaleb.

In het kader van het Europese jaar van de gelijke kansen organiseert de CNV BedrijvenBond werkvloer-gesprekken bij bedrijven zoals Heerema Zwijndrecht, die gelijke kansen bespreekbaar willen maken en de samenwerking binnen het bedrijf willen verbeteren. Het ministerie van Sociale Zaken en Werkgelegenheid ondersteunt dit. Op initiatief van de bond, bracht Aboutaleb op 3 oktober jl. een werkbezoek aan Heerema Zwijndrecht om daar deel te nemen aan een gesprek over diversiteit op de werkvloer. Ook op het programma stond een rondleiding door de fabricagehallen, waar onder andere productieplatforms worden gebouwd, en de bedrijfsschool van Heerema Zwijndrecht.

Tijdens het gesprek kwam onder andere het tekort aan goed opgeleide technici aan de orde. Techniek heeft een imago probleem van zwaar werk en vuile handen. Volgens de staatssecretaris is het de taak van de werkgevers en vakbonden om hier iets aan te doen. Zo is een bedrijfsschool zoals Heerema Zwijndrecht heeft een van de antwoorden



op het personeelsprobleem. "Als overheid kunnen we het tekort aan technici niet met een wet oplossen, dat kan alleen geregeld worden in de CAO." Daarnaast vindt hij dat het mogelijk moet zijn om met de economie mee te ademen. "In de jaren '80 was er een grote jeugdwerkloosheid. Om die te bestrijden, is de 36-urige werkweek ingevoerd en is de VUT geïntroduceerd. Nu de economische groei hierom vraagt, mogen de maatregelen die toen nodig waren, geen sta in de weg vormen voor verdere ontwikkeling. We moeten nu bereid zijn om de andere kant op te bewegen."

Een ander onderwerp van gesprek was de positie van ouderen, allochtonen, vrouwen en gehandicapten. Wim Matthijssen, directeur van Heerema Zwijndrecht, gaf aan dat mensen het

belangrijkste 'kapitaal' van het bedrijf zijn. "We onderscheiden ons in de markt door onze medewerkers. Hun kennis en kunde maken het verschil." Jaap Jongejan, voorzitter van de CNV BedrijvenBond, deelt zijn mening. "De onderneming is de hoeksteen van de samenleving en mensen zijn daarin de cruciale factor. We hebben door alle maatregelen bijvoorbeeld van de oudere medewerker iets bijzonders gemaakt, maar ieder mens is uniek en moet kunnen werken, zich ontwikkelen en werk en zorg combineren."

Punt van zorg is de deelname van vrouwen aan het arbeidsproces. Volgens Aboutaleb is het opvallend dat in tegenstelling tot Nederland er in Oost-Europese landen veel vrouwelijke ingenieurs zijn. "Het echte arbeidspotentieel ligt bij vrouwen. Helaas is het in Nederland bijna crimineel als je als moeder niet om drie uur 's middags met koekjes en thee klaar zit voor de kinderen. Dat moet eerst veranderen." Verder vindt hij dat ook niet van alles een punt moet worden gemaakt. "Het is nu Ramadan. Geef islamitische werknemers een vrije dag tijdens het suikerfeest. Laat ze met kerst een dag extra werken. Zo simpel los je dat met elkaar op. Dialoog is belangrijk. Daarin hebben bedrijven als Heerema Zwijndrecht en de vakbonden een mooie taak." **Source : Heerema**

Keel Laid for Costa Cruise Ship

Costa Crociere's expansion program continued recently when a ceremony was held in Fincantieri's Marghera yard for the keel-laying of the **Costa Luminosa**, (**Brilliant**) which will be the 13th fleet member and is due for delivery in spring 2009.

The **Costa Luminosa** will be 92,700 gross tonnage and 292 meters in length with accommodation for 2260 Guests in dual occupancy cabins. The ship will have 772 veranda cabins out of a total of 1130 staterooms.

The vessel's interiors, conceived by architect Joe Farcus, will be designed to offer settings that are refined and elegant, comfortable and user-friendly.

The Italian Company will also build a sister ship for the **Costa Luminosa** in Marghera; the running mate is scheduled to enter service in March 2010. The total outlay for these two liners is in excess of 800 million euros. Costa's fleet expansion program includes the addition of a third ship, the **Costa Pacifica**, which will leave the Genoa-Sestri Ponente yard in spring 2009, together with the **Costa Luminosa**. By 2010 the Costa fleet will therefore have 15 members, all flying the Italian flag, confirming Costa Crociere's European leadership. **Source : MarineLink**

Hamburg port operator's H1 earnings jump 53%

Hamburg port operator HHLA, which aims for a stock exchange listing in November, yesterday reported a 53 per cent rise in first-half earnings before interest and tax to 138.8 million euros (\$290 million). HHLA's turnover increased by 15.7 per cent year-on-year to 561.3 million euros. The number of containers handled grew by 13.9 per cent to 3.5 million, the company said in a statement.

The results show that HHLA is ready for the stock exchange, HHLA's chief executive Klaus-Dieter Peters said. HHLA runs the world's eighth largest container port. The initial public offering, through which the northern German city of Hamburg aims to sell 30 per cent of HHLA, has been expected by financial market analysts to raise more than 1 billion euros. **Source : Shipping Times**

Barges Force I-20 Shutdown at Bridge

More than a dozen barges broke loose from a tug boat on the Mississippi River on Wednesday, temporarily shutting down Interstate 20 between Mississippi and Louisiana over concerns the bridge may have been damaged.

Officials on the scene provided conflicting information on the number of barges that were adrift in the river and whether any of them hit the interstate bridge. The Louisiana Department of Transportation and Development, which is in charge of maintenance of the bridge, reopened traffic about 5 p.m. after determining there was no structural damage, said spokesman Mark Lambert.

"We couldn't find any damage. We're not even certain it hit the bridge," Lambert said. "Whether it hit or not is immaterial because we couldn't find any damage." Other officials had reported earlier that as many as six or seven barges hit the bridge. It was not immediately possible to clarify discrepancies in the conflicting reports.

Mississippi Emergency Management Agency spokesman Curtis Runnels said 42 barges carrying grain broke loose and drifted down the river. Louisiana State Police Sgt. Julie Lewis said only 14 to 16 barges had broken loose.

The bridge was closed for more than an hour in both directions while officials worked to bring the situation under control, officials in Louisiana and Mississippi said. All but one of the barges had been contained by 4:20 p.m., said Mississippi Highway Patrol spokesman Warren Strain. That barge had already drifted south of the bridge and did not pose an immediate danger.

MOVEMENTS



The **MAERSK VIGO** seen in Cape Town
Photo : Ian Shiffman ©



The **LILLEBORG** seen departing from the river Tyne
Photo : Kevin Blair ©

OLDIE – FROM THE SHOEBOX SALVALIANT

By : Buster J Browne - Throsby Creek, Newcastle, Australia



The salvage tug **SALVALIANT** seen departing with tow for Sattahip, (Thailand) from the Western Anchorage, Singapore in September 1974.

SALVALIANT was launched on October 10, 1961 as **BENTEN MARU**, by Sanoyasu Dockyard Co Ltd, Osaka, Japan (Yard #189), and delivered during the following month to Okada Gumi K K, of Tokyo. Of 993grt, with a single, left-handed screw, driven by 2 x 6 cylinder Ito-Tekkoshu diesel engines, 3600 bhp; it was re-engined in 1967 with 2 x 6 cyl Mitsui-B&W, model 635 VBF 62 diesel engines, of 3400 bhp, with 40 tons static bollard pull.

BENTEN MARU was a very well-designed vessel, with an appropriate fit-out for a major salvage tug and with considerable thought having been given to below-deck storage of the necessary equipment, with the two holds served by long derricks. Her early years were spent towing surplus war-craft from the Oceania area, usually Australia and New Zealand, to Japanese shipbreakers. Sold in 1966 to Tokyo Kaiji (Tokyo Shipping), the vessel was renamed **DAISY**, and continued mostly within the role of long-distance towing.

When acquired in Japan by Selco Salvage during August 1974, the former **DAISY** was showing all the signs of having led a very hard life, and was bought to Singapore, as the now renamed **SALVALIANT**, by **Captain Peter Lankester**. Much modified and refurbished at Selco's West Jurong shipyard under his direction, he can be seen on the starboard bridge-wing in the photograph.

At this time Selco Salvage were well on the way to becoming the dominant towage and salvage operators 'East of Suez', and **SALVALIANT** became their primary salvage tug until the acquisition in April 1976 of **SALVANQUISH** (ex. **FUJI MARU**), followed by a fleet of newbuildings from Selco's own Westbank Shipyard, and significant purchases of large, secondhand, vessels such as **ALICE L MORAN** (9600 bhp) and **LLOYDSMAN** (10,000 bhp).

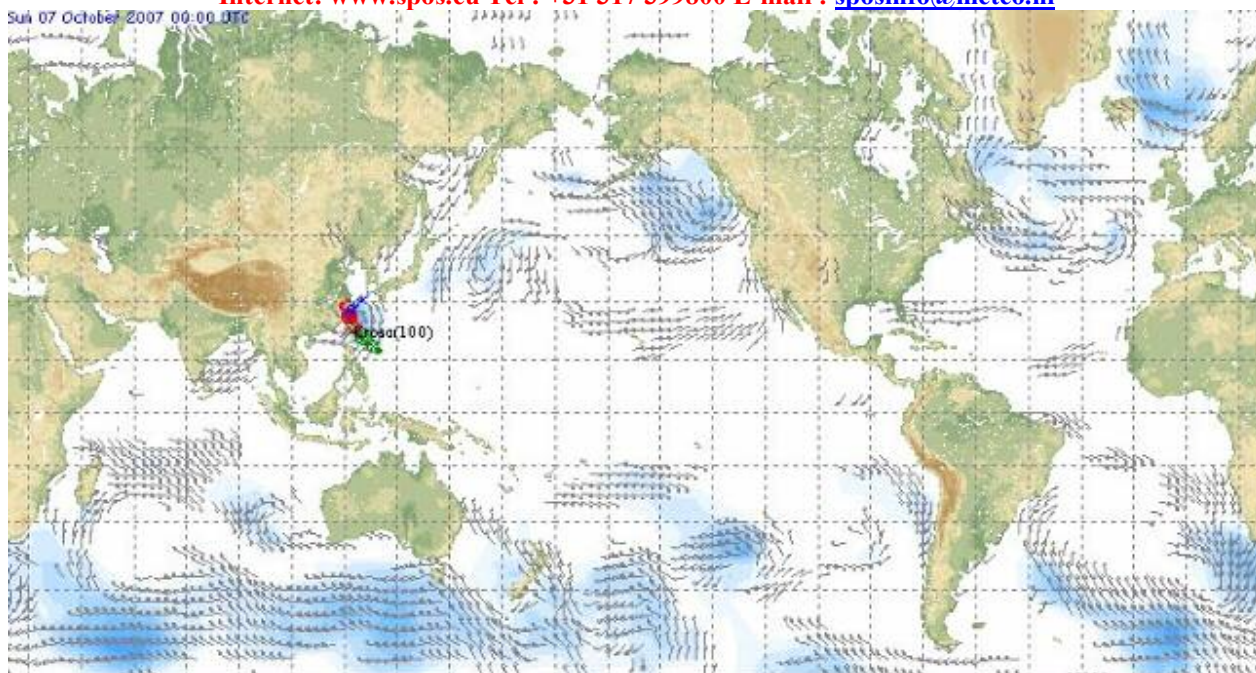
Amongst this notable fleet **SALVALIANT** quietly soldiered on, usually making money for Selco, until sustaining underwater damage during a salvage operation off Sabah in December 1981, and was returned to Singapore in tow and delivered during the next month to National Shipbreakers at Jurong.

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.eu Tel : +31 317 399800 E-mail : sposinfo@meteo.nl



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

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 229



The Aframax (98.000 ton) tanker **LUZON SPIRIT** seen riding high in waves upto 15-20 meters loaded enroute from Sullom Voe to Portland/Maine.

Photo Hans Schaefer ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.