

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 235



**Number 235 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Sunday 14-10-2007**

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](http://www.vlierodam.nl)  
[info@vlierodam.nl](mailto:info@vlierodam.nl)



**The WAPPEN VON FLENSBURG seen ready for her launch at the Damen Galati yard  
Photo : Huib Lievense ©**

**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@svitzerwijsmuller.com](mailto:smitwijs.sales@svitzerwijsmuller.com)

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

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

## EVENTS, INCIDENTS & OPERATIONS



And there the Chemical / Oil Products Tanker slips into her element !!

**Photo : Huib Lievense ©**

## Hawaii Superferry lays off 249 employees

**Hawaii Superferry** remains unable to operate until either it completes a court-mandated environmental impact assessment or the state legislature acts to negate a Maui court ruling made on Tuesday, October 9, 2007

As a result, president and CEO John Garibaldi today issued a statement saying "It is with a heavy heart that I must share the news that we will be furloughing 249 members of our **Hawaii Superferry** family at the end of today. This includes 36 residents of Maui, 35 residents of Kauai, and 178 residents of Oahu."

**Hawaii Superferry** is retaining 59 employees to handle administrative and operational needs during what Garibaldi termed "this period of uncertainty."

"Over the past seven weeks, we have been very optimistic, but candid, with our employees regarding the various judicial proceedings on Maui," said Garibaldi. "An unavoidable consequence of the recent ruling is that we have reached the point where Hawaii Superferry can no longer bear the financial cost of fully retaining its workforce."

"We remain committed to providing Hawaii's residents and businesses with a safe and reliable interisland ferry system," concluded Garibaldi. "It is our hope that we will have the opportunity to bring our furloughed employees back to work in the near future." **Source : MarineLog**

## Hawaii Superferry bleeding cash

**Hawaii Superferry** is losing \$650,000/week as a month-long Maui court hearing on its environmental permitting drags on. According to the Honolulu Advertiser, Hawaii Superferry president John Garibaldi testified yesterday that his company is incurring \$500,000/week in operating expenses and \$150,000/week for debt service, legal fees and other assorted costs. The Maui court is expected to decide shortly whether the ferry service can continue to operate during the eight months it will take for a newly mandated environmental assessment of ferry-related port upgrades. If the court rules that service must be halted during that period, Garibaldi testified that the company will immediately lay off 90% of its 300 staff. He asserted that a court loss would spur the company to seek alternative employment for its vessel, the Alakai, outside Hawaii. Furthermore, if the court imposes a 15-kt speed restriction to prevent whale strikes, he said the company would not be able to operate in Hawaii, where its business plan is based on a 37-kt speed. The current court action focuses on the company's Honolulu-to-Maui service, and while there are no legal impediments to resumption of service to Kauai, Garibaldi said that the company could not continue without the Maui leg. The Kauai service has been indefinitely halted on safety fears due to threats of waterborne protests in Nawiliwili Harbour.

**Source : Fairplay Daily News**

## Otapan versleept naar 's-Gravendeel

Voormalig olietanker de **Otapan** is vrijdagmorgen vroeg versleept naar een nieuwe ligplaats in 's-Gravendeel. De reden voor de verhuizing is dat de kosten in 's-Gravendeel een stuk lager liggen dan in Rotterdam.



De **OTAPAN** gemeerd in de bedrijfshaven Heuvelman, 's Gravendeel - **Foto : Herman Broers ©**

Een tweede reden is dat de voormalige zwaveltanker uiterlijk 1 januari 2008 het Rotterdamse havengebied zou hebben verlaten. Dit meldt minister Cramer vandaag aan de Tweede Kamer.

Zwaveltanker **Otapan** is in de eerste helft van dit jaar nagenoeg asbestvrij gemaakt in de Rotterdamse haven. Dit is gebeurd nadat de Turkse overheid vorig jaar zomer weigerde om het schip in haar wateren toe te laten. Er bleek meer asbest aan boord te zitten dan in de officiële exportvergunning was aangegeven.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 235

Tot voor kort weigerde de Turkse regering echter ook het gesaneerde schip toe te laten. Kort geleden is in Turkije een nieuwe minister van Milieu aangetreden. Hij heeft nu de huidige eigenaar verzocht een onafhankelijk onderzoek te laten verrichten naar de sanering van de **Otapan**.

De resultaten van dit onderzoek worden binnenkort verwacht. Een positieve uitkomst van dit onderzoek kan leiden tot toestemming van de Turkse overheid de Otapan naar Turkije te verslepen. Daar wordt het schip vervolgens gesloopt.

De kosten die de **Otapan** nu nog met zich meebrengt betreffen liggelden, havengelden, verzekeringsgelden en het houden van toezicht. Sinds de sanering van het schip, afgerond in de zomer van 2007, zijn die kosten opgelopen tot 250.000 euro. De huidige eigenaar van het schip, de Turkse werf Simsekler, heeft tot nu toe geweigerd deze kosten te voldoen.

Minister Cramer heeft die kosten voorsnog op zich genomen om derden niet te dupeeren. Deze gemaakte kosten zullen worden verhaald op de huidige eigenaar. Daarom is reeds in juli beslag gelegd op het schip. Binnen twee weken zal de minister de eigenaar laten dagvaarden als hij de tot nu toe gemaakte kosten niet betaalt.

Het schip is versleept naar een goedkopere ligplek in 's-Gravendeel om de huidige kosten nu vast te drukken en in afwachting van de definitieve bestemming. Met het verslepen naar de nieuwe ligplek komt minister Cramer haar belofte na aan de gemeente Rotterdam, dat het schip vóór 1 januari 2008 de Rotterdamse haven zal hebben verlaten.

Source : **Blik op Nieuws**



The **LEWEK EMERALD** seen action – Photo : via **Flip Geerling (Emas Offshore Construction and Production)**

## Veel overtredingen bij controle vaartijden

Bij een controle op de naleving van de vaartijdenwetgeving aan boord van binnenvaartschepen zijn door de politie in de nacht van woensdag 10 op donderdag 11 oktober op de Nederlandse wateren bij 21 van de 28 gecontroleerde

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 235

schepen overtredingen geconstateerd. In totaal zijn 17 bekeuringen en 7 waarschuwingen uitgedeeld. Vier schepen werden stilgelegd.

De controle werd uitgevoerd door de Waterpolitie van het Korps landelijke politiediensten (KLPD) en de Zeehavenpolitie van de regiopolitie Rotterdam-Rijnmond. In totaal werden 32 agenten op 8 grote patrouillevaartuigen ingezet. De Wasserschutzpolizei in de Duitse deelstaat Nordrhein-Westfalen controleerde tegelijkertijd op de Rijn in Duitsland van de Nederlandse grens tot Keulen. In Duitsland werden 32 schepen gecontroleerd. Daarvan was 31% in overtreding tegen 75% van de in Nederland gecontroleerde schepen.

In Nederland werd onder meer het volgende geconstateerd:

- Die nacht waren 11 schepen onderweg terwijl ze volgens de regels niet mochten varen. De schippers van deze schepen hadden hun reis om 22.00 of 23.00 uur moeten onderbreken om van de voorgeschreven uren rust te genieten.
- Aan boord van twee schepen was de voorgeschreven bemanning niet aan boord.
- Aan boord van dertien schepen was het vaartijdenboek niet of onjuist ingevuld. Hiervoor werd zes keer proces-verbaal opgemaakt.
- Bij drie schepen werd de schipper bekeurd omdat de bemanning te weinig rust had genomen.
- Vier schepen kregen de aanwijzing de vaart te staken en mochten deze pas weer hervatten nadat de bemanning voldoende gerust had.

Source : Vaart !

## Injuries At Sea

Despite the extensive safety classes offered for both commercial and pleasure sea going individuals, an injury at sea can happen at any time, and can be very terrifying.

After all, the resources to remove someone from a vessel who is seriously injured are really minimal in comparison to receiving assistance on land. After the helicopters and rescue teams create a big fuss and get an injured victim safely to an on shore medical facility, what happens next?

Medical bills for an injury at sea tend to be much higher than those for injuries sustained on land. In most cases, some sort of rescue effort was made either via boat or air to get the injured party to the appropriate medical facility. Just like a ride in the ambulance comes at a cost, so does a chopper evacuation or a boat rescue. Coupled with the extensive damage that can occur during a rescue, even a broken leg or arm can rack up serious medical bills in a heart beat. In some cases, there is nothing the injured party can do.

In cases involving liability or work related injuries, the only way to financially protect what has taken a lifetime to build is to call a maritime injury lawyer. A maritime injury attorney can go over the case, ask the appropriate questions, and determine whether or not the injury falls under provision made in the Jones Act.

The Jones Act is a valuable doctrine that determines liability and financial obligation relating to injury at sea regardless of whether the injury was sustained in the pursuit of commerce, protection of the country, or personal pleasure. The Jones Act is used to determine the rights of an injured victim and how much and if they are entitled to compensation and damages stemming from the accident.

Obviously, a maritime injury attorney can do nothing if the accident was the fault of the injured party. There was a story in a prominent sailing magazine a few years back that told the story of a man who ran himself over with his own dinghy. He had apparently stood up while underway and the dinghy ran into a sandbar, lurching and sending the gentleman several feet in front of the dinghy.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 235

The auxiliary engine did not have a safety cut off switch attached to his wrist, and of course with his weight out of the boat, it continued to progress and ran him over, cutting his face. Accidents such as these happen more regularly than could ever be printed.

A maritime injury attorney could do nothing in this situation, unless there was an emergency cut off switch that failed, or there was some other sort of safety mechanism that did not respond during the emergency. Nevertheless, this particular gentleman was still encouraged to contact a maritime injury lawyer just to be sure that his case was not triable.

When accidents occur involving safety equipment, the first call after alerting family members to the situation, should be to a maritime injury attorney. A thorough assessment by a maritime injury lawyer can often determine whether damages to cover the medical costs as well damages to cover any permanent injury are attainable.

For many families, this is the only viable means of paying the extraordinary costs associated with such an accident as well as maintaining the lifestyle achieved before the accident. A higher percentage of injuries at sea lead to life long effects than injuries sustained on land. Research has not yet proven exactly why, but there are many theories to support the statistics.

When an accident is clearly the fault of another seagoing individual, whether this entails commercial accidents or pleasure boating accidents, a maritime injury lawyer becomes a vital part of the picture, just as the physicians, surgeons, and therapists. A maritime injury lawyer can oversee that the victim's rights under the Admiralty Law and the Jones Act are being upheld. In the event that any party involved in the accident are in violation of Admiralty Law or the Jones Act, a maritime injury attorney can then step up and start filing on behalf of the injured victim.

All too often people who have sustained an injury at sea and are entitled to compensation under the Jones Act or Admiralty Law do not receive fair treatment. This is due in part to the propensity for calling the wrong lawyer. If an injured party contact the same lawyer they used to fight their speeding ticket or to draw up their legal papers, they are not likely to receive the type of representation they need. Maritime injury attorneys are devoted to a specialty, and thus have extensively studied the Jones Act and Admiralty Law. **Source : shiptalk**



The **NORTH TRAVELLER** seen arriving in Stavanger – **Photo : Piet Sinke ©**

## EU voltooit netwerk van olie-opruimschepen

Europa is binnenkort goed voorbereid op grote rampen met olietankers. Het aantal parate olie-opruimschepen langs Europese kusten groeit van negen tot zo'n dertien stuks.

'Het netwerk is daarmee compleet', zegt Willem de Ruiter, de Nederlandse directeur van het Europese bureau voor veiligheid op zee (EMSA). Het agentschap stuurt dit jaar nog de laatste aanbesteding uit.



Foto : Piet Sinke ©

De parate schepen zijn overwegend kleine tankschepen die gewoonlijk brandstof naar grotere schepen varen. Bij een grote ramp kan de Europese Unie (EU) ze snel oproepen en ombouwen met veegarmen en opslagtanks. Ze zijn uitgekozen op basis van hun vaste ligplaats, zodat een netwerk ontstaat langs alle Europese zeeën.

Voor Nederland ligt een schip in de Franse havenstad Brest klaar voor actie. De Noordzee en het Kanaal behoren tot de drukste vaarroutes van de wereld. Maar andere gebieden hebben ook hun risico's, verzekert De Ruiter. De Zwarte zee en de Oostzee zien een groeiend aantal Russische tankers.

'Als er eens wat gebeurt bij de Griekse eilanden, is de schade niet te overzien', zegt De Ruiter. 'En in de nauwe zeestraten bij Denemarken loopt er wel eens een aan de grond, met allerlei gevaren voor de gevoelige Oostzee.'

De Ruiter sloot in 2005 de eerste contracten met reders om snel schepen te kunnen oproepen bij een grote olieramp. Aanleiding was het ongeluk met de **Prestige** in 2002. Toen stroomde 70.000 ton zware stookolie in de oceaan, de meest stroperige van alle soorten olie. 'Toen bleek dat EU-landen nauwelijks schepen hebben om dit soort grote rampen te lijf te gaan', vertelt De Ruiter. 'En er varen heel wat schepen met deze zware stookolie rond.'

De EU-topman liet zich bij de aanpak inspireren door Nederland, dat tot de best voorbereide landen van de EU behoort. Nederland heeft afspraken met baggeraars, om snel grote schepen te kunnen inzetten. 'Veel economischer dan het bouwen van eigen schepen', zegt De Ruiter.

Hij benadrukt dat de parate veegschepen alleen bedoeld zijn voor grote olierampen. Kleinere rampen blijven een taak van een EU-land zelf. De Ruiter is niet bang dat EU-landen niet meer zullen investeren in oliebestrijding, omdat de Europese schepen steeds klaar liggen. 'Nee, wij doen alleen de extra capaciteit. Een land houdt zelf de coördinatie.'



Tot dusver is slechts een keer een dergelijk bestrijdingsschip opgeroepen. Dat gebeurde in augustus na een aanvaring tussen twee schepen in Spanje. Niet vaak, erkent De Ruiter. 'Wees daarom blij dat we geen hele dure schepen hebben laten bouwen die werkloos liggen.'

## **Greens protest at Baltic nuke boat**

Greenpeace protestors boarded a ship that was transporting 4.8 tonnes of spent nuclear fuel including plutonium from Sweden to the UK over the weekend. The former ro-ro vessel **Atlantic Osprey** left the Swedish port of Nyköping and was carrying the waste to be reprocessed at the UK plant at Sellafield. At least three protestors boarded the ship from inflatable boats while it was passing west of Bornholm and were taken into custody. The protestors called on the ship to return to Sweden. Another environmental body, KIMO International, said the use of an old ship with a single hull and a single engine was "unacceptable". KIMO has been working for a number of years to ban such shipments.

Source : Fairplay daily news

## **Captain at breakfast as ship sailed to doom**

THE captain of the **Pasha Bulker** was having breakfast below deck as his 40,000-tonne bulk carrier plunged out of control toward Nobby's Beach near Newcastle under the panicked direction of junior crew.

The Herald has been told by those close to the investigation of the stunning admission made by the captain and acknowledged by his chief engineer three days after the June 8 grounding. But neither the Government nor the ship's owners have told the public.



Photo : Ian Edwards ©

The trail of mistakes and incompetence began on the evening of June 7 when warnings about an approaching storm were issued to 56 ships anchored off Newcastle. The **Pasha Bulker**, waiting to load 58,000 tonnes of coal, was one of 10 ships whose captains chose to stay at anchor about 200 metres off Stockton Beach to assess the situation overnight.

At 5.30 the next morning authorities tried again, but the **Pasha Bulker** stayed at anchor. It was not until 7am, in a sea whipped up by 100kmh winds, that the captain realised he had to move, and move quickly. He then made a critical error.

As the **Sea Confidence**, a nearby vessel facing the same predicament began moving out to sea with its anchors still dragging, the **Pasha Bulker** stayed and attempted to weigh anchor before moving. Mariners say it is standard practice for a boat to be moved forward slowly to help raise the heavy chain from the seabed while it is being hauled in. It meant the ship would have already moved through the surf in the 10 minutes it would have taken to get the anchor aboard. In an emergency, such as the one brewing by the 30-year storm, the anchors should be cut and left



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 235

behind. Instead, the captain ordered the engines to remain idle while the chain, up to 200 metres long with links each weighing 100 kilograms, was winched aboard. As a consequence, the ship was still in the danger zone an hour later when the anchor was finally shipped.

It was now just after 8am. With the winds and seas continuing to rise and the engine only just beginning to move the ship, the captain called the chief engineer and invited him to breakfast. Both were Korean in a 22-man crew otherwise made up of Filipinos. They met in the dining room while others were left in charge of moving the vessel through the dangerous conditions.

The **Pasha Bulker**, now in the hands of less experienced crew, was shunted north along the coast toward Port Stephens, unable to make much headway against the waves. It had travelled about three kilometres before the captain reappeared on the bridge and took command of his ship, which was now out of control.

Government sits on a report that reveals a trail of blunders. Robert Wainwright uncovers the details. At 8.30am the ship had been looped in almost a full circle by the power of 18-metre waves and was now headed toward Nobbys Beach on the outside of the southern entrance to the port.

The captain, in a panic as he told investigators in the offices of a Newcastle law firm, made one last desperate attempt to save his ship, but again made an error. Instead of swinging it hard to starboard, he ordered it go full astern, literally backing up into the pounding waves that were breaking over its decks. The stern was lifted above the waves, its rudder useless and the propeller spinning madly in the air. The 225-metre vessel then virtually surfed to the beach and hit a rock shelf called Big Ben Reef.

It was 9.15am. The collision broke the back of the ship - hogging, as it is called. It bent the ship into an inverted U-shape that could be seen by onlookers from the beach as ripples in the hull. The captain panicked again and ordered the ship to be abandoned even though there was no chance of it sinking, having already run aground, and needed at least a skeleton crew to minimise damage and monitor the hull to avoid an environmental disaster. They were taken off by helicopter.

Back on board the now empty ship, damage was getting worse. The engine room frames were severely damaged and every ballast and fuel tank at the bottom of the ship was breached. As the waves continued to lift it and smash it further onto the rocks, the rudder was snapped off and every blade of the giant propeller was bent.

Although the plan had been to refuel the ship at Newcastle, it was still carrying 700 tonnes of fuel oil, 38 tonnes of diesel and 40 tonnes of lube oil. Salvage crews had to pump it into wing tanks on either side of the engine.

Controversy also followed its salvage and removal on July 2. The Herald understands that the Pasha Bulker was towed into Newcastle despite warnings from industry sources that there was a high chance it could sink and block the narrow channel for months. No accident occurred, but industry observers say it was an unacceptable risk.

Giant girders, much like splints, were welded to its side before it left under tow for Na Trang , Vietnam, where it will have to be cut in half for repair. The Minister for Ports, Joe Tripodi, says the investigation headed by the chief executive of NSW Maritime, Chris Oxenbould, has been delayed for good reason.

"NSW Maritime has been undertaking a comprehensive investigation involving interviewing the crews of the ships involved and interviewing a substantial number of other agencies and individuals," he said, and that this was taking longer than expected. "The Government has ... given them the time and space they've needed to do their work ... It is in the interests of NSW citizens that this be done properly."

## Dubai to build maritime university

Dubai Maritime City has announced that it will build a maritime university on its three million m<sup>2</sup> land reclamation site. The DMC has started negotiations with the International Association of Maritime Universities, which counts 47 maritime education institutions worldwide among its membership, to set up a centre for maritime science in the academic

quarter of the development. Officials at the DMC hope the new 2.7ha university will help to create a pool of manpower for the industry. "The shortage of qualified manpower in the maritime industry today is of enormous concern [which] affects the seagoing, management, educational and other crucial components of the industry ... we hope to create a large, qualified and available pool of manpower in the Middle East," said the development's CEO, Amer Ali. **Source :** Fairplay daily news



HAL's **VOLENDAM** seen passing the Miraflores Locks in the Panama Canal enroute from the Pacific Ocean to the Atlantic Ocean side.

**Photo : Piet Sinke via Panama Canal webcam**

## **CASUALTY REPORTING**



**Tel: +31 115 645000 - [www.multraship.com](http://www.multraship.com)**

## **Ship Collision in Thermaikos Gulf**

**Samothraki**" passenger ship with 143 passengers and fishing vessel "**Chrisoula**" with six-crew members collided off Thermaikos Gulf early Friday morning, 14 nautical miles east of Nea Moudania. No injuries were reported. As per information, the accident is attributed to low visibility and torrential rains in the area during the collision. The Mercantile Marine Ministry reported that nobody was injured. The ships were immobilized so that no big breaches could be caused. Then, the passenger ship sailed off to Thessaloniki and the fishing vessel was towed to Nea Michaniona.

## **1 dead, 2 rescued after Navy vessel capsizes**

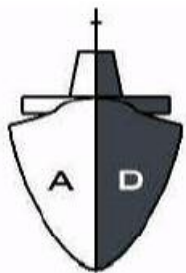
One Sailor was killed in a training accident when his small boat collided with a tug boat in the James River last night at approximately 1130.

There were three Sailors on board the Naval Special Warfare 24-foot RHIB at the time of the accident, but two were immediately rescued and their injuries were treated. The third sailor's body was recovered this morning at approximately 8:00. Local Navy, Coast Guard, and Virginia Marine Police units all assisted in the search throughout the night.

### **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](mailto:anglodutch@pandora.be)

## **Navy Accepts Delivery of Mesa Verde LPD 19**





## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 235

The US Navy accepted delivery of **Mesa Verde (LPD 19)** from Northrop Grumman Ship Systems on Sept. 28. This marked the third of the **San Antonio class** of amphibious transport dock ships that the NGSS has delivered. Accepting for the Navy during a simple ceremony aboard the ship was Capt. Beth Dexter, the supervisor of shipbuilding representative for the Gulf Coast. On Oct. 1, the crew moved aboard the 684 foot-long warship. For the first time, **Mesa Verde** Sailors and Marines assumed their regular duties, such as standing watches, preparing meals for the crew and training. Over the next two months, as Northrop Grumman Ingalls Operations puts the finishing touches on the ship, the crew will be participating in various inspections and certifications including a Light-Off Assessment. Early in December, **Mesa Verde** will leave Pascagoula for commissioning at Panama City, Fla., on Dec. 15 before transit to the ship's new homeport of Norfolk, Va. **Source : MarineLink**

### SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



[info@disamaritime.com](mailto:info@disamaritime.com)  
[www.disamaritime.com](http://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](mailto:info@disacivil.com)  
[www.disacivil.com](http://www.disacivil.com)

## Daewoo planning shipyard in North Korea

**SSG-GÖTEBORG.** South Korean Daewoo Shipbuilding & Marine Engineering is considering a USD 150 million investment in a new shipyard facility in North Korea. According to Daewoo, a yard could be operational by 2009. The company, however, says that the investment is subject to guarantees of free communication, transportation and faster customs clearance from the North Korean government. Daewoo is eyeing a facility in Anbyon on the East Coast with an annual capacity of 200,000 tons for the construction of modules.

## AHTS launched every two months

Every two month's time will be marked with launch of another AHTS from the building berths / slipways of Northern Shipyard (Stocznia Polnocna SA), member of REMONTOWA Group. The most recent such occasion took place mid September, when the fifth unit of the B 844 type AHTS vessel **Allison Tide** (B 844/5), was launched. The ship is being built at Northern Shipyard to the order of REMONTOWA for delivery to renowned, New Orleans (USA) based Tidewater Marine Inc.

The multi-purpose anchor handling tug and supply vessel **Allison Tide** is designed as capable of operation in relatively shallow waters comparing to competing designs with similar deck payload, power and other principal characteristics. The 70.00 m long and 15.50 wide vessel is powered with two main engines, rated at 5000 HP, which enables to achieve service speed of 13 knots and maximum speed of 15 knots.





Open work deck area of 400 sq m and 1000 t capacity facilitates supply functions in addition to 55 underdeck tanks for water, fuels and dry bulk drilling materials. The ship will be equipped with fire-fighting system of 1200 cu m / h capacity.

The successful B 844 series of vessels is being built to design supplied by NED consulting naval architects from REMONTOWA Group and under supervision from ABS. Delivery of the ship is planned for February 2008.

The launching of the 6th unit from the same series is scheduled for mid October, while number 7 is expected to be launched in January 2008, and no. 8 - in March 2008. **Source : Remontowa**

## Hope for continued production at Århus Værft

**SSG-RINGKØBING.** There is a good chance that shipbuilding at Århus Værft will continue later on when things have cleared up. According to several press reports, it is the landowner at Århus, Olav de Linde, who wants to find new investors to continue the production of super-yachts on the premises owned by Olav de Linde's development company. He thinks that there is a market for the production of yachts in the luxury class. The Amande, which triggered the bankruptcy earlier this month, is a classic motor yacht with a steel hull delivered from Poland.

Apart from building luxury yacht, Århus Værft also carried out repairs on both navy vessels and commercial vessels at its facility in Århus. The yard invested in a used floating dock, purchased in Norway in 2005.

## Maersk grounding gives Remontowa big job

**SSG-KOŁOBRZEG.** The container vessel **Maersk Neuchatel**, which grounded in the Guinea Bay in July, will spend 90 days being repaired at Remontowa shipyard in Poland. The vessel remained grounded for some time and after it was re-floated, divers discovered multiple holes and substantial damage to the hull.

The vessel's owner, German Reederei Thomas Schulte GmbH & Co., chose Remontowa's bid for the repair job and the vessel arrived at Remontowa on 25 September. Work will continue until 22 December. Thanks to the double hull, all environmental damage was avoided, although 600 to 1000 tonnes of steel will have to be replaced. In addition, the propeller will be removed and repaired, the propeller shaft must be checked. Andrzej Strykowski at Remontowa says it will be the largest repair job on a ship's bottom ever performed at the shipyard.

**Maersk Neuchatel** is operated by Maersk Line under the Liberian flag. The vessel was built at Volkswerft Stralsund GmbH in 2005, it is 207.4 metres long, 29.8 metres wide and has a draft of 11.4 metres. The vessel has a speed of 20.7 knots and a capacity of 2,474 TEUs. This year, Remontowa has had 13 vessels over 200 metres long and the shipyard's management is thinking about buying a larger dock since their widest, 44 metres, is not large enough to cope with double-hull vessels.

## **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](mailto:mail@workships.nl)

Website : [www.workships.nl](http://www.workships.nl)



The **HORN-BAY** seen assisted by the tugs **SCHELDE 10** and **UNION 7** entering one of the locks in Antwerp  
Photo : Piet Sinke ©

## **VOSTA LMG wins contract for cutter suction dredger**

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 235

VOSTA LMG in The Netherlands has announced that it has signed a supply contract with Tianjin Dredging Corporation (TDC) in China for a basic design and dredging components package for a self propelled cutter suction dredger with a capacity of 4,500m<sup>3</sup>/hour.



The dredge is of similar design to the well known cutter suction dredger **Ursa**, formerly known as **Bilberg 1**, which was designed, built and supplied by LMG, Lübeck, Germany in the 1980s.

**Left : The URSA**  
**Photo : URSA crew ©**

This new cutter suction dredger will, however, feature the latest technology and have a number of new features including a newly designed hull which will optimise seakeeping, plus a state-of-the-art spud system and a VOSTA T6 cutter system. The dredge will be built at a Chinese shipyard.

VOSTA LMG said it is the first company to deliver an engineering and components package for a vessel of this size, and with these unique features,

in China.

The new dredge will be 128m overall with a breadth (moulded) of approximately 23m, draft of 5.5m and speed of approximately 13 knots.

The dredge will be launched early in 2009 and will operate in China's national waters and in international waters.

Source : Dredging News Online

## Dina Aquarius sold

Offshore Shipbrokers Ltd reports that Myklebusthaug has sold the 4,100dwt PSV **Dina Aquarius** to FS Shipping for a sum reportedly in excess of Nkr 150 million.

The vessel which is currently on term charter to Talisman has been renamed **F S Aquarius**.

Source : Offshore shipping online

## Nieuwe containerscan in Rotterdamse haven

De douane in Rotterdam neemt dinsdag een nieuwe containerscan in gebruik. Deze heeft de nieuwste technologie en kan binnen acht weken naar een andere lokatie verplaatst worden. Het apparaat kost ongeveer twee miljoen euro. De nieuwe scan heeft een capaciteit van twintig containers per uur (175.000 containers per jaar).

Source : Nieuwsblad Transport

## All time high on Stena Line's Poland service

**SSG-GÖTEBORG.** September was the first month ever with more than 9,000 freight units carried by Stena Line's vessels on the Karlskrona – Gdynia route. In May, the service was expanded with the addition of the chartered **Finnarrow** and the timetable has been changed with later departures on Thursdays and Fridays. The **Finnarrow** has taken cargo that would otherwise have been carried by the **Stena Baltica** and the **Stena Nordica**. This has freed up capacity on these vessels, and the number of passengers has increased. "We are now building volumes for future investments," says Hans Hansson at Stena Line in a press release.





The ongoing scrapping of the **MSC NAPOLI** forward section at Harland & Wolff in Belfast

<b>Green Pin®</b>				<a href="http://www.vanbeest.nl">www.vanbeest.nl</a>
Standard & Polar are DNV 2.7-1 Type approved!				



The **ODDA** services the route **Sunde-Ranavik-Skjersholmane** in Norwegian waters  
Photo : **Piet Sinke ©**



## \$108 million OSV order for Malaysia's Coastal Contracts

Malaysia's Coastal Contracts says that its wholly-owned subsidiary, Thaumaz Marine Ltd, has won orders worth \$108 million to build four offshore support vessels to Kreuz Engineering Ltd.

Kreuz is a unit of Singapore's Swiber Holdings which says that the four vessels consist of two subsea support vessels and two deepwater Anchor Handling Tug/Supply ("AHTS") vessels.

The \$108 million does not include equipment that Swiber will retrofit and/or purchase for the vessels.

The two 78 m DP2 Subsea Support vessels and the two deepwater 70 m 10,000 BHP (brake horsepower) AHTS vessels are expected to be delivered between last quarter of 2009 and first quarter of 2010.

The Subsea Support vessels will be outfitted with the state-of-the-art SAT system incorporating an advanced self propelled hyperbaric rescue chamber and 100-ton heave compensated crane. The vessels will also have a Class 2 Dynamic positioning system, accommodations for 146 personnel and a working moonpool. These Subsea Support vessels will complement Swiber's existing EPCIC activities to perform subsea hardware installation and inspection, repair, and maintenance.

The two deepwater 70 m 10,000 BHP AHTS vessels will be the first deepwater vessels Swiber has acquired. When delivered, the deepwater vessels will be available to international oil and gas companies for their deep-sea operations.

"The acquisition of the Subsea Support vessels and deepwater AHTS vessels is a significant first step towards extending our capabilities to subsea and deep water activities. Our expanded fleet will serve to sharpen our competitive edge and enhance our position as a leading, niche service provider to the offshore Oil and Gas sector. The scale-up of our capabilities and capacities to take on more offshore oil and gas projects will serve to broaden our revenue streams. We expect revenue synergies and growth potential from these acquisitions," said Mr Raymond Goh, Executive Chairman and Chief Executive of Swiber. **Source : MarineLog**

## Tallink Autoexpress 2 to Venezuela

**SSG-TALLINN.** AS Tallink Grupp will charter the high-speed ferry **Tallink Autoexpress 2** to Consolidada de Ferrys (Conferry) in Venezuela for two years. **Tallink Autoexpress 2** (ex **Boomerang- 01**) was built at Austal Shipyard in Australia in 1996 and has two sister vessels at Conferry. The **Tallink Autoexpress 2** is the last of Tallink's four high-speed ferries. The company sold three high-speed ferries during the transition to its new concept Tallink Shuttle, the year-round traffic with large fast ferries in the Tallin– Helsinki service.

## Van Oord to develop fishing port in Guatemala

The Port of Champerico in Guatemala has awarded The Netherlands-based Van Oord a contract to construct a new fishing port. The contract is valued at approximately Eruos 24 million.

The Dutch government has agreed to provide development aid covering 35 per cent of the contract price. The 18-month project will commence immediately. Van Oord has been contracted to dredge a harbour basin and access channel, construct breakwaters and two jetties, and install the necessary utilities. The harbour is expected to boost the economy of the Retalhuleu region of Guatemala.

**Source : Dredging News Online**



The Norwegian type Fosen 22.5 mtr Lifeboat **DET NORSKE VERITAS** is based in Kristiansund

Photo : Marc van der Stok ©

## Oude Maas gestremd door gaslek Heinenoord

De vaart over de Oude Maas ter hoogte van Heinenoord is uit voorzorg vrijdag enige uren stilgelegd vanwege een lekkende pijpleiding. Het lek ontstond vermoedelijk tijdens graafwerkzaamheden, meldt RTV Rijnmond. De hulpdiensten weten nog niet zeker welke stof in de leiding zit. Het kan etheenoxide of waterstof zijn. Om 14:15 uur was de scheepvaartstremming voorbij.

De brandweer laat het ontsnapte gas gecontroleerd branden. Daardoor wordt de verspreiding van schadelijke stoffen beperkt. Voor de zekerheid is een waterscherm opgetrokken. De leiding is nog niet gedicht. In Heinenoord moeten ramen en deuren gesloten blijven. Ook moeten ventilatoren uitgezet worden. Etheenoxide -dat vroeger bekend stond als ethyleenoxide- is giftig en uiterst explosief. Waterstof is zeer brandbaar.

Waterschermen moeten de verspreiding van het gas tegengaan. Radio Rijnmond doet dienst als rampenzender. De omroep werd om 11 uur op de hoogte gebracht van de situatie door de hulpdiensten, terwijl de lekkage kort na negen uur zou zijn ontstaan. **Source : Vaart !**

## J. Lauritzen orders seven more ships

**SSG-RINGKØBING.** J. Lauritzen A/S has been in the Far East to order more tonnage. At the South Korean shipbuilder Hyundai Heavy Industries, Lauritzen Bulker has exercised an option for a further two cape-size units in the new 180,000 DWT segment for delivery in 2011. After this pair, the renewal programme consists of 35 ships of which 18 will be owned. At the South Korean shipyard STX, in Ulsan Lauritzen Kosan has purchased three more of the ten sister ships on order (The **Isabella Kosan-type**). After the purchase, Lauritzen Kosan will own seven of the 10 units. The remaining three will still be owned by partners and sail with commercial management provided by Lauritzen Kosan. Finally, Lauritzen Tankers has ordered a further two product carriers from Guangshou Shipyard International for delivery in 2011. The portfolio of MR tankers will then consist of eight ships. In total, J. Lauritzen has 56 owned ships on order and another 16, which partners will deliver to the fleet.

## Tallink's new vessel named Superstar

AS Tallink Grupp announced that the new generation high speed vessel christened and launched on the 5th of October in Fincantieri shipyards in Italy was named **Superstar**. The Godmother of the vessel is Estonia's best women's tennis player Kaia Kanepi.



The CEO of AS Tallink Grupp Mr. Enn Pant said, that it is great to have Kaia Kanepi as the Godmother of the new ship. „We believe, that our vessel will be a superstar and at the same time we hope, that Kaia will be a superstar in world sports”, said Pant.

**Photo : TALLINK**

**M/S Superstar** will start operating on the Helsinki-Tallinn route next spring. Together with M/S **Star** delivered in spring 2007 the ships will operate as the Tallink Shuttle service. Tallink Shuttle is the new service concept combining fast and comfortable travel between the two

capital cities.

According to Mr. Pant by adding **M/S Superstar** the all year round Tallink Shuttle service will improve as two ships provide equal fast travel opportunities from Estonia and Finland. "In general the Tallink passenger traffic on the Helsinki-Tallinn route will be more frequent and quicker than the bus traffic between many large Estonian cities", he added.

The speed of the vessel is 27,5 knots which enables to cover the distance between Tallinn and Helsinki in two hours.

The hull's green color of the Tallink Shuttle vessels **Star** and **Superstar** characterizes the environmental aspects of the ships. Both vessels consume less fuel, have modern technical solutions and create much smaller waves compared to the smaller high speed crafts. **M/S Superstar** is 175,1 meters long and 27,6 meters wide and is a bit bigger than her sister vessel **M/S Star**. It accommodates up to 2080 passengers and 1930 lane meters of vehicles. The ship has 186 cabins and 736 berths.

The pearl of the interior design of the ship is the show-bar located in the fore of the ship going through three floors and having a large glass wall. Passengers can also visit and enjoy themselves in the many restaurants and cafes onboard which include an a la carte restaurant, two buffet-restaurants, a pizza-restaurant, hamburger-café, ice-cream corner for children, children's play corner, sun-deck bar, a casino and business lounge. In the stern there is a bar going through two floors and having a glass wall. On board M/S **Superstar** one can also find large shops which sell everything from groceries, alcohol, latest cosmetics, clothes, fashion accessories and much, much more.

The Italian interior designers of the ship are Carlo Ciribi and Alessandro Cestaro. During the past five years AS Tallink Grupp has brought four brand new vessels to the various routes on the Baltic Sea. **M/S Superstar** will be the fifth. In the summer 2008 Finnish shipyard Aker Yards will deliver a new cruise ferry version of **M/S Galaxy – Cruise 4** and in the summer of 2009 the cruise ferry **Cruise 5** will be delivered to the company.

## Late delivery of Color Lines first Superspeed

**SSG-TØNSBERG.** Aker Yards in Finland will deliver Color Line's first Superspeed one month late. The christening is thus postponed from 5 January to 9 February, according to Helge Otto Mathiesen at Color Line. The late delivery has led to a few practical difficulties, but nothing major. One problem is that people have booked trip with the new vessel, which will service the route between Kristiansand and Hirtshals. The passenger/car ferry **Christian IV**, which has been deployed on the route for many years and will be replaced by the Superspeed, will have to go on for a little longer.

## MOVEMENTS



The **BEVER** arrived in Ijmuiden with a small jack-up barge

Photo : Jan Plug ©

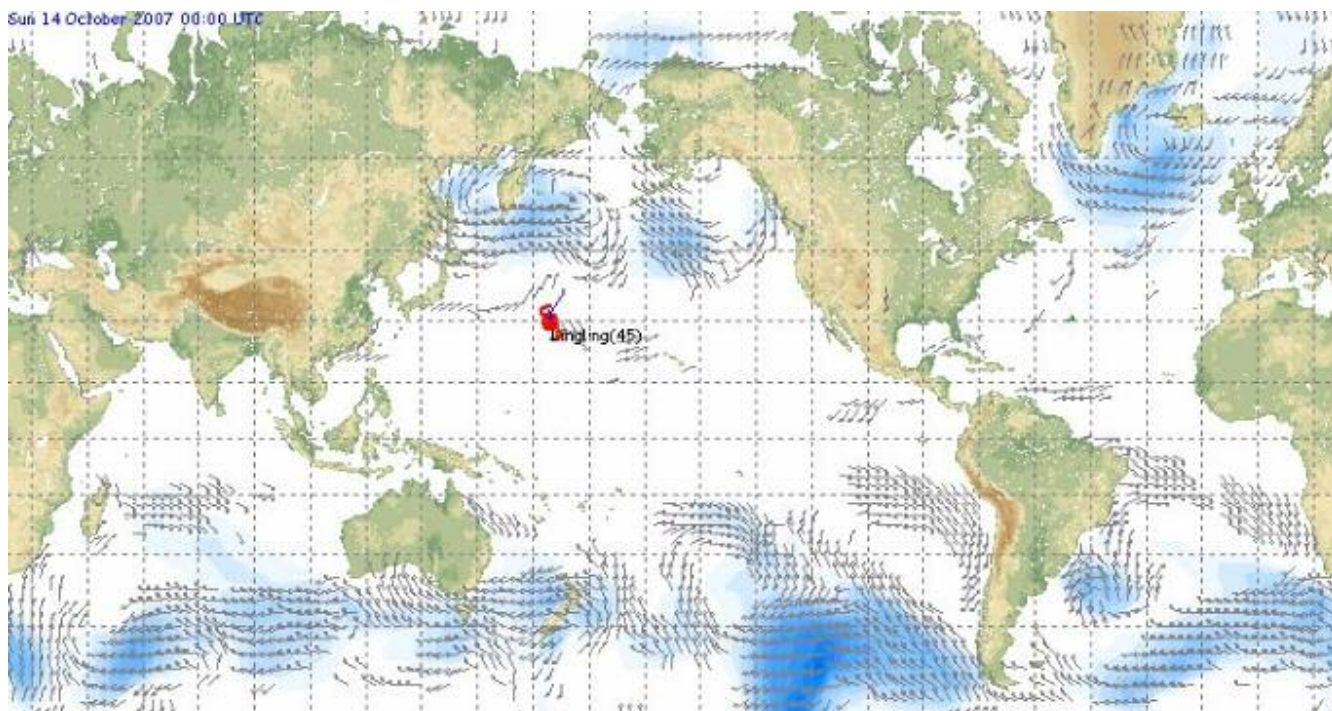
## MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: [www.spos.eu](http://www.spos.eu) Tel : +31 317 399800 E-mail : [sposinfo@meteo.nl](mailto: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 ....**



The forward section of the **MSC NAPOLI** seen getting scrapped in the drydock at the Harland & Wolff facilities in Belfast, whilst Salvage Supervisor **Chris Bos** is watching the operation, and thinks, she is really a big baby !!

## **DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 235**

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.