

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 245



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The NEW ORLEANS EXPRESS seen in Houston
Photo : Chris Rombouts ©

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This afternoon, family, friends and relatives, paid the last respect to

EDUARD KOOREN

1945

2007



After the song "*Time to say goodbye*" some of the family members and friends gave speeches in which they looked back the life of Eduard, the ceremony was concluded with the Joe Cocker song "*You are so beautiful*", later in the afternoon a part of the fleet of tugs of KOTUG passed the Maasboulevard at the Noordereiland in Rotterdam where the coffin was placed near the waterfront, after this tribute Eduard was taken to the crematorium by family members only.

****** EDUARD REST IN PEACE ******

EVENTS, INCIDENTS & OPERATIONS



The **TALISMAN** seen moored in Bremerhaven

Photo : Piet Sinke ©

Ocean liner tragedy trial ends

A French court has wrapped up a trial over a fatal accident on the world's largest ocean liner, the **Queen Mary 2**.

A walkway collapsed in November 2003 during visitors' day at the shipyard in Saint-Nazaire in western France, killing 15 and injuring 29 people, weeks before the ship's maiden voyage. Another person died in 2005 from injuries suffered in the accident.

The company that built the ship and the company that built the walkway were both named as suspects.

The companies, and eight people on trial - employees of the two companies - have been charged with manslaughter.

If convicted, the individuals face up to three years in prison and the equivalent of R450 000 in fines. The companies, which have denied responsibility, would face much larger fines.

The chief executive of the shipbuilding company, Patrick Boissier, said he was deeply moved by the testimony, especially of one woman who said she felt responsible for the death of her loved ones by having brought them to visit the Queen Mary.

"No, madame, you are not responsible. If there is any responsibility here, it is on the defendants' bench, and it is now up to the court to decide," said Boissier. Families of victims said they were touched by Boissier's comments. They left the court in silence after the tense closing day.

The accident had no long-term consequences for the 345m liner, which is operated by the Cunard Line.

Source : themercury.co.za



The **MOLDA** seen departing from Rotterdam-Europoort
Photo : Jan Oosterboer ©

Dolphin Sinking Report

A preliminary report into the sinking of the **Bourbon Dolphin** off Shetland has highlighted a combination of factors that contributed to the tragedy. The tug capsized during a routine anchor handling operation in April, with the loss of eight lives.

The report prepared for the ship's insurers is unable to pinpoint the precise cause of the accident. But it said there were stability problems on board, possibly due to the partial filling of a ballast tank.

The report also found that the weight of the anchor chain reduced the ship's stability especially when a pin on deck was lowered which could have caused the tug to swing to the port side.

And it suggests that an accumulation of water on the deck, along with a total loss of power on the vessel, were also contributory factors.

Three crew members were confirmed dead following the tragedy; chief officer Bjarte Grimstad, 37, second officer Kjetil Rune Våge, 31, and 44-year-old captain Oddne Arve Remøy.

His son, 14-year-old David Remøy, chief engineer Frank Nygård, 42, second engineer Ronny Emblem, 25, electrician Søren Kroer, 27, and 54-year-old bosun Tor Karl Sandø are still missing believed dead.

The wreck of the ship sank three days after capsizing in the Chevron field, 85 miles west of the Shetland coast, on 12 April. The findings of the official commission of inquiry will be published early next year in Norway.

The inquiry held in Alesund has already heard that the vessel had almost tipped over in a separate incident last December. **Source : Shiptalk**



Pirates in Indonesia caught in two separate raids

Alleged GAM commander, Rusil bin Abdul Gani alias Irwansyah, was arrested at his rented home in Cirebon on 30 Sept 07. Abdul Gani had allegedly attacked and looted many vessels in the Strait of Malacca and was on the police wanted list for the past three years. According to police officials, Abdul Gani has an extensive networking covering Medan and Aceh, with oil tankers, merchant vessels, and fishing boats as targets.

During the raid of his home, Abdul Gani resisted arrest and was subsequently shot and wounded before police rushed him to a local hospital in Cirebon, West Java. Abdul Gani claimed he only attacked fishing boats and sent the loot to GAM

Indonesian authorities have also detained fourteen pirates after foiling their attempt to hijack a product tanker on 24 Sept 07. The tanker (**KRATON**), transporting a cargo of cooking oil, was reportedly attacked on 22 Sept 07. After sailing from the Musi River, the vessel was approached by a group in a 200-horsepower speedboat and armed with a number of pistols and sharp weapons.

The group proceeded to climb on board waving the pistols. Based on the ship's tracking system, the owner estimated the hijackers were likely planning to sail the vessel to either Singapore or Malaysia. The captain was able to send a message to the pilot station at Tanjun Buyut in Palembang, reporting that it had been boarded by several robbers, alerting the authorities to the situation.

The tracking system enabled authorities to the situation. The tracking system enabled authorities to search for the vessel. The hijacking was foiled two days later on 24 Sept 07 after the Indonesian Navy deployed six warships to Indonesian waters south of Tanjung Ayam. The Commander of the Indonesian Navy was able to overpower them without incurring any casualties. Authorities boarded the vessel and detained all fourteen hijackers for further investigations.

All seventeen crew were safe and the cargo remained intact. One of the hijackers detained, named Setiono, was reported to have been recruited by a Palembang mastermind identified as Zulkifli and promised 150 million Indonesian rupiah (approx. \$16,500 USD) if they sailed the tanker into Malaysian waters. Two other hijackers, who were considered the ring leaders, identified as M Teguh and Hussen, claimed the piracy attempt had been planned for over a month under Zulkifli's orders.

According to further reporting from 6 Oct 07, three additional accomplices have been identified as helping organize the hijacking. One was identified as Indonesian soldier, Lilik Suprano, and the other two suspected individuals are Singaporean identified as Fang and A. Fong. Fang has been detained by Indonesian authorities and confessed to providing satellite telephones for the hijacking while the other two suspects remain at large. **Source : sail-world**

New Flame Salvage confirmed



Government has today confirmed that the operations to salvage the '**New Flame**' have now commenced. A spokesperson said today "Earlier this week the salvage team began preparatory work to salvage the aft part of the vessel. Those operations, which included positioning two specialist vessels in place and a cutting wire, are currently taking place.

Photo : Peter Ferrary ©

"It is envisaged that later today the salvage team (**SMIT Salvage**) will begin cutting the vessel in two which will allow the aft part of the vessel to float free in a controlled manner. Thereafter, once sufficient buoyancy is introduced into this section the aft part of the

vessel will be towed into the Bay for lightering of cargo operations before it can be towed safely to the South Mole.

It is anticipated that the actual cutting operation and ensuring sufficient buoyancy will take about three days, before the aft section of '**New Flame**' can be removed from site."

Tankers Strike Back

After some stinging criticism in the world's press about the environmental damage wrought by tankers, Intertanko has issued a press release to try and paint some brighter (green) news.

According to Intertanko, Oil tankers transport over 2.4 billion tonnes of oil annually. Getting on for two thirds of the oil and oil products that the world consumes is transported by sea. Oil tankers are environmentally-friendly, energy-efficient and effective in terms of minimising greenhouse-gas (GHG) emissions.

One litre of fuel on a modern VLCC (Very Large Crude Carrier) moves one tonne of cargo more than 2,800 kilometres; this is more than twice as far as 20 years ago. The average carbon footprint (in terms of CO₂ per tonne-kilometre) of each of the world's oil tankers is less than one tenth of that of a heavy truck and less than one hundredth of that of an aircraft.

World shipping carries 90% of world trade and modern bulk carriers, container ships and other cargo ships, – supplying the world with energy, moving raw materials and shipping finished goods – are similarly environment-friendly and energy-efficient.

Over recent years tanker owners have invested an average of nearly \$32bn a year in new ships and today over 75 percent of the internationally traded fleet is double hulled. With this increased protection for the oil cargo, as well as the ship's fuel tanks, accidental oil spills this decade have been at record low levels - one third of the previous decade and one tenth of the 1970s - at a time when oil transported has more than doubled since the mid 1980s. Engines are more efficient and other measures, such as segregated ballast water, the application of new tin-free paints, optimal weather routing and the recovery of otherwise wasted heat from the engine and auxiliaries, have resulted in significant gains in energy efficiency and reductions in environmental impact.

A particular issue for the tanker industry has been the control of cargo vapours (volatile organic compounds - VOCs) during loading and on passage. VOCs have a global warming potential of approximately 20 times that of CO₂ and the tanker fleet has voluntarily developed means to reduce these emissions to a small fraction of what they were.

Tanker owners are however not complacent and are committed to "continuous improvement" in all fields right across the industry. New technologies are being tested for application in both existing and new ships, including ways of achieving further efficiency gains and reducing harmful engine exhaust and GHG emissions. **Source : Shiptalk**

Passenger ferry scare

The massive passenger ferry MS **Crown of Scandinavia** convinced onlookers that it was about to smash ashore in the narrow Drøbak Sound near Oslo Thursday morning.

"The ship was very near land I was sure that it was going to run ashore, it had begun to back up when I took the pictures," witness Ellen Jacobsen, who watched the near miss from her veranda overlooking the sound, told Aftenposten.no.



Left the MS **Crown of Scandinavia** can be seen moving straight toward land. **PHOTO: ELLEN JACOBSEN ©**

Terrified residents watched as the passenger ferry to Denmark suddenly headed for land, web site amta.no reports.

"It was just terrible, I am still shaken," witness Elisabeth Bredal told Aftenposten.no. "The ship was headed right towards the quay. It was just 10-15 meters from land when it stopped and backed out."

"It looked like the ship was going to go right onto land - it is incredible that the captain managed to stop. It was a frightening experience," Bredal, who lives just a few meters from the water's edge, said.

Managing director Tore Sannum from DFDS Seaways Norway confirmed that the Denmark ferry had deviated from course in the Drøbak Sound but said that neither ship nor passengers had been in danger.

Sannum explained that the MS Crown of Scandinavia is equipped with four motors, and that two of these are usually in use when the ship passes through the sound.

Right seen the ferry has already begun to back away from the quay. **PHOTO: ELLEN JACOBSEN ©**

"Today we had an "involuntary blackout" in one motor at Drøbak Sound. This caused the ship to start to turn. Normal procedure then is to reverse with the other motor and start up a new one," Sannum said.



Sannum said that the captain had reported that the situation was under control since it occurred in deep water, though it could have appeared dramatic from land. The crew restarted the dead motor quickly and the ship should depart from Oslo this afternoon on schedule.

Dead whale 'was most likely struck by a ship'

The winter migratory path of several whale species, including the Bryde's Whale found off the coast of Jebel Ali on Sunday, may include the waters of the Arabian Gulf. Mohammad Abdul Rahman Hassan, head of the marine unit at Dubai Municipality's environment department said the discovery of the whale just off the coast of Jebel Ali - the second of the same species to be found dead in Dubai - indicates they may be migrating to the UAE waters.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 245

"As this whale was not tagged or tracked, there is no way of knowing exactly what its migratory route was. [But], we want people to know that the Arabian Gulf is rich with some species and we need to do what we can to protect them," Hassan told Gulf News.

"The Gulf water supports four [other] species of whales - Blue whales, Fin whales, Sie whales and Mink whales."

However, according to Dr Saif Al Qais, marine biologist at UAE University, Bryde's whales are not commonly found in the Arabian Gulf as the shallow waters do not provide a sustainable living ground.

Initially identified as a Grey Whale, the animal was later confirmed as a Bryde's Whale - an endangered species protected by the UAE as a signatory to the Convention on International Trade in Endangered Species (CITES).

According to Major Ali Saqar Al Suwaidi, Chairman of the Emirates Marine Environmental Group, the adult male whale went unseen for about 10 days in the ocean before floating into the port and was most likely struck by a ship.

"It was in pretty bad shape so it was buried in a municipality-designated site. Later we'll see if the bones can be displayed ... We'll consider options in the future when a facility is available," Hassan said, adding that the whale was not skinned before burial, but skin samples were taken to study the mammal.

The whale bore so many cuts that its intestines were hanging out.

But after it was retrieved and moved from Jebel Ali inland to Lahbab, the whale lay unburied for over 12 hours. By the time the massive mammal was transported on a 14-wheel trailer to the site just off the Lahbab-Jebel Ali highway it was too dark to bury it, Hassan said.

From late Sunday evening, motorists and nearby residents flocked to the area to see for themselves if rumours of a whale sighting in the desert were true. "The whale was quite scary, smelled very bad and looked like it was still bleeding. We couldn't believe what we saw," said Mosa Al Maqoudi, 11.

Bryde's Whales usually weigh between 12,000 and 20,000kg and are believed to live 50 to 70 years.

The species is said to be found in tropical, sub-tropical and some temperate waters, including those off the coasts of South Africa, Sri Lanka and Western Australia. Whales have skin as thick as 20cm - the reason they generally need to be skinned in order for the body to decompose faster so bones can be used for display.

"In the late 1980s we buried a humpback whale in Khor Fakhan. When we went back a year later it was like it had been buried a week ago. It was still bleeding in fact. The skin contains a lot of fat and oils which preserve the body," said Dr Saif Al Qais, a marine biologist at UAE University. **Source : Gulfnews.com**

Vaarverbod voor dronken zeekapitein

De Waterpolitie van het Korps landelijke politiediensten (KLPD) heeft afgelopen nacht in Terneuzen de kapitein van een Antilliaans zeeschip aangehouden omdat hij te diep in het glaasje had gekeken. De kapitein kreeg een vaarverbod van 24 uur en een boete van 300 euro die ter plaatse werd voldaan.

De Waterpolitie kreeg omstreeks 02.00 uur via een loods de melding dat hij met een schip onderweg was naar Terneuzen en dat hij vermoedde dat de kapitein dronken was. De Waterpolitie wachtte het schip op in de Middensluis te Terneuzen. Aan boord constateerden de agenten aan de hand van de blaastest dat de 43-jarige man uit Duitsland een promillage van meer dan de wettelijk toegestane 0,8 promille in zijn bloed had. Hierop werd hij aangehouden en overgebracht naar het politiebureau. Daar aangekomen weigerde de kapitein verder de medewerking aan de ademanalyse zodat het precieze promillage niet kon worden vastgesteld.

In overleg met de officier van justitie te Middelburg werd de kapitein een vaarverbod van 24 uur opgelegd en een boete van 300 euro. Om 07.00 uur mocht de kapitein het politiebureau verlaten. **Source : Vaart !**



BOSKALIS's **SANDPIPER** seen in Bremerhaven
Photo : Piet Sinke ©

THE CARIBBEAN SHIPPING ASSOCIATION

The Caribbean Shipping Association (CSA) will be consolidating its relationships with regional organizations over the coming year so as to implement a number of policy initiatives with respect to training and human resource development; port and cargo security; and, data and statistics.

In this regard, the CSA will be engaging in talks with CARICOM, where it has had Observer status for many years; and, the Association of Caribbean States (ACS), where it has Social Partner status.

In addition, the Association will be continuing dialogue started earlier this year with the United States Coast Guard with a view to supporting and assisting smaller Caribbean States to improve port and cargo security systems.

At its 37th Annual General Meeting, which ended on Wednesday October 17, 2007 in Santo Domingo, capital city of the Dominican Republic, the CSA President, Fernando Rivera and Vice President, Carlos Urriola, following on their re-election to office the previous day, held informal exploratory talks with the Executive Secretary of the Inter-American Commission on Ports (CIP), Carlos Gallegos. The CIP is a Committee of the Organization of American States (OAS). These exploratory talks are expected to lead to the signing of a Memorandum of Understanding between the OAS and the CSA, a necessary first step towards joint action and development initiatives.

In his Opening statement to the 37th Annual conference, the CSA President indicated that it was time to deepen already established relationships with regional bodies and to forge new alliances.

"We will meet with key members of other organizations in the Region with the purpose of enhancing and expanding our relationships. Generally, we have the same developmental goals with those organizations although we try to accomplish them with different approaches and directions. 'Unity is strength' and the CSA must work closely with other Regional bodies to ensure development for all our peoples."

In this regard, the CSA President noted the establishment of a relationship with the Pontifical Catholic University of Puerto Rico through the formal signing in Ponce on October 8 of a Memorandum of Collaboration.

He said: "We will move with haste to start the development of academic courses for Caribbean nationals. Through this university we will be delivering Certificate and Diploma courses and will be working towards the establishment of a

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 245

degree in shipping. On Monday we did a survey of members in all three CSA groups and have established the areas of study the CSA would like to be given priority status by the Puerto Rican university."

As regards training, the CSA also maintains a close relationship with the Jamaica-based, Caribbean Maritime Institute which has been a leader in Caribbean maritime training for many years. **Source : Joop Kooijman**

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At least 10 killed in Mexico oil rig collision

At least 10 people were killed when a drilling platform and an oil rig collided in the southern Gulf of Mexico, state-owned petroleum giant Pemex has said. The company said in a statement that high seas and winds up to 130 km an hour were apparently the cause of Wednesday's collision between the **Kab 101** light-production rig and the **Usumacinta** drilling platform, 32 km off the port of Dos Bocas in the southwestern state of Tabasco, Spanish news agency EFE reported. Four ships and eight helicopters of the Mexican navy joined the Pemex team of rescuers. Mexico's environment secretary, Juan Rafael Elvira, said it was too soon to evaluate the environment damage from the accident or to estimate the amount of oil and gas that spilled into the Gulf but the company said it was trying to 'contain the zone of the spill'. **Source : earthtimes**

Police Boat Explosion

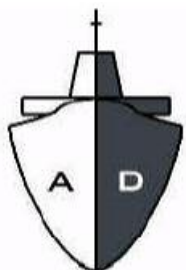
A patrol boat of the Nanggroe Aceh Darussalam (NAD) police exploded at sea somewhere between Sabang island and Banda Aceh, Indonesia injuring four policemen on Thursday (18 Oct).

The boat exploded on Thursday at around 10.30 am Western Indonesian Time, an officer at the Ulee Lhue Police office said. The injured policemen were rushed to a nearby hospital, he said without giving further details.

NAVY NEWS

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FREMM multi-mission frigates for Moroccan Navy



In the course of French President Nicolas Sarkozy's recent state visit to Morocco, the Kingdom's highest authorities confirmed an agreement between the two countries to provide the Royal Moroccan Navy with a FREMM multi-mission frigate.

This multi-mission front-line fighting ship will expand the Navy's operational capabilities, particularly for anti-air, anti-surface and anti-submarine missions. In addition to reduced crewing (a little over 100 officers and sailors), the ship will benefit from the

many advances arising from the FREMM programme to produce a new generation of front-line vessels for the French Navy.

Jean-Marie Poimboeuf, Chairman & CEO of DCNS, said: "We welcome the decision by Morocco's highest authorities in favour of the DCNS-designed FREMM frigate to modernise their fleet. Morocco is our first international customer for this new-generation vessel. This success opens up new business opportunities for this type of vessel as navies around the world seek to renew and modernise their fleets. Ongoing cooperation with Morocco is a key factor as we pursue development with new customers, particularly in the Mediterranean and the Middle East."

The FREMM programme — Europe's most ambitious naval cooperation programme ever — calls for 27 multi-mission frigates for France and Italy. The 6,000-tonne vessels will be delivered in anti-submarine, anti-surface, anti-air and land strike versions to meet the client navies' specific needs.

The FREMM frigates for the French Navy are being built under DCNS prime contractorship. These heavily armed ships will carry state-of-the-art weapons and systems including the Herakles multifunction radar, MU90 torpedoes and Exocet MM40 and Aster 15 missiles.

The first French FREMM frigates are under construction at DCNS's Lorient shipyard. Other DCNS shipyards and plants are also contributing to the programme, along with a large number of partners and subcontractors.

Source : [defencetalk](#).

FFG, minehunter transfers to Turkey approved

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 245

The Foreign Affairs Committee of the U.S. House of Representatives has approved a bill to grant to Turkey three decommissioned U.S. military ships and to sell a fourth to the allied nation at a large discount. The panel passed the bill on a voice vote.

Under the arrangement, the U.S. should transfer to Turkey two Oliver Hazard Perry-class guided-missile frigates and an Osprey-class coastal minehunter. Another coastal minehunter was offered to Turkey at the sale price of nearly \$28 million.

The two frigates, recently decommissioned by the U.S. Navy, are valued at about \$125 million each, and the Osprey-class minehunters are worth about \$130 million each, U.S. and Turkish military officials said.

The bill now must be approved in a House floor vote and by the Senate before being signed by President Bush.

Under the same bill, the U.S. also is planning to grant two other Osprey-class minehunters to Lithuania and to sell another two to Taiwan. The Foreign Affairs Committee's chairman, Rep. Tom Lantos, D-Calif., sponsored the bill.

On the Senate side, the bill's sponsor is Sen. Joe Biden, D-Del., chairman of the Foreign Relations Committee.

Turkey's navy already has eight Perry-class frigates granted earlier by the U.S. These frigates specialize in surface combat, and to bolster the vessels' anti-submarine capabilities, Turkey deploys S-70 B Seahawk naval warfare helicopters, purchased from Sikorsky Aircraft, Stratford, Conn.

The Osprey-class coastal minehunters would be the first in the Turkish navy's fleet.

Most of Turkey's ships are German-built. The U.S., in an effort to boost its influence, over the past decade has been granting frigates to the Turkish navy, a move that also encourages Turkey's purchase of Seahawks.

Under the latest deal, Turkey stands to gain four ships, but it would have to pay for repair and refurbishment of the vessels before their formal deliveries. Such work would be performed at U.S. shipyards. **Source : navytimes**

Navy to spend \$59M to fix Mississippi-built destroyers

The US Navy's mainstay Arleigh Burke destroyers are subject to structural damage under higher-than-anticipated loads in rough seas, necessitating nearly \$60 million in upgrades for the entire class of ships.

Nine of the DDG-51 ships have suffered internal structural damage to their bows, which rise and fall, slamming into the water during stormy weather. A Navy spokesman, who put the total repair cost at \$58.9 million, suggested defense industry reports of serious structural defects were overblown.

All DDG-51 class ships retain their full operational capabilities and can perform all operational commitments, Lt. Cmdr. John Schofield said today from the Pentagon. Repairs will ensure that the ships fulfill their projected 35-year service life.

There will be 52 of the \$1 billion guided-missile destroyers in service once the **USS Sampson** is commissioned on Nov. 3, and another 10 are being built at General Dynamics Bath Iron Works shipyard in Maine and Northrop Grumman's Ingalls shipyard in Mississippi.

The shipbuilders are strengthening the bow structure on ships that are under construction, and recently delivered ships are getting repaired after post-shakedown cruises. The remainder of the ships in the fleet will be repaired during future docking opportunities.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 245

Bath Iron Works, which built the first Arleigh Burke destroyer, was not aware of the problems until 2003, more than a decade after the first ship went into service, Jim DeMartini, a shipyard spokesman, said from Bath.

The ships were built to the Navy's specified standard, but it turns out that real-world sea conditions exceeded the standard, he said. What you've got here is a situation in my opinion with Mother Nature's ability to create conditions in the real world that go beyond our ability through scientific or engineering methods to predict, DeMartini said.

The damage, discovered between 1993 and 2003, includes dents of shell and deck structures of the bow, and was only discovered under close inspection, Schofield said.

The problems were first reported by Jane's Defense Weekly. Repairs will consist of reinforcing bulkheads and other structural components, officials said.

Though the Arleigh Burke's design is more traditional than the Navy's newest ships the waterjet-powered Littoral Combat Ships and the stealthy Zumwalt destroyer it still represents a departure from typical destroyer hulls, said Winslow Wheeler, defense analyst for the Center for Defense Information, a Washington-based think tank.

The hull of Arleigh Burke warships, which weigh between 8,500 and 9,500 tons, is shorter and fatter than that of earlier destroyers, Wheeler said.

They departed from the traditional hull shape, Wheeler said. There's always a risk when you venture into some new type of hull design. It's the kind of thing that should've been discovered much earlier on through better testing.

Source : USA Today



The Brazilian **G 23 ALMIRANTE GASTAO MOTA** seen in Santos (Brazil)

Photo : Bruno Pricoli ©

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Above seen the drill rigs **West Hercules** and **West Aquarius** under construction at Daewoo Shipbuilding and Marine Engineering (DSME), Korea. Both rigs are built for Seadrill. The **West Hercules** will be delivered 2nd quarter 2008 and will start a three year contract for Husky Oil China Ltd. on the Chinese continental shelf.

The rigs are a GVA7500 design, and designed for drilling in 3000 meters water. Maximum drilling depth is 10.000 meters. They are Dynamic Positioning class 3, with 8 azimuthing thrusters, suitable for operating in harsh conditions.

Photo : Ad Tange ©

VT delivers fourth Type 45 BOW SET

VT Shipbuilding has delivered the fourth bow section for the Royal Navy's new Class of Daring Class destroyers to BAE Systems Surface Fleet Solutions' Govan shipyard in Glasgow.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 245

The 50m. section, weighing some 1100 tons, was loaded out from VT's advanced shipbuilding facilities in Portsmouth Naval Base and placed on a barge which was subsequently towed to Glasgow in a four-day voyage via the Irish Sea.

The bow will now be consolidated with the rest of **HMS Dragon**, which is under construction by BAE. The funnel and masts, which VT is also building, will follow to Glasgow later this year.

VT has made impressive progress on its programme to supply six ship sets of bows, funnels and masts. With four bows delivered, the remaining two are under construction for delivery next year with VT fulfilling all the prime contractor's delivery requirements and in some cases handing over sections ahead of the required date.

VT Type 45 Project Director John Richardson explained: "We have made significant improvements in productivity over the course of the programme and, in several cases, exceeded our targets. It has been an impressive demonstration of the capability of the facilities and the team working on the project."

"Our progress means that we will complete our Type 45 work ready for us to concentrate on export orders and the forthcoming aircraft carrier (CVF) project."

The Type 45 Anti-Air Warfare Destroyer will provide the backbone of the Royal Navy's air defence fleet until 2040 and beyond. It is a versatile warship that will provide unprecedented detection and defensive capability, efficiency and living standards when the first of class, **HMS Daring**, comes into service in 2009.

BAE Systems is the prime contractor for the multi-billion pound Type 45 programme, which is engaging hundreds of companies from across UK industry and beyond. **Source : VT Group plc.**



The **AKRAFELL** seen enroute Rotterdam
Photo : Lenie Kleingeld ©

Builds four Havyard 841-design in India

Shipping Corporation of India has chosen Bharati Shipyard Ltd. For building its 4 new Anchor Handling Tug & Supply Vessels. The ships will be of the Havyard 841-design.

The Shipping Corporation of India is a Government of India Enterprise. The company was established in 1961 and operates today 83 vessels of 4,6 million DWT with substantial interests in 10 different segments of the shipping trade. SCI owns and operates about 35 % of the Indian tonnage. They have a substantial newbuilding programme and this latest contract is the start of the replacement and modernisation of their offshore fleet.

Bharati Shipyard Ltd. is one of the leading Indian shipyards, specializing in building of Offshore Support Vessels. They have today more than 40 vessels on order for Indian and foreign owners, thereof Great Offshore and Bourbon. When the SCI tender was issued, Bharati chose to offer a Havyard 841-design and succeeded to secure the contract in competition with other Indian and foreign shipyards.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 245

Havyard 841 is designed by Havyard Maritime AS in Fosnavåg, Norway. Havyard Maritime has succeeded in combining its knowledge, based on Norwegian North Sea technology with development of simple solutions for satisfying the demand from the Asian market for low investment cost and simple operating. The Havyard 841-design won in competition with well known design companies from Norway and Asia. In addition to be competitive on price due to building friendly design, the Havyard 841-design proved to be superior with regards to fuel economy and operating cost.

There are now over 30 Havyard-designTM under construction world wide. The fact that Havyard was chosen as designer for this type of vessel by an Indian owner, for building at an Indian Shipyard is a new break-through with great potential. The number of offshore vessels of this size being built is much higher than the type of vessels built for the Norwegian North Sea. When owners from Asia recognize that modern, Norwegian design technology is competitive this reveals new, prosperous market potential for Havyard, Gunnar Larsen, President of Havyard International AS replies.

HAVYARD 841 has the following main dimensions:

Length 64,80 m

Breadth 15,70 m

Bollard Pull 80 t

Severnaya Verf Laid Vessel

On October, 24 shipyard Severnaya Verf laid a replenishment vessel of VS 470 PSV project. The customer is Siddis Skipper II AS (Norway).

According to the press-service of the yard due to the contract Severnaya Verf will build a vessel hull of the 1330 tons' weight. The company has also a option to build one more hull of VS 470 MPSV project **Source : SeaNews**

ROUTE, PORTS & SERVICES

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The Cuxhaven lifeboat **HERMANN HELMS** seen on her station

Photo : Piet Sinke ©

Harbour capacity to reach new high with delivery of 76m crane

A 20-YEAR hiatus in major investment in handling equipment at the Port Elizabeth harbour has ended with the delivery of the super-structure of a R70-million high-tech crane – the first of several bound for Algoa Bay.

The crane – which will be the highest in the harbour at 76 metres – arrived on the vessel Beluga Legislation yesterday.

It will be assembled over the next few months, with the goal being to commission it in March 2008, says Transnet Port Terminals engineering and capital projects manager Dries Gouws.

"This is the first investment in a brand new ship-to-shore crane since 1977 when the terminal started its operation," Gouws said yesterday.

"The investment is aligned to the national strategy of creating capacity in line with demand to keep South Africa flowing."

The crane, made by German headquartered company Liebherr at its facility at Killarney in county Kerry in the Republic of Ireland, can span 19 containers while the biggest crane in the harbour at present can stretch 13 across. The new crane can lift two containers at a time. "The investment and commissioning signifies a clear indication from Transnet Port Terminals to continue running the current port and its confidence in the economy of the country," said Gouws.

"The investment has been informed by the growing market demand and the continuous drive to satisfy client needs."

After unloading the giant crane – the equivalent height of a 12-floor building – the Beluga Legislation will carry on to Durban, where it will unload a similar crane for the harbour there. **Source : theherald.co.za**



The **SAGA SKY** seen enroute Rotterdam
Photo : Rik van Marle ©

Princess Sails with

LNG carrier "**Arctic Princess**" is seen leaving the Statoil LNG plant at Melkoya Island, Hammerfest, Norway, on September 20 with the first-ever cargo of liquefied natural gas (LNG) from the Snohvit fields northwest of Hammerfest, Norway. GAC-Ole R Olsen's Hammerfest team took care of the vessel from its arrival on Sept 10, the loading of its historic cargo, and departure from the terminal. "**ARCTIC PRINCESS**" is 288 meters long and has a fully-laden capacity of 147 000 cubic meters of LNG. The LNG is carried at a temperature of minus 163 degrees centigrade in four spherical tanks, each with a diameter of 42 meters. A full cargo load of LNG is sufficient to cover the yearly energy consumption of all households in a city with a population of 45 000 people. **Source : MarineLink**

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Ook Hanjin en UASC beginnen extra China-connectie

In de loop van november worden maar liefst drie nieuwe lijndiensten tussen China en Noord-Europa gestart. Na de Grand Alliance en het duo Yangming/'K' Line, is het nu de beurt aan de combinatie Hanjin Shipping/UASC. De forse stijging van de Chinese export naar Europa zorgde de voorbije maanden vooral voor de introductie van nieuwe diensten uit Azië naar het Middellandse Zeegebied. Een aantal rederijen met overvloedige schepen van 2.800 tot 4.000 teu richt volgende maand de pijlen op Noord-Europa.

Hanjin Shipping en UASC beginnen eind november een dienst uit Qingdao, Shanghai, Hongkong en Singapore naar Jeddah, Hamburg, Antwerpen en Le Havre. Op de terugweg naar China komen de schepen opnieuw langs Jeddah en Singapore. Ook de Hanjin-dochter Senator Lines krijgt een allocatie. Deze China – Red Sea- Europe Service (CNX) wordt op 20 november ingevaren door de Ibn Asakir (2.800 teu) van UASC. Hanjin zal in de nieuwe dienst een aantal eenheden van 4.024 teu inschakelen.

Hanjin's alliantiepartners Yangming en "K" Line beginnen op hun beurt in november een vergelijkbare dienst (AE-3) tussen Qingdao, Xingang, Shanghai, Shekou, Singapore, Jeddah, Port Said, Thamesport, Antwerpen en Rotterdam.

De derde dienst die volgende maand tussen China en Noord-Europa van start gaat, is de gisteren aangekondigde EU5 van NYK en zijn partners van de Grand Alliance, die in de Benelux alleen Amsterdam zal bedienen. **Source :**

Nieuwsblad Transport

Bourbon expands MSV fleet

Bourbon has ordered two multi-purpose supply vessels from the Boulogne-based shipyard Socarenam. The design is based in a concept devised by Marine Assistance, which will be further developed by consultants Bureau Maric.

The two vessels will be used to support tasks such as maintenance of production facilities and subsea inspection. They will be equipped with diesel-electric propulsion with a redundant DP2 dynamic positioning system, and will also have eight anchors. According to Bourbon, this will provide greater flexibility during operational positioning.

They will also have a low draught, facilitating access to shallow water zones. Both should be delivered during the second half of 2009.



The **NAJADEN** seen at the Noordzee kanaal between Amsterdam and IJmuiden

Photo : Lourens Visser ©

KARACHI PORTS INCREASED

Despite 33 percent non-functional berths, cargo handling at Karachi Port during July-September 2007 marked 14 percent increase, Business Recorder learnt on Monday. "This could be possible due to extensive import of crude oil and export of commodities like cement, clinker, ethanol and molasses", officials in the Traffic Department of Karachi Port Trust (KPT) said.

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Cargo, both dry and liquid, increased to over 8.468 million tons during this period as compared to 7.441 million tons of corresponding period of last year, they said. They said that containers, both empty and loaded, at Pakistan International Container Terminal (PICT) and Karachi International Container Terminal (KICT) touched 0.281 million twenty-equivalent-units (TEUs) figure, witnessing an upsurge of 9,585 TEUs, or 3.52 percent.

Total 483 ships berthed at Karachi Port during this period as compared to 447 vessels during the same period of last year, registering an increase of 8.05 percent in ship movement, they said.

When asked if KPT was facing any problem in berth occupancy, they categorically said: "No, we have no problem, and are catering well to the growing demand". They said: "We have no vessel on waiting list and there is no problem in terms of berth occupancy." Dry cargo handled during this period amounted to over 5.763 million tons against 5.070 million tons of July-September 2006, registering 13.66 percent increase, sources said. Liquid bulk cargo also rose to over 2.705 million tons as compared to 2.370 million tons of last year, an increase of 0.334 million tons, or 14.11 percent, they said.

MSCO's New Vessel

On October, 23 the bulk carrier "**Pomorie**" arrived at Kandalaksha Commercial Sea Port for coal loading. This is the first call at the Russian port of the vessel, which belongs to Murmansk Shipping Co. since August 2007.

The vessel was built at Chengxi Shipyard in China. The State flag of Russia was raised on the vessel on July, 31. The first commercial voyage of the vessel was made in August – September: the bulk carrier delivered bauxites from China to Italy

MOVEMENTS



The **CARLOS FISHER** seen in Santos – Photo : Bruno Pricoli ©



The Polish **ZEUS** seen departing from Rotterdam
Photo : Cornelis Kloppenburg ©

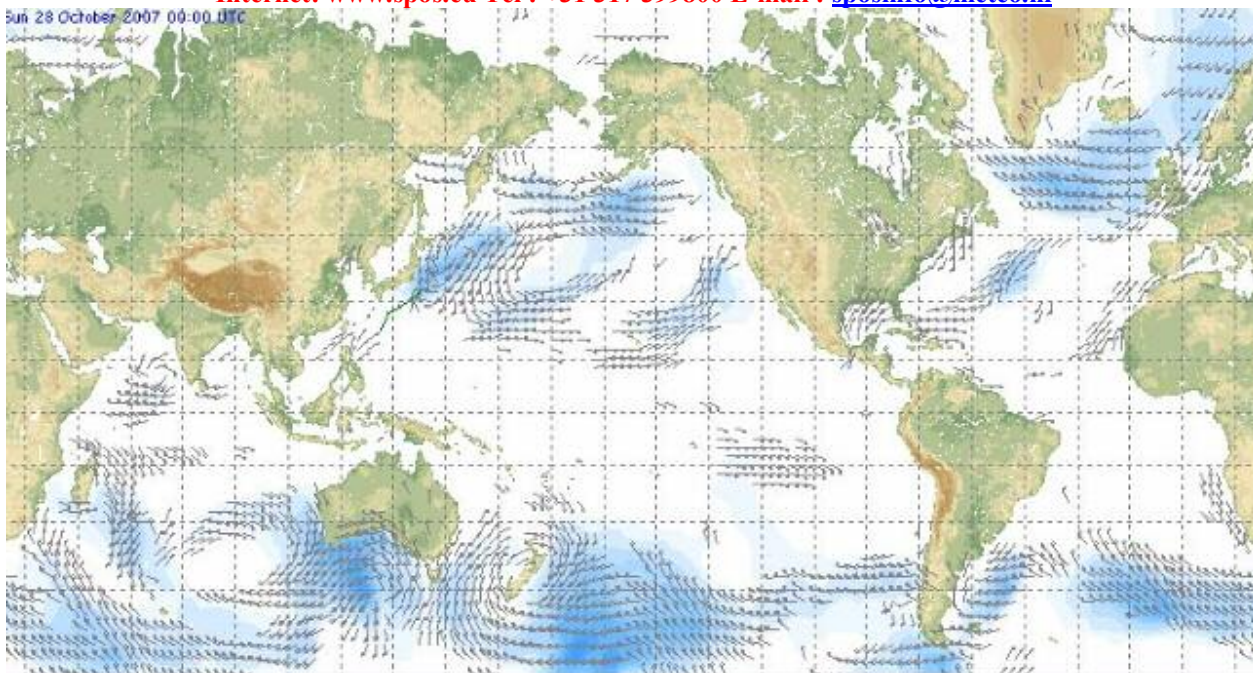
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.... PHOTO OF THE DAY



The **BUCENTAUR** entered the drydock at Scheldepoort in covered dock 2
Photo : Maritimephoto.com ©

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