

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 258



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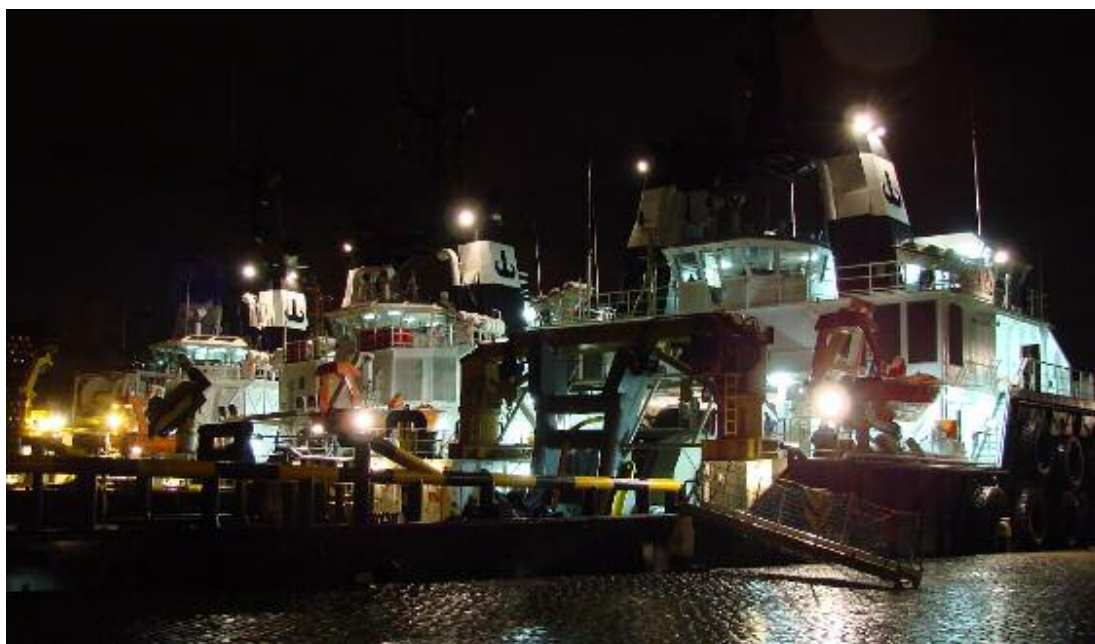
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**3 AHT's of HARMS bergung seen moored at the Parkkade in Rotterdam, the JANUS, TAURUS and MAGNUS.**

**Photo : Aad van Zon ©**

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## EVENTS, INCIDENTS & OPERATIONS



Bij Terschelling zorgt de bruine vloot voor een eindeloos wisselend schouwspel .  
Al bijna tien jaar fotografeert **Joep Steinmeijer** het water bij de Noord Cardinale van het Slenkje .  
<http://steinmeijer.net> - <http://pjsteinmeijer.artolive.nl> (portfolio)

## Stranden afgesloten na vondst granaten

De stranden van Scheveningen en 's Gravenzande zijn deels afgesloten na de vondst van enkele fosforgranaten. Ook op meerdere plekken langs de Noord-Hollandse kust werden granaten gevonden. De politie sluit niet uit dat er nog meer projectielen liggen. De Explosieven Opruimingsdienst onderzoekt hoe gevaarlijk de fosforgranaten zijn.

Source : Wereldomroep

## Mangalore: Salvage operations on Den Den soon

The Karnataka State Pollution Control Board has stepped into ensure safe removal of furnace oil from the capsized Eritrean ship m.v. **Den Den** off Tannirbhavi coast here. The actual process is likely to begin early next week.

Ramesh Kumar, environmental officer, KSPCB, told The Hindu here on Saturday that the board would ensure safe disposal of the oil as well. It would monitor the quality of sea water off the coast during the actual removal of the oil by the salvage team to ensure that there was no pollution due to spillage. "Once the oil is removed, shifted to storage tanks and taken to New Mangalore Port, we will monitor that the owners sell the oil to authorised recycling contractors," he said.

The aim was to ensure that the furnace oil did not end up in the wrong hands, Mr. Kumar said. The onus would be on the owner of the ship to ensure safe disposal of oil removed from the ship, and they could sell it only to such contractors who were authorised by the board to trade in such products, he added. The port authorities and the salvage team would monitor the actual removal of oil from **Den Den**, he said.

Meanwhile, the international salvage team that arrived here has carried out survey work on the capsized vessel has finished the basic ground work in the run up to removing the furnace oil on board the vessel.

K.V. Vaswani, Deputy Conservator, NMPT, said Al-Hamal, an offshore supply vessel (a tug), which the salvage team would be using in the operation, was expected to arrive at the port within 24 hours. The salvage team had plugged all air pipes in the vessel to prevent oil leak. It carried out sounding operation (to probe the depth) to determine safest path for the tug to approach the sunken vessel, he said.

In case, the tug could not come alongside the ship for lack of depth, it would remain in anchorage a short distance away. The salvage team had carried out tests using divers to determine the best place from where it could safely remove the oil using the "hot-tap" method. The oil would be shifted to storage tanks on board the tug and then taken to the port. The owners of the ship would then decide on the next course of action, he said.

Observing that the salvage team was not in a hurry to remove the oil given that it had to adhere to safety norms laid down by the KSPCB, Capt. Vaswani said the port authorities had sought a plan of action from the salvage team. "The team will go ahead with the actual process of removing the furnace oil once the plan is approved. The entire process may take four to five days," Captain Vaswani added.

### What is hot tap method?

Salvage experts, who are in Mangalore to retrieve oil from **Den Den**, have decided to adopt "hot-tap" method.

This involves using equipment to remove hydro carbonaceous fluid in the interior of the ship by drilling an aperture while employing cooling by cyclic drilling and/or refrigeration.

According to sources here, care is taken to ensure that the drilling is carried out in a manner such that the temperature of the drill and material being drilled do not exceed a target temperature that is derived from the decomposition temperature of the material being drilled. Source : The Hindu





Rotterdam boatmen of the **KRVE Eendracht** seen in action at the VOPAK terminal in Rotterdam  
Photo : Tjep van Roon ©

## LONG TIME “SHORE MEMBERS” OF THE KNRM



Every year on a designated day Long Time shore members ( supporters) of the Dutch lifeboat organization KNRM are invited at the several lifeboat stations where this supporters, on which the KNRM is pending, are put in the **spot-light for the day**, below at the picture made at the KNRM lifeboat station Katwijk aan Zee, the shore members are posing in front the special beach launched Valentijn 2000 type lifeboat **DE REDDER**, some members are supporting the KNRM for more then 50 years with their donations !!

The lifeboat **DE REDDER** seen in action  
Photo : Arie van Dijk ©



At the KNRM lifeboat station **KATWIJK AAN ZEE** the long time KNRM members (supporters) seen posing in front of the lifeboat **DE REDDER**, out of them 9 persons were supporting/donating the KNRM for more then 50 years !

**Photo : Arie van Dijk ©**

**There are many ways in which individuals can support the KNRM.  
Giving a donation or signing up as a member is quick and easy  
online ( [www.knrm.nl](http://www.knrm.nl) ) > word donateur**



In Hoek van Holland 22 long time members of the KNRM with their families were present, after a drink all together in the **TORPEDOLOODS** they all went onboard the lifeboats **JEANINE PARQUI** and the **KONINGIN JULIANA** (Havenmuseum-Rotterdam) for a trip in Rotterdam-Eurpoort, due to the stormy weather the last few days the weather was not really suitable for the trip, special with persons of average 78 years in age, but nearly all of them joined the lifeboats for the trip !

**Photo : Ron Zegers – KNRM Hoek van Holland ©**

**[www.knrmhvh.nl](http://www.knrmhvh.nl)**

## Cosco Busan Unified Oil Spill Update

More than 200 people are responding to the **COSCO BUSAN** oil spill. There are five skimmers in the Bay and three skimmers outside of the Golden Gate Bridge working to recover spilled oil. A skimmer is a mechanized oil recovery system. It utilizes a belt that is made from a material that attracts oil. 18,000 feet of boom has been placed around the Bay Area to protect the Beaches and wildlife. Two overflights were conducted this morning to evaluate the movement of the spilled oil and to assist in the directing of oil spill response vessels. Marine Spill Response Corporation (MSRC) and National Response Center (NRC) reports an estimated 58,000 gallons of bunker fuel was leaked into the San Francisco Bay yesterday with approximately 8,000 gallons recovered.

Due to potential health concerns, Baker Beach, Fort Point, Crissy Field, China Beach, Kirby Cove, Rodeo Beach, Muir Beach and Angel Island shoreline are closed to the public. The Ferries are still running to Angel Island. All crewmembers and the Pilot that were onboard the **COSCO BUSAN** at the time of the accident were alcohol tested within the required two hour time limit. The results of the tests were negative. All crewmembers involved in the navigation of the **COSCO BUSAN** including the Pilot provided samples to be drug tested within the first few hours. The results for the drug samples will not be available until early next week. The Bay Air Quality Management District has been conducting ambient air sampling to determine if there is any threat to public health. So far, these tests have not shown any significantly elevated levels of volatile organic compounds in the areas surrounding the spill. "The Air District is responding to odor complaints and monitoring air quality in the area to ensure air quality is safe," said Jack Broadbent, the Air District's Executive Officer. "Although the results from the monitoring show that the levels of hydrogen sulfide do not pose a threat to public health, it's prudent to minimize your exposure and stay away from the spill areas and avoid contact with bay waters," Broadbent said. The ambient air levels observed should not result in any long-term adverse health impacts. Oil is currently reported to be as far south as Hunters Point, east of Oakland middle harbor, up through Raccoon Straights and Brook Island, along the San Francisco waterfront, and past the Golden Gate Bridge as far north as Stinson Beach and south of Ocean Beach. California Fish and Game report 26 live oiled birds have been recovered. There are eight skimmers in the Bay and three skimmers outside the Golden Gate Bridge working to recover oil. 18,000 feet of boom is staged around the Bay Area to protect the Beaches and wildlife.

Source : MarineLink



## Human Error Caused Ship-Bridge Collision

A preliminary investigation found human error caused a cargo ship to crash into the Bay Bridge, leading to San Francisco Bay's worst oil spill in nearly two decades, the U.S. Coast Guard said Saturday as rescue teams raced to save hundreds of seabirds.

"There were skilled enough individuals on board this ship. They didn't carry out their missions correctly," said Rear Adm. Craig Bone, the Coast Guard's top official in California. Coast Guard officials declined to lay blame on any specific individual or provide further detail on the mistakes that were made during midweek crash.

Investigators were focusing on issues surrounding the ship's official protocol for safely navigating out of the bay, including possible communication problems between the ship's crew, the pilot guiding the vessel and the Vessel Traffic Service, the Coast Guard station that monitors the bay's shipping traffic. Coast Guard Cmdr. Andrew Wood said "the mere fact that they collided with a fixed object" offered clear evidence that a communication problem had occurred.



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But a language barrier between the vessel's pilot, Capt. John Cota, and the ship's all-Chinese crew was not likely a factor in the crash, since ship's captain and officers are required to speak English, officials said.

Cota, who is American, is among a group of specially trained pilots who are not members of a ship's crew but typically come on board to manoeuvre large cargo vessels in San Francisco Bay.

The **Cosco Busan** was headed out of the bay when it sideswiped a support on the San Francisco-Oakland Bay Bridge Wednesday morning, leaving a gash nearly 100 feet long on the side of the 926-foot vessel. The crash ruptured two fuel tanks, which leaked about 58,000 gallons of heavy bunker fuel into the bay.

Bone declined to comment on a report that the Coast Guard had warned the pilot about the ship's course shortly before the crash.

John Meadows, the lawyer for the ship's pilot, told The San Francisco Chronicle that the nearby Coast Guard facility radioed Cota and questioned his bearings. The pilot immediately responded by saying the ship's instruments showed he was on the correct heading, Meadows told the newspaper.

Bone acknowledged that there were communications between the ship and the Coast Guard's traffic facility before the collision. He said the communications involved the ship's course and speed but declined to comment further on the nature of the exchange.

On Saturday, the Coast Guard increased the number of ships to 20 from 11 the previous day to work on skimming the oil from the bay, said Petty Officer Sherri Eng. Nearly 20,000 gallons of oily liquid had been sucked up by Saturday morning, according to figures released by the Coast Guard.

About 770 workers joined cleanup crews on the water and along beaches to mop up the damage - a job that is expected to last weeks or possibly months. Authorities said most of the spilled oil will never be captured and eventually will dissolve into the water. Concentrated globules could remain for months and cause problems for seabirds.

At least 60 birds were found dead while 200 live birds were recovered and sent to a rehabilitation center in Solano County. State wildlife officials said they have received hundreds of reports of oiled birds found on Bay area beaches, two dozen of which were closed after tides carried the oil under the Golden Gate Bridge and into the Pacific Ocean.

Most of the injured birds are surf scoters, a duck-like species that lives on the water's surface and dives for fish. When oil gets on their feathers, it disrupts their waterproofing system and ability to stay warm, forcing them on shore where they are at risk of starvation.

"Oil and feathers don't mix," said Yvonne Addassi, a wildlife biologist with the state Department of Fish and Game. "We're in a time crunch. The birds can only stay oiled for so long before they can no longer be rehabilitated."

Officials warned untrained volunteers to stay away from the oiled birds to avoid chasing them back into the water.

Fish and Game officials said the fuel generally stays on the water's surface, and they had not seen any evidence that fish have been harmed - though they are concerned that the spill could affect bay herring that spawn at this time of year.

Bay Area fisherman want the governor to officially close the commercial and sport crabbing seasons on the California coast from Point Arena to the Mexican border until the waters are deemed safe, said Larry Collins, vice president of the Crab Boat Owners Association.

The sports season started on Nov. 3 and the commercial season was slated to start Nov. 15.

The crabbers said the oil spill does not harm the crustaceans until they're transferred to the live tanks in which are housed after being caught. Collins said crabs brought in by some fisherman on Saturday were dead on arrival.

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Gov. Arnold Schwarzenegger declared a state of emergency Friday after meeting with state, federal and local officials overseeing the cleanup. The proclamation makes additional state personnel, funding and equipment available.

Source : The San Francisco Chronicle



The Panama flagged NYK bulk carrier **SHIRANE** (43376gt/built 2000) in the Steelworks Channel, Newcastle, outbound for Japan with another Hunter Valley coal cargo, tugs **WATO** and **BARUNGA** trailing.

Photo: BJ Browne ©

## Grounded cruise ship afloat again; underwater obstruction cleared

The **Spirit of Nantucket** is in a Norfolk shipyard for repairs, and the obstacle it may have hit has been lifted from the Intracoastal Waterway. A crane placed the debris – apparently a discarded bulkhead – onto a barge about 9:30 p.m., clearing the way for an inspection of the channel.

If no more obstructions are found overnight, the busy maritime corridor could be back in full operation this morning.

It took a lot of work to clear the debris that the ship may have hit on Thursday, cutting a foot-long gash in its hull.

The Coast Guard said the 207-foot cruise ship, deliberately run aground to keep it from sinking, was re-floated just before 8 a.m. Saturday. Pushed by a tug, it was escorted by the Coast Guard and a Virginia Beach police boat to Colonna's Shipyard in Norfolk for repairs, said Petty Officer Chris Evanson, a Coast Guard spokesman.

After the accident, the Army Corps of Engineers – which maintains the 1,090-mile waterway from Norfolk to Miami – located a large piece of debris in the area, about 4 miles north of the Pungo Ferry Bridge.

Steve Baum of the Corps said a team from Crofton Industries of Portsmouth went to work before noon Saturday to remove it. Divers secured it in slings and, at about 3:30 p.m., a crane tried to lift it onto a barge. But "the sling broke, and it fell back to the bottom," Baum said. Divers attached additional slings, and by 9 p.m., it was dangling above the water. They initially had trouble positioning it on the barge "because it's so huge," Baum said. But after repositioning the barge, the crane lowered it safely onto the deck. It will now be taken out of the area for disposal.





With the debris removed, a Corps survey team that had stood by at the scene all day began a check of the area using sonar to make certain there is no remaining hazard.

Photo : HYUNSOO LEO KIM |  
THE VIRGINIAN-PILOT ©

If none is found, Coast Guard restrictions can be lifted. Those rules have prevented any commercial craft and recreational

vessels with a draft of more than 6 feet from traversing the area.

The object had reduced the draft – the clearance for a vessel – to 7½ feet. The allowed minimum is 12 feet.

"It appears to be a bulkhead" and almost certainly fell from a barge, Baum said. "We're talking some trash that came from somewhere else, because there's no bulkheads in that whole area."

And he is certain that it fell there recently, probably in the last few days. It's so large, Baum said, another boat would have struck it if not the **Nantucket**.

The **Nantucket** was carrying 66 passengers and crew on what was to have been a 10-day trip from Alexandria to Charleston, S.C. No one was hurt, and all the passengers have been taken on their trip by bus or been given a partial refund by the cruise ship operator, Seattle-based Cruise West. Source : The Virginian Pilot

## Schip met 275 illegalen in zwaar weer

Een onder Turkse vlag varende schip met aan boord 275 illegalen is zaterdagavond in de Griekse territoriale wateren bij zwaar weer in moeilijkheden gekomen. De Griekse koopvaardij heeft het schip naar de kust gesleept en de illegalen van boord gehaald. Er zijn geen gewonden gevallen. Dit heeft het ministerie van koopvaardij in Athene zondag bekendgemaakt.

Het schip, de **Aktag**, was met de illegalen en vijftien bemanningsleden onderweg naar Italië, maar kreeg op zo'n twintig kilometer uit de kust van Katakola, aan de westkant van de Peloponnesos, motorproblemen. De Griekse koopvaardij moest er aan te pas komen om de **Aktag** naar de kust te slepen omdat de boten van de gealarmeerde kustwacht niet opgewassen waren tegen de stormwinden van soms wel 100 kilometer per uur die in het gebied raasden. Source : De Pers

## Illness strikes on cruise ship

State health officials said they were contacted to run laboratory tests for Norwegian Cruise Lines to determine what sickened more than 400 of the 2 500 passengers aboard the **Pride of Hawaii**.

The tests would confirm if the ill passengers were suffering from the Norwalk virus or some other disease, the officials said on Friday. The afflicted passengers on the interisland cruise ship fell ill after the vessel left Honolulu Harbour on Monday.

The ship arrived at Maui on Friday and was expected to continue on to Kauai. Passengers suffering from nausea, vomiting and diarrhea and their cabinmates were asked to remain quarantined in their rooms for 24 hours.

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NCL said it was giving those passengers a \$200 on-ship credit. The company reported that the outbreak had been confined to just the one ship, that the "**Pride of Aloha**" and "**Pride of America**" were not affected.

Passengers booked on the **Pride of Hawaii's** next cruise were informed of the outbreak to give them the option of not sailing, NCL said. **Source : News24**



Another photo of the HARMS AHT's **JANUS**, **TAURUS** and **MAGNUS** moored in Rotterdam  
**Photo : Lenie Kleingeld ©**

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### Tanker loaded with oil broke in two, Azov sea

November 11, 04.45 LT in 45.12.3N 036.31.9E (Kerch Strait, anchorage #451) broke in two tanker **Volgoneft-139**, while staying at anchor, in tanks 5,6 area. Bow is afloat at anchor, aft afloat and drifting, all crew 13 persons in aft accommodation, no injuries, no immediate danger. Cargo 4077 tons heavy oil, about 1200 tons poured out. From Kavkaz port dispatched tugs **Poseidon** and Kapitan **Zadorozhniy**. Salvage command centers established in Moscow and in Kavkaz port. Tanker broke in two, judging from reports, because of severe storm, wind ESE 25 meters/sec in gusts, swell 4 meters high. **Source : Mike Voitenko**

## Dry cargo ship carrying sulfur sinks near Port of Kavkaz

A dry cargo ship carrying more than 2,000 tonnes of sulfur sank at the Port of Kavkaz in Russia at 10:25 a.m., on Sunday, the Southern Regional Emergency Situations Center told Interfax.

The nine crew reportedly boarded the life raft, the center said. Ambulance teams and rescuers are in the port already. The tugboat, the Poseidon, has been dispatched to the disaster area.

It was the second shipwreck near the Port of Kavkaz in the past 24 hours. A tanker carrying about 4,000 tonnes of fuel oil had broken in the Strait of Kerch earlier. **Source : InterFax**

## Tientallen doden na zinken schip Indonesië

Zeker 31 mensen zijn om het leven gekomen nadat een schip was gezonken voor het Indonesische eiland Sulawesi. Volgens de reddingsdiensten zijn er minstens 125 mensen uit zee gered. Volgens de minister van Transport, Djoni Algamar, sloeg het schip **Acit III** donderdagavond om, nadat passagiers op het dak waren geklommen om beter bereik met hun mobiele telefoon te hebben. Het schip raakte uit balans en kapseisde, aldus Algamar.

Aan boord zouden zich volgens officiële passagierslijsten zestig mensen hebben bevonden, maar in Indonesië zitten er vaak veel meer mensen op schepen dan er zijn geregistreerd. Gevreesd wordt dat het aantal slachtoffers dan ook zal oplopen.

Een verslaggever van radiozender Elshinta sprak vrijdag over 151 passagiers, maar de burgemeester van Bau Bau, een dorpje in de buurt van het ongeval, zei op de radio dat er 188 passagiers aan boord zouden zijn geweest. **Source : Telegraaf**

### NAVY NEWS

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## Harry S. Truman Carrier Strike Group Deploys



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Florida.

More than 7,300 Sailors from 17 commands and three staffs left their homeports Nov. 5 as **Harry S. Truman Carrier Strike Group (HSTCSG)** deployed to the Central Command Area of Operations as part of the ongoing rotation to support Maritime Security Operations in the region.

According to Rear Adm. Bill Gortney, commander, Carrier Strike Group (CCSG) 10, the mission of the HSTCSG is to be ready, when called upon, to support theater commanders. He emphasized that throughout all operations, safety will remain a primary focus.

"We are a robust strike group able to support the needs of our president," Gortney said. "We are joined in this fight and our strike group by a coalition - a Canadian frigate and a British destroyer."

The strike group returned from participating in Bold Step in early August, wrapping up a month-long Composite Training Unit Exercise and Joint Task Force Exercise.

They successfully completed a series of complex training events, which included naval surface fire support training and air-to-ground bombing off the coasts of Virginia, North Carolina, Georgia and

These intermediate level exercises are designed to forge the strike group into a cohesive, fighting team and are critical steps in the pre-deployment training cycle which flexes the strike group's abilities to carry out a full spectrum of possible missions, including surface strike, ground support and undersea warfare.

**USS Harry S. Truman's (CVN 75)** Commanding Officer, Capt. Herman Shelanski, said the ship is materially ready, the crew is well-trained and **Harry S. Truman** Sailors are excited to get a chance to implement their training.

"We practiced everything that could possibly go on in real life. We made it intense and it worked out in our favor," Shelanski said. "We also held several pre-deployment briefs to ensure family members were adequately prepared to deal with those things we hope don't pop up while we're on deployment but can make life for the families difficult."

Shelanski said he is proud to sail with this crew and has great expectations for the Truman team.

"I feel confident about sending our Sailors out to represent the United States and to make a positive impression on whatever country we get to interact with," Shelanski said. "The American people should be proud and feel confident and secure in the fact that the Harry S. Truman and these Sailors are out there protecting our country."

The HSTCSG is made up of CCSG 10 staff, Harry S. Truman, Carrier Air Wing 3, Commander, Destroyer Squadron 26 staff, guided missile cruisers **USS San Jacinto (CG 56)** and **USS Hue City (CG 66)**; guided missile destroyers **USS Carney (DDG 64)**, **USS Oscar Austin (DDG 79)** and **USS Winston S. Churchill (DDG 81)**; attack submarine **USS Montpelier (SSN 765)**; fast combat support ship **USNS Arctic (T-AOE 8)**; the Canadian frigate **HMCS Charlottetown (FFG 339)**; and the British destroyer **HMS Manchester (D95)**.

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**Carrier Air Wing 3** consists of Strike Fighter Squadrons **VFA-11**, **VFA-32**, **VFA-37** and **VFA-105**; Tactical Electronics Warfare Squadron **VAQ-130**; Carrier Airborne Early Warning Squadron **VAW-126**; and **Helicopter Anti-Submarine Squadron 7**.

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## LARGEST VESSEL EVER AT SCHELDEPOORT SHIPREPAIR YARD



In August this year the record was broken when the **CHELSEA** (156.802 brt) arrived at the Scheldepoort Shipyard in Flushing-East, now the record was broken again, when the 334 mtr long and 59 mtr width **NEW WISDOM** (164.952 brt ) entered the yard.

Photo : [www.maritimephoto.com](http://www.maritimephoto.com)

## Good offshore market for another two to three years

**SSG-TØNSBERG.** Around 250 ships worth close to NOK 70 billion are currently on order at Norwegian yards for delivery in the next three years and more than 80 per cent are for offshore vessels. According to Petter Dyring, a director of Fearnley Offshore Supply, the present good market may last for another two to three years. The owners in the offshore industry have had good earnings the past few years, but many non-traditional operators have now moved into the newbuilding market only to sell the contracts before the vessels are delivered at a profit. Talking at the yard conference in Ålesund, Western Norway, Dyring also asked if it was wise of Norwegian yards to sell expert knowledge like design to other yards. Companies like Rolls-Royce, Ulstein and Aker have done just that, Rather, said Dyring, the yards should use the good years to buy companies abroad and not only selling their knowledge. **Source :** **Scandinavian Shipping Gazette**

## **6 Workers Injured in Blast on Navy Ship**

**Explosion on a Navy Cruiser Injures 6 Maintenance Workers; Cause of Blast Under Investigation**

An explosion in the hull of a Navy cruiser during routine maintenance injured six workers on Saturday, one of them critically, authorities said.



**Top : USS Lake Champlain**

Subcontractors from the National Steel and Shipbuilding Co. were working in the fuel tank of the **USS Lake Champlain** as it sat in dry dock when the explosion occurred just after noon, said San Diego Fire Department spokesman Maurice

"Apparently it was caused by flammable gas that ignited," Luque said. "We don't know how or why."

Four of the workers were taken to UC San Diego Medical Center. One remained in critical condition with potentially fatal burns late Saturday, said Denise Thompson, a nursing supervisor at the hospital.

Another was in fair condition and two were in good condition, she said. Two other workers were treated at the scene of the explosion and released, Luque said.

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Above seen the **TSAVLIRRIS HELLAS** Sunday 13:00 hr It in Table Bay approaching Cape Town Harbour with in tow the **BRIGHT RUBY** .

Foto : Aad Noorland ©

## Hapag-Lloyd royaal uit de rode cijfers

Hapag-Lloyd zag het bedrijfsresultaat over het derde kwartaal met 103 miljoen euro sterk verbeteren. Vorig jaar werd over dezelfde periode een verlies geleden van 25 miljoen euro. De omzet van de rederij, onderdeel van TUI, steeg met 6,3 procent naar 1,61 miljard euro.

Hapag-Lloyd behaalde over de eerste negen maanden van het lopende boekjaar een bedrijfsresultaat van 257 miljoen euro tegenover een verlies van 91 miljoen over de vergelijkbare periode in 2006/2007. De omzet lag met 4,64 miljard euro een fractie (2,3 procent) lager dan over de eerste drie kwartalen van het vorige fiscale jaar. De verliezen van 2006/2007 zijn vooral toe te schrijven aan acquisitie en integratie van CP Ships eind 2005. **Source : Nieuwsblad Transport**

## Lauritzen orders more LPG

**SSG-RINGKØBING.** Lauritzen Kosan has signed up for another two gas carriers (ethylene) from the Korean shipbuilder Sekwang Heavy Industries in Ulsan. The ships are number 11 and 12 in the series that started with the **Isabella Kosan** earlier this year. The highly advanced LPG carriers are capable of carrying up to 8,000 cubic metres fully refrigerated down to -120°C. The two new ships will be delivered in late 2009 and early 2010. Two ships in the series are delivered, the **Isabella Kosan** and the **Helena Kosan**, while the **Ocean Prism** (owned by partner Allocean) will be delivered later this year **Source : Scandinavian Shipping Gazette**



The **NORTH KING** seen moored in Santos (Brazil)

Photo : Bruno Pricoli ©

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The Port of Rotterdam patrol vessel **RPA 15** seen operating off Hoek van Holland

Photo : Floor van Kleef ©

## Sovcomflot named three vessels

**SSG-TALLINN.** The Russian shipping company Sovcomflot has named three product tankers, the **SCF Pechora**, the **SCF Yenisei** and the **SCF Amur**, at STX Shipbuilding Yard in South Korea. The 47,000 dwt vessels, with a length of 183 metres, a beam of 32.2 metres and max draft on 12.43 metres, have ice-class 1A. The vessels are planned to

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transport oil products from Russian ports in the northwest region and from ports in the Far East. **Source :** **Scandinavian Shipping Gazette**



The tug **SMIT ELBE** seen in Rotterdam-Europoort with in the background the **APL NORWAY** which container liner visited Rotterdam during her maiden voyage

**Photo's : Michael van der Meer – [www.containershipping.nl](http://www.containershipping.nl) ©**



## Container Terminal in St. Petersburg for MSC



**SSG-TALLINN.** Construction of a new container terminal for Panamax vessels in the port of Lomonosov in St. Petersburg has begun, according to SeaNews.ru. Yantar is responsible for the project and has been joined by MSC as a partner. The container terminal will have an annual capacity of 175,000 TEUs when it opens next year, and this figure will gradually be increased to one million TEUs in 2012. The port will also be able to handle 300,000 cars per year.

Source : **Scandinavian Shipping Gazette**

## Trica entered the Transfennica-fleet

**SSG-ÅBO.** Transfennica has taken delivery of the fourth of eight combined ro-ro and container vessels from the Polish shipyard Stocznia Szczecinska Nowa. Named **Trica**, the vessel is sailing between Rauma, Hanko and Lübeck. The vessel has a length of 205 metres and a beam of 25.5 metres. Her cargo capacity is 640 TEUs and 2,900 lane metres.

Source : **Scandinavian Shipping Gazette**

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Source : **Scandinavian Shipping Gazette**

### Bulkers

**Sumihou:** 171,071 DWT blt 96 - IHI. Sold region USD 106,000,000 to Rizhou.

**Nordstar:** 150,661 DWT blt 83 Daewoo. Sold region USD 38,000,000 to undisclosed buyer.

2 x NB resale: 91,800 DWT blt 09 Sungdong SB. Sold region USD 76,500,000 / 71,500,000 to undisclosed buyer.

NB resale: 76,500 DWT blt 09 Imabari. Sold region USD 67,250,000 to Jinhui Shipping.

**Loch Maree:** 75,798 DWT blt 04 Sanoyas. Sold region USD 85,000,000 to Greek buyer.

**Dong Ya Ocean:** 75,714 DWT blt 81 Bremer Vulkan Schiffba. Sold region USD 26,200,000 to Chinese buyer.

**Red Nacre:** 73,739 DWT blt 99 Sumitomo. Sold region USD 75,000,000 to undisclosed buyer.

**Golden Joy:** 70,044 DWT blt 94 Jiangnan. Sold region USD 62,500,000 to undisclosed buyer.

**Soyang:** 66,764 DWT blt 84 Sumitomo. Sold region USD 36,000,000 to Korean buyer.

**Theofano M:** 64,976 DWT blt 82 Tsuneishi. Sold region USD 31,000,000 to Far Eastern buyer.

**Lake Maine:** 53,531 DWT blt 01 Imabari, Crs 4x30t. Sold region USD 71,500,000 to Greek buyer.

**Elpis:** 46,645 DWT blt 97 Mitsui SB. Sold region USD 60,000,000 to undisclosed buyer.

**Effy N:** 41,824 DWT blt 83 Mitsubishi, Crs 4x25t. Sold region USD 31,000,000 to undisclosed buyer.

**Ese Kaptanoglu:** 37,227 DWT blt 82 Hyundai Hvy, Crs 4x25t. Sold region USD 24,500,000 to undisclosed buyer.

2 x NB resale: 32,000 DWT blt 09 Jinse Hvy Ind, Crs 4x30t. Sold region 42,000,000 each to undisclosed buyer.

**Ypermachos/Diasozousa:** 28,100 DWT blt 84 Hitachi, Crs 5x25t. Sold region USD 26,000,000 each to TBS.

**Fleet Trader I:** 21,355 DWT blt 82 Watanabe, Crs 3x25t, D 1x25t. Sold region USD 13,000,000 to undisclosed buyer (old sale).

**Partner:** 8,924 DWT blt 98 Shin Kurushima, Crs 2x30.5t, D 1x30t. Sold region USD 13,750,000 to undisclosed buyer.

**Aimi:** 6,912 DWT blt 84 Murakami, Crs 2x25.5t, D 2x15t. Sold region USD 4,100,000 to Greek buyer.

### Containers

**Sea-Land Value:** 47,171 DWT blt 84 Daewoo, 3,440 teu. Sold at undisclosed price to MSC.

### Ro-ro/Ro-pax/Ferries

**RR Arrow:** 1,050 lm, 17 kn, Ice 1A, blt 98 Huelva,

**RR Triumph:** 1050 lm, 17 kn, Ice 1A, blt 98 Huelva. Sold region EUR 31,000,000 enbloc to Seatruck.

### Tankers

**Tribuana:** 147,500 DWT blt 89 Hyundai. Sold region USD 34,000,000 to TMT (for conversion).

**CE-Dragon:** 96,759 DWT blt 90 Sumitomo. Sold region USD 28,000,000 to Chinese buyer (for conversion).

SPP resale: 50,000 DWT blt 08 SPP. Sold region USD 58,000,000 to undisclosed buyer.

**Atlantic Wind:** 13,845 DWT blt 82 Nakskov Skibs. Sold region USD 6,000,000 to South American buyer.

### Reefers

**Cape Cavo:** 6,974 DWT blt 91 Shanghai Shy, D 8x10t, 228 teu, 8,498 cbft. Sold at undisclosed price to Silver Sea.

**Cape Cod:** 6,801 DWT blt 90 Shanghai Shy, D 8X10t, 228 teu, 8,498 cbft. Sold at undisclosed price to Silver Sea.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 258

**Aldor Ingebrigtsen:** 710 DWT blt 89 Tronderverftet, Crs 1x3t, 1,274 cbft. Sold at undisclosed price to Norwegian buyer.

### LPG

**Gas Nemesis:** 3,998 DWT blt 95 Watanabe Zosen, 5,016 cbm. Sold region USD 10,200,000 to Greeks buyer.

**Gas Renovatio:** 3,940 DWT blt 97 Kanrei, 3,312 cbm. Sold region USD 10,200,000 to Greek buyer.

**Gas Oracle:** 3,594 DWT blt 90 Teraoka, 2,940 cbm. Sold region USD 10,500,000 to Greek buyer.



The **CONDOR EXPRESS** seen leaving the port of Weymouth bound for the Channel Islands  
The ferry is not laid up as reported earlier this, this information was based on locall information received

Photo : Joost van de Driest ©

## MOVEMENTS



KOTUG's **SVEZIA** seen operating in Rotterdam-Europoort

Photo : Wil Kik ©



Above seen Hamburg Sud's container vessel **Cap San Raphael**, assisted with tug **El Oriental**, leaving Puerto Cabello Venezuela.

Photo : Crew Jo Calluna – Jo Tankers A.S. ©

## AIRCRAFT / AIRPORT NEWS

### Utrecht opgeschrikt door knal F16's

Inwoners van Midden-Nederland zijn zondagmiddag opgeschrikt door een knal. Mensen belden de politie uit angst dat er een grote bom was afgegaan. Maar twee F16's van de luchtmacht gingen door de geluidsbarrière, meldt een woordvoerder van de politie.



Foto : Piet Sinke ©

De F16's waren uitgevlogen omdat geen contact kon worden gelegd met een helikopter. Volgens voorschrift werden daar twee straaljagers op afgestuurd. Er bleek niets aan de hand.

In de regio Utrecht trilden de ramen van woningen toen de knal rond 15.30 uur klonk. Ook in Flevoland belden mensen

met de politie. "Tien minuten lang stond de telefoon hier roodgloeiend", zegt een woordvoerder. Source : NOVUM

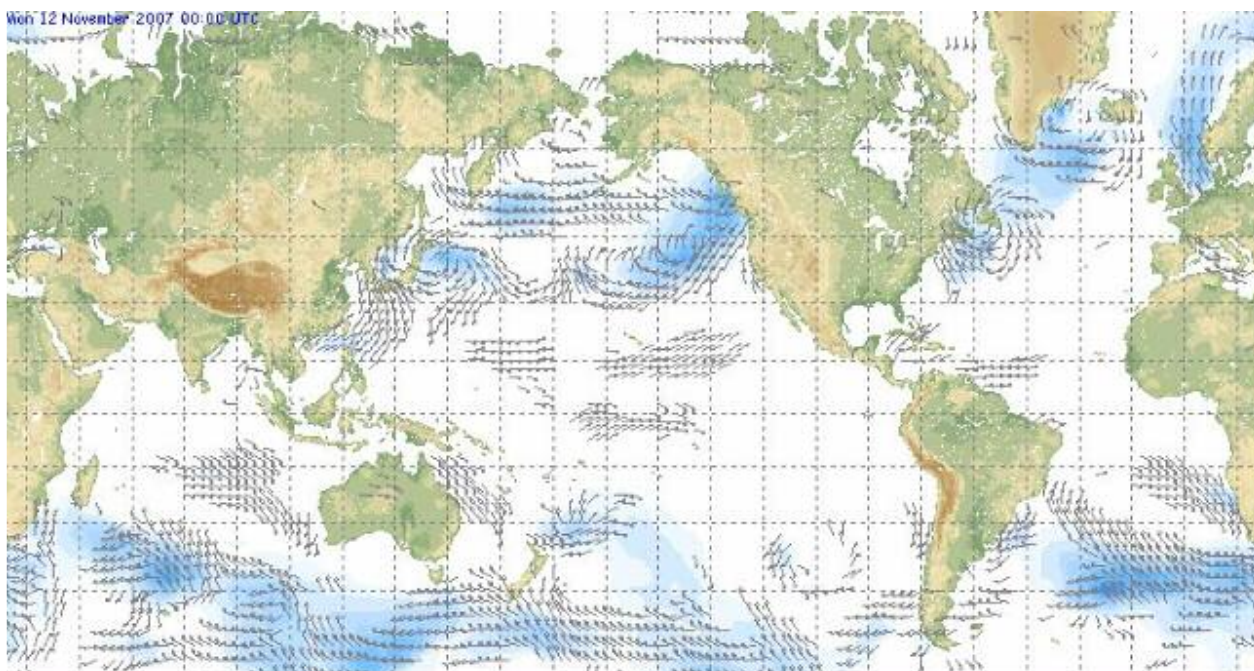
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

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



The dredger **HANG JUN 4007** seen operating in the port of Luanda (Angola)

**Photo : Jan Plug ©**

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