

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 251



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

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**The JANUS was joined by her smaller sister TAURUS in Rotterdam**

**Photo : Jan Simons ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **Rhapsody of the Seas** seen departing Port Chalmers , New Zealand on the 2/11/07 bound for Lyttelton after making its first visit of the two scheduled visits for this summer season.

Photo : Ross Walker ©

## Fairplay Towage sells deepsea-tug „FAIRPLAY XIV“

Hamburg based FAIRPLAY Towage has sold its deepsea-tug „FAIRPLAY XIV“ to Greece.

The fourth tug of this name in Fairplay's 102 years of history was built 1970 as „Seetrans 1“ at Schichau-Werft, Bremerhaven. 1975 the tug was sold to Raga Schiffahrts GmbH, Hamburg trading under her new name „Raga 1“. As from 1978 the tug was laid-up in Cuxhaven before she was taken over by the Hamburg towage company Petersen & Alpers which operated her under the name „Hanseatic“. In 1987 Fairplay Towage bought the tug from Petersen & Alpers and renamed her „Fairplay XIV“.

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Since these days this very reliable tug is sailing in worldwide trade under the Fairplay flag together with her sister „**Fairplay IX**“. In the course of her Fairplay life, she circled the globe various times. The voyages performed since September 2006 alone are typical examples: in September 2006 the tug left San Francisco with a tandem-tow of two pontoons heading for Las Raffan, UAE. From there she ballasted to Nantong/China. Mid January 2007 „Fairplay XIV“ left the Nantong/Shanghai range with a pontoon laden with various inland river hulls for Rotterdam where she arrived end May - 4 months later. Thereafter she sailed for the Romanian Blacksea-port Tulcea to pick-up a newbuilding-hull for Stavanger/Norway. Her next job was to tow an empty pontoon from Stavanger to Escravos/Nigeria where the pontoon is used in a local offshore project. End December 2007 this pontoon will be picked up again to Europe by the sister-tug „**Fairplay IX**“. After having delivered the pontoon in Nigeria the **Fairplay XIV** demobilized to Piraeus where she arrived on 29th September. The hand-over to her new owners took place on 2nd November.



Photo : Willem Koper ©

Due to her very economical fuel consumption and her sizeable bunker-tanks which in combination enabled her for uninterrupted towages of up to 90-100 days and due to the tug's very high reliability, „**Fairplay XIV**“ achieved a very high utilization in her years under Fairplay-flag. On 2nd November the tug was delivered to her new owners „**Diavlos Maritime**“. She will forthwith sail as „**Pantadynamos**“ under Panamanian flag. Source : Fairplay Towage





## Cruiseship owners blame sea charts for sinking

The owners of a sunken cruise ship now resting on the ocean floor of Santorini's picturesque volcanic Caldera on Friday blamed erroneous sea charts as causing the maritime accident, with company officials charging that the exact location and depth of a reef struck by the ill-fated "**Sea Diamond**" were inaccurate.



According to information presented in Athens by the head of operations for the Louis Hellenic Cruises company, the reef was listed at a distance of 57 metres from the shoreline, but in fact, was 131 metres from the shoreline, which in this case is the sheer rock cliffs of the popular holiday island's caldera.

Additionally, Louis Cruise official George Koubenas said the depth of the reef was given as between 18 and 22 metres on a chart issued by Greece's relevant Hydrographic Service, instead of the actual

five-metre depth.

Koubenas said that since the 22,410-ton vessel's draught was 6.1 metres, the collision was unavoidable.

Company officials said they commissioned a new underwater survey of the immediate sea region where the vessel sank on April 6, 2007, results of which were received by the firm on Thursday. They added that the report was also conveyed to judicial officials investigating the accident, Santorini's harbour master and the hydrological service.

Asked by reporters why hundreds of other cruise ships over the years avoided the infamous reef using the same sea charts, Koubenas merely noted that skippers' maneuvers vary with every voyage.

The "**Sea Diamond**" sank at dawn on Orthodox Good Friday -- April 6, 2007 -- after it ran aground off Santorini the previous day. The 20-year old cruise ship sank at the site known by local mariners as "Old Mines", near Santorini's tiny harbour of Athenios, after water flooded its engine room and decks 2 and 3 during the night.

Two French nationals listed as tourists aboard the vessel remain missing to this date, a 45-year-old man and his 16-year-old daughter. The rest of the passengers (1,170), mostly Americans and Germans, and a crew of 390 were evacuated within a few hours after the ship ran aground. The "**Sea Diamond**" was launched after a major renovation in April 2006, operating a seven-day sea cruise from Piraeus to the Aegean islands. **Source : Athens News Agency, Greece**

## Russian attempted to blow up tanker in Kola Bay

**SSG-TØNSBERG.** In 2005, a Russian attempted to blow up the tanker **Trader** stationed in the Kola Bay. Igor Senin, a deputy mayor of the town Zaozersk in Murmansk Oblast, failed in his attempt but he is now in court on terrorist charges. He told the court that a Moscow businessman named Musinyan masterminded the attack, according to Murman.ru. Senin got hold of explosives, but was later caught by the federal security service – FSB – and arrested. It was not immediately clear why Musinyan wanted the tanker blown up. **Source : Scandinavian Shipping Gazette**

## INGEBRUIKNAME WALSTROOM ROTTERDAM

Op vrijdagmiddag 9 november wordt de walstroomvoorziening in de Maashaven officieel in gebruik genomen. Het is de eerste moderne elektriciteitsaansluiting voor de binnenvaart in de Rotterdamse haven. Het laat zich aanzien dat er nog veel van dergelijke contactpunten zullen volgen, zowel voor de binnenvaart als voor de zeevaart.

Voorafgaand aan de officiële ceremonie organiseert Bureau Voorlichting Binnenvaart in samenwerking met het Havenbedrijf een bezoek aan het binnenvaartschip dat als eerste gebruik gaat maken van deze nieuwe voorziening om de voor- en nadelen van deze nieuwe milieuvriendelijke maatregelen toe te lichten. Het Havenbedrijf nodigt journalisten uit hierbij aanwezig te zijn. Belangstellenden moeten zich aanmelden bij Tie Schellekens, persvoorlichter Havenbedrijf, 010-2523249, svp ook laten weten of u bij het officiële gedeelte wilt zijn.

Programma	
13.45 uur	verzamelen politiebureau, begin Maashaven Noordzijde
14.00 uur	bezoek binnenvaartschip met Jan Kruisinga (Bureau Voorlichting Binnenvaart ) en Cor de Ruijter (Eneco)
15.00 uur	einde bijeenkomst
15.15 uur	ontvangst Thales, aanlegsteiger Hotel New York (havennummer 1250)
15.30 uur	varen naar Maashaven welkom door Pieter Struijs, directeur Havenbedrijf, toespraak wethouder Marc Harbers ceremonie
17.00 uur	einde bijeenkomst

## Parliamentary hearing on Norwegian shipping tax

**SSG-TØNSBERG.** Norwegian finance minister Kristin Halvorsen will attend a parliamentary hearing on the controversial shipping tax proposal now before Norway's parliament (Storting). Also attending the hearing will be two leading law professors, Frederik Zimmer and Eivind Smith and a high court judge, Gunnar Aasland. This group of experts will focus on whether or not the shipping tax is retroactive, which is prohibited by paragraph 97 in the constitution. The two professors are known to be skeptical as to the legality of the shipping tax, while the retired high court judge is so far uncommitted. Even if the hearing should find the shipping tax to be illegal, according to the constitution, the proposal may still be passed by parliament as the government has a majority. **Source :** **Scandinavian Shipping Gazette**

## Estonia impounds part of Runner 4 cargo

**SSG-TALLINN.** On 31 October, the Estonian authorities impounded part of the cargo of aluminium salvaged from the wreck of the **Runner 4**. The Dutch salvage company **Mammoet Salvage B.V.** began salvaging the cargo on 10 August. The salvage operation was halted on 20 September due to bad weather when 3,257 tons of the total of 5,397 tons had been salvaged.

According to information given to SSG by Malle Koolberg, a lawyer at the ministry of industry, trade and communications, the cargo owner Dutch Fortis Corporate Insurance had guaranteed the Estonian state 10 per cent of the cargo's net value to cover a portion of the cost of pumping oil out of the wreck. The final date of payment was 20 October, but no money was paid. As a result, the Estonian authorities impounded 434 of the 4,340 aluminium bars salvaged. The **Runner 4** sank near the island of Vaindloo on 6 March, last year, while being assisted by an icebreaker. **Source : Scandinavian Shipping Gazette**

## Efforts under way to free LPG tanker

Weather permitting, **Titan Salvage** will make an attempt later today to free the LPG tanker **SCF Toms**, which was forced aground by Tropical Storm Noel. Officials report that the Russian-operated, Liberian-flagged vessel is hard aground about 90m from the shoreline of San Pedro de Macoris, which is about 40km east of Santo Domingo. The 26,424dwt tanker is said to have some 50,000 barrels of LPG aboard, but USCG spokesman Ricardo Castrodad told Fairplay that the vessel is stable and there have been no reported leakages or injuries connected with the grounding. "The Coast Guard is rendering technical support to the Dominican government," Castrodad said, adding that a helicopter and personnel are on site. Titan, a Crowley Maritime subsidiary, already has two tugs attached to the Liberian-flagged ship and has two more in route for the anticipated salvage effort. A salvage master and team are also aboard this morning, sources close to the project tell Fairplay. The salvage is being handled under a Lloyd's Open Form. The vessel is a newbuild, only entering service this year, and is operated by Novoship (UK) and owned by Sovcomflot. **Source : Lloyds – Fairplay Daily news**

## Ferry rammed in Trelleborg – captain suspected



**SSG-GÖTEBORG.** Last Friday afternoon, Unity Line's ferry **Galileusz** rammed TT-Line's **Nils Dacke** in the Port of Trelleborg with the former sustaining considerable damage to her hull. The accident occurred when the **Galileusz** was manoeuvring to berth alongside the quay but instead rammed the **Nils Dacke**, which was berthed at the quayside. "The **Galileusz** tore fairly large holes in about 25 metres of the hull, above the waterline, rather like a can opener", said Joakim Heimdahl, an inspector at the Swedish Maritime Safety Inspectorate, to SSG.

On Saturday night, the **Galileusz** left under her own steam for Szczecin where she will undergo extensive repairs. According to the shipping company's specialists, the repairs could take two weeks.

The captain of the **Galileusz** was given a breathalser test and was arrested on Friday. He was released the following day. "But he is suspected of having been drunk and of reckless

behaviour at sea", a police spokesman in Ystad told SSG. The captain has been suspended until the police investigation has been completed. **Source : Scandinavian Shipping Gazette**

## Warning on weather forecasting

Maritime industries – including ship operators – could be placing too much reliance on weather forecasting. The warning came from Lenny Smith, a research professor in the statistics department at London School of Economics, who said: "Over confidence or today's climate 'products' can put business at economic risk and science at credibility risk." He was speaking at yesterday's Imarest-organised event "Small Sea Changes: Big Business Impacts", where delegates expressed concern that organisations do not fully understand how weather affects their business. Dr Chris West, director of the UK Climate Impacts Programme, insisted that weather does make a difference and needs to be responded to. Delegates questioned whether current weather forecasting is good enough to help businesses make decisions, and clear emphasis was placed on the need for the information to be "fit for purpose". Dr West said that climate prediction does "draw upon the imagination", though Dr Matt Huddleston of the UK's Meteorological added that "uncertainty in outcome does not mean we should not act". **Source : Lloyds / Fairplay daily news**

## Two dead as crew overpower pirates

Crew on the North Korean cargo ship **Dai Hong Dan** have overpowered the Somalis who seized their vessel on Monday evening. The 9,889dwt **Dai Hong Dan** was seized on Monday evening about 60n-miles northeast of Mogadishu, where it had offloaded its cargo, believed to be sugar. Different news reports have said that the ship was attacked by pirates or was seized by local port operatives in the course of a financial dispute. Three crew members have been seriously injured, two Somalis are dead – although the cause of death is unknown – and five have been captured. Combined Maritime Forces in Bahrain were informed about the Dai Hong Dan situation on Tuesday morning. The destroyer **USS James E Williams**, operating as part of the maritime coalition, investigated. The **James E Williams** arrived at midday, local time, and ordered the pirates to surrender. "At that point, the Korean crew confronted the pirates and regained control of the ship" US Naval Central Command reported. "The crew was able to control the steering and engineering spaces of the ship, while the pirates had seized the bridge". The crew then called for medical assistance, which a boarding team from the **James E Williams** provided. The injured have been transferred to the US destroyer. The vessel now sailing towards the district town of Cadale, some 130km north of Mogadishu, Andrew Mwangura of the East Africa Seafarer's Assistance Program told Sea Sentinel. **Source : Lloyds – Fairplay daily news**



The **TALLINK AUTOEXPRESS 2** arrived in Willemstad (Curacao)

Photo : Kees Bustraan ©

## TUGSPOTTERS VERNIEUWD

Na bijna een jaar voorbereiding presenteerden het **TUGSPOTTERS** team gisteren vol trots de nieuwe generatie **TUGSPOTTERS.COM**! De nieuwe site heeft een meer hedendaags ontwerp en stelt het team in staat om gebruik te maken van nieuwe technieken om bezoekers nu en in de toekomst een betere ervaring te kunnen bieden.

Het concept **TUGSPOTTERS.COM** heeft sinds het begin, vandaag precies 4 jaar geleden, een enorme groei doorgemaakt. Dankzij de vele enthousiaste spotters, vrijwilligers en sponsors is **TUGSPOTTERS.COM** inmiddels een begrip geworden en trekt de site dagelijks tussen de 2500 en 3000 unieke bezoekers van over de hele wereld.

De technische ontwikkeling van de site is echter, door gebrek aan kennis en ervaring, achtergebleven bij de moderne ontwikkelingen op het web. Hierdoor ontbrak het de redactie op den duur aan tijd en middelen om het groeiend aantal inzendingen tijdig te kunnen verwerken.



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Mede daarom is er achter de schermen hard gewerkt aan een compleet nieuwe website. Hiervoor werd de hulp ingeroepen van nieuwe media ontwerper Stefan Scheele, die samen met de redactie heeft gewerkt aan een nieuwe opzet die een betere ervaring voor de bezoeker en een efficiëntere manier van werken voor de redactie mogelijk maakt.

Belangrijkste veranderingen zijn een nieuwe vormgeving en indeling, om het voor de gebruiker duidelijker en overzichtelijker te maken. Hierdoor is er ook ruimte gekomen voor nieuwe functionaliteit zoals het kunnen reageren op, of zoeken in nieuwsberichten.

Het laatste nieuws uit de sleepvaart is terug te vinden op de Nieuws pagina. Ingezonden opnames van sleepboten hebben een eigen pagina, Spots genoemd en Movements geeft een overzicht van alle binnenkomende en/of vertrekkende sleepers. De meeste pagina's kennen hun eigen categorieën, waarmee heel eenvoudig gefilterd kan worden op bijvoorbeeld alle nieuwsberichten voor de regio "Maas & Rijn". Iets wat nog ontbreekt aan de nieuwe site is het Foto Album. Deze is nog wel te raadplegen via een link naar de oude site, maar zal uiteindelijk vervangen worden door een database systeem. Momenteel wordt er nog hard gewerkt aan dit project, dus wordt vervolgd...

Graag willen wij alle mensen die de afgelopen maanden hebben geholpen met het testen van het nieuwe systeem hartelijk danken voor hun bijdrage en geduld! Voor sommigen zal het misschien even wennen zijn, maar we hopen dat de nieuwe site in de smaak valt en iedereen de nieuwe mogelijkheden weet te waarderen!

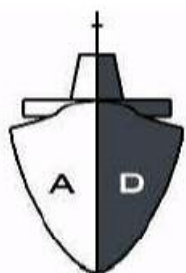
Voor meer informatie, opmerkingen of vragen kunt contact opnemen via het contact formulier op de site.

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## 16 crew feared dead as ship sinks

All 16 crew members of the cargo ship **Shenhai 1** are feared dead after the vessel sank on 28 October from Yingkou in the Bohai Gulf to Shanghai. The cargo of 4,800 tons of roll steel is said to have shifted in heavy weather according to a report received from the ship by the marine rescue centre in Liaoning province. When the alarm was sent the ship was 20 km from Lushun Port in the Bohai Gulf. One body has been found while search for the missing continues. The search and rescue mission has been hampered by poor visibility. The 2,900 gt ship is owned and operated by Shanghai Yinghai Shipping. **Source : Lloyds-Fairplay Daily news**

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



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The **R 06 HMS ILLUSTRIOUS** seen arriving at the river Tyne – **Photo : Kevin Blair ©**



"Shipshape and Bristol fashion" - **HMAS MANOORA** outbound, passing Stockton on the Hunter River NSW after a 90 day maintenance period at Forgacs' dockyard.

Completed in 1970 as the (LST) **USS Fairfax County, Manoora** and sistership **Kanimbla (exUSS Saginaw)** were commissioned into the Royal Australian Navy in November 1974 and converted to their present role, described as helicopter capable amphibious transport ships.

**Photo: BJ Browne ©**

## SHIPYARD NEWS

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

Ketelaarstraat 5c  
B-2340 Beerse  
Belgium

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



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

## TASMAN LAUNCHED AT FERUS SMIT



At the **FERUS SMIT** yard in Westerbroek yard number 377 was named **TASMAN** and launched November 3<sup>rd</sup>, the ship buildt for Captain/owner B.Broersma and R.Brouwer. The ship is the 7<sup>th</sup> of the Flinter 5400 tdw series

**Photo : Marius Esman ©**

## Russia preparing shipbuilding program

**SSG-TALLINN.** The Russian ministry of industry and energy has drawn up a strategy for developing shipbuilding up until 2020 and with a long-term perspective. According to this strategy, the state would support shipbuilding within the framework of maritime technology development from 2009 to 2016. Financing will require EUR 2.6 billion from the state budget and about EUR 1.2 billion in investments by the private sector. For the period 2009-2011, EUR 235 million has been earmarked for shipbuilding support. To support the shipbuilding industry even more, the ministry has drawn up a bill according to which VAT on shipbuilding would either be reduced or abolished. **Source : Scandinavian Shipping Gazette**

## Kherson Yard Built Vessel for Norwegian Company

Kherson Shipyard, JSC delivered the vessel named "**ASSO VENTINOVE**" to Myklebust Prosjekt AS, reports Ukraine Industrial. The cost of the order - \$5 mn. The length of the vessel which will serve drilling rigs is 70 m, the breadth - 17 m, the hull height - 7.5 m. **Source : SeaNews**

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**K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands**

Telephone : (31) 10 - 453 03 77  
Fax : (31) 10 - 453 05 24  
E-mail : [mail@workships.nl](mailto:mail@workships.nl)  
Website : [www.workships.nl](http://www.workships.nl)



The Dutch E.R.V. **WAKER** – Photo : Jop N. Roggeveen ©

## Calmac order new Islay vessel

**Caledonian Maritime Assets Limited Announces New Ferry Order for Islay to be delivered in 2011**



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Caledonian Maritime Assets Limited (CMAL) has Friday, November 2, 2007 announced an order for a new ferry which will be operated by CalMac Ferries Ltd (CFL) on the routes serving Islay from the mainland.

Agreement has been reached with the Remontowa yard in Gdansk, Poland to build an 89.90m long vehicle/passenger ferry and delivery is expected in spring, 2011. The cost of procuring the vessel and bringing her into service will be £24.5 million and is being financed by a loan from the Scottish Government. All interest and capital repayments will be met by CMAL. CMAL's Managing Director, Guy Platten said: "The Remontowa tender was one of 4 received and represented extremely good value in a very challenging shipbuilding market. The delivery of the vessel in spring 2011 reflects the huge demand for new shipping worldwide and the scarcity of vital components including engines. CMAL and CFL have been working very closely together on this project and are convinced that the ship will be cost-effective, provide value for money, and will meet all of our technical requirements. This new vessel demonstrates the Scottish Government's commitment to continue to modernise and improve CMAL's assets and to maintain reliable and affordable lifeline links to island communities. Once delivered it will provide the operator with the resources needed on the routes from Kennacraig to Islay to offer a first-class service."

Welcoming the news the contract has been signed, the Minister for Transport, Infrastructure and Climate Change, Stewart Stevenson MSP said, "We are absolutely committed to delivering first class ferry services for our remote and island communities. That is why we recently announced a study into a road equivalent tariff, and that is why we are today giving a firm commitment to a new vessel for Islay. This service is a lifeline for the community on Islay. Once delivered, the new vessel will provide much needed additional capacity, as well as bringing service improvements to local residents, businesses and tourists. Our commitment to ferry improvements does not stop there. We want to deliver a fairer deal for ferry passengers across Scotland."

The new vessel will be a modern Ro-Ro Euro Class B passenger vessel designed to carry 550 passengers, up to 88 cars, as well as coaches and commercial vehicles. The ship will also be capable of carrying dangerous goods.

Passengers will be accommodated on two well-appointed decks, with access gained at the lower of the two from an enclosed passenger gangway. There will be two lifts, one on each side of the ship, to all decks. The ship will also be built in line with DPTAC guidance on facilities for customers whose mobility is impaired. The overall cost of £24.5 million is broken down as follows: Shipyard build cost - £21.75 million. Additional overheads such as project supervision, vessel spares, training and delivery into service bring the total cost of the project to £24.5 million. **Source ; Naidheachd**

## Heli-platform haven Breskens

door Frank van Cooten

De firma **Vroon** in Breskens krijgt een helikopterplatform voor de deur op de Middenhavendam. De helikopter is bedoeld om een stuk sneller naar de vestiging van Vroon in Den Helder te reizen. Door de toenemende drukte op de weg is het bijna geen doen voor Vroon om nog redelijk op tijd in Breskens of Den Helder te komen. "Met de helikopter is de reis een stuk sneller en doeltreffender", liet wethouder Carien Bolijn gisteren weten.

Het dagelijks gemeentebestuur van Sluis besloot onlangs geen bezwaar te maken tegen een vergunning van Gedeputeerde Staten in het kader van de Natuurbeschermingswet.

Een helikopterplatform is niet in strijd met deze Natuurbeschermingswet. Ook is de veiligheid op de Westerschelde niet in het geding. **Source : BN-DeStem**

## Pieter van Vollenhoven oefent met Hoekse KNRM vrijwilligers

Door : Ron Zegers – KNRM Hoek van Holland

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Pieter van Vollenhoven bezocht zaterdag 3 november 2007 in het kader van **Make a Difference Day 2007** reddingstation Hoek van Holland van de Koninklijke Nederlandse Redding Maatschappij. Prof. mr. Pieter van Vollenhoven deed dit door als vrijwilliger deel te nemen aan het oefenprogramma van de reddingbootbemanning van KNRM reddingstation Hoek van Holland.

De Reddingmaatschappij was verheugd dat de voorzitter van de Onderzoeksraad voor Veiligheid kennis komt maken met het vrijwilligers werk van de KNRM. Om 10.00 uur vond er een briefing plaats in het bemanningsverblijf waar werd verteld wat het program was en hoe uit te voeren. De oefening volgens schema was evacuatie van een patiënt aan boord van een zeeschip en op de terugweg een Man Over Boord oefening.

Prof. mr. Pieter van Vollenhoven stapte, samen met de professionele vrijwilligers van de reddingmaatschappij, in overlevingspak met reddingvest en ging mee op de wekelijkse oefening van het reddingstation. Met reddingboot **Jeanine Parqui** werd zee gekozen naar het noodlijdende schip waar een medische evacuatie geoefend werd. Meester van Vollenhoven stond zijn mannetje en mede daardoor verliep deze oefening zonder problemen.



Op zee werd verder nog een Man Over Boord oefening uitgevoerd waar meester van Vollenhoven wederom voor werd ingeschakeld. De

drenkelingen werden spoedig opgespoord en gezamenlijk binnenboord gehaald en verzorgd. De terugreis van zee naar de Berghaven heeft meester van Vollenhoven zelf de reddingboot **Jeanine Parqui** mogen besturen en aangemeerd in de Berghaven. Tijdens de nabespreking werd met ieder een persoonlijk woord gewisseld en sprak zijn waardering uit voor alle bij de KNRM betrokken vrijwilligers. Om 12.30 uur vertrok Prof. mr. Pieter van Vollenhoven naar een volgende afspraak en ook de vrijwilligers keerden voldaan huiswaarts.

Met vragen kunt U contact opnemen met **Ron Zegers**, PR-Coördinator, en bemanning reddingboot "**Jeanine Parqui**" van Spilbergenstraat 50. 3151 BZ Hoek van Holland. Tel. **0174-385490**

E-mail: [ron.zegers@chello.nl](mailto:ron.zegers@chello.nl)

**De Koninklijke Nederlandse Redding Maatschappij wordt uitsluitend door vrijwillige bijdragen in stand gehouden**

## VOS Tracker has a Marble Automation alarm and monitoring system.

Four new Emergency Rescue Response Vessels (ERRVs) or safety standby vessels owned by Vroon Offshore Services are being equipped with a Marble Automation MS-2180 alarm and monitoring systems.



Photo : Jan Verhoog ©

The first vessel, **VOS Tracker**, has recently been delivered to the owner. The MS-2180 system delivered by The Netherlands-based Marble Automation consists of an alarm system; monitoring system; tank content measurement; navigation light control and monitoring; exhaust gas monitoring system; pump control and monitoring.

The company also delivered an emergency telegraph system type MS-321; a Bridge Watch Alarm System (BNWAS) type MS-421; and a RPM Meter type MS-921.

## Oil prices force Scandlines to raise prices

**SSG-RINGKØBING.** The high oil price has now forced Scandlines to raise the prices on the two international services from Rødby to Puttgarden and Gedser to Rostock. An ordinary ticket from Rødby will go up with DKK 20 and DKK 25 on the Gedser run. The two services are the only two where the ticket prices are changed due to the oil price. The Danish domestic services are regulated according to contracts with the government department Trafikstyrelsen. The domestic services are Esbjerg-Fanø, Bøjden-Fynshav and Spodsbjerg-Taars. **Source : Scandinavian Shipping Gazette**

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## Royal Haskoning to Project Terminal for Saint-Petersburg's Port

Sea Port of Saint-Petersburg, JSC signed an agreement with international company Royal Haskoning to project container terminal at the area of the Forth stevedoring company.



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According to the press-service of the port, Royal Haskoning was chosen to be the chief designer due to the results of the tender. Due to the contact Royal Haskoning will project the terminal together with Lenmorniiproject, JSC.

It should be pointed out that the building of the terminal will be realized in the framework of the port's development program. The investment volume will total \$364 mn. The project and survey work will be started this year. In 2008 it is planned to order equipment and begin the first stage building, which will be put into operation in 2009. The planned capacity of the terminal - 1400 000 TEU per year. **Source : SeaNews**



Over the last few days the attractive small ship **RECIFE** (119gt) has been working on Newcastle harbour hosting students from the local seamanship and navigational training school. Built in 1954 as **RUNDOY** at Arendal, Norway and described as a small cargo ship, her records also note the previous name of **KYSTVERN**, service with the Norwegian Navy as a Coastguard and training vessel, and it is said that a sister vessel is now a whale chaser.

Under the current owner/master, **RECIFE** left Haugesund in 2004 and is now Australian registered and home-ported to Sydney NSW since arriving via Suez in June 2004. **Photo: BJ Browne ©**

## Singapore gambles and builds berths

In a bid to "capture the growing container handling business", Singapore will build 16 new container berths at Pasir Panjang terminal. The Maritime Port Authority (MPA) told Fairplay it had awarded a contract worth S\$1.92Bn (\$1.3Bn) to a joint-venture comprising Penta Ocean Construction, Koon Construction and Transport, Hyundai Engineering and Construction and Van Oord Dredging as part of efforts to retain Singapore "as a major hub port and maritime centre". Work on the project has begun and will take six years to complete. The berth constructions are part of an original four-phase initiative to cope with an expected increase in container traffic arising from increased world trade. The new berths will handle an additional 14Mteu and also counter "regional competition". The republic has already begun building container and ro-ro berths under its earlier development phases. Fifteen new berths are to be added by 2013 based on demand. Singapore is poised to be the world's largest container port this year with volume set to surpass 27Mteu. **Source : Lloyds / Fairplay daily news**



The **EUROFERRYS ATLANTICA** seen in Tanger  
Photo : Yvonne Maij ©

## **Rotterdam plans \$246m Oman port expansion**

Rotterdam port is planning to invest in a 170 million euro (\$246m) expansion of a port in Oman, even as it enlarges its own facilities to accommodate increased traffic from Asia, its president said.

China's emergence as the world's third largest trading nation has pushed freight rates to record highs and strained port capacity from Europe to the Americas to Australia. Port of Rotterdam, in the midst of a massive expansion, also is looking at investment opportunities in India. "As the Port of Rotterdam, we want to invest abroad," Hans Smits told Reuters in an interview in the Chinese port of Tianjin.

Chinese demand has helped push crude oil prices to record highs, leading to booming demand for steel and consumer goods in the Middle East and supporting new port construction there.

Port of Rotterdam, already in a joint venture with Oman's government to run the Sohar port, will invest directly with its partner in a planned expansion that would accommodate a \$1 billion iron ore pellet project proposed by Brazilian miner Companhia Vale do Rio Doce (CVRD). A final commitment awaits CVRD's final decision on the 7.5m tonne pellet plant, expected by the end of this year.

Port of Rotterdam and its partner would contribute "tens of millions" of euros, with the rest funded through bank financing. In India, it is looking at possible investments in a greenfield or an existing port, Smits said.

"We'll stick to our business and to our core competence. We are not going to invest in terminals themselves; we are sticking to the 'landlord model.' We are very good in the master plan, in designing and operating ports, but we are not a Dubai World".

"Within seven to nine years, container capacity in a number of European ports needs to be doubled, it's as simple as that," Smits said, adding volume is growing by 10-15 per cent a year, driven by trade with China, Japan and Korea.

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Rotterdam, a major transit point for oil, coal, grains and other commodities, handles about 35pc of European port traffic by tonnage. **Source : Gulf Daily News**

### MOVEMENTS



The **SILVERWIND** seen Crown Bay (St.Thomas) – **Photo : Kees van Schie ©**

### OLDIE – FROM THE SHOEBOX



The salvage vessel **DOLFJN** seen after her conversion  
**Photo : via Willem Moerkerk**

### MARINE WEATHER

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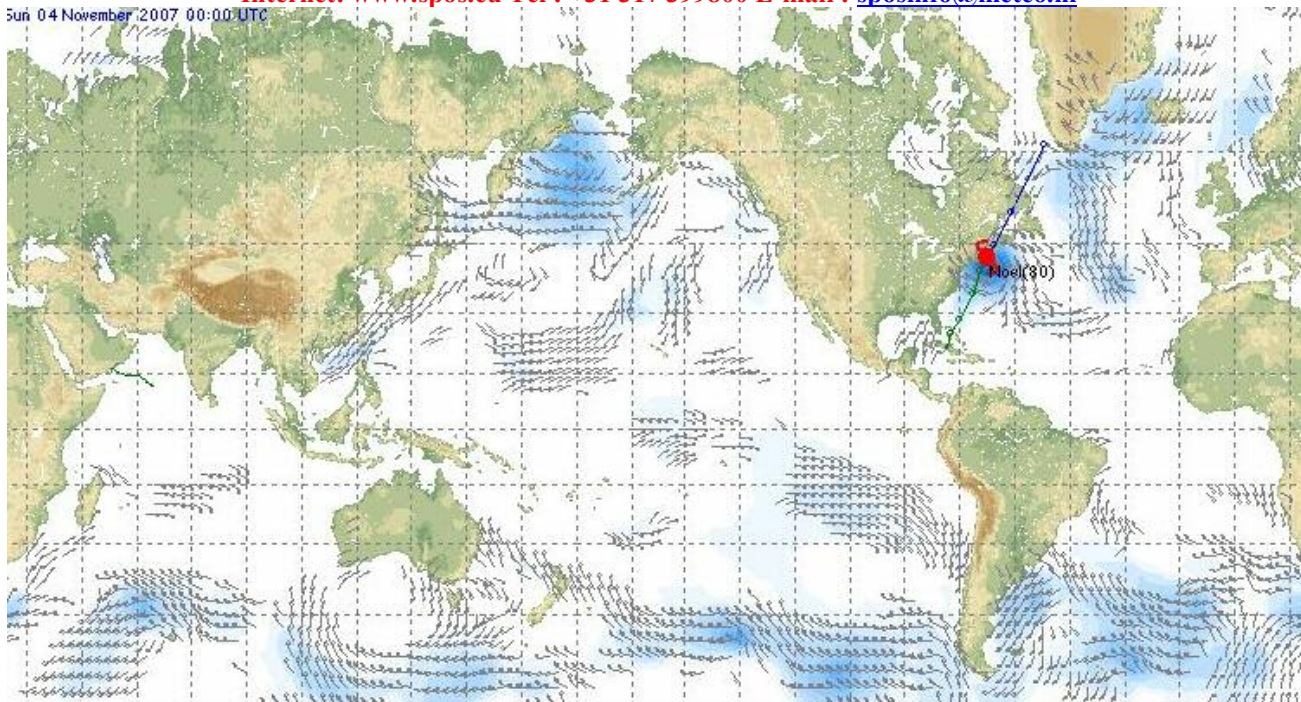


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## .... PHOTO OF THE DAY ....



The tug **ADA-D** seen anchored in Lyme Bay (United Kingdom) - **Photo : Piet Sinke ©**

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