

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 250



Number 250 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 03-11-2007**

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Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



**The 2003 built cruiseliner COSTA FORTUNA leaving Grand Harbour, Valletta (Malta)
last Wednesday 31st October with 3,246 passengers onboard bound to Naples, Italy.
Lawrence Dalli - Malta Ship Photos ©**

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EVENTS, INCIDENTS & OPERATIONS



In the port of Rotterdam sheerlegs started with offloading the newbuilding hulls from the **Sainty No 5**
Photo : Jan Simons ©

Hawaii Superferry set to sail again

The Hawaii House voted 39-11 yesterday for a bill that allows **Hawaii Superferry** to resume service while the state conducts an environmental impact assessment.

The Senate approved the bill 20-5 on Monday, and it now goes to Gov. Linda Lingle, who is expected to sign it into law. Hawaii Superferry President and CEO John Garibaldi issued a statement following the House vote in the state House of Representatives that said that "although there are several operational, regulatory and legal steps that need

to be completed before **Hawaii Superferry** will resume service, it is our hope that these tasks will be accomplished within the next two weeks." **Source : MarineLog**

Blame Culture

The recent surge in human-error claims was a significant reason for next year's substantial increases in P&I insurance costs according to the North of England P&I Club.

Speaking at the India Shipping Summit 2007 in Mumbai, one of the club's directors, Savraj Mehta, said that all shipowners worldwide faced significant increases in their P&I premiums in February 2008. This was due to the unprecedented level of claims on the International Group of P&I clubs, a significant proportion of which were due to simple errors by overworked and under-trained officers, crews and shore staff.

"The unprecedented length of the current freight-market boom, the rapid growth of the world fleet and insufficient investment in the recruitment retaining of high quality, professional seafarers means there are simply not enough good people out there running the ships themselves or providing the necessary support and experience from shore," he said.

According to Mehta, the record P&I claims facing the shipping industry have much to do with the lack of experience now often seen on today's ships. "Relatively minor incidents are developing into unnecessarily major claims because basic procedures are not being followed or simple common sense is not being applied," he said. 'Seafarer education is now so focused on running ships in accordance with procedures that when an incident occurs for which there are no procedures, crews do not always have the training, initiative or experience to think independently.'

Mehta added that North of England's recent claims experience also suggested the shortage of seafarers is having a detrimental knock-on effect on the availability, experience and competence of pilots, vessel superintendents and other shore staff vital to ship operations.

He concluded, "Indian shipowners need to play their part in creating an industry environment which encourages people to go to sea not simply because it is a job, but because it offers a career and one in which they can have pride, earn respect and find the opportunity to progress to higher levels both at sea and ashore." **Source: Shiptalk**



Drowning Sorrows

A Polish Captain who crashed his 2,000-tonne ship into an unmanned gas platform while drunk has been jailed for a year. Zbigniew Krakowski caused up to £10m worth of damage and after the accident he opened a bottle of vodka.

The 56-year-old had been sat with his back to the ship's bow, looking at a computer when the incident happened in the North Sea. His chief officer told him to alter its course - but he did not make the correct alteration and the **Jork** continued towards the gas rig.

The captain looked over his shoulder at intervals and only realised the danger when the vessel, which was loaded with wheat, was 100 to 150 yards away.

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Krakowski, a seafarer with more than 30 years' experience, tried to alter course, but hit the **Viking Echo** gas platform, 40 miles north east of Cromer, Norfolk.

The **Jork** continued another 500 metres before it stopped and started listing. It sank a day later. The seven crew members jumped in to the sea and were rescued by a passing boat.

Krakowski, from Szczecin, pleaded guilty to being nearly three times over the legal alcohol limit and also admitted entering a 500-metre exclusion around the platform. Lincoln Crown Court heard that after the accident, he opened a bottle of vodka, often reserved for tipping workers unloading the ship.

Krakowski was sailing from Lubeck in Germany to the port of New Holland, North Lincolnshire, on August 4, when the crash happened.

The platform remains out of operation, losing £615,000 a month in revenue. Work cannot start on repairs until next April at the earliest, the court heard.

Krakowski's conviction comes after a joint investigation by the Maritime and Coastguard Agency, the Health and Safety Executive, Lincolnshire Police and Norfolk Constabulary. **Source : Shiptalk**

Double Death Distress

Two bodies were removed from the cruise ship **Summit** after it docked at Honolulu Harbor yesterday morning (31 Oct), it understood that they died from natural causes in unrelated incidents, a spokesman for Celebrity Cruises said.

Michael Sheehan, a spokesman for the Miami-based Celebrity, said an 83-year-old man, who was a U.S. citizen, suffered an apparent heart attack and died while the ship was at sea.

In addition, a 40-year-old woman who had "cancer issues" also died at sea while the ship was en route to Hawai'i from San Diego, Sheehan said. Both passengers died Sunday.



Photo : Kees Bustraan ©

Two other men aboard the **Summit** were referred to local medical facilities after it docked at Pier 10 at Aloha Tower, Sheehan said. One of the men, 69, reported numbness in his hands and feet, which was acute and progressive. The other man, 76, may have had a mini-stroke.

The two fatalities are not expected to interfere with the schedule of the Bahamian-flagged **Summit**, Sheehan said.

It left San Diego on Friday with a crew of 936 and 1,977 passengers. The **Summit** was scheduled to depart Honolulu for Lahaina, Maui, last night, arrive in Hilo on Saturday and sail on to Kailua, Kona, on Sunday. It is scheduled to depart for San Diego later Sunday and arrive back on the West Coast Nov. 9.

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Scott Ishikawa, spokesman for the state Department of Transportation, called the deaths "an unfortunate coincidence." "Trips on cruise ships often appeal to the elderly, which was the case in one of the deaths," Ishikawa said. "We understand that the second person who died was battling cancer, so it appears both deaths were due to natural causes and there were no suspicious circumstances," he said.

He said the bodies were turned over to the Honolulu medical examiner for autopsies if deemed necessary.

Janice Okubo, spokeswoman for the state Department of Health, said deaths or sickness aboard cruise ships must be reported to the U.S. Centers for Disease Control and Prevention if they involve contagious infections or diseases.

Both deaths aboard the Summit appear to have been the result of natural causes, so the cruise line would not have been required to contact the center, Okubo said. "We have a medical facility on board that would obviously assist anyone who is in ill health," Celebrity Cruises' Sheehan said. "If you have an unfortunate situation where someone passes away, we have a guest care team that specifically assists the families and the people on board who may be traveling with the (deceased) person as well as the family on the shore side."

A death aboard the ship is reported to local authorities at the next port of call, Sheehan said. The **Summit's** inaugural voyage was in October 2001. The 965-foot ship has a capacity of 2,034 passengers.



In August 2006, the **Summit** pulled into Seward, Alaska, with a nearly 30-foot long dead humpback whale pinned to its bow.

Humpbacks are endangered species but federal officials investigating the incident said at the time that the crew did not appear to do anything wrong.

The **Summit** apparently hit the whale sometime after leaving Disenchantment Bay near Yakutat. The whale was spotted by

longshoremen at the Seward dock. **Source : Shiptalk**

Doctor puzzled by TSB probe of NL ferry disaster exercise gone wrong

A St. John's doctor says he is at a loss to understand how Transportation Safety Board investigators can't find any evidence that participants in a mock disaster in the Bay of Islands a month ago were sickened by carbon monoxide.

Dr. Ken LeDez, the physician in charge of hyperbaric medicine at Eastern Health, says there's no question that it was carbon monoxide. Twenty-one people were overcome by fumes and had to be taken to hospital during the training exercise, which involved a lifeboat from the Marine Atlantic ferry **Leif Ericsson**.

Officials with the TSB say they have not been able to determine definitively that carbon monoxide was to blame.

Source : Canadian Press

Cargo ship officially declared lost

Missing freighter **Reef Azania** is now considered lost as compensation procedures for the crewmen's dependants have started, a representative of the shipping agency that operated the ship said.

"Relatives of all missing crew members have been contacted and we have started compensation procedures for them," said Khalid Lodhi, head of the Zambezi Shipping Agency.

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Contact was lost with the Reef Azania on June 24, six days after it left Port Rashid in Dubai on its way to the Comoros Islands via the Seychelles. The ship, heading towards the Comoros Islands and Seychelles, was carrying 14 crew members, eight Tanzanians, two nationals from Myanmar, two Indians, and two Pakistanis.

Although some relatives of the missing crewmen say they have been contacted by representatives of the Zambezi Shipping Agency for compensation, confusion remains as to how much compensation the families will receive.

Relatives of the eight Tanzanian crew members say negotiations are still under way as to how much they could receive. "We were contacted by someone who introduced himself as a lawyer who briefed us about compensation, but we haven't received anything in writing yet," said Omar Mwalim, a relative of one of the crewmen from Tanzania.

Mwalim said, however, that there were disagreements between the families and representatives of Zambezi as to how much compensation the families would receive. The families were told that compensation would be according to the laws of St Vincent, where the Reef Azania was registered, said Mwalim, "which the lawyer said was 12 months' pay, but we are insisting that it is done according to Tanzanian laws which could give us more compensation, of up to three years."

The families' legal consultant, who spoke to Gulf News from Tanzania, said he was looking into what Tanzanian marine laws stipulate about compensation to dependants of lost crewmen. "They have only offered twelve months' pay, but I will be contacting the Seaman's Association of Zanzibar to see if they can get more," he said.

Lodhi, however, told Gulf News that compensation would be as per the laws of crew members' countries, not those of St Vincent. The relative of a Pakistani crew member, however, told Gulf News over the phone from Karachi that the family has not heard from the shipping agency about the ship's fate yet.

"After calling a number of times last month, we were told to wait for a phone call but they haven't contacted us yet," said Noaman Malek, the nephew of the crew member, adding that his calls to the company since then have not been returned. "That is false. They have all heard from us. The compensation procedures started a while ago," said Lodhi.

Source : gulfnews

SALVORS RENEW CALL FOR ENVIRONMENTAL AWARDS

MEMBERS of the **International Salvage Union (ISU)**, meeting in Cape Town this week have reaffirmed their call for the introduction of Environmental Awards which would, ISU claims, "recognise the salvage industry's role in preventing pollution" and save shipowners and their liability insurers "billions of dollars".

Addressing delegates representing the ISU's global membership, Arnold Witte said: "ISU salvors provide vital pollution prevention services to the benefit of Coastal States, shipowners and insurers. This emergency response cover cannot be allowed to degrade in the coming years. We now stand at a crossroads. The principle that 'the polluter pays' is accepted throughout the world. There is no reason why shipping should continue as an exception. Why should the salvors' income depend entirely on the recovery of property, with the much more significant environmental benefit virtually ignored?"

He added: "There are those who argue that this benefit cannot be measured, as the act of salvage prevents damage which might or might not have occurred. However, there is one tangible way of measuring benefit and that involves a hard look at what owners and their P&I Clubs actually pay out in respect of pollution claims. I have no doubt whatsoever that they pay out far too much and that this heavy cost can be greatly reduced by the introduction of Environmental Salvage Awards and even closer cooperation between salvor and P&I Club."

In the 1994-2006 period ISU salvors recovered over 13 million tonnes of pollutants from more than 2,000 ship casualties. This included more than 10 million tonnes of cargo oil. By comparison, the oil lost in shipping accidents over this period totalled 520,000 tonnes. ISU members prevented the loss of around 20 times that amount in this period.

Salvors start to pump oil from Omer N

Divers from Svitzer has managed to connect hoses to the bunker tanks in the capsized Turkish vessel **Omer N**. All oil will be removed before the salvors start to righten the vessel that is lying on its port side with the structure below the surface. Four seafarers are still missing, but all spaces have not been searched yet. The three survivors have been flown home to Turkey. In all, the accident claimed eight lives.



The **CARNIVAL TRIUMPH** seen in Charlotte Amalia at Saint Thomas
Photo : Kees van Schie ©

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Gas Carrier Grounded by Tropical Storm

Coast Guard personnel deployed to San Pedro de Macoris, Dominican Republic to support Dominican Republic authorities during salvage operations of Liberian gas carrier **SCF Toms** which ran aground Monday. Dominican Republic authorities have established a Unified Command to coordinate salvage operations between local agencies and the marine industry responding to the incident. The Nodrog Shipping Corporation owned vessel has hired marine salvage company Titan to conduct salvage operations.

The 551-foot gas carrier completed offloading liquefied petroleum gas at the Coastal Petroleum Dominicana, S.A. facility in San Pedro de Macoris Monday, when the vessel broke loose from its offshore moorings and grounded on the reef line during Tropical Storm Noel.

Coast Guard Sector San Juan operation's controllers received initial notification at approximately 1 p.m. Monday from the U.S. Coast Guard liaison in the Dominican Republic that the double-hull gas carrier ran aground 70 yards from the shoreline, approximately 200 yards east from the Coastal Petroleum Dominicana facility, and that all 23 ship crewmembers aboard were reported safe and in good health.



Photo : via Rinus Lorwa

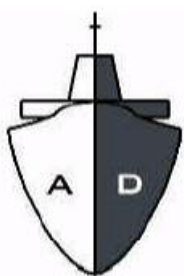
The **SCF Toms** is reportedly carrying approximately 1.5 million gallons of liquefied petroleum gas, 330,000 gallons of fuel oil and 33,000 gallons of diesel. Currently, the vessel is reported being stable and no products aboard the ship are leaking into the water.

Upon request from Dominican Republic authorities to the U.S. Embassy in Santo Domingo, Dominican Republic, the Coast Guard deployed three personnel from Sector San Juan to provide technical assistance to Dominican Republic authorities during **SCF Toms** response operations. The crew of an HH-65 Dolphin helicopter from Air Station Borinquen also deployed to San Isidro, Dominican Republic to provide aerial and possible Search and Rescue support during response operations to the grounding. **Source : MarineLink**

NAVY NEWS

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

Navy Cancels Combat Ship Contract

Just six months after pulling the plug on a contract to build a combat ship in Lockport, the Navy announced that it canceled a contract to build another ship in Alabama for the same class of vessels. Continued problems with government shipbuilding programs have cost Louisiana shipyards, but there does not appear to be a shortage of other such work to go around, particularly from the private sector. News of the canceled contract follows heavy criticism by Congress in the last year of the Navy's Littoral Combat Ship, or LCS, program, which aims to build a new fleet of ships for close-to-shore combat. The first two LCS ships incurred \$603m in cost overruns, 128 percent more than the program's initial budget, according to a July report by the General Accounting Office. The Navy ended contracts to build the third and fourth LCS ships because it could not agree with contractors on a fixed-price to perform the work. This latest announcement concerned the LCS 4, which General Dynamics had a contract to build at Austal USA in Mobile, Ala. The LCS 3 was scheduled to be built at Bollinger Shipyard in Lockport, but the Navy announced in April

that it nixed that \$197.6m contract with Lockheed Martin Corp. Congress has been pressuring the Navy to rein in spending after contractors have passed on steep price increases for materials and labor. The GAO report recommended that the Navy "improve cost management through increased use of fixed-contracting and comprehensive cost surveillance." The Coast Guard has also cracked down on shipbuilders, pulling from operation eight patrol boats that were retrofitted at Bollinger Shipyard in Lockport. A joint-venture between Northrop Grumman and Lockheed Martin subcontracted the work to the Lockport shipyard. Despite canceling its third and fourth LCS ships, the Navy does plan to shove ahead with the LCS program. **Source : MarineLink**

The Astute Dives Successfully

A major element of the United Kingdom's future defence and security capability has successfully completed a critical milestone in its development programme. The first of class **Astute**, the most advanced and capable class of submarines ever built for the Royal Navy, has dived beneath the waves for the first time, at BAE Systems' shipyard in Barrow, North West England.



Astute is crammed with some of the world's most sophisticated technologies, including advanced nuclear reactor, sonar, optical mast, combat management and weapons systems. But paradoxically, the measurement of its performance during this maiden dive was assessed using a tool employed by generations of submarine

builders and naval architects – a simple plumb line, similar to that used by the ancient Egyptians while building the pyramids.

The line, suspended on up to eight metres of wire running through three decks, has its large pendulum 'bob' immersed in a bath of oil to dampen its swing. As the boat is rolled from port to starboard, accurate measurements are taken to prove that the submarine is performing according to its design specifications.



During two days of tests, involving a joint BAE Systems and Royal Navy crew of 60, the dive characteristics of Astute will be tested, along with safety critical systems including escape hatches, hydraulics and electrics.

On completion of the first dive tests, **Astute** will return to dry land and re-enter the huge Devonshire Dock Hall at Barrow, for further engineering and commissioning work. She is due to be handed over to the Royal Navy next autumn and enter service in 2009.

Once deployed, **Astute** is designed not to require refuelling throughout her full service life – in excess of 25 years – and has the ability to patrol for 90 days while remaining undetected, thousands of miles from home and hundreds of metres underwater.

BAE Systems is responsible for the design, build and initial in-service support of the four 7,400 tonne **Astute class** boats currently under various stages of construction and commissioning at its Barrow facility. **Source : Technews**



HNLMS Evertsen seen arriving at Cape Town as part of an international naval fleet visiting South Africa

Photo : Glenn Kasner ©

Submarine relic begins final journey



A towering chunk of naval history was painstakingly transported yesterday in the first step towards its final resting place.

The submarine **Orion's** conning tower, measuring a huge 12m wide and 6m high and weighing 25 tonnes, was conveyed from Tenix shipyard in Henderson to Rockingham's council depot, where it will be restored and repainted.

After more than a decade of gathering dust in the shipyard, it will finally be displayed in the city's naval memorial park, near the home of the navy in WA – Garden Island – by April next year, to coincide with Anzac Day.

The **Orion**, the last of six Oberon-class navy submarines, was decommissioned in 1996 after 22 years of service. Despite submarines playing an important part in WA's maritime history, few submarine relics have been kept.

The **Orion** was stripped and sold for scrap metal to China after it was retired. But several parts, including the operations room, conning tower and periscope, were saved as historical keepsakes. The operations room is on display at the Australian War Memorial in Canberra, while the periscope is showcased at the WA Maritime Museum. Talk of the tower, still in relatively good condition, being destined for Albany dissipated due to the logistics and costs of such a move. A police escort and road closures helped yesterday's mammoth moving task, which took more than four hours, to run smoothly. The drive took only 35 minutes, while manoeuvring and hoisting the giant tower off the truck by an 80-tonne crane was the time-consuming job. **Source : Thewest**

Russian Navy Plans to Move to St. Petersburg

The Defense Ministry is planning to move the Navy headquarters to St. Petersburg in the latest instance of a federal institution being shifted to the former capital -- and President Vladimir Putin's hometown.

Defense Minister Anatoly Serdyukov has instructed Navy chief Vladimir Vysotsky to draft a plan for the move from Moscow to the historical Admiralty and surrounding buildings in St. Petersburg, an unidentified Defense Ministry official said, Kommersant reported Wednesday. Serdyukov was acting on orders from the Kremlin, and the government has already been instructed to allocate funding for the transfer, the official said. The move would be the second by a federal institution to St. Petersburg, following the Constitutional Court. Analysts told Kommersant that the decision was likely based on political considerations and could undermine command and control capabilities in the short term.

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The relocation to the 18th-century site -- built under Peter the Great as a shipyard but now home to a naval cadet school and the Leningrad Naval Base command -- is planned to start in April, Kommersant quoted another Defense Ministry source as saying.

The new location, over 700 kilometers from the Defense Ministry and strategic forces commands in Moscow, will pose significant communication challenges. It will also mean the purchase of apartments for thousands of personnel who will have to be relocated. The Navy has already asked for 15 billion rubles (\$607 million) for the move, Nezavisimoye Voennoye Obozreniye reported.

Independent analysts, however, say the cost would be at least 20 billion to 25 billion rubles, which could be better spent on ships and hardware for a Navy that has been hit hard by a lack of funding since the collapse of the Soviet Union, the independent military weekly reported. Calls to the press services of the Defense Ministry and Navy went unanswered Wednesday. **Source : themoscowtimes**

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Ketelaarstraat 5c
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Belgium

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



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Vessel for Beaufort Shipping

As it was already reported, at the end of October the Volgograd shipyard (enters MNP) launched the vessel named **Dorado Plus** of 006RSD05 project.



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Beaufort Shipping is the customer of the vessel. Technical data: length – 139.63 m, breadth – 16.70 m, hull height – 6.00 m, capacity - 11408 cub m, deadweight in the sea - 6970 tons, deadweight in river - 4580 tons, container capacity - 274 TEU. **Source : Seanews**

First S. African Oil and Gas Shipyard Opens

South Africa's first shipyard to construct oil and gas production platforms was recently opened, according to a Reuters report. The shipyard will provide a foothold for the country to take advantage of a booming oil sector in Angola and other West African countries. South Africa is hoping the \$30.4m plant, part of a \$258.3m investment by Germany-based MAN Ferrostaal AG, will act as a service hub for Africa's burgeoning oil industry. The facility in Saldanha, about 100 km (62 miles) north of Cape Town, will manufacture components, such as bridges, decks and hulls for offshore oil platforms, largely to service fields in Angola and Nigeria to the north.

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Rowan orders four at AmFELS

Keppel AmFELS Inc. has secured contracts from Rowan Companies, Inc. (Rowan) to build four jackup rigs. Each rig is valued at US\$195 million, which includes owner furnished equipment. "The construction contracts with Keppel AmFELS afforded us the opportunity to accelerate the expansion of our offshore drilling business by partnering with a first class organization and shipyard," said Mr Danny McNease, Chairman and Chief Executive Officer of Rowan.

"Rowan is a world class drilling contractor and a new customer to Keppel," said Mr Tong Chong Heong, Managing Director & COO of Keppel AmFELS parent Keppel O&M and Chairman of Keppel AmFELS. We are glad that they recognize Keppel's capability and commitment to meet customer requirements on time, within budget and without incident.

Deliveries of the four rigs are slated progressively between the second quarter of 2010 through to 2011.

They will be built to the LeTourneau Super 116E design with initial leg lengths of 410 ft for operating in water depths of up to 350 ft and drilling depths of down to 30,000 ft. When completed, the rigs will be capable of drilling high-pressure, high-temperature and extended-reach wells.

Keppel AmFELS has just delivered its second rig to Scorpion Offshore and is constructing six more jackups: three for Scorpion Offshore; and one each for Atwood Oceanics, Diamond Offshore and Perforadora Central. It is also building a sludge vessel for the City of New York.



The **IVAN PAPINEN** seen departing from Rotterdam
Photo : Jan Simons ©

Hellespont Names New Panamax Tankers

Hellespont has officially named the last two of six panamax tankers constructed for the company at the New Century Shipbuilding Co Ltd in Jingjiang, China. The product carrier **Hellespont Providence** was named by Mrs. Daphne Papachristidis-Bove, wife of Alexander Papachristidis-Bove, President of Seatramp Tankers Inc. The **Hellespont Protector**, meanwhile, was named by Mrs. Andrea Meyer, wife of Kai-Kristian Meyer, Managing Director of HCI Capital, organizers of the financing of the vessels. Both vessels will begin long-term charters with The Sanko Steamship Co. Ltd. of Japan on delivery later this year. Hellespont operates four further panamax product carriers, one aframax tanker and four suezmax tankers. There will be a fifth suezmax tanker under operation shortly. Hellespont has a further fourteen vessels under construction - six platform supply vessels and eight chemical carriers. **Source :** **MarineLink**



The **SWIBER CAPTAIN** (former **SMIT LLOYD 47**) seen in Kuwait
Photo : Reinder Peek ©

Foss switches to ultra low sulfur diesel

Seattle-based Foss Maritime Company announced today that, effective immediately, its vessels are switching to ultra low sulfur diesel fuel (ULSDF) from low sulfur diesel fuel, significantly reducing emissions of particulate matter and other pollutants. The company's voluntary switch to the cleaner fuel comes nearly five years in advance of an EPA decree for marine engines to use ULSDF by 2012.

Susan Hayman, Vice President of Health, Quality, Safety and Environment for Foss Maritime, said ULSDF is fuel with a maximum of 15 parts per million as opposed to low sulfur diesel with a maximum of 500 parts per million. She says that, initially, "the company's fuel bill is going to be bit higher." But, she notes, "emissions of particulates and other pollutants are going to be a lot lower."

"Foss is stepping up to improve our air quality," said Gary Faber, President and COO of Foss Maritime. "The next time our tugs fill their tanks, it will be with ultra low sulfur diesel fuel, the cleanest diesel fuel on the market. The maritime industry has to do its part." "In the Pacific Northwest, one of EPA's top priorities is to protect the environmental health of the Puget Sound and the Columbia River basins," said Elin Miller, EPA Region 10 Administrator in Seattle. "We applaud the action that Foss Maritime is taking to reduce diesel pollution at Northwest port operations. Actions like these lower emissions, resulting in cleaner air. We encourage other companies to follow Foss' lead in reducing their impact and ensure environmental and economic health of the region."

Foss says the switch to ultra low sulfur diesel from low sulfur diesel will reduce sulfur dioxide emissions by about 9 tons per year in the Seattle/Puget Sound region and 8 tons per year in the Columbia and Snake Rivers area including Portland. Use of ultra low sulfur diesel by Foss will also reduce particulate matter by about 0.7 tons per year for Seattle/Puget Sound and 0.6 tons per year for Columbia Snake River. Voluntarily switching to ULSDF is the latest in a series of Foss environmental initiative. In March the company gained attention when it announced the development of the first true hybrid tug. Now under construction in the company's Rainier, Oregon, shipyard the tug is scheduled for launch in late summer 2008.

Except in California where the state already mandates use of ULSDF, most Foss vessels have been fueled by low sulfur diesel. Foss will immediately switch to ULSDF for the remainder of its fleet, except in rare cases of refueling in remote locations where ultra low is not available. The Foss announcement was welcomed by the Port of Seattle, which is working to meet recommendations outlined in the Northwest Ports Clean Air Strategy. The document was jointly published by the ports of Seattle, Tacoma and Vancouver, B.C., and created in association with the Puget Sound Clean Air Agency, the Washington Department of Ecology, EPA and Environment Canada. Its purpose is to recommend steps to reduce maritime, port-related emissions that affect air quality and climate change in the Pacific Northwest.

The Northwest Ports Clean Air Strategy calls for harbor vessels such as tugs to begin using ULSD or biofuel blends and to test hybrid vehicles by 2010. "Foss is well ahead of the curve in helping the port achieve early reductions in advance of national regulations so that we can make this a cleaner, healthier environment for Puget Sound area citizens," said Tay Yoshitani, CEO of the Port of Seattle, "We applaud Foss' decision to make this move now. Every day that working vessels are burning cleaner fuel makes a difference."

Foss has a significant presence in Portland as well as the Puget Sound.

"This is very much in concert with the Port of Portland's Air Quality Program--we are using the same kind of fuel in equipment at our container terminal," said Sam Ruda, Director of Marine and Industrial Development for the Port of Portland, "We encourage companies that work in and around our port to practice responsible environmental stewardship, and we support this proactive decision by Foss." **Source : MarineLog**

Safmarine bids farewell to SA HELDERBERG



SA HELDERBERG sails from Durban harbour, bound for China. For 30 years this ship has plied the South African trades with Safmarine, first on the South Africa – Europe service (SAECS) and more recently with the service to the Far East (SAFARI service). **Picture Terry Hutson**

It was an end of an era yesterday when one of the famous 'Big Whites' of Safmarine, **SA HELDERBERG**, was handed back to her owners, Danaos while at anchor off Singapore.

The ship had completed a final voyage on charter for Safmarine, performed as part of the SAFARI (South Africa – Far East) service and shortly after the handover the crew disembarked one last time before heading home for a period of leave.

One might think also of the many seafarers who served on this fine ship in the past 30 years on first the South African Europe Service (SAECS) and more recently the Safari service.

SA Helderberg (48,878-dwt) was one of four sister ships introduced by Safmarine for the then new container service between southern Africa and Europe. It was the dawn of containerisation in South Africa, with new container terminals having recently opened at Durban, Port Elizabeth and Cape Town. The advent of these and similar ships together with the terminals was shortly to revolutionise the local maritime industry as it was doing the world over.



With a length of 249m and a beam of 32.2m and capable of carrying an at that time mind-boggling 2450-TEU, the four ships were among the largest container ships then in service.

The **SA HELDERBERG** as **MSC TEXAS** - Photo : Willem van Maanen ©

Built in France for Safmarine, the **SA HELDERBERG**, **SA SEDERBERG**, **SA WATERBERG** and **SA WINTERBERG** operated alongside Ellermans' **CITY OF DURBAN**, Nedlloyd's **NEDLLOYD HOORN**, CMB's **ORTELIUS**, OCL's **TABLE BAY** and DAL's **TRANSVAAL**, although Table Bay was withdrawn quite early when the service was rationalised.

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Other ships on the SAECS service were replaced but the four Big Whites, as they came to be known, remained with almost no break in service, although **SA Waterberg** underwent a name change at the turn of the century and is today operating for sister company Maersk Line as **MAERSK CONSTANTIA** also on the Safari service.

SA Helderberg was the first of the four ships and was launched on 5 May 1977, making her first voyage to South Africa in December that year and arriving in Cape Town in January to a large welcome.

In 2000 with further rationalisation of the fleet **SA Helderberg** was briefly chartered to MSC and renamed **MSC TEXAS** before reverting to her original name and service.

The future for the ship and for her three sisters is uncertain, although given the demand for tonnage it is quite possible that all four will continue in service with some other carrier for several more years. Don't be surprised to see Helderberg back in South African waters. **Source : Ports.co.za**



"K" Line enters offshore services market

Shipping giant "K" Line is adding offshore services to its activities. Earlier this year, it signed a contract with Aker Yards for two AH 12 anchor handlers worth approximately NOK 1.7 billion for delivery in the fourth quarter of 2010 and second quarter of 2011 (see earlier story). At the time, Aker yards identified the owner only as "an international shipping company."



Today, Aker Yards announced it has signed a contract with "K" Line Offshore AS for building of four Platform Supply Vessels of Aker Yards PSV 06 CD design. The total value of this contract is approximately NOK 1.4 billion. Delivery of the four Platform Supply Vessels is scheduled between fourth quarter of 2010 and third quarter of 2011.

Roy Reite, President of Aker Yards' Offshore & Specialized Vessels business area, says:

"I am pleased to see that Aker Yards has been awarded this contract with "K" Line, which is one of the largest ship owning/operating companies in the world, with more than 460 vessels in its fleet. We look forward to cooperate with this new strategic customer in the offshore market."

The hulls for the vessels will be built at Aker Yards in Romania and they will be outfitted at Aker Yards in Norway.

The vessels will have a length OA of 94.90 m. a beam of 20 m and a deadweight of 5,100 tonnes. The main engines will deliver 8,800 kW. Speed will be 16 knots and accommodations will be provided for 25 people. **Source : MarinLog**

UK PORTS “CONGESTED”

THE Far Eastern Freight Conference is imposing a congestion surcharge of US\$145 per TEU on inwardbound containers discharged in the UK on or after 1 December 2007. A statement from the FEFC secretariat says: “The growth in cargo carried by the FEFC into the U.K. for the first eight months of 2007 has increased by almost 15% over the same period in 2006, and has averaged 485 TEU per day for the year to date.”

It continues: “Together with substantial growth seen in other trades, this level of increase has created congestion not only at the major UK terminals, but has also caused congestion of the inland transport and delivery systems. On occasions, Lines have found it necessary to by-pass UK ports and feed cargo to the United Kingdom, and in some cases divert their vessels to non-scheduled ports and equalise the costs from these ports. This has created even more congestion for an infrastructure that is already overloaded. The infrastructure congestion has also made it very difficult to repatriate much needed empty containers to Asia.”

According to the FEFC in meeting these, and “other operational problems”, its members have incurred substantial extra costs in supplying their liner services to customers. The surcharge follows a study undertaken by the lines which identified major cost increases in vessel operations, transshipment of cargo and port equalisation. The FEFC says: “The costs will be reviewed after 60 days and adjusted as necessary.”

While the congestion situation in the UK is according to the FEFC the most immediate problem faced by the lines they are also deeply concerned at the current situation and the possibility of increased congestion in both Northern Europe and the Mediterranean. This will become worse, as the continued high growth rates expected in 2008 and 2009 will add ever increasing volumes of containers to the already overloaded infrastructure throughout Europe.

Source : Maritime Global Net

88 Qatari Ships Carrying LNG Passed Suez Canal Last Year

Eighty-eight vessels from Qatar bearing cargoes of liquefied natural gas (LNG) used the Suez Canal in 2006. Of these, 74 were bound for Spain, six to France, five to Belgium and three to other destinations, according to Ahmed El Manakhly, Director of the Planning and Research Department at the Suez Canal Authority.



The Gas tanker **DUKHAN** seen passing the Suez Canal

Photo : Jaap van de Meeberg ©

With these vessels having a draft of around 40 feet, the Suez Canal would have more than adequate depth to allow them to pass through. Draft refers to a ship's minimum depth of water to float. The Suez Canal's draft is at 62 feet. In 2006, there were 287 LNG carrier trips via the Suez Canal, a number that will reportedly rise to 366, a combined capacity of 52.6m cubic metres by 2010. Tolls are collected on the basis of the size of the vessel. Since 1994, the Suez Canal Authority has been offering the LNG industry rebates of 30 per cent on transit tolls and since 1999, cargo incentives have also been offered. **Source : MarineLink**

APL LAUNCHES 53FT BOXES

THE container shipping arm of Singapore-based Neptune Orient Lines, APL, says that it will take delivery of the world's first 'ocean-capable' 53-foot boxes on 7 November. The first units will be deployed as a weekly service on APL's South China to Los Angeles service.

The creator of outsize containers in the 1980s, APL said its latest innovation – premium big-box service on a regular, weekly basis - has the potential to make a significant difference to the economics of Transpacific trade. "Our objective is to move big-box economics farther back in the supply chain to the point where products are manufactured in Asia," said Ron Widdows, CEO of APL. "We're responding to customers who want new levels of efficiency in their containerized trade."

The company says deployment of the new-generation, larger container for Transpacific trade is a logical next step for APL, which introduced the industry's first 45ft container in 1980, the 48ft in 1986, and the domestic 53ft box in 1989.

According to APL The 53ft container has become fundamental to domestic intermodal transportation in the US. But to date, other than for occasional cargo lifts when repositioning new containers from Asia to the US, 53-foot boxes haven't been strong enough to endure the rigours of ocean transport. Instead, importers ship cargo to the US West Coast in 20, 40 or 45-foot boxes, then trans-load – or transfer – their shipments to 53-foot containers at US ports for truck or rail transport to the final destination.

APL says that 53ft containers could become the transport method of choice for customers moving cargo to inland US destinations. The bigger boxes have 60% more capacity than standard 40-foot containers. They're 9 feet 6 inches high and 102 inches wide – six inches wider than standard boxes.

The carrier says it has concluded successful pilot tests of 53ft ocean containers with key US retailers which have led to the decision to order the big boxes for immediate use with selected customers. **Source : Maritime Global Net**

MOVEMENTS



The **QUEEN MARY 2** was spotted in New York - **Photo : Bauke Lyklema ©**



De **Geopotes 15** is bezig met het versterken van de Nederlandse kust, nabij de marine haven Den Helder. Dit is voor de SAR helicopters een ideale gelegenheid om hun vaardigheden te testen voor als de nood echt aan de man is. Dit is nu al de tweede keer dat ze even langs komen bij de **Geopotes 15**.

Foto : Sjouke Bierma ©

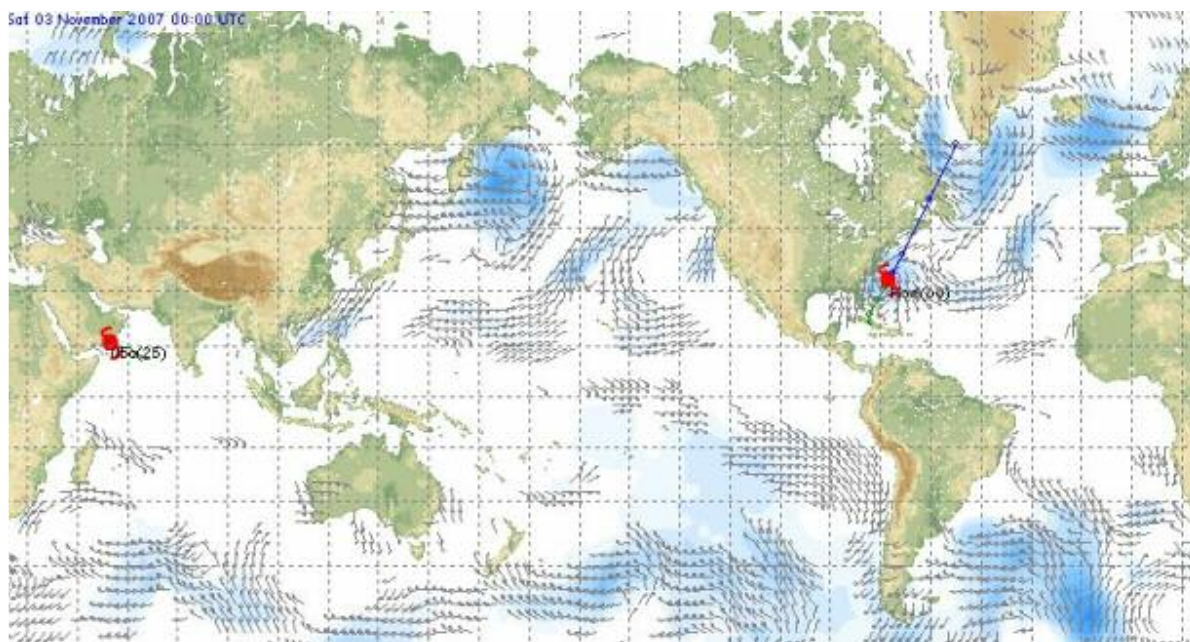
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.... PHOTO OF THE DAY

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Harm's latest AHT **JANUS** seen moored at the Parkkade in Rotterdam

Photo : Jas Louwen ©

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