

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 232



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Sunrise over the Boknafjord seen from the Norwegian gas powered ferry **MASTRAFJORD**

**Photo : Piet Sinke ©**

**(SEE ALSO PHOTO OF THE DAY)**

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## EVENTS, INCIDENTS & OPERATIONS



The **BB OCEAN** ( former **WOLF**) seen moored in Stavanger  
Photo : Piet Sinke ©

## Hansweert krijgt KNRM reddingboot

De hulpverlening op de Westerschelde krijgt een nieuwe impuls met de oprichting van een nieuw reddingstation van de Koninklijke Nederlandse Redding Maatschappij in **Hansweert** in 2008. Dat zijn althans de voornemens van de KNRM, die woensdag 10 oktober overleg heeft met diverse betrokken partijen bij het oprichten van een reddingstation in Hansweert in Zeeland.

De KNRM onderzocht in 2005 in het rapport 'Redden in het zicht van de haven' de beschikbaarheid van reddingboten in het werkgebied van de Nederlandse Kustwacht. Daarbij werd als eis gesteld dat elke positie in dat gebied binnen 30 minuten na alarmering bereikbaar moet zijn voor reddingboten van de KNRM. In het oostelijk deel van de Oosterschelde en de Westerschelde in Zeeland voldoet de KNRM nog niet aan die tijdsnorm. De huidige reddingstations in Breskens en Noordland

(Oosterschelde stormvloedkering) doen er tenminste 45 minuten over om daar te komen. De KNRM is van plan nieuwe stations in te richten aan de Oosterschelde, Westerschelde en Hollands Diep en vervult hiermee de wens om een betere dekking van het werkgebied te krijgen. In het oostelijk deel van de Westerschelde zijn alle havens beoordeeld op geschiktheid als reddingstation. Hansweert is verkozen vanwege de geboden ruimte voor een ligplaats van een reddingboot en huisvesting van een bemanningsverblijf. Voor de Oosterschelde is nog geen definitieve locatie voor een reddingstation bepaald.

Alvorens het reddingstation volledig operationeel kan zijn zal er een vrijwillige bemanning geselecteerd moeten worden. Als reddingboot voor Hansweert is in de tweede helft van 2008 de huidige reddingboot van Scheveningen beschikbaar. Medio 2008 zal gestart worden met de werving en selectie van geïnteresseerde bemanningsleden. De KNRM heeft 40 reddingstations langs de Nederlandse kust, waar 1.000 professionele vrijwilligers de reddingboten bemannen. Alle vrijwilligers worden professioneel opgeleid en getraind en moeten binnen tien minuten na alarmering beschikbaar zijn. De oprichting van het reddingstation kost de KNRM circa € 150.000,- aan investeringen. Selectie en training van vrijwilligers kost in het eerste jaar € 5.000,- per persoon. De exploitatie zal € 75.000,- per jaar zijn. De KNRM bestaat volledig van vrijwillige bijdragen van de 80.000 donateurs en schenkingen van particulieren en bedrijven.

Op de Westerschelde is het scheepvaartverkeer zeer intensief. Zeeschepen van en naar Antwerpen, en binnenvaartschepen kruisen elkaar en ondervinden 's zomers veel pleziervaartverkeer. De provincie Zeeland en het gewest Vlaanderen zijn gebaat bij goede hulpdiensten op het water. De toegang tot de haven van Antwerpen vraagt grote veiligheid en snel inzetbare reddingboten. Het reddingstation Breskens vaart tenminste twintig keer per jaar voor hulpverleningen tussen Terneuzen en de Belgische grens.

Op woensdag 10 oktober zijn de plannen voor het nieuwe reddingstation door de directeur van de KNRM, de heer R.A. Boogaard gepresenteerd aan de Commissaris van de Koningin in Zeeland, mw. K.M.H. Peijs, burgemeester van Reimerswaal de heer A.J. Huisman, de voorzitter van de Dagelijks Bestuur van de Veiligheidsregio Zeeland en de burgemeester van Terneuzen, de heer J.A.H. Lonink.

De **Koninklijke Nederlandse Redding Maatschappij** draagt zorg voor de organisatie van het reddingwerk op de Noordzee, de Zeeuwse en Zuid-Hollandse stromen, de Waddenzee, het IJsselmeer en de Randmeren. Vanuit de hoofdvestiging in IJmuiden worden de 40 reddingstations aangestuurd. De KNRM bestaat volledig van vrijwillige bijdragen, jaarlijkse donaties, erfenissen en legaten. Per jaar is 12 miljoen euro nodig om de gehele organisatie, de bijna 1000 vrijwilligers, de 10 beroepsredders en de 60 reddingboten direct inzetbaar te houden. De reddingstations van de KNRM zijn dag en nacht, het gehele jaar door en onder alle (weers)omstandigheden inzetbaar. In 2006 voeren de reddingboten ruim 1.600 keer uit en zetten meer dan 3.100 mensen weer veilig aan wal.

## Cunard orders a new Queen Elizabeth

Cunard Line reports that it has ordered a new 92,000-ton liner, to be named "**Queen Elizabeth**," scheduled to enter service in the fall of 2010.



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Cunard, a unit of Carnival Corporation & plc has signed an agreement with Italian shipbuilder Fincantieri for the construction of the new 2,092-passenger ocean liner, which will be built at Fincantieri's Monfalcone yard at an all-in cost of approximately \$700 million.

The vessel will be the second largest Cunarder ever built. "Cunard already owns and operates the two most famous ocean liners in the world, **Queen Elizabeth 2** and **Queen Mary 2**, and a third -- **Queen Victoria** -- is due to be named by HRH The Duchess of Cornwall, in the presence of HRH The Prince of Wales, in December of this year," said Carol Marlow, president of Cunard Line. "The decision to order another ship for Cunard Line has been taken as a result of the strong booking response to the new Queen Victoria, and we are extremely pleased that Cunard will once again become a three-ship fleet so soon after the departure of the much-celebrated **Queen Elizabeth 2** in November next year. Furthermore, we are delighted that Her Majesty The Queen has given her blessing to our calling this new Cunarder '**Queen Elizabeth**', after our first vessel of that name."

The new ship follows a long line of famous Cunard liners stretching back to the company's inception as the first operator of a timetabled transatlantic service 167 years ago.



"It is a particularly special moment for Fincantieri to have secured a second order from Cunard at a time when we are nearing the completion of **Queen Victoria**," said Mr. Giuseppe Bono, Fincantieri's CEO. "Cunard is the most famous name in passenger shipping and we are honored to have been chosen to build Queen Elizabeth and to continue the tradition and heritage of that great company."

Left : The **QUEEN VICTORIA** seen fitting out in Marghera.

**Photo : Frank de Vries ©**

Cunard says the Queen Elizabeth will "offer the very best of Cunard's values and traditions, blended with every conceivable modern luxury that today's discerning travellers expect. Through her opulent public

rooms and impeccable service, the new ship will reflect the grandeur which has been associated with Cunard ships since the introduction of the Mauretania in 1907; and from the outside, her black hull, gleaming white superstructure and distinctive red funnel will echo the classic characteristics of the company's distinctive liner heritage."

Queen Elizabeth will fly the British Red Ensign with its home port in Southampton, as is the case with the other ships in the Cunard fleet.

The agreement is subject to approval by the board of directors of Carnival Corporation & plc. Design details and initial itineraries will be announced in due course. **Soure : MarineLog**



The **CCNI AVILES** seen enroute Rotterdam  
Photo : Rob van Deijk ©



## FOSS SHIPS RECOGNISED FOR GREEN RECORD

THE Chamber of Shipping of America (CSA) has recognized 59 ships operated by US-based Foss vessels for "outstanding safety records", achieving a total of 362 years without an environmental mishap. "We are extremely proud of Foss' environmental achievement," said Susan Hayman, Foss' Vice President of Health, Safety, Quality and Environment. "It is built into our company's culture and the Chamber of Shipping of America awards certainly recognizes that. Fifty-nine ships. I'd say that's something our employees should be enormously proud of."

Foss says it is "moving aggressively in other areas to improve the global environment, including new initiatives seeking to improve energy efficiencies and air quality". It recently announced it is collaborating with the US Environmental Protection Agency (EPA) and others in the freight industry to increase energy efficiency while significantly reducing greenhouse gases and air pollution.

## Ships on alert after iceberg warning

Ships have been put on alert after an "iceberg" was spotted floating off St Francis Bay in the Eastern Cape.

The large white mass, said to be about 35 nautical miles offshore, is estimated to be 25 metres long and 20 metres high.

It was reported by a vessel, **Ntini**, which was sailing in the area on Monday night. The National Sea Rescue Institute issued an immediate maritime radio warning to vessels to prevent a possible collision. NSRI spokesperson Craig Lambinon said on Tuesday they were forced to take the sighting seriously, until it was either proven, or disproven, conclusively.

Lambinon said the NSRI did not know which direction the ice mass was drifting in, how fast it was travelling and at what rate it was melting.

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He said he had heard that an iceberg had also been reported off Port Elizabeth in the 1950s. St Francis Bay is about 100km from Port Elizabeth. Dr John Rogers, a senior researcher in the Department of Geological Sciences at the University of Cape Town, told the Cape Argus that an iceberg was usually about eight times bigger underwater than it was above the surface.

"So if the iceberg is 20m high above the surface, it means there's another 160m of iceberg below the waterline," he speculated.

He said that if the iceberg did in fact exist, it was possible it had been pushed towards the shore by a major eddy from a current flowing eastwards towards Australia. It was possible that an iceberg may ground itself on the outer shelf of the Agulhas Bank before it reached the shore, Rogers said.

He said that as a marine biologist, he had encountered several rocks on the ocean bed that could only have been carried that far by icebergs.

According to Rogers, scientific papers reported that the British Navy reported an iceberg about 60 nautical miles off Cape Point in the 1800s. He said he remembered hearing that a sailing ship had been reported hitting an iceberg in the 1800s.

Two lifeboats were rescued - one off the Transkei and one off Cape Town. Rogers said it was common knowledge that bigger chunks of iceberg in the Antarctic were breaking off because of global warming. **Source : IOL.co.za**



The **MAERSK VOYAGER** seen at the Norfolk Line terminal in Vlaardingen  
**Photo : Paul Kruger ©**

## 'Ghost Fleet' ship will be reborn as reef off of Key West

A World War II-vintage ship that served in the Cold War will be sunk off of Florida's Key West as an artificial reef.

Reefmakers, a Moorestown, N.J.-based company that creates of artificial reefs, will sink the 530-foot **General Hoyt S. Vandenberg** in 140 feet of water next spring.

The ship was built as the General Harry Taylor during World War II. In 1963 it was fitted with satellite equipment, renamed, and spent the rest of its Navy career as a missile tracker.

It had been retired to the James River Reserve Fleet, also known as the "Ghost Fleet." The \$5.7 million dollar project is being paid for by the U.S. Maritime Administration and taxpayers in Florida. **Source : Philly-com**

## Israeli, Italian Survive 8 Days on Raft and picked up by Belgian tug

An Israeli woman and an Italian man survived on a life raft for eight days in the Arabian Sea after their yacht sank in a storm, the Indian coast guard said Tuesday.

The couple, identified as Libi Belozerzki, 27, and Mori Pierpaolo, 35, set out from the Maldives on a yacht planning to sail to the Red Sea, but their boat overturned in a late monsoon storm, said Commandant Raj Putran of the Indian coast guard.

Putran said ships in the area were told to look out for the missing sailors after the Rome Maritime Rescue Coordination Center lost contact with them after Sept. 24.

The tug **ALPHONSE LETZER** which is at present towing the **TOG MOR** to Kakinada (India) sighted them and picked them up on Oct. 3, he said. "The yacht had a life raft on board and they survived because they had emergency rations and water." The two were taken to a hospital in the southern Indian city of Kochi, where they were being treated for dehydration and skin problems due to exposure to the sun and sea, he said.

They were released and returned to Italy on Monday, said Daniel Zonshine, Israel's consul general in Mumbai. "It was quite an experience, but they survived," he said.

Deceptively calm weather that follows the monsoon season may have encouraged the two sailing enthusiasts to set out on their journey, Putran said.

"People often sail all the way up from Australia. With the weather turning better, they must have thought things were coming back to normal and so set sail," he said.

## 117 illegal migrants detained from Egyptian boat off Greek island

Authorities detained 117 illegal migrants at sea near a western Greek island early Monday, the Merchant Marine Ministry said.



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The migrants — all men and of various nationalities — were aboard an Egyptian-flagged vessel, the **Elamiradam**, intercepted overnight after authorities discovered it sailing without lights about 4.5 miles (7 kilometers) off the south coast of Zakynthos.

Authorities were searching for three migrants reported missing from the group. The 20-meter (66-foot) boat was towed to shore and impounded, and the migrants were taken to a local gymnasium, where they were fed and examined by doctors.

Seven crew members were arrested, including six foreign nationals and a 61-year-old Greek national. A public prosecutor charged the seven with people smuggling.

Authorities gave no further information about which countries the migrants and foreign suspects had come from.

Greece has seen a surge in illegal immigration this year, mostly across the land border from its eastern neighbor Turkey or via leaky boats to Greek islands. Around 18,000 illegal migrants have been detained so far this year, up sharply from the 8,000 caught during all of 2005.

Greece's Foreign Ministry blamed Turkey on Sunday for insufficiently monitoring its borders.

Last week the U.N. High Commissioner for Refugees criticized detention conditions for migrants on the eastern Greek island of Samos. **Source .iht.com**



The **MAERSK CONSTELLATION** seen in Houston waters  
Photo : Chris Rombouts ©

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## Two rescued in new port accident

Two men have been taken to hospital after a tug collided with a number of safety boats close to the scene of an earlier fatal accident. They were thrown into the sea near a liquefied natural gas (LNG) jetty at Milford Haven in Pembrokeshire.

Milford Haven Port Authority said it launched an investigation following the collision at about 0730 BST. One worker was killed and seven others rescued following the previous incident near the terminal on Saturday. The port authority said Tuesday's collision involved the tug **Smit Barracuda** which collided with a number of safety boats. "Two people were thrown into the water as a result of the incident, but both were rescued and taken to hospital," it said.

"The port authority has ordered all marine activity in the vicinity of the jetty to cease while the investigation is carried out. The rest of the Haven remains open as normal." In Saturday's accident, a 44-year-old Dutchman whose body was recovered from the water after a platform being used as a support crane collapsed has been named as **Adrianus Van Ham**. Specialist engineers are being flown to Pembrokeshire to help secure the platform which has now floated upright. About eight people were working on the rig and a number of them were thrown into the water.

A major search and rescue operation involving coastguards, police, fire crews and paramedics was launched. Two men were pulled from the water and five were clinging to the rig. Mr Van Ham's body was recovered on Sunday evening. **Source : BBC**

## REFRIGERATOR OLA ENCOUNTERED ENGINE PROBLEMS

Refrigerated cargo ship **Ola** on the way to Busan, Korea, with fish cargo, engine failure. Vessel adrift in 49.28.1N 155.29.3E, 20 miles east off Onkotan island, Kuril islands. Salvage tug **Predanny** steaming to help, ETA October 10, 12.00. Fishing vessels **Akros, Moscow Olympics, Vladimir Babich, Borisov, Moskovskiy, Petropavlovsk** standing by. Weather fine, no danger to vessel and crew. Owner OOO Fram, port of registry Petropavlovsk-Kamchatskiy, crew 18. **Source : Mike Voitenko**

## One missing after collision off Norway

One fisherman was still missing this afternoon after the fishing vessel Skarbak was hit by the Norwegian flag chemical tanker **Doris** at Hustadvika between Molde and Kristiansund in Western Norway



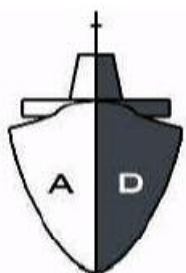
File photo of the **DORIS** – Photo : Jaap van de Meeberg ©

Tuesday night. The 33 foot fishing vessel never sank, but was brought ashore by a seine purser. **Doris**, 16,028 DWT, built 1998 is owned and operated by Utkilen in Bergen. The search and rescue efforts were coordinated by The Joint Rescue Coordination Centres Southern Norway and Northern Norway (Hovedredningssentralen) and at first involved a whole range of vessels and a few helicopters. A rescue helicopter this afternoon began a search of several small islands in the area.

## **NAVY NEWS**

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## **Australia signs amphibious ship contract**

Australian Prime Minister John Howard announced the signing of a contract with Tenix, worth about A\$3.1 billion (US\$2.78 billion) over eight years, to build two large amphibious ships for the Royal Australian Navy.



The first ship, **HMAS Canberra**, will be delivered in 2013 and the second, **HMAS Adelaide**, in 2015.

The ships are based on a LHD design from Spain's Navantia and their hulls will be built in Spain.

Prime Minister Howard said the "27,000-tonne ships will greatly enhance Australia's ability to deploy forces when necessary in our region or beyond, and to provide assistance in time of natural disaster. Using their integrated helicopters and watercraft, each

vessel will be able to land approximately 1,000 personnel, along with their vehicles, the new Abrams tanks, artillery and supplies. They will also be equipped with medical facilities, including two operating theatres and a hospital ward, and will be capable across the full spectrum of maritime operations, including aid to the civil community in times of natural disaster at home or abroad."

Howard said the construction of the superstructure and the majority of the fit-out, worth approximately A\$500 million to Australian industry, will occur in Melbourne. At its peak the Tenix workforce will grow to over 1,500 from its current 1,000. Combat system work in Adelaide will bring up to A\$100 million to the South Australian economy. Other states will also benefit.

"As well as providing the Australian Defence Force with valuable enhanced capability," said Howard, "this major investment by the Government will help to support a critical Australian industry. It will offer Australian defence firms unparalleled prospects in the areas of electronics, design development, systems engineering and integration,

employing Australians in a range of high-value engineering, shipbuilding and project management roles." **Source :** **MarineLog**

## **Bulgaria Orders 4 Gowind-200 Frigates from DCNS**

Following his meeting with French President Nicolas Sarkozy, Bulgarian Prime Minister Sergei Stanishev has given the go-ahead for an immediate start to talks on the procurement of **4 Gowind** corvettes. A French-Bulgarian working group has been set up to finalize the est. EUR 900 million (about \$1.25 billion) contract before the end of 2007.



**DCNS' 103m, 1,950t (338 ft., 2,150 ton) Gowind corvettes are directly derived from the design and technological lead advances of the new Franco-Italian FREMM multi-mission frigates...**

Gowind is designed to deploy Unmanned Surface Vehicles (USVs) and Underwater Unmanned Vehicles (UUVs), though it lacks the full mission module system in Denmark's Standard Flex 300 corvettes or the USA's Littoral Combat ships. An aft deck has been provided allowing for up to 10-ton class helicopters, or even Unmanned Aerial Vehicle (UAV) launch. The weapon system builds around a Setis combat system with a multi-functional radar, and 16 vertical-launch cells for Aster 15 or Mica-VL anti-air missiles. It can also be armed with 8 MM40 Exocet or Harpoon anti-ship missiles, and carries a naval gun.

Gowind corvettes are shaped for stealth, with a single central mast that replaces several sensor masts in other ships, and provides both improved signature and a 360-degree view for radars and other sensors. The ship's propulsion system is based on Combined Diesel and Diesel (CODAD) but has no gas exhaust chimney, channeling it into the water-jets to create maneuverability in shallow waters, high-speed performance, improved infrared signature, and improved visibility for its top-mounted sensors.

The ships come in several sizes. Gowind-200 ships are distinguished from the Gowind-120 and -170 ships by their larger size, which allows them to carry a suite of anti-submarine warfare equipment in addition to their other armament.

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The Gowind corvette deal may have wider ramifications for Bulgaria than the role it will play in that country's military modernization. There are reports that only the first ship will be built in Lorient, with the other 3 built in Varna by Bulyard Shipbuilding Industry, and equipment installed by the Bulgarian ship repairing yard Terem-KRZ Flotski Arsenal. Dozens of Bulgarian engineers and technicians would need be trained in France as part of these arrangements, and French unions have already expressed concerns that outsourcing to Bulgaria's cheaper shipyards may become permanent build locations as DCNS works to sell these ships abroad.

DCNS group Executive Vice President & COO Bernard Planchais alluded to these possibilities as he said in the Oct 5/07 corporate release that:

"In addition, achieving this major milestone opens up new business opportunities for this type of vessel on the expanding global market as navies around the world seek to modernise their fleets. Cooperation with Bulgaria is a key factor as we pursue development with new client countries, particularly in Eastern Europe."

|                   |                                      |
|-------------------|--------------------------------------|
| Length, overall : | 103 m                                |
| Beam :            | 14,2 m                               |
| Displacement :    | 1 950 t                              |
| Maximum speed :   | > 30 kts                             |
| Range :           | 3 000 mn                             |
| Endurance :       | 20 days                              |
| Complement :      | 70 (+15)                             |
| Helicopter :      | flight deck + hangar 10 t helicopter |
| Propulsion :      | option : CODAD                       |

Source : [defenseindustrydaily](#)

## Sailors heroic; equipment failed.

Sailors risked their lives trying to save a colleague after vital equipment appears to have failed. Four navy sailors jumped into the water off Cape Reinga to try to save their friends when an inflatable capsized after what appears to have been the failure of a vital piece of equipment.

Byron Solomon, an Able Hydrographic Systems Operator from Auckland aged 22, was in an inflatable beside the amphibious support ship **HMNZS Canterbury** when the smaller vessel capsized and he became trapped. Two others were injured.

Mr Solomon joined the Navy in 2005 specialising in the hydrographic branch. He joined the crew of the **Canterbury** in August this year and has had previous sea experience onboard the Navy's hydrographic and survey ship the **Resolution**. The **Canterbury** arrived back at the Devonport Naval Base in Auckland at 3am and a court of inquiry has been launched to investigate the circumstances of the tragedy. Fleet Commander Commodore David Anson says there were some heroic actions from some of the sailors on board. He says at least four members of the ship's company jumped overboard to try to get to the trapped sailor, doubtless risking their own lives in doing so. Commodore Anson says there were as many as eight people in the water at one point.

The Navy says the inflatable boat may have capsized because a vital piece of equipment failed. Commodore Anson says as the inflatable boat was lowered, the rope which holds it parallel to the ship did not work. He says because the boat was left hanging from the crane, it swung around and capsized.

Commodore Anson says the inquiry will determine why the system failed. Source : [nzcitcity.co.nz](#)

## TON CLASS MINESWEEPERS HISTORY



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At the end of the Second World War it was generally accepted that the emphasis on mining had shifted from deeply laid moored mines to ground mines laid in the shallow approaches to ports and harbours.

The large steel-built ocean minesweepers were, therefore, most unsuitable for sweeping sophisticated modern mines laid in coastal and inshore waters. As a result, a team was formed at Bath in the UK in 1947 to design the next generation of minesweepers.

This team produced two sets of hull drawings in 1949 for the construction of future inshore and coastal mine countermeasures vessels, each hull design being further sub-categorized into two variants, namely a minesweeper and a minehunter. Initially no orders were placed, mainly owing to lack of funding.

Although the original names allocated to the coastal minesweepers were those of insects, this was later changed to villages in the UK ending in "TON". The inshore minesweepers, in contrast, which were to have been known as the Bird Class, received names ending "HAM". The **TON CLASS** proved to be a very successful design with over hundred units built in the British yards between 1951 and 1960. Over thirty units were subsequently transferred to Commonwealth and foreign navies during the ensuing years, and the same basic design was also adopted by many Western navies for their local construction programmes.



The **GOLDEN FIREFLY** - Photo : Aad Noorland ©

One of the vessels ordered on 28 September 1951, was the "**M 1144**" original to be named **GOLDEN FIREFLY** but named later, after changing the names of the TON Class ships to "Village names" **DUNKERTON** by the Royal Navy, The **DUNKERTON** was commissioned into the South African Navy on 22nd August 1955 and re-named '**PRETORIA**'. The design called for an aluminium-framed planked hull with non-magnetic fittings, capable of undertaking ocean passages, and the result was a double mahogany, copper plated and very sturdy craft which is still in service all over the world.

Eight "Tons" vessels were transferred to South Africa, one of them the "**Dunkerton**". The South African Government also commissioned two purpose-built Ton Class vessels, the "**Durban**" and the "**Windhoek**". The "**Durban**" is now a

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Museum Ship in Cape Town and the “**Dunkerton**” is a Diving Sports Boat, was re-named MV.“**MADIBA**” after Nelson Mandela and most recently sporting her original name “**GOLDEN FIREFLY**”.

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The first Keel section of **yard number 6155** at the Fincantieri yard in Marghera seen laid down last week, the ship will be named **COSTA LUMINOSA**

Photo : Frank de Vries ©

## Yangzijiang Shipping Wins \$409.7M Shipbuilding Deals

China-based shipbuilder Yangzijiang Shipping (Holdings) Ltd. said it has secured contracts worth \$409.7m to build 13 container vessels for delivery between 2010 and 2011. It currently has \$4.94b worth of contracts on hand, \$2.9b dollars of which was secured during the first nine months of the year. Yangzijiang was among the three foreign stocks that were included in the revamped Straits Times Index. **Source : MarineLink**

## Chery buys shipyard to boost auto exports

Chery Automobile, based in Wuhu city of the eastern province of Anhui, has bought the local Wuhu Shipyard and is restructuring it, the China Securities Journal reported.

"Chery expands its business scope by foraying into the very promising shipbuilding industry," a company official was quoted as saying.

"Moreover, the shipyard operations will support the prompt delivery of our auto exports, increasing exports and lowering inventory. Chery expects to double its exports in 2007 from last year to 100,000 cars."

The company has also previously said that it was building a new port in Wuhu, which sits along China's Yangtze river, to facilitate auto exports. A new plant that starts operation in October would help add another 250,000-300,000 units to its annual capacity of 400,000 units, the company said when it turned out its millionth car in August. **Source : China Daily**

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## Single hull tanker now born-again bulker

As IMO and OPA phase-outs bite, single hull tankers continue to reappear in interesting new incarnations.

One example is a 1981 Hyundai-built 78,571 dwt vessel originally delivered as the **Hoegh Foam**, several names and owners later it has just been christened the M/V **H.A. Sklenar** at a ceremony in Mobile, Alabama, following its



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conversion into a self-unloading bulker at China's Chengxi Shipyard. Among other features, it is now fitted with a 266 ft x 78 inch wide offloading boom conveyor capable of handling 5,000 t/hr of limestone.

It is the third and latest Panamax self-unloader to be owned and operated by Vulcan Materials Company .

Vulcan Materials Company, a member of the S&P 500 index, is America's leading producer of construction aggregates and a major producer of other construction materials.



The Sklenar and its sister vessels, the M/V **W.H. Blount** and the M/V **Bernardo Quintana**, transport high quality limestone aggregates from Vulcan's Sac Tun quarry on Mexico's Yucatan Peninsula to markets along the U.S. Gulf Coast, the east coast of Florida and the Caribbean.

Vulcan acquired and converted the Sklenar to transport an additional volume of aggregates being produced from a major expansion and upgrade of the company's processing facility in Mexico. The increased production and transportation capacity will allow Vulcan to meet strong market growth and demand for construction materials along the U.S. Gulf Coast and the east coast of Florida.

The plant expansion increased annual production capacity at the quarry from approximately 9 million tons to approximately 12 million tons. As a bulker, a typical lift for the converted ship is 66,000 tons on a 40 ft draft and it increases annual shipping capacity from the quarry by over 3 million tons.

"We are pleased to honor our former Chairman and CEO, Herb Sklenar, by naming our third vessel after him. With our plant expansion completed and the Sklenar in service, Vulcan is able to increase its shipments to attractive markets along the Gulf and South Atlantic Coasts," said Don James, Vulcan's chairman and CEO. "Over the long term, population growth and market demand in this region are expected to continue to increase at levels above the national averages, while the availability of local, quality aggregates continues to decline. Over time, we expect to continue to increase production and shipping capacity from our Sac Tun quarry so that Vulcan will be positioned to serve expected growth in markets throughout this region." **Source : MarineLog**

## Shreyas Ship to buy vessel for about Rs 500 mn

Shreyas Shipping & Logistics Ltd said on Wednesday it plans to buy a container vessel for about Rs 500 million.



After this purchase, the company will have eight vessels in its fleet, it said in a statement. **Source : The Indian Economic Times**



The **LAMNALCO HOUBARA** seen in Cape Town – **Photo : Aad Noorland ©**

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## Suez to Build LNG Terminal in Chile

Utility Suez said its energy division, in conjunction with copper producer Codelco, is to construct a liquefied natural gas (LNG) regasification terminal in Mejillones, in the region of Antofagasta, Northern Chile. The group said investment in the project, to be owned by newly created company GNL Mejillones SA -- 50 per cent owned by each of Suez and Codelco -- will amount to \$500m. In a first phase between 2009-2012, the project will see the construction of a jetty and an on-shore LNG regasification terminal with a send-out capacity of 5.5 mln cubic metres of gas, sufficient to produce 1,100 megawatts (MW) of electricity. An LNG vessel, with a storage capacity of approximately 135,000 cubic metres, will be permanently moored and serve as a floating storage. In a second phase, an on-shore storage tank of 160,000 cubic metres will be built. During the coming months, the feasibility studies for this tank, which will convert the project into a long-term solution, will be initiated. The construction of this tank will take three years. The terminal will be built by the Spanish engineering company Tecnicas Reunidas and the jetty by the Chilean company Belfi. Tractebel Engineering is in charge of the basic design, coordination and supervision of the construction. A unit of Suez's energy unit, Andino, will be responsible for the operation and maintenance of the terminal. GNL Mejillones is making progress in terms of environmental permits and other authorizations necessary to build and operate the plant,

Suez said. It added that GNL Mejillones has signed contracts for the sale of natural gas (equivalent to 450 electric MW baseload) from the end of 2009 onwards, with four main companies: Codelco, BHPB, Collahuasi and El Abra. Suez will supply the LNG during the first three years of the terminal's operation. Suez said the project helps to guarantee short and long-term energy supply security in the north of Chile, which is still affected by the gas supply restrictions from Argentina.



The **ARCTIC LADY** seen anchored off Duvvik (Norway) – Photo : Piet Sinke ©

## Eitzen Maritime Services acquires Provimar

EMS has reached an agreement with the owners to acquire the Spanish ship supply company Provimar SA. Provimar had sales of €100 million last year and is Spain's largest ship supply company.

The acquisition doubles EMS' sales, placing the company among the global leaders in the maritime services industry.

Provimar is present in 27 ports in Spain, Portugal, Gibraltar, Morocco, Uruguay and the United States. Provimar has a strong position in the Mediterranean and has established footholds in North and South America. The company enjoys a broad customer base, including the merchant fleet, the Mediterranean passenger ferry and cruise fleets as well as the fishing fleet and the Spanish and NATO navies.

EMS' chief executive, Ms Annette Malm Justad, said: "The acquisition places EMS as one of the three largest global ship supply companies. Provimar is an efficient and profitable company which is complementary to the EMS organisation. EMS is strong in Northern Europe and Asia, whilst Provimar has focused on Southern Europe as well as North and South America. We expect the merger of the two companies to create considerable synergies and we are happy to see Provimar management continuing with the company"

The acquisition was partly settled with newly issued EMS shares. Current Provimar owners, the British investment fund 3i and Provimar management, have become major shareholders in Eitzen Maritime Services alongside the Eitzen group. **Source : MarineNorway**



Wagenborg's **JOLYN** seen enroute Rotterdam – Photo : Jan Verhoog ©

## LILE OPENS DOORS FOR BUSINESS IN LAGOS

A new logistics base to serve the oil and gas industry in the deeper water offshore Nigeria opened its doors for business in Lagos late last year. LADOL integrated Logistics Free Zone Enterprise ("LiLE") is the LADOL Free Zone Enterprise that manages all the logistics operations in LADOL (Lagos Deep Offshore Logistics Base) Free Zone.

### **LADOL currently has the following facilities:**

- o A 200 meter quay with an 8.5 m draft at LAT getting progressively deeper towards the shipping channel;
- o LADOL is ISPS certified;
- o Warehousing;
- o Hard standing;
- o Office accommodation consisting of 5 no 40 ft portakabins, complete with ablution facilities, fully furnished and equipped as well as a small permanent office block capable of housing up to 12 people;
- o A water purification plant, two storage tanks each 500m3 capacity that can deliver at 60m3 per hour to the quay side;
- o Fork lifts, crane and flat bed truck/trailer;
- o Various containers, skips and lifting gear
- o Floating jetty for small craft;
- o A small tug and two fuel and general use barges;
- o Waste disposal;
- o Generators for electricity generation;
- o Welding and sea fastening services;
- o An international security company providing security and access control;
- o Internet access;
- o An experienced management team and logistics staff;
- o Free zone status

LADOL is in the secure environment of Lagos and is the first quay on entering the Lagos harbour. It operates on a 24 hour basis and has Free Zone Officers and Customs Officers dedicated to and present on the Base. The sand filled area is 25 hectares with another 100 hectares undeveloped area available, which is ample space to even accommodate fabrication. LiLE is the ideal Local Content Partner as it is a wholly Nigerian owned company that has the support of NNPC, NPA, NEPZA and other government organizations that are focused on increasing local content in the Nigerian oil



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and gas sector. The LADOL is currently a hive of activity due to the subsea installation project for Agbami being run from LADOL by Subsea 7. For enquiries, please visit their website: [www.LADOL.com](http://www.LADOL.com)

## MOVEMENTS



The **EDAMGRACHT** seen departing from Willemstad (Curacao)

Photo : Kees Bustraan ©

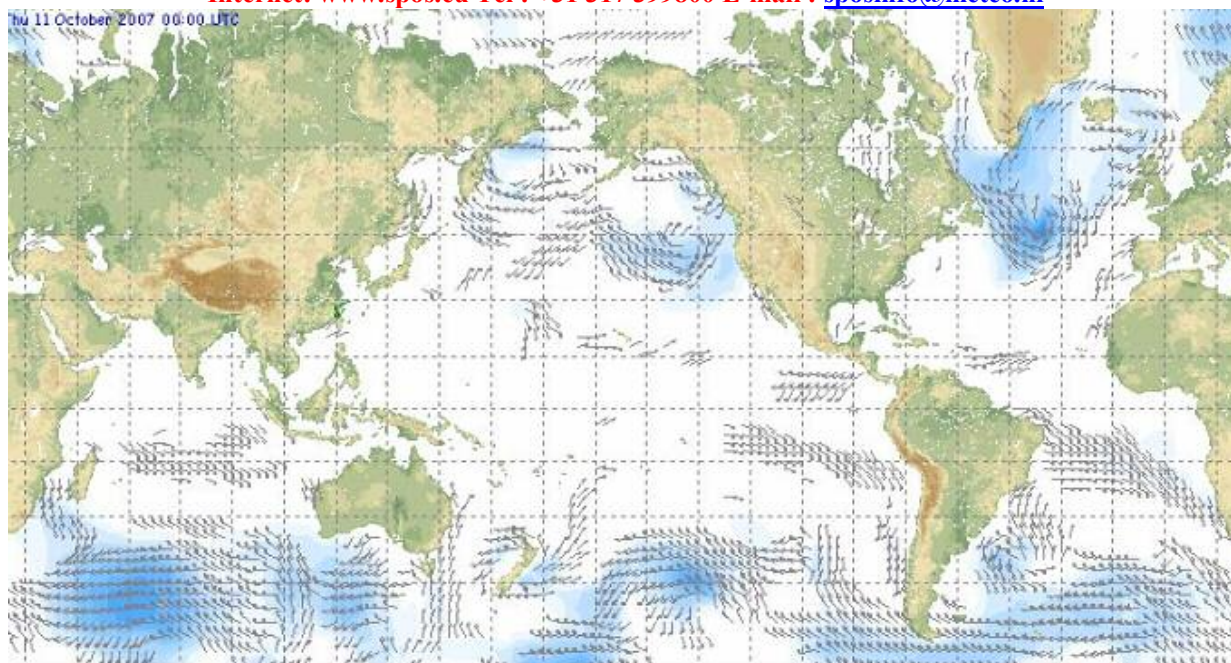
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.



## .... PHOTO OF THE DAY ....



The 129 mtr long **Clean Gas powered** type 410 ferry **STAVANGERFJORD** (yard number 150) serves together with her sister **MASTRAFJORD** (yard number 149) at the route Arsvågen <> Mortavik (Boknafjord), the 4856 GT ferries are recently build by the Aker Tulcea (Romania) shipyard, the ferries are equipped with 4 Schottel units for a speed of 21 knots, the ferries are able to load **250 m3 of LNG** which is used for the propulsion, three other sisters are serving at different routes for FJORD1 and are named **BERGENSFJORD**, **FANAFJORD** and **RAUNEFJORD**.

Photo's : Piet Sinke ©



The **MASTRAFJORD** seen loading cars and trucks in Mortavik

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