

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 236



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

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**The OSTERTOR seen leaving the port of BENOA - Bali on the 12th of October.  
Photo : Slotmaritimephoto ©**

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## EVENTS, INCIDENTS & OPERATIONS



Sunset over Rotterdam-Europoort (October 12th)

**Photo : Piet Sinke ©**

## Acergy defeats appeal

A US appeals court has handed offshore vessel player Acergy another legal victory in a class action case over allegedly delayed and underpaid wages.

Although the panel of judges in New Orleans said foreign mariners on foreign-flagged ships are protected by US laws on some voyages that call in US ports, the Acergy vessels were not on such a voyage. Malaysian mariner Jenggi Kaluom is named as the plaintiff in the case, which was filed in 2004 in the Galveston, Texas, federal court as a class action suit on behalf of his co-workers.

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Kaluom, who worked for Malaysian crewing company PPSB, was a rigger and pipe facing machine operator on Acergy's Panama-flagged derrick lay barge **DLB 801** (built 1978). When he was injured in an accident aboard the barge, he was taken to a Galveston Hospital, according to legal documents. The UK-based company, then known as Stolt Offshore, later discharged him.

The lawsuit claimed that Acergy delayed in paying him, which lawyers said meant that the company should pay two days' wages for each day of delay. Kaluom sued, saying he should have received penalty pay, in addition to wages under US labour laws. The case sought to cover all Acergy seamen who were underpaid or paid late.

In February 2006, however, the judge dismissed the case. Kaluom appealed to the Fifth Circuit Appeals Court. But the appeals court agreed with the federal judge's ruling that penalty pay only applies when a vessel is on a "foreign, intercoastal or coastwise voyage". Kaluom's barge only travelled between Fourchon, Louisiana, and the Gulf Coast pipe-laying project.

"The vessel on which Kaluom was working, the **DLB 801**, was not on any of the types of voyages that would bring the vessel under the penalty wage statutes' umbrella," the appeals judges wrote. **Source : Tradewinds**



One of the last times the 234 mtr long **RHINE FOREST** will be seen in Rotterdam, as reported by Forest Lines, the LASH service to Rotterdam will come to a final stop at the end of 2007, the **RHINE FOREST** is built as the **BILDERDIJK** during 1971 at the Cockerill Yard in Hoboken (Belgium) under yard number 859 for the Holland America Line, in 1972 she made the first trip for the COMBI LINE, during 1975 the vessel was transferred to

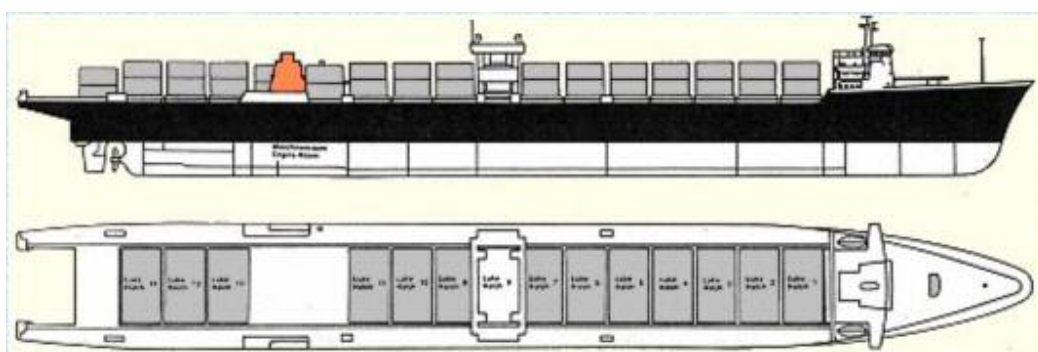


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INTERCONENTAAL TRANSPORT and during 1986 the barge carrier was sold to CENTRAL GULF LINE INC and renamed in **RHINE FOREST**.



Photo's : JAN OOSTERBOER ©



The **BILDERDIJK** is a sister ship of the **MÜNCHEN** (HAPAG LLOYD) which vessel sank with all hands for unknown reasons in a severe storm in December 1978. The most accepted theory is that one or more freak waves hit the **MÜNCHEN** and damaged her so, that she drifted for 33 hours with a list of 50 degrees without electricity or propulsion, several ships picked up items like life-rafts etc and finally on February 16 1979 the car transporter **DON CARLOS** salvaged a (empty) lifeboat from the starboard side of **MÜNCHEN**, the last object discovered from her, from which a part can be found at the Maritime Museum in Bremerhaven. **Photo : Piet Sinke ©**

## Vietnam's ships among highest in detention list

A Vietnam port registration authority reports obsolescence among Vietnamese vessels has put them among the top ten in a list of those detained while docked in foreign ports. At a conference on port services and logistics held yesterday in Da Nang, the agency noted 134 Vietnamese ships had been detained overseas between 2004 and 2006, according to a Port State Inspection Data report conducted under the Memorandum of Understanding on Port State Control in the Asia-Pacific Region (the "Tokyo MoU").

Last year alone, eight Vietnamese ships were detained in foreign harbors under the Tokyo MoU due to leaking oil. The Vietnamese agency noted many ships are outdated and suffer from technical deficiencies.

Due to limited finances, local maritime firms usually buy secondhand boats, some up to 15 years old. Over 150 ships in Vietnam's registers were built between 35 and 60 years ago.

The Tokyo MoU was concluded in 1993 and went into effect the next year. It covers the port authorities of the 18 signing states and focuses on promoting maritime safety, security and environmental protection. **Source : Thanh News**

## **Five men rescued after boat breaks down**

Five men were rescued by the lifeboat service after a boat broke down near to the Souter Lighthouse in South Tyneside.

The 20ft pleasure boat was towed to safety off the Whitburn coastline shortly before 2pm today, after suffering gearbox failure.

Coastguards became aware of the crews plight after they made a '999' emergency mobile phone telephone call, which was answered by Humber Coastguard Marine Rescue Coordination Centre.

Coastguards immediately scrambled Sunderland's RNLI Atlantic 85 class lifeboat "**Wolseley**" along with a shore based team from Sunderland Volunteer Life Brigade.

Graham Hall, Chairman of Sunderland Volunteer Life Brigade, said "We were tasked to observe the progress of the incident from the shore and to meet the crew onboard the vessel when they came ashore".

The lifeboat launched approximately ten minutes later and proceeded to the casualties reported position two miles east of Souter Lighthouse. The vessel and its unharmed crew, five men from Oxclose, Washington, was then taken in tow to its mooring at Deptford. Ron Carroll, Helmsman at Sunderland RNLI said, "Using the Atlantic 85's thirty-five knot capability we were able to arrive alongside the vessel within twenty minutes of receiving the call.

"To help reduce the number of emergency calls made due to mechanical failure, we encourage all boat users to ensure that the machinery onboard there vessels is given regular maintenance to lower the chances of a failure occurring."

**Source : Northern Echo**

## **Hostage in Somalia Urges Gov't to Help End Captivity**

A South Korean hostage being held by Somali pirates for five months Friday asked the Seoul government to expedite negotiations for release of him and 23 other fishermen, saying they were being treated like animals.

Two South Korean fishing boats were hijacked by Somali pirates off the coast of the African country on May 15. The **Mavuno 1** and **Mavuno 2**, owned by Daechang Fishing Co., were manned by four South Korean nationals and 20 other Asian nationals. They are believed to be held in a coastal village 400 kilometers from the capital city of Mogadishu. The South Korean government has been under fire for its alleged lack of enthusiasm to free the hostages from the pirates, who have been demanding a ransom.

The Seoul government had taken the initiative in securing the release of 21 Korean hostages from Taliban insurgents in Afghanistan in July. The Christian aid workers were freed after more than one month in detention, although two others were killed. "It has been five months since the Somali pirates abducted us. We urge the South Korean government and media to help us go back home," Han Suk-ho, the skipper of one of the hijacked ships, told Yonhap News Agency over the phone.

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It was the first time that any of the hostages was allowed to speak with the media over the phone. Han said that the kidnappers were treating the hostages roughly, often beating the crew with steel pipes to ask for money. Many of his crew are suffering severely from high fever and malaria and without access to any medicine, he said.

"When the hijackers get high after taking leaves called "khat" they tend to beat us more. One of my crew has loosened teeth and another has a split eardrum," he said. All of the hostage are aboard the boats 24/7s, which at night are as dark as a dungeon, as they have now ran out of gas, according to Han.

"We are out of food, so we keep ourselves alive on the rice they give us. The rice is mixed with stones and sand. It isn't suitable even for animals," he said, sounding shaky. "When they threaten to kill us, we shout back that we would rather die than live like this," he said. South Korean government officials said in August that "considerable" progress has been made to free the two boats and their crew, but "it is premature" to say when it will occur. The officials said the negotiations have involved the Korean owner of the two Tanzania-registered ships and the kidnappers. No South Korean government officials were involved, they said.

It appears that any momentum negotiation between the two sides may have had has slowed, as there has been no official announcements made regarding the hostage situation in Somalia for two months.

"(The government) should show the same efforts to get our people back from Somalia," said Rim Uh-jay, an office worker. "The crew had to go there to make a living. I feel sympathy for them, as they are not like those aid workers who went to Afghanistan despite the government's warning not to go." **Source : Korean Times**



The **SANTA CATALINA** seen arriving in Algeciras  
**Photo : Brian Harvey ©**

## UK. Royal National Lifeboat Institution to take over Loch Ness rescue service

Plans are being developed under which the Royal National Lifeboat Institution (RNLI) would, with effect from 1 April 2008, take over the operation of the volunteer coastguard rescue boat at Drumnadrochit, Loch Ness which is currently operated by the Maritime and Coastguard Agency (MCA).

The MCA (an executive agency of the Department for Transport) approached the RNLI in late 2006 with the proposal that the charity, which operates 52 lifeboats in Scotland, assume responsibility for the solitary Coastguard rescue boat on Loch Ness. The RNLI already operates four lifeboats on inland waters in the UK and Ireland.

Nick Bryant, Coastguard Area Operations Manager - East Scotland said: 'Boat traffic on Loch Ness is increasing and the rescue boat service that has previously been provided by the MCA, after an evaluation period, would be handed over to the RNLI who with their comprehensive lifeboat support infrastructure are better placed to provide the rescue boat service on the loch.

'We believe this is a sensible move and I would like to place on record our thanks to all those Coastguard volunteers who have given up their time to crew the rescue boat in the last ten years and provided an excellent service.'

John Caldwell, Divisional Inspector for the RNLI in Scotland said: 'We believe a strong operational case exists for a lifeboat on Loch Ness, which is the largest body of fresh water in Britain. We very much look forward to working with the dedicated members of the current volunteer Coastguard crew, who we hope will choose to transfer to the RNLI to ensure the continuity of the search and rescue service on Loch Ness all year round.

'Just as with other RNLI lifeboat stations, volunteers will crew and manage the lifeboat station. Training and equipment will be provided by the RNLI. The current rescue boat will be replaced with an Atlantic 75 inshore lifeboat, from our relief fleet, for a trial period to ensure it is suited to the types of rescue on the loch. If the trials and evaluation are successful we would hope to be able to make a recommendation to establish a lifeboat station at Loch Ness from 1 April 2008.'

The Drumnadrochit rescue boat is called out to up to 24 incidents per year on this inland waterway, the majority of which are leisure craft. The current rescue boat has been involved in 186 search and rescue incidents on Loch Ness since it was established by the MCA in 1995.

The coordination of Search and Rescue on this inland waterway will continue to be carried out by HM Coastguard.

Source : BYM Marine & Maritime News

## SA Harbour incidents, terminal openings and an intriguing mystery at sea

In separate incidents in Durban harbour this week rescue services were called out to rescue a man who fell into a ship's hold and in another they had to fish a large truck out of the bay.

The man who fell into the ship's hold was working on the bulker **GLORIOUS** at Maydon Wharf when he slipped from a ladder and fell into the cargo hold containing fertiliser. Netcare 911 paramedics and SA Police Services Search & Rescue personnel were called to assist and after first stabilising the injured man he was lifted out and taken to hospital with serious spinal injuries.

In the second incident also at Maydon Wharf a large lorry drove into the harbour after its brakes apparently failed. There were no injuries and the driver was able to get out of the sinking vehicle but Chris Botha of Netcare 911 reports



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that the SA Police Search & Rescue team was called in to supervise the recovery of the vehicle, using a mobile crane for the purpose. Netcare 911 paramedics were in attendance to ensure the safety of the rescue team.

Also in Durban berth 107 at the Pier 1 Container Terminal received its first ship yesterday when the container vessel NYK ESTRELA came alongside. This means all three berths at the terminal are now back in service, after undergoing extensive modification and being equipped with large ship-to-shore gantry cranes. Pier 1 terminal is now equipped with rubber tyre gantries – the only terminal in SA at present to use this method, and five STS cranes.

Further afield the mystery of the iceberg reported off Cape St Francis remained just that – a mystery, with the South African Air Force unable yesterday to locate the growler. However weather conditions with choppy seas made observation difficult and in any case the aircraft was on a routine patrol and had simply been asked to keep a lookout for it. The fishing vessel NTINI which reported seeing the iceberg at about 6pm on Monday about 35 miles off the coast was due to arrive in port at Mossel Bay later today (Friday) but according to some reports the vessel may be delayed.

There are conflicting reports as to whether photographs were taken of the object – perhaps now the only way to prove this wasn't a big joke at the country's expense. Even the experts are in sharp disagreement as to whether it is possible for a smallish chunk of ice to float so close inshore in the midst of a warm ocean current.

Source ; [ports.co.za](http://ports.co.za)

# OFFICIELE OPENING AANBOUW BOOTHUIS KNRM STATION HARLINGEN

**Door : PIM KORVER – FILM+VIDEO**

Op 13 oktober 2007 werd de aanbouw van het boothuis **RAFEL BELINFANTE** van het KNRM reddingstation Harlingen officieel geopend door de heer G.A. de Vries .



**Foto : Pim Korver FILM+VIDEO ©**



Het boothuis kon worden gerealiseerd dankzij de nalatenschap van de heer en mevrouw Van der Weide-Lubberts en vele kleine- en grote giften van particulieren en bedrijven uit Harlingen en omstreken. De aanbouw kreeg de naam **WARDY**.

De uitbreiding werd noodzakelijk nadat het station in april 2007 ook de beschikking kreeg over een **ATLANTIC 75** met de naam **VERONICA**. Deze boot kon worden gebouwd dankzij een samenwerkingsverband tussen KNRM, Veronica Magazine en de Sponsorloterij. Dit resulteerde in de TV serie "Redders" en uiteindelijk een nieuwe reddingboot. Om de nieuwe reddingboot een goed onderkomen te bieden moest het huidige boothuis uitgebreid worden.

## Sailor buried after colleagues stabbed him at sea

Edward Hulley, who dropped out of school in Grade 11 to pursue his dream of becoming a sailor, was buried, after being stabbed to death at sea aboard research vessel the **SA Agulhas**. Hulley's death is a double blow to his father Richard Hulley, whose wife died in 1996.

"It's painful to think about what happened to my son . It has been very hard for me to raise him on my own," he said.

The 22-year-old died after being attacked while on route to Gough Island, where South Africa has a weather station, on September 28. The ship turned towards the nearby island of Tristan da Cunha, in a desperate race to get Hulley better medical treatment, but he died on the way.

"We were told that there was a party on the ship, they were drinking and a quarrel broke out between the accused. I don't know whether my son was trying to stop them and he got stabbed," said Richard.

Two of Hulley's crew members Maurice Cox, 33, and Antonio Adams, 27, were charged with murder this week in the Cape Town Magistrate's Court. Hulley left his home in Mitchells Plain five years ago to stay with his "foster family" in Brooklyn, where Leslie and Avril Smith looked after him like their own son. Their son Lincoln was the same age as Hulley and they were childhood friends.

"When Lincoln went to sea, Edward wanted to join him and didn't want to go to school, so I arranged for him to go as well," said Avril.

"The sea was his calling, he loved it so much and he wanted to grow in his career."

Cox, who, according to state prosecutor Juanita Swart, had several prior convictions, was remanded pending a formal bail hearing scheduled for November 9. Adams was released on R1000 bail. The pair will appear in court again on January 23.

"Edward was a good son. He never gave me any problems at all," said his father, who laid him to rest at Eden Gardens in Ottery, Cape Town, yesterday. **Source : thetimes.co.za**

## Greenpeace activists block ship

Dutch police arrested 11 Greenpeace activists on Saturday who boarded a cargo ship to stop it unloading newsprint paper they suspected was made from ancient trees felled in Canadian forests, the environmental group said.

The environmentalists delayed the ship **Finwood** from unloading its cargo at Terneuzen port and hung a banner across its loading doors calling for newspapers not to use paper made from old established forests.

The group said activists climbed aboard the 170m ship and hung from ropes in front of its unloading doors to prevent the paper being taken off. Other protesters circled the ship in small boats.

Police ended the protest around midday by arresting 11 activists and the ship was able to start unloading, said Greenpeace Netherlands campaign leader Hilde Stroot.

It was not immediately clear if any of the activists were charged. Stroot said companies in Canada every year cleared more than 700 000ha of forest that were home to threatened species such as the lynx, wolf and caribou.

"Huge areas of forest are being destroyed for newspapers, books and toilet tissue," Stroot said. Greenpeace said the paper on board the ship was from Canadian forest products company Abitibi-Consolidated LLC and is used by all of the Netherlands' major newspaper publishers.

Abitibi did not immediately return an after-hours call to its head office in Montreal.

The company's website said that its newsprint is made of up to 100% recycled paper, but Greenpeace claimed samples they have had tested contained up to 90% new wood fibres. **Source : news24.com**

## **Namibia - Country Urges Fishing Nations to Join Seafo**

COUNTRIES fishing in the southeastern parts of the Atlantic Ocean should join the international commission protecting marine resources, a senior Government official has urged.

Addressing the annual meeting of the South Eastern Atlantic Fisheries Organisation (Seafo) this week, Deputy Fisheries Minister Kilus Nguvauva said the body was guided by an international convention that nine states had signed since 2001, but five of them had not yet ratified.



The Trawler **VENUS I** seen anchored off Walvis Bay (Namibia) – **Photo : Piet Sinke ©**

"Six years have passed but no progress was made to achieve the ratification of all nine. I urge the five signatory states and other states with real interest in the fisheries to accede," Nguvauva said.

On April 20 2001, the Convention on the Conservation and Management of Fishery Resources in the South-East Atlantic, the 'Seafo Convention', was signed by eight states and the European Community (EC).

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The signatories included all four coastal states in the region - Angola, Namibia, South Africa and the United Kingdom (on behalf of St Helena and its dependencies, Tristan Da Cunha and Ascension Island) - as well as distant water states, namely Iceland, the Republic of Korea, Norway, the United States and the EC.

Seafo was established in March 2004 after the Convention came into force in April 2003.

Angola, the European Union, Namibia and Norway ratified the Convention and are the only members at the moment, while South Africa is still in the process of joining.

This year's Seafo meeting, which ends today, will also reflect on the success of measures to reduce incidental mortality of sea birds, especially petrels and albatrosses, and animals like sea turtles by fishing gear adjustments and other technical measures.

Seafo adopted at its third annual meeting in Windhoek a year ago measures recommended by its scientific committee to prohibit until 2010 fishing activities in ten marine areas of the South Eastern Atlantic to protect them.

To monitor fishing activities, all vessels fishing in the Seafo area must have scientific observers on board and report their positions through vessel monitoring system (VMS) signals.

Seafo also banned transshipments at sea in order to combat illegal, unregulated and unreported fisheries (IUU).

It also adopted procedures to identify and blacklist illegal vessels and control and monitor fisheries through a record of vessels, placement of scientific observers, VMS and catch-reporting requirements.

According to the latest list of vessels available on the Seafo website, 48 authorised vessels are listed - 37 from Spain, eight from Portugal, two from Japan and only one, the Crab Queen, from Namibia.

Seafo also wants countries like Japan and Russia, currently fishing in the Seafo area, to join the organisation and accept the responsibilities and costs, thereby balancing the benefits they draw from their fisheries in the area.

John Spencer, representing the EU, is the Seafo chairperson. Namibia marine fisheries expert Dr Hashali Hamukuaya is the Executive Secretary of Seafo, with offices in Swakopmund. **Source : The Namibian (Windhoek)**

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### Ferry catches fire in Malaysia, four dead, four hurt

Four people died and four others were injured when a fire broke out on a ferry, which was going to Mersing from a popular Malaysian tourist island of Pulau Tioman on Saturday.

The ill-fated ferry, carrying 100 passengers, caught fire when it was about seven nautical miles from Genting in Pulau Tioman. Four passengers died and four other were injured in the incident, a Mersing police spokesman said confirming the incident.

The dead and the injured passengers were taken to the Mersing Hospital, he said, adding the police was gathering information about the victims. Mersing is a port town on Malaysia's east coast which is the main gateway for trips to the holiday island. **Source : The Hindu, Chennai, India**



## Four drown after ferry catches fire (updated)

Four people drowned and five others were injured when they jumped overboard a ferry, which caught fire, on the way to Tioman Island from Mersing on Saturday.



Mersing OCPD DSP Harun Arshad said fishing boats, tourist boats and the marine police, which was dispatched to the scene to rescue the 98 passengers following a distress call, plucked out 94 people and four dead bodies from the water.

Police have identified the dead as Hoo Lee Lan, 67, from Kuala Lumpur, Hong See Tiew, 53, and Teh Siew Lian, 52, both from Klang, and Tee Moi @ Haw Lee Maoi, 68, from Batu Pahat.

According to Johor police chief Deputy Comm Datuk Hussin Ismail, all 98 passengers jumped overboard when the ferry caught fire at about 12.30pm Saturday. The police have identified the injured as Chong Ling Yi, seven, Ngow Lee Leng, 14, Lee Ling Yin, 35, and Yong Sait Yen, 26. Police could not confirm the identity of the fifth victim.

The five injured have been sent to the Mersing Hospital for treatment. At the time of the fire, the ferry was about seven nautical miles from Tioman Island, near Rompin, Pahang. According to DSP Harun, police are still mounting a search and rescue operation to look for more survivors. He said, "We believe there could be a few more people onboard the ferry who were not listed on the passenger list." **Source : The Star Online**

The Engine caught fire; possibly due to overloading and overheating. At the start of the Raya Holidays, local tourists were making a beeline to Pulau Tioman for a break. Mostly families with small children tagging along. Not only is the engine overloaded, the boat capacity is also. According to Police its limit is 75 passengers and on that fateful journey, more than 100 were there. Now it is fear there may be a few other missing person.

Survivors with badly burned hands were seating at the back near to the engine room. When the disaster started, it was announced as an emergency and all the passengers panic, there were **insufficient life jackets** to go around and the engine oil fuelled fire spread very quickly. Everyone rushed to the front and those with jackets jumped into the sea. Luckily, other nearby boats & ferries came to fish them out but 4 older people drowned. **Source : blog**



## Volga river grounding - dry cargo Volgo-Balt 153

October 13, 17.30 LT – dry cargo **Volgo-Balt 153**, in ballast, mistook main channel with secondary, and ran aground at 1288 mark, Volga river. No damages, pumping out ballast. **Source : Mike Voitenko**

## Nevskiy Bay grounding - dry cargo Medon

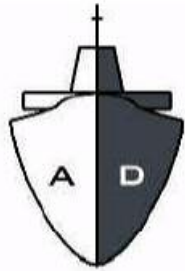
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October 13, 20.11 LT – dry cargo **Medon** ran aground in Nevskiy Bay, in turn point from Molanovskiy Channel to Petrovskiy, near buyos 11 and 12. No damages, no spill, traffic not affected. Cargo 2600 tonns gravel. October 14 – vessel to be lightered, and then refloated with the help of tug. **Source : Mike Voitenko**

### NAVY NEWS

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## First converted SSGN to deploy overseas Saturday

Four years after it began a conversion to handle more weapons capabilities and special operations missions, the guided missile submarine **Ohio** will leave its Washington state home on Saturday on its first operational deployment, Navy officials said.

**Ohio** will depart from its pier at Kitsap Naval Base in Bremerton , Wash. , for a deployment expected to last 15 months, said Lt. Kyle A. Raines, a Submarine Group Nine spokesman.

While Trident submarines based in Washington have done crew swaps at home, "the crews will be doing forward crew swaps," Raines said.

The submarine will leave with its "Blue" crew, commanded by Capt. Christopher Ratliff, he said. Ohio's "Gold" crew, commanded by Capt. Andrew Hale, will remain at the base and travel to a swap location in Hawaii, Guam or Diego Garcia at scheduled times, he added.

Ohio is one of Trident four ballistic missile submarines – SSBNs, aka "boomers" – the Navy is converting into guided missile submarines, or SSGNs. The others are **Florida**, **Michigan** and **Georgia**, the latter which is expected to be fully converted later this year and homeported in King's Bay, Ga.

"She was the first one to convert, and she is the first one to be phased into an operational status," Raines said.

The conversions are transforming the stealthy submarines to carry and launch up to 154 Tomahawk land attack missiles. Their internal space is being reconfigured to provide living, exercise and command-and-control space to Navy SEALs or other special operations forces, and it includes the capability to house and launch SEAL delivery vehicles and the advanced SEAL delivery system. The submarines also have improved connectivity and room to support a joint command aboard the submarine. **Source : NavyTimes**



The **USCG 903 HARRIET LANE** visited the port of Willemstad  
Photo : Kees Bustraan ©

## Submarines - The Great Escape



Escaping from a stricken submarine stranded on the bottom of the sea is a dangerous business. But escaping from a sub that's still on the surface can be just as perilous -- especially as many submarines have no life rafts and crew members are forced to rely on individual survival gear.

The Royal Netherlands Navy has acquired a containerized life raft system from British-based company Weir Strachan & Henshaw to equip its four **Walrus-class** submarines.

The first boat to be equipped, **HrMs Dolfijn**, is presently conducting harbor acceptance tests with the system.

Each boat will be equipped with two systems, each comprising an automatically-inflating raft for 35 people, supplies and an emergency locator transmitter.

According to the RNLN, historic data show that the highest risk of a collision or accident is when the submarine is on or near the surface. Dutch officials point to the recent fire on board the Canadian submarine **HMCS**





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**Chicoutimi** as an example of a situation in which the inflatable rafts can save lives. The officials say that the German navy also has an emergency raft system on board of its new Type U212 submarines.

The photo sequence above shows the deployment of one of the rafts during the first harbour acceptance test, held in Den Helder Naval Base. The rafts can be activated from inside as well as from the outside of the boat.

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The **SEA APACHE** seen fitting out in Singapore

Photo : John Bruinsma ©

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

## **PRECIOUS EXPLAINS NEW ORDERS**

THAI-based handysize bulker operator Precious Shipping has ordered three larger ships, supramaxes from India's ABG Shipyard for delivery in 2011 at a total cost of US\$114m.

The company has issued a lengthy statement explaining why it has placed the orders. It says: "We have an existing fleet that has 25 ships that are currently greater than 20 years of age. Over the next 5 to 7 years they will need to be replaced. These additional new and modern ship purchases are our effort at rejuvenating and modernizing our fleet."

It also poses, and answers the question: "Why are we ordering new ships as against acquiring second-hand ships as it has always been our strategy? Second-hand ships today cost a small fortune. The risk embedded in such purchases would need such a ship to earn at present spot market prices for the next few years before the embedded risk is mitigated. New ship prices have risen much more slowly when compared to second hand price increases and hence the risk embedded in such purchases is of a much lower magnitude than that of second hand purchases.

And why supramax ships? Precious answers: "These ships are not significantly different than our existing ships in terms of marketability. The clients that currently use our ships also have requirements for these ships. In fact, the chances of fixing these larger ships for long term contracts of between 3 and 10 years at reasonably attractive rates, are much better than that of the handysize ships even for forward delivery in the future. In terms of technical expertise required to operate these ships, once again, our existing expertise is quite sufficient and even in our organization structure, we do not require any changes to manage these ships. **Source : Maritime Global Net**



The **SMIT ARUBA** seen working in Rotterdam-Europoort

**Photo : Herman Broers ©**

## 500 tourists disembark the SuperStar Gemini in HCMC

HCMC welcomed the **SuperStar Gemini** cruise ship as it docked in Saigon Port with 500 international tourists, mainly Australian nationals, reports the Saigon Tourist Travel Service (SGT).

SGT has arranged a tour for the visitors including HCMC sight-seeing and shopping, a trip to the Mekong Delta, a Vietnamese food tour in Ben Thanh Market and an excursion to the Cu Chi tunnels.

Prior to its arrival in HCMC, the **SuperStar Gemini** stopped in Ko Samui (Thailand), and following its stay in Vietnam, the ship will head up to Pulau Tioman Port (Malaysia). This is the 15th docking of **SuperStar Gemini** in Saigon Port in 2007. To date, 34,254 cruise passengers have toured Vietnam this year – a three-fold increase over previous years, says SGT.

Cruise lovers can also look forward to another enjoyable trip this Christmas when the **SuperStar Virgo**, another ship in the Star Cruises Corp. fleet, departs Dec. 22-27, announced SGT.

**SuperStar Virgo** is a luxurious five star cruise ship designed with 13 floors and 980 rooms that can accommodate 1,960 passengers.



The **GIJON KNUTSEN** seen moored in Rotterdam-Europoort

Photo : Robert Smith ©

## SAMSKIP WINS ALCOA CARGOES

ALCOA Fjarðaál has contracted Icelandic shipping company transport its shipments to Europe for the next five years. The major part of Alcoa Fjarðaál's production of aluminium will go to the European market and these shipments will result in a major increase in Samskip's operations in Iceland.

The planned annual production capacity of Alcoa Fjarðaál is 346,000 tons, of which around 80% is expected to be purchased by European customers. Samskip will be responsible for shipping this product to Rotterdam and for organising on-carriage to customers throughout Europe. The agreement will therefore greatly increase Samskip's operations in Iceland and mainland Europe. Compared with Iceland's total export shipments last year, the tonnage will increase by nearly 25%.



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"This is an important and advantageous agreement for Alcoa Fjardaál. It will make Samskip a contact for our customers in Europe. I expect that the shipments will also benefit the entire area of Northeast Iceland and change the overall pattern of shipments in Iceland," said Tómas Már Sigurdsson, President of Alcoa Fjardaál at the signing of the agreement.

"We at Samskip have great expectations for this collaboration with Alcoa Fjardaál. We have handled large shipments related to the construction of the plant and its associated dam here in East Iceland, and in connection with them, we have beefed up our sailing system considerably. We now make weekly calls at Reydarfjörður, but this agreement with Alcoa Fjardaál will clearly lead to enlargement of our shipping fleet and even increased general shipping capacity when the shipments reach their normal level," said Ásbjörn Gíslason, Samskip's President." **Source : Maritime Global Net**

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Left seen an interesting picture of one of the first Double Action Container Spreaders by STINIS seen at DP WORLD at Jebel Ali Port on 13 October 2007 while offloading the APL vessel **APL CHIWAN**. The double spreaders were fitted to a ZPMC Container crane. This is one of the first overseas operations for Kees STINIS designed double action container cranes, which is reducing the total operation time for turn around of vessels being loaded or discharged.

**Photo : Reinier Meuleman ©**



The **NOORDAM** seen leaving the Miraflores Locks in the Panama Canal Saturday 08:40 hrs LT bound for the Atalntoc Ocean side

**Photo : Piet Sinke** via **Miraflores Webcam**

## **MYSTERY PHOTO**



Above seen a photograph of a vessel called "**PRINCESS JANE**" in distress reportedly at Lagos pre 2006. Unfortunately no details of this vessel are known Is there anybody of the readers who is able to advise IMO number, Ex name etc., any further details on the incident and what happened to her?  
Any information that you can provide will be gratefully received and very much appreciated.

**If you have any information please send this to :**

**[Paul.Clemenson@Irfairplay.com](mailto:Paul.Clemenson@Irfairplay.com)**

Thank you for your attention in this matter!



## MOVEMENTS



The **FRONTIER** seen approaching Cape Town - Photo : Glenn Kasner ©



The **APL CHIWAN** seen in Jebel Ali Port - Photo : Reinier Meuleman ©

## AIRPORT / AIRCRAFT NEWS

# AIRBUS levert vandaag grootste passagiersvliegtuig ter wereld



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Vliegtuigbouwer Airbus levert vandaag in het Franse Toulouse het eerste exemplaar van de **A380**, het grootste vliegtuig in de geschiedenis van de luchtvaart. Het is luchtvaartmaatschappij Singapore Airlines die het toestel met achttien maanden vertraging in ontvangst mag nemen.

Dit evenement, dat bijgewoond zal worden door zeshonderd mensen, maakt een einde aan de teleurstelling rond de vertraging met het **A380-programma**, maar komt wel op een moment dat moedermaatschappij EADS in een onderzoek naar "eventuele voorkennis" verkeert. Het onderzoek, dat zowel in Frankrijk als in Duitsland gevoerd wordt, draait rond de verkoop van aandelen van EADS vooraleer dochtermaatschappij grote verträgen bij de levering van de A380 aankondigde. Die mededeling deed de koers van het aandeel toen enorm zakken.

De nieuwste Airbus, die maandag overhandigd wordt aan Singapore Airlines, zal niet onmiddellijk uitvliegen. Het is wachten tot daags nadien om het toestel in de lucht te spotten in een vlucht naar Singapore. De eerste commerciële vlucht van het toestel staat op 25 oktober geprogrammeerd, met als bestemming het Australische Sydney.

De levering van het grootste toestel uit de geschiedenis van de luchtvaart liep grote vertraging op omwille van technische problemen, onder meer bij de assemblage van elektriciteitskabels. De A380 moet de Amerikaanse Boeing 747 verdrijven van de koppositie in de sector van de super-jumbo's. Sinds de jaren zeventig is de 747 van Boeing het enige vliegtuig dat 450 passagiers kan transporteren. De A380 biedt standaard echter plaats aan 525 passagiers en kan zelfs uitgebreid worden tot 853. Momenteel heeft de Europese vliegtuigbouwer al 189 verkoopovereenkomsten en verkoopintenties binnen, vooral van klanten uit de Golfregio, Azië en Europa. Door de verträgen en de meerkosten moet Airbus 420 toestellen van het type A380 aan catalogusprijs verkopen, 319,2 miljoen dollar, om uit de kosten te geraken. In 2000, bij de lancering van het programma, werd nog berekend dat er dat slechts 270 moesten zijn.

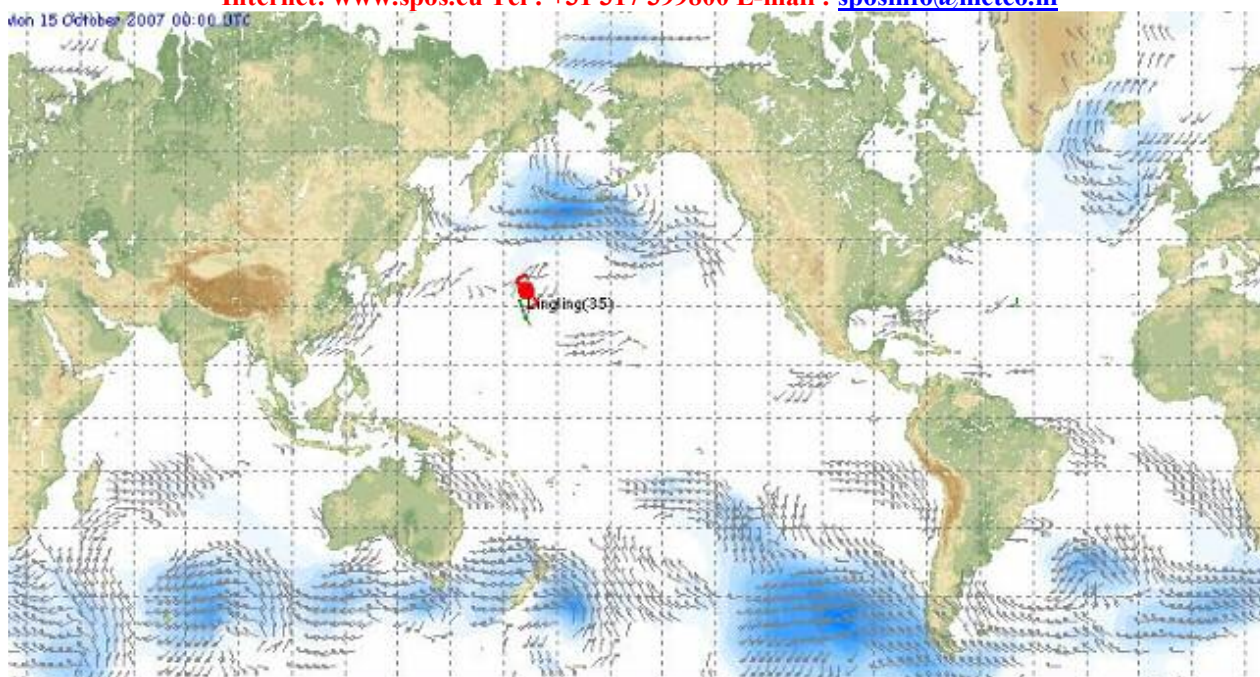
Source : de Tijd

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



The 2800 hp tug **ARGUS** seen in IJmuiden, built as the **BRIELSEBANK** during 1969, renamed during 1976 in **AQUANAUT**, in 1978 again in **BRIELSEBANK**, in 1998 the Voith-Schneider tug was renamed in **SMIT HAMBURG** followed by 2001 in **ARGUS** when the tug was taken over by **Ulrich Harms Bergung GmbH.**, Hamburg, Germany.

**Photo : Willem Koper ©**

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