

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 262



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Supplyboat Southern Seahorse in Gulf of Mexico waters offshore Loop Radar
Photo : Jan Berghuis ©

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EVENTS, INCIDENTS & OPERATIONS



Full away - Another in the endless stream of bulk carriers taking Hunter coals from Newcastle NSW - where there are currently 42 vessels anchored off the port awaiting cargo, **GHENT MAX** (38489 gt) is bound for Rotterdam via Suez, with Singapore for bunkers. Delivered at Yokosuka in May 1998 as **BUNGA SAGA TUJUH** by Sumitomo (Yard #1231) to MISC, Port Klang, it became **GHENT MAX** in 2005, with Douglas, Isle of Man registry. It is due in Rotterdam on December 21st.

Photo: BJ Browne ©

Indonesia searches for 8 missing after ship sinks

A rescue boat was still searching for eight people missing after an Indonesian cargo ship sank off Sumatra last week, a port official said on Wednesday, although hopes of finding anyone alive were slim.

Two survivors were found floating in the sea 36 hours after the ship sank during bad weather off Belitung island, said Harto, an official at Jakarta's Tanjung Priok port.

The vessel which had 10 people on board, and was carrying 30 containers, was travelling from Jakarta to Batam island in Sumatra.

"The cause of the sinking is still unclear. We don't even know the coordinates where the ship sank. The weather was bad when the accident happened," he said.

The safety record of Indonesian passenger ships and ferries, widely used to connect the thousands of islands in the archipelago, is poor with vessels frequently overloaded and in poor condition.

Last month 30 people were missing after a sailboat sprang a leak and sank off the island of Sulawesi.

A week before, a ferry capsized off Sulawesi, killing around 30 people and leaving many missing.

Source : Mita Valina Liem, writing by Ahmad Pathoni, editing by Sanjeev Miglani

Judge gives Hawaii Superferry green light to sail again

Maui Circuit Judge Joseph Cardoza lifted a court injunction that has kept Hawaii Superferry from operating to Maui since Aug. 27. The judge ruled after hearing arguments from state Attorney General Mark Bennett and attorney Isaac Hall, representing three groups pushing for an environmental review before the ferry can resume service.

State Attorney General Mark Bennett told the judge he was bound by a new law signed by Hawaii Governor Lingle this month allowing the ferry to run while an environmental study is being completed.

Cardoza agreed, but commented: "Whether that represents good or bad legislative policy is not for this court to determine." Hawaii NBC station KHNL 8 reports that following Judge Joseph Cardoza's ruling, Hawaii Superferry CEO John Garibaldi and Governor Linda Lingle issued separate statements.

John Garibaldi issued the following statement:

"On behalf of Hawaii Superferry's family of employees, we are pleased with the judge's decision today. We are grateful for the support shown by the governor, legislature, and residents of Hawaii and look forward to commencing service soon. We will announce our plan for resuming service as soon as it is confirmed."

Governor Linda Lingle issued this statement:

"We are pleased that Judge Cardoza lifted the injunction, which will now allow the ferry service to resume between Maui and O'ahu. Judge Cardoza recognized that the Legislature and our Administration worked cooperatively, within the boundaries of our state constitution, to pass a law that preserves an important interisland transportation alternative for the people of Hawai'i."

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"As the interisland ferry service resumes, we will continue to work closely with environmental, cultural and agricultural organizations, the counties, the community and Hawai'i Superferry officials to ensure specific conditions are followed to minimize the impact on Hawai'i's natural and cultural resources.

"Throughout this public process, people with diverse opinions stepped forward to make their voices heard and to participate in state government. I thank everyone for their personal involvement, and encourage community leaders and residents to come together as we move forward as a state." **Source : Marine Log**



The **NORTHERN BELL** was spotted in Rio Grande (Brazil)

Photo : Marcelo Vieira ©



Impact of oil spill set to last for decades

Environmentalists in Russia and Ukraine predict that the ecological after-effects of a recent oil spill in the Black Sea will last decades. About 2 000 tons of heating oil spilt into the Kerch Strait dividing the two former Soviet republics on Sunday after a tanker sank in severe weather. "The clean-up of the water is going to take six months, and a complete clean-up of the coastal areas is going to take decades," environmentalist Aleksander Minin said in a teleconference yesterday.

Much of the water in the Black Sea, generally at depths below 200m, will not support life due to high concentrations of hydrogen sulphide and low levels of oxygen.

Where the oil sank to the depth of the sulphur-rich water in the Black Sea it could remain there almost indefinitely until returned to the surface or land by currents, Minin said.

Dozens of kilometres of sea shore have or soon will be polluted as a result of the spill, said Sergei Golubchikov, an environmental scientist. The largest portion of the oil slick at last report was in the middle of the strait and drifting slowly towards the Russian shoreline.

Russian and Ukrainian soldiers and civilians were continuing clean-up efforts, and rescue teams yesterday resumed search efforts for sailors still missing as a result of the storm. The gale struck the Kerch Strait with 100km/h winds, sinking four ships and sending 15 more vessels aground.

Skies were clearing but winds were still gusting and seas remained rough yesterday. All helicopters were grounded, and the only search-and-rescue efforts on the Ukrainian side were being performed by vehicles driving along the beach, according to Nestor Shufrich, Ukraine's Emergency Situations Minister.

Rain and continued poor weather conditions were probable up to the weekend, according to Ukraine's National Meteorological Service. **Source : thestar.co.za**

Duikongeval op de Noordzee

Het Kustwachtcentrum Den Helder ontving donderdag morgen rond 09.45 uur een melding van de Urker viskotter **UK133** dat ze een probleem hadden met een duiker. Deze duiker was te water gegaan om een net uit de schroef te halen van de kotter. Na een aantal minuten werd de man buiten bewustzijn aan dek gehaald. Nadat het schip was doorverbonden met een arts van de Radio medische Dienst is door het Kustwachtcentrum een helikopter van de Koninklijke Marine gealarmeerd. Ook een fregat van de Koninklijke Marine, **Hr. Ms. van Galen**, die op ongeveer 50 zeemijl afstand van de viskotter voer, is die kant op gedirigeerd. De plaats van het ongeluk is ongeveer 150 kilometer ten noordwesten van Den Helder. Om 10.50 uur heeft de helikopter een arts en een redder afgezet op het vissersschip. Reanimatie mocht echter niet meer baten de duiker bleek reeds overleden. **Source : Netherlands Coast Guard**



The **EDISONGRACHT** seen in Cape Town
Photo : Ian Shiffman ©

Will the cruise liner ever sail?

Don't be surprised to see a cruise liner docked near City Pulse multiplex if you happen to be passing by that way. A cruise liner right in the middle of landlocked Ahmedabad and Gandhinagar?

Yes, you heard right. This is no pipe dream, just an ambitious hotel project built in the shape of a cruise liner that has got beached due to lack of funds. The five-storey tall ship, which spans nearly 160 feet in length and over 50 ft in width and has 34 rooms as well as banqueting facilities, sits amid a 15,000-sq-ft huge wavepool to give guests a feeling of being seabound once in their room.

The ship also has for company a boat-shaped 200-seater restaurant, a diving pool, a submarine serving as an approach to the ship and another building, housing restaurants and 22 rooms.

A brainchild of a Gujarat government officer - BM Rao and his NRI family members - the ship hotel project was floated in 1999 but floundered in 2002 due to funds crunch.

"We are now trying to find a buyer or enter into a management tie-up with a hotel group. We have been talking with Ahmedabad-based Bhagwati group," admits Ilaxi Rao, a partner in Rao's Seaworld.

"Though unique, the project is located on a 25,000 sq yd piece of land which would today fetch nearly Rs 30 crore. We would have to pump in another Rs 17 crore to set it afloat, which makes the project unviable if we don't have full ownership," says Narendra Somani, chairman and managing director, Bhagwati group of hotels. **Source : Times of India**

Taiwanese ship freed by pirates arrives in Kenya

A Taiwanese fishing ship that was freed last week by Somali pirates who held it for five months arrived safely in the country. The **Ching Fong Hwa No. 168** and its 12 crew were seized in May off Somalia in one of the world's most dangerous waterways.

"I understand it has already docked at the harbour. I am on my way there," Andrew Mwangura of the East African Seafarers' Assistance programme said. The vessel was said to be carrying eight Chinese sailors and four Taiwanese, but Mwangura said there could be more on board. Somali pirates are thought to be holding a cargo ship registered in Comoros and a Japanese-owned chemical tanker. **Source : Kenya Broadcasting Cooperation**

Werken op zee is bloed, zweet en tranen

Door ANTOON OOSTING

Honderdduizenden inwoners van het noordoosten van de Verenigde Staten kunnen zich deze winter verwarmen met aardgas dankzij de mannen van de Rotterdamse rederij **Jumbo Shipping**. Een team van tegen de zeventig medewerkers van Jumbo Shipping en het Noorse APL bouwde de afgelopen maanden voor de kust van het Amerikaanse Boston een onderwater losstation voor de aanlanding van lng, vloeibaar aardgas.

Het is goed verdienen in de offshore. Vandaar dat het Rotterdamse Kahn Scheepvaart, de moedermaatschappij van Jumbo Shipping, probeert om sinds 2001 door te dringen in de markt van offshore-werk. „Bloed zweet en tranen is het,” zegt ir. Richard L. Krabbendam (62), de specialist zwaar hijswerk van Jumbo Offshore, een dochteronderneming van Jumbo Shipping. „Het is vreselijk moeilijk om in deze industrie door te dringen. Je moet aan heel veel eisen voldoen.” Tegelijkertijd blijven de risico's in het offshore-werk bijzonder groot. „Als er iets misgaat op zee is er niemand om je te helpen. Dan moet je 't helemaal zelf doen,” zegt Sjoerd Meijer, op z'n 29ste al senior projectleider van de klus waarvoor Jumbo begin dit jaar de opdracht kreeg van het Noorse ingenieursbureau APL.

Dat had een systeem bedacht waarbij tankers met vloeibaar gemaakt aardgas hun lading ver uit de kust via grote boeien kunnen lossen. Aan de boei zit de leiding waardoor het gas aan land komt. Zo drijven nu op 18 mijl voor de kust van Boston twee grote boeien op 30 meter diepte onder water, wachtend op de komst van een met lng geladen tanker uit Trinidad. Komt die aan dan trekt hij de boei omhoog en klikt deze vast aan een aansluiting onder het schip. Via de leiding stroomt het aardgas naar de wal.

Sjoerd Meijer kreeg met de engineers van Jumbo/Kahn vier maanden de tijd om te berekenen hoe het allemaal moest gebeuren. Werk wat ze voor het grootste deel nog niet eerder hadden gedaan. „Dat zijn flinke uitdagingen met heel veel nieuwe aspecten. Met kettingen leggen hadden we wel ervaring, maar het installeren van zuigankers en boeien hadden we bijvoorbeeld nog nooit gedaan,” vertelt Meijer. Het voor deze klus uitgekozen schip was de **Jumbo**

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Javelin, een zwareladingschip met twee grote 900 tonskranen. „We hebben behoorlijk wat inspanningen gedaan om het schip geschikt te maken,” vertelt Meijer.



De **JUMBO JAVELIN** – Foto : Jumbo Shipping ©

Omdat het schip zo stil mogelijk zonder ankers midden op zee op één plek moet blijven liggen, is de Jumbo Javelin uitgerust met een systeem van Dynamic Positioning. Daarbij worden de motoren van de schroeven door computers gestuurd op basis van satelliet-navigatie. Omdat de bemanning voor deze klus ruim verviervoudigde van 18 tot 70 man, zijn aan dek twee lagen containers met luxe wooncabines gezet. „Die moesten ook bij windkracht 10 nog blijven staan, met airco en brandveilig,” vertelt Meijer. Voor de extra bemanning kwamen ook extra reddingsboten aan boord.

Half juni kon de in de Waalhaven verzamelde lading aan boord worden genomen, waaronder de twee boeien en 3000 ton aan kettingen, met een totale lengte van 8 kilometer en schakels van 80 cm groot. Een schakel weegt 360 kilo. In Canada moesten de zuigankers worden afgehaald. De zestien 142 ton wegende ankers – 11,5 meter hoge, 14 meter diameter brede tonnen met open onderkant – waren de grootste ooit geïnstalleerd. In Canada kwamen ook de mensen van APL en de Amerikaanse opdrachtgever aan boord, Noren, Amerikanen en Zuid-Afrikanen, de stoere mannetjesputters die aan dek de zware lading aan de kranen bevestigen.

De klus, het in de zeebodem zuigen van de ankers, het bevestigen van ankers en kabels aan de twee onderwaterboeien, vergde uiteindelijk een kleine veertig dagen. Meijer: „In de offshore is het dag en nacht doorwerken. Dat is zes weken lang 24 uur per dag, twaalf uur op, twaalf uur af. Veel langer is zo’n ritme ook niet vol te houden.”

Meijer was als manager van het project de volle zes weken aan boord. Krabbendam de laatste twee weken. Gezamenlijk zorgden ze voor een uitgebreide film- en fotoreportage van de operatie.

De klus verliep, afgezien van wat aanloopproblemen met de plaatsing van de zuigankers, bijna perfect. „De lange voorbereiding heeft zich uitbetaald. Voor 95 procent kun je het van tevoren berekenen. Op zee zijn er toch altijd dingetjes die anders gaan dan gedacht,” aldus Meijer. En ook het weer zat mee. „Als het weer omslaat, moet je wachten en vertraagt het hele project,” zegt Krabbendam. Meijer: „Dat we konden transporteren wisten we. Maar we kunnen ‘t nu ook installeren.”

Cosco Busan may be moved soon

A temporary repair plan for the **Cosco Busan** may be approved as early as today, allowing the tanker ship to relocate from the middle of the San Francisco Bay to a local shipyard, according to a spokesman for the Regal Stone Ltd., the company that owns the vessel.



The 900-foot container vessel has been anchored in the greasy waters of the San Francisco Bay since Wednesday, when the ship struck a tower of the San Francisco-Oakland Bay Bridge and gashed a hole in the side, spilling 58,000 gallons of toxic bunker fuel into the bay. The gash has been capped, but the repairs were temporary.

Naval architects have been constructing a repair plan for the **Cosco Busan** that will provide the ship with enough strength to reach a farther destination to allow for permanent repairs, said Jim Lawrence, a spokesman for Regal Stone Ltd.

Once the U.S. Coast Guard approves the plan proposed by the naval architects, the **Cosco Busan** will move from its anchored spot in the bay to the Port of Oakland, according to Lawrence.

Repairs on the ship include placing stiffeners behind the hole and plates in front to cover the puncture "like a patch," Lawrence said. In addition to repairs, the ship is undergoing a physical inspection to determine if any faulty equipment contributed to the vessel's crash.



"When you have a marine accident, every nook and cranny will be examined and every stone will be turned over," Lawrence said. Because human error aboard the ship appears to be the cause of the crash, the U.S. Attorney General is conducting a federal criminal investigation as well, the Coast Guard reported. **Cosco Busan's** crewmembers, with the exception of Pilot John Cota, have remained on the ship since Wednesday because they lack the proper papers to enter the United States, according to Lawrence.

"The crew is not being detained; the ship is detained," Lawrence said. "The crew is not allowed ashore because they could not clear customs." Six members of the **Cosco Busan** crew were subpoenaed, and their participation in the investigation is expected to take one to two days, according to Lawrence. No charges have been filed against Cota,

Lawrence added. A spokeswoman for the U.S. Attorney General's office in San Francisco declined to comment on the criminal investigation. **Source : Bay City News**

Lichamen bemanningsleden gezonken schip gevonden

Reddingswerkers hebben maandag de lichamen gevonden van drie bemanningsleden van een Russisch vrachtschip dat zondag in de Straat van Kertsj tijdens een zware storm tot zinken kwam. Vijf bemanningsleden worden nog vermist.



Het schip, de **Nachitsjevan**, was een van de tien schepen die in de Straat van Kertsj, die de Zwarte Zee en de kleinere Zee van Azov met elkaar verbindt, vergingen of aan de grond liepen. Een daarvan, de in tweeën gebroken Russische olietanker **Volganeft-139**, verloor daarbij meer dan tweeduizend ton olie, waarvan een deel inmiddels aan land is gespoeld. De **Nachitsjevan** vervoerde zwavel, net als een ander schip, dat eveneens is gezonken. Die zwavel, in totaal 6.500 ton, is ook in zee terechtgekomen. Onderzocht wordt of dit op de lange termijn schadelijke gevolgen kan hebben. Volgens het Russische ministerie van noodsituaties vormt de zwavel geen gevaar voor de habitat van het gebied.

De bemanningen van de tanker en het andere gezonken vrachtschip zijn gered. Van een vrachtschip dat in de Zwarte Zee zonk, in de buurt van Sevastopol, zijn twee bemanningsleden verdronken. Een bemanningslid wordt vermist. Volgens het Russische openbaar ministerie waren de kapiteins van schepen in het gebied zaterdag gewaarschuwd voor de storm. Een officier van justitie zei voor de televisie dat de **Volganeft-139** uit de tijd van de Sovjet-Unie stamde en was ontworpen voor het vervoer van olie over rivieren.

OPROEP VOOR ALLE LOODSEN IN HET ROTTERDAMSE

Hierbij het vriendelijke verzoek bij het passeren van de **Beethoven flats** in **Maassluis** op **Vrijdag 16 November (vandaag dus)** even aan de fluit te willen trekken, dit omdat mijn vader **Aad Sinke**, ook al jarenlang een zeer grote scheepvaart liefhebber en tevens levert hij regelmatig fotos voor deze newscippings die dag zijn **78 ste** verjaardag viert, en als hij je hoort zal hij wel even zwaaien, alvast bedankt namens de samensteller van de newscippings !!!! ☺

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3 of the 4 workers hurt in blast leave hospital

Three of the four shipyard workers injured Saturday in an explosion aboard the Navy cruiser **Lake Champlain** have been released from the hospital, a shipyard spokesman said. The fourth man suffered severe burns and remained hospitalized, said John Kowalczyk, a spokesman for BAE Systems, which owns the shipyard where the accident occurred.

Citing federal privacy restrictions, Kowalczyk declined to give the man's name, age or current condition. He would not say what the employee's role was aboard the ship or name the subcontractor who employed him. A crew of about 200 workers from BAE Systems and General Dynamics NASSCO was working on the ship when the explosion occurred Saturday afternoon, said Bob Kilpatrick, president and general manager of BAE Systems' San Diego Ship Repair. The yard is on San Diego Bay at the foot of Sampson Street in Barrio Logan.

BAE and NASSCO frequently share labor on Navy ships as part of an ongoing partnership, said Karl Johnson, a NASSCO spokesman. The injured workers were inside a bi-level fuel tank measuring 10 feet by 60 feet that stood about two stories tall, Kilpatrick said. The ship is in dry dock undergoing repairs to stiffen its frame, he said.

Inspectors from the federal Occupational Safety and Health Administration visited the site for a few hours Sunday, Kowalczyk said, but they have turned the investigation over to the two companies. Work resumed on the ship Sunday after two safety checks, he said.

Kilpatrick said investigators are looking into the possibility that a natural-gas line in the bottom of the tank may have been nicked, causing the explosion. But Johnson said NASSCO and BAE consider any findings from the investigation to be private. **Source : signonsandiego**

SA Navy staff jump ship in droves

Reports of crippling staff shortages in the South African Navy have emerged less than 10 months after it introduced incentive schemes for technical and combat staff to join the service. A high-ranking officer who spoke to the Cape Times on condition of anonymity said morale in the service was so low that staff were leaving in droves. Most of these were highly trained technicians and engineers.

But the navy has said the brain drain is because of the "vast technical skills shortages being experienced in our country". "They are treating people like dirt and this is pushing the guys to leave" The officer said the "sheer ineptitude" of the remaining staff meant that errors were creeping into operations. Almost 100 tons of fuel went missing recently and food orders were incorrectly cancelled.

"It is partly because of (poor) management and partly because of the affirmative action thing," he said. "Middle-aged guys are leaving while those who do not necessarily have the experience are being fast-tracked."

The officer said the navy was buying carriers that "cost a fortune" without spending money on training staff to man the vessels. "They are treating people like dirt and this is pushing the guys to leave."

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He said officers were being given "golden handshakes" or packages to leave the navy, then returning as consultants.

Trainers were complaining that many new recruits were illiterate or could not even swim. This assertion is backed up by a July article in the navy's internal news letter about the lack of navy divers.

'The SA Navy is managing the shortage of skills satisfactorily'

"The majority of these members could not even swim," noted the article. The officer added that many new recruits should not have passed their physical entrance examination. "We are seeing a bunch of sick sailors who cannot do anything."

Another officer, who also declined to be named, agreed there were staffing problems in the navy. He declined to be drawn into what these problems were, saying only that there were serious concerns. But, the "real issue" was that the "technical core" of the navy was being depleted as staff opted to work in the private sector.



The **SAS MENDI (F 148)** seen departing from Cape Town – **Photo : Ian Shiffman ©**

Navy spokesperson Prince Tshabalala said: "As with any organisation in South Africa, the SA Navy has indeed lost people as a result of resignations, including members from the technical fields. However, this should not be attributed to transformation."

He said transformation initiatives were in place to "mitigate the challenges created by the national skills shortage".

"Furthermore, the SA Navy has embarked on a special recruitment drive that focuses mostly on the technical and artisan fields of the navy." Tshabalala said more than 100 skilled recruits would join the navy next year. "The SA Navy is managing the shortage of skills satisfactorily," he said. **Source : iol.co.za**

Malaysia - Scorpines Not Expected To Start Regional Arms Race

Malaysia's procurement of two Scorpene-class submarines worth RM3.4 billion will not trigger any regional arms race as Malaysia is not the first country in the region to boost its naval capabilities with underwater attack craft.

Dr Tang Siew Mun, a lecturer at Universiti Kebangsaan Malaysia's (UKM) School of History, Political and Strategic Studies whose expert areas are strategy, war and use of force said Malaysia had made it clear that it never intended to be a military power.

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"The number (of submarines) we bought are too small, one is on the way and another is being build. It doesn't really make much difference in terms of strategic power balance in the region," Dr Tang told Bernama in an interview here recently.

Dr Tang said military-advanced countries like Singapore and Australia will not be alarmed by Malaysia's acquisition of the submarines as they have adequate anti-submarine platforms. There has never been any arms race in South East Asia as most of the countries in this region have limited capabilities especially in terms of finances. Even during the Cold War era, security were underwritten by either Soviet Union or the United States.

"Why should other countries be worried with Malaysia having submarines? Just after the Cold War, Indonesia bought former East German navy ships. "Are we worried? Should we buy more arms to compete with the Indonesians? The answer is no," Dr Tang exclaimed, adding that those ships are not operational due to lack of funds. "The point is even if we want to compete and have an arms race with other countries, we do not have the money to do that, more importantly we do not have the need to do that because we don't see them as enemies," he said.

Procuring arms is different from building KLCC or developing the Iskandar Development Region. Those are really tangible and forthright assets, Dr Tang said. What happened now is that countries are buying arms as they are shifting from anti-insurgency warfare to that of a more conventional mode.



This is true for Malaysia where the modernisation of its armed forces is the result of the country's needs to look after its interest.

"When we fight the communist, the threat is internal not external. We don't need fighter jets because helicopters are more suitable. Now it is different because we need to safeguard and patrol our airspace and maritime borders. We need a lot of equipment we previously do not have," Dr Tang said.

We do not see an "action and reaction" by other countries in South East Asia where they respond to our arms purchases. Insecurity is always there but it has not gone to a level where we will designate each other as enemies, he said. Submarines are crucial because our maritime border is extensive. The Melaka Straits is very important for international shipping while the territorial waters off Sabah is very porous, Dr Tang said.

Therefore, building a dedicated submarine based in Teluk Sepanggar, Sabah to enhance our naval presence is very important. The submarines will enhance Malaysia's military presence and give the country extra options during conflicts.

Even though there is no war going on, these submarines can be used for a wide range of missions like surveillance, naval blockades, information and intelligence-gathering as well as the landing and retrieval of special forces. "Having submarines gives the country a strategic edge. For example, we have undersea cables for electricity, oil and gas pipes. When we have valuable assets undersea, we need to protect them against the possibility of sabotage.

"If we don't, then we are vulnerable to terrorism and attacks. In this sense, the submarines really boost our strategic option," Dr Tang said. Malaysia has been buying planes and ships lately. What does this say about the country's strategic outlook? It tells us that our EEZ (Economic Exclusive Zone) is important, and that we cannot protect it with the army alone. Our strategic focus shifted to more outward patrolling and maintaining the sovereignty of our air-space and sea," he said.

Dr Tang said Malaysia is not an expansionist country as we are happy with our borders. We are defensive and our policy has been peaceful and cooperative. These are all contingency plans, he said. "The submarines will be equipped with Exocet anti-ship missiles. The missiles are really expensive. You don't simply use this missile on any ships, pirates and illegal vessels," he said. The introduction of the submarines has elevated the Royal Malaysian Navy to a higher

level, strategically, and capability-wise. It will bring new dimensions to the country's defence and strategic calculations, Tang said. It is a big challenge for the Royal Malaysian Navy because being sailors on a ship is very different from being submariners. "Submariners have different mindset. There is a lot of psychological toll. Imagine being cooped up for three months with no sunlight and outside contact. It is a test on your mental and physical toughness," he said, adding that submariners cannot afford to make mistakes.

The requirement for high-quality training and workforce will push the navy to a new level of professionalism. Like it or not, Malaysians are not really seafarers. They are more land-based and do not have a maritime tradition. However there is always room for improvement and develop a tradition.

Some western analysts are not convinced with the need for Asian countries to acquire submarines, citing that most South East Asian countries are pursuing naval modernisation without proper infrastructure and logistic support.

"Everybody has to start somewhere, these things cannot be done overnight. This is Malaysia's first step towards maintaining the stability, safety and security of our regional waters. "To address this we could have collaboration and joint training with other countries," Dr Tang said. However, having just two submarines are not enough, he said. By conventional calculation, in order to be effective, a country needs one dedicated submarine for training especially it is very new. "For the United States, in terms of aircraft carriers, they have one resting for repairs, training and such. Another on patrol and one in transit from the naval base to the patrol area. So at any point of time there's one patrolling the area," he said. But then again, submarines are really expensive and it is good that we already start somewhere. **Source : bernama**

Royal Navy is sinking under strain of ship and staff cuts, says chief

The head of the Royal Navy gave warning that the fleet would lose its flexibility if the Government cut back too far on warships and manpower. Admiral Sir Jonathon Band, First Sea Lord and Chief of the Naval Staff, said that there was a risk that the Navy would not be able to fulfil many of its duties.

While technology had made it possible to send warships to sea with smaller crews, the Royal Navy would lose its flexibility if the "human element" was reduced too much, he said.

Admiral Band said that the fleet was involved in many vital operations, including guarding Iraqi oil terminals, patrolling the Mediterranean, around the Horn of Africa and the South Atlantic and supporting dependent territories. "To carry out missions properly, we need three warships for every one that's out on patrol," he told The Times in an exclusive interview. He envisaged a different style of Navy emerging in which vessels would no longer have anti-air or anti-submarine roles but would be multipurpose. With tight resources, the emphasis, he said, would have to focus on "quality, not quantity".



The **HMS BULWARK (L 15)** seen off Portland – **Photo : Piet Sinke ©**

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Admiral Band and the other service chiefs are engaged in one of the toughest battles over how to share out the funds allotted by the Treasury under the Government's Comprehensive Spending Review (CSR). The budget is to rise by 1.5 per cent in real terms every year over the next three years.

The Admiral said that he would be making his views clear "inside the tent [the MOD]" rather than in public but revealed that Des Browne, the Defence Secretary, was "looking at the consequences of the CSR". Hinting ominously at the right of the service chiefs to see the Prime Minister over the head of the Defence Secretary, Admiral Band said: "We'll execute the Government's orders — with the usual caveats — but if the trends are confirmed, then it appears we are facing some pretty hard choices."



The **RFA LARGS BAY (L 3006)** seen moored in Portland – **Photo : Piet Sinke ©**

Admiral Band said that if the Government wanted the White Ensign to be flown around the world, the issue of the number of destroyers and frigates available, "particularly frigates", was crucial. The Admiral is overseeing a hugely expensive equipment programme, including the building of two large aircraft carriers, at the cost of £3.9 billion, six Type 45 destroyers at £6 billion, four Astute class nuclear-powered submarines at £3.7 billion and a replacement for the Vanguard class Trident ballistic missile submarines, which could cost between £15 billion and £20 billion.

He appealed for a steady flow of ship orders, which would help to keep costs down and give confidence to the shipbuilding industry, he said. Cutting back on ship orders had not produced big savings. The Government's plan had been to order 12 Type 45 destroyers to replace ageing Type 42s, but this had now been cut to 8. "But the cost of the overheads is based on ordering 12 of the destroyers and the overheads are still there," he said.

Admiral Band said that previous cuts had reduced manpower levels to 36,700: "There will come a moment, fairly shortly, where we'll need to bottom out the reductions in manpower." He was also confident that the Iranian Revolutionary Guard would never again be able to embarrass the Royal Navy, as it did in March when it seized 15 British personnel in the Gulf.

Helicopters were sent regularly on patrol and heavily armed US patrol boats acted in concert with the Royal Navy in boarding operations. Personnel were also better armed, he said. **Source : timesonline.co.uk**

Pakistan Navy in world's biggest Coalition exercise Bright Star 2007

The world's biggest Coalition exercise "**Bright Star 2007**" has entered into the final stage for the ground forces. The sea phase of the exercise started in the Mediterranean where Navies of Egypt, Pakistan, Britain, Turkey, Greece, USA

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and Italy are participating in the exercise. At the beginning of the integrated stage, Captains of the Naval Ships who are participating in the exercise visited the monument of the unknown soldiers located on the Chalopetra road in Alexandria and laid floral wreath. The impressive ceremony was witnessed by hundreds of locals and, sailors.

Commodore Muhammad Zaka Ullah, head of mission of Pakistan Navy and Captain Bilal, Captain of Pakistan Navy Ship Tipu Sultan laid a floral wreath and endorsed their impressions in the visitors book. (defence talk.com)

Later, the Contingent of the Coalition Navies drove to the office of the Governor Alexandria, Adib. The Governor of Alexandria welcomed the representatives of the Participating navies for exercise Bright Star and wished them a happy stay in Alexandria. Other matters of mutual interest were discussed during the meeting.

Commodore Zakaullah and Captain of Pakistan Navy Ship also visited the office of Chief of Staff Egyptian Navy. They remained with him for some time and discussed the matters of professional interest. The Chief of Staff Egyptian Navy expressed good wishes for the Pakistan Navy Contingent and hope that their visit will not only prove to be professionally benefiting but will also strengthen the relations between armed forces of coalition countries.

Commodore Zaka Ullah and Captain Bilal also hosted a reception at **PNS Tipu Sultan** which was attended by among others, the Ambassador of Pakistan in Egypt Mr Arif Ayub beside others. **Source :defencetalk.com**

USNS Richard E. Byrd Delivered



General Dynamics NASSCO, a wholly owned subsidiary of General Dynamics, delivered **USNS Richard E. Byrd (T-AKE 4)** to the U.S. Navy. The ship is the third T-AKE-class ship delivered by the San Diego shipyard in 2007, the fourth overall. USNS Richard E. Byrd is the fourth in an expected class of 14 dry cargo-ammunition ships for the Navy. Construction of the 689-foot-long ship began in February 2006. NASSCO has incorporated international marine technologies and commercial ship-design features into the T-AKE class ships, including an integrated electric-drive propulsion system, to minimize operating costs during their projected 40-year service life. With a cargo capacity of more than 10,000 tons, the primary mission of T-AKE ships is to deliver food, ammunition, fuel and other provisions from shore stations to combat ships at sea. The **Richard E. Byrd** is named in honor of the Medal of Honor recipient who made the first-ever flights over the North and South Poles. The previously-delivered ships by NASSCO in 2007 are **USNS Sacagawea (T-AKE 2)** in February and **USNS Alan Shepard (T-AKE 3)** in June. **USNS Lewis and Clark (T-AKE 1)** was delivered in June 2006. The fifth through eighth ships of the class are currently under construction for deliveries through the third quarter of 2009.

Wary of China, India to boost eastern naval fleet

India will strengthen its naval fleet on the eastern front, the regional commander said on Wednesday, adding destroyers and frigates among other ships, in an apparent move to counter Chinese interest in the region. Over the next five years or so, India's plans include stationing an aircraft carrier in the Bay of Bengal along with at least half of the 32 new warships and six submarines India plans to add to its fleet, Vice Admiral Raman Suthan said in

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Kolkata. The announcement comes a few months after India's air force said it would strengthen its presence in the east, adding new fighter jets and moving two squadrons of 36 state-of-the-art Russian-built Sukhoi-30 aircraft to the area. They are also adding advanced helicopters, strengthening runways and upgrading other air force facilities – an apparent move to counter China's might. 'China has fuel interests of its own as fuel lines from Africa and the Gulf run through these waters, and so they are also building up their navy,' Suthan said on board **INS Sukanya**, a naval warship at the Kolkata dockyard.

India has air and naval bases and listening posts across the eastern region. It considers the eastern sea routes vital to its security. Many Indian defence experts believe that China has military or intelligence facilities on Myanmar's Coco Islands, a few miles away from India's Diglipur, 185 km north of Port Blair, capital of the Andaman and Nicobar Islands.

'We keep hearing about China's interest in Coco Island and are wary of its growing interest in the region, and we are keeping a close watch,' Suthan said. Although Suthan said he believed China had no facilities on Coco, he said the navy could not let its guard down. 'The naval fleet in east India has long legs and, with the government's emphasis on the look east policy, we are strengthening east now,' Suthan added. **Source : Bappa Majumdar; editing by Jonathan Allen and Roger Crabb**

SHIPYARD NEWS

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G E Shipping Delivers Single Hull Aframax Tanker

The Great Eastern Shipping Company Ltd. (G E Shipping) delivered its single hull Aframax crude tanker **Jag Labh** to the buyers. The 1988 Japanese built 96,551 dwt ship was contracted to be sold in September 2007. With the delivery of this vessel, the Company's current fleet stands at 47 vessels, comprising 34 tankers (12 crude carriers, 20 product carriers, 2 LPG carriers) and 13 drybulk carriers (1 Capesize, 2 Panamax, 1 Supramax, 6 Handymax, 3 Handysize) with an average age of 10.7 years aggregating 3.14 mn dwt. **Source : MarineLink**

Ha Long Shipyard Launches Biggest Container Ship in Vietnam



Ha Long Shipyard successfully launched a container ship in northern Quang Ninh Province with its capacity of 1,750 twenty-foot-equivalent units (TEU), which is the biggest container ship ever built in Vietnam. Shipyard director Nguyen Duc Than reportedly said the container ship, named **Vinashin Dragon**, would be delivered to a local client by the end of the first quarter next year. It is the first ship of a contract for five container ships ordered by Vinashin Lines, and both the shipbuilder and the client are members of the giant Vietnam Shipbuilding Industry Group (Vinashin). The 184-meter-long and 25-meter-wide ship, with a tonnage equivalent to 23,000DWT, is worth \$36m. Construction of the ship was supervised by Germany's register company GL, and it is equipped with European machines.

Besides this order to build a series of large container ships, the shipyard will also be launching cargo ships of 53,000DWT. Than reportedly said, adding the shipyard was making in-depth investment to enhance its capacity for building ships of up to 70,000DWT. Ha Long Shipyard is one of two shipyards selected for implementing a contract between Vinashin and Britain's Graig Investments in building a series of 15 vessels of 53,000DWT. Under the contract signed in January of 2004, these 15 vessels would be built within five years. [Source: Saigon Times]

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Razzmatazz cancels cruise

A planned cruise on the little cruise ship **MADAGASCAR** (also known as **RAZZMATAZZ**) to Europa Island in the Mozambique Channel starting this Saturday (17 November) has been suddenly cancelled.

The news was confirmed on Wednesday morning by the operators of Razzmatazz Ocean Cruises. According to the Cape Town organiser of a birding group, Trevor Hardaker, the ship had been chartered to sail for Europa Island in the Mozambique Channel, leaving on Saturday 17 November. He said that more than 200 passengers had booked for the theme cruise and many had taken special leave from work or were flying in from overseas. He now had the daunting task of advising them of the cancellation. Source : ports.co.za

Boskalis bestelt valpijpschip

Baggerconcern Koninklijke Boskalis Westminster nv heeft vandaag aan de Chinese scheepswerf Yantai Raffles Shipyard Limited opdracht gegeven voor de bouw van een offshore valpijpschip van 21.500 ton. De opdracht is onderdeel van

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het meerjarige vlootuitbreidingsprogramma van Boskalis. Het schip zal worden geleverd in het voorjaar van 2011. Met de opdracht is een investering gemoeid van circa Euro 120 miljoen.



De **SANDPIPER** afgemeerd in Bremerhaven – Foto : Piet Sinke ©

Het nieuwe schip versterkt de positie van Boskalis in de energiemarkten. Valpijpschepen worden ingezet voor de plaatsing van stenen ter bescherming en ondersteuning van olie- en gaspijpleidingen op de zeebodem. Het nieuwe schip zal geschikt zijn om op aanzienlijk grotere diepten te werken dan de bestaande schepen in deze sector. Boskalis beschikt reeds over soortgelijke schepen, de **Sandpiper** en de **Seahorse**, die elk een capaciteit hebben van 18.000 ton. Boskalis heeft een moderne vloot met toonaangevende schepen, geografisch breed gespreid en in alle marktsegmenten. De onderneming voert een meerjarig vlootuitbreidingsprogramma uit waarmee het zijn positie op de sterk groeiende wereldmarkt versterkt. Het programma, dat een totale investering van circa Euro 850 miljoen behelst, omvat naast het nu bestelde valpijpschip de bouw van vier sleeophopperzuigers variërend van 5.600 kubieke meter tot 12.000 kubieke meter, de verlenging van de **Queen of the Netherlands** tot een megahopper van 35.500 kubieke meter en de bouw van jumbocutterzuiger **Phoenix**, alsmede diverse andere gespecialiseerde schepen voor de energiemarkten. De schepen komen in de vaart van 2007 tot 2011.



De **QUEEN OF THE NETHERLANDS** – Foto : Queen crew ©

Daarnaast bereidt Boskalis investeringen voor in een nieuwe generatie jumbocutters, waarmee de onderneming in de komende jaren zijn vloot zal aanvullen en op termijn vervangen.

Koninklijke Boskalis Westminster nv is een internationaal opererend concern met een leidende positie op de wereldmarkt van baggerdiensten. De kernactiviteiten van Boskalis zijn aanleg en onderhoud van havens en vaarwegen, creatie van land in water en bescherming van kusten en oevers. Met belangrijke thuismarktposities in Europa en daarbuiten richt de onderneming zich op alle in de baggersector voorkomende diensten. Daarnaast heeft zij posities in strategische partnerships in het Midden-Oosten (Archirodon) en in offshore dienstverlening (Lamnalco). Boskalis heeft de beschikking over een veelzijdige vloot van meer dan 300 units en is actief in circa 50 landen, verspreid over vijf continenten. Boskalis heeft (inclusief zijn aandeel in partnerships) circa 8.000 medewerkers in dienst. **Source : Boskalis**

Sri Lanka Shipping tows oil rigs

Sri Lanka Shipping has announced its tugs have won contracts to tow international rigs on lengthy voyages. One tug has been deployed in the Middle East while another is underway moving a rig from Kakinada in India to Singapore.



Photo : Cor Bakker ©

"Sri Lanka Shipping Co. was contracted to tow the rig '**Transocean Nordic**'. Towage has been undertaken by the tug Mahanuwara," the company said. The rig is presently being towed by **Mahanuwara** at a speed of 3-3.5 knots.

Sri Lanka Shipping said it would take about three weeks to complete the tow on the 1,919 nautical mile voyage.

Sri Lanka Shipping's other tug, **Maha Oya**, is employed in towing rigs in the Middle East, a new market for its towage services. **Maha Oya** operates from the port of Sharjah and provides support tug services in moving rigs in the Persian Gulf. Sri Lanka Shipping also provides ship agency services and supplies bunkers in Colombo port. **Source : Lanka Business Online**



KOTUG's **SD GIRONDE** seen moored in Rotterdam Europoort
Photo : Herman Broers ©

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The **INDUS** seen at the Westerscheldt River

Photo : Henk de Winde ©

Asian product tanker rates surge

Asian oil-product tanker rates rose, led by demand for larger vessels to transport gasoline, naphtha and other products before the northern hemisphere winter.

The rate to hire a ship that can carry 75,000 metric tons of oil products, or a so-called long-range 2 tanker, to Japan from Singapore rose 1.9 per cent to Worldscale 131.25 on Monday, according to the London-based Baltic Exchange.

Hiring a 55,000-tonne vessel, a long-range 1 tanker, to Japan from the Middle East increased 1.45 per cent to Worldscale 155.58 on Monday.

Oil companies typically stockpile fuel before the winter to prepare for any potential increase in demand caused by cold weather conditions. Oil inventories in Japan, the world's third-largest oil consumer, rose 0.7 per cent in the week of Oct 31 from a week earlier, according to government data.

'The products market has enjoyed a very healthy week both East and West of Suez with a lot for owners to be optimistic about,' London-based E A Gibson Shipbrokers Ltd said in its Nov 9 report. Royal Dutch Shell plc's trading unit plans to book the tanker Elka Aristotle to transport 75,000 tonnes of naphtha on Dec 1 to Japan from the Middle East at a rate of Worldscale 132.5, according to shipbrokers including Singapore-based Seatown Shipbroking.

The rate is a 2.8 per cent premium to the Nov 9 rate of Worldscale 128.83, boosting hiring fees on the route.

The fixture has yet to be completed. Naphtha, distilled from crude oil, is a raw material for chemicals, plastics and gasoline. **Source : businesstimes**

GUIDELINES FOR IMMEDIATE MEASURES ON SUPPLY SHIPS AND

TUGS THAT ARE USED FOR ANCHOR HANDLING

1. Introduction

As a result of the tragic disaster with **Bourbon Dolphin** and after consultations with the industry as well as shipmasters, the Director General of Shipping and Navigation decided, on 10.05.2007, to introduce immediate measures for planning and safety management on vessels used for anchor handling. This pending the report from the appointed special investigating committee.

2. Background

Anchor handling may implicate a number of special marine operations. A high level of tensile force (tension) in the chain or wire may cause great heeling moment and high astern or transverse speed of motion in the anchor handling vessel. A simultaneous loss of trust force on the vessel's own propellers and or fatal rudder position may result in a rotation which leads to a considerable increase in transverse forces. Environmental conditions as wind, waves and currents will also influence the operations.

High astern or transverse speed of motion may occur as a result of high hauling speed on the anchoring winches or as a result of entire or partial loss of the vessel's own bollard pull. Loss of bollard pull will cause the vessel to be pulled astern with great force by the tension in a heavily strung anchor arrangement.

By using towing hooks, an emergency release of the hook may ensure that the ship is able to quickly relieve herself from the applied forces. For towing or hauling by use of winches, there is no equivalent release method.

Please note that the stability requirements for supply- and towing vessels allows for the angle of heeling at which the maximum righting arm (GZ-max) appears to be under 20 degrees, but not less than 15 degrees. This means that even a slight heeling can be critical.

Please also note that the angle of flooding, which results in water on the aft deck, occurs before the vessel reaches the angle for maximum righting arm (GZmax). Astern trim reduces the angle of flooding further.

3. Measures

3.1 Stability during anchor handling.

For vessels that are used for anchor handling and which at the same time are utilizing their towing capacity and/or tractive power of the winches, calculations must be made showing the acceptable vertical and horizontal transverse force/tension to which the vessel can be exposed. The calculations must consider the most unfavourable conditions for transverse force/tension and as a minimum include the following:

Calculations must be made for the maximum acceptable tension in wire/chain, including the maximum acceptable transverse force/tension that can be accepted in order for the vessel's maximum heeling to be limited to one of the following angles, whichever occurs first:

- Heeling angle equivalent to a GZ-value equal to 50 % of GZ-max.
- The angle of flooding, which results in water aft on working deck when the deck is calculated as flat.
- 15 degrees.

The heeling moment must be calculated as the total effect of the horizontal and vertical transverse components of force/tension in the wire or the chain. The torque arm of the horizontal components shall be calculated as the distance from the height of the work deck at the guide pins to the centre of main propulsion propeller or to centre of stern side propeller if this projects deeper. The torque arm of the vertical components shall be calculated from the centre of the outer edge of the stern roller and with a vertical straining point on the upper edge of the stern roller.

The other loading conditions for the vessel shall be as stated for anchor handling in approved stability calculations and in accordance with prevailing practice with regards to loads on deck and winch reels. The vertical force from the

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tension shall be included in the loading conditions, upon which calculations of trim and curve for righting arm (GZ-curve) are based.

Information stating the maximum force/tension in wire or chain, as well as corresponding lateral point of direction according to the calculations, must be communicated to the vessels crew and be displayed next to the control desk or at another location where the navigator on duty easily can see the information from his command post.

The displayed information must be in the form of simple sketches showing the vessels GZ-curve for righting arm in addition to a table stating the relevant combinations of force/tension and point of direction which gives the maximum acceptable heeling moment.

3.2 Vertical lifting capacity

The maximum tension in chain or wire during a clean vertical lift without bollard pull, is not permitted to be more than that which is stated for anchor handling (if any) in the approved stability calculations, nor such that the highest transverse force according to the calculations stated in item 3.1 above, are exceeded.

3.3 Horizontal bollard pull

A vessel specific curve must be prepared and arranged showing the maximum available continuous bollard pull (BP) for anchor handling as a function of the total power balance when required capacity to ensure sufficient operation of the winch pumps and side propellers/azimuth-thrusters has been taken into consideration.

It is not permitted to adjust the original stability calculations for reduced BP, cf. second chapter sub-section a and b of FOR no. 695 of 15 September 1992 on construction of passenger ships, cargo ships and barges §43.

3.4 Towing and anchor handling equipment

The effect of emergency release on winches and equipment according to FOR no. 695 of 15 September 1992 on construction of passenger ships, cargo ships and barges, § 48 second, third and tenths chapter shall be reviewed. Procedures for unintended situations shall be established, which for each type of equipment will describe emergency release methods, time delays and release speed. The procedures shall be communicated to the vessel's crew and vital information shall be displayed next to the control desk or another appropriate location on the bridge where the navigator on duty easily can see the information from his usual command post.

3.5 Planning of the anchor handling operations

Every vessel taking part in anchor handling operation has an obligation to make sure that calculations are carried out and that plans are made clearly showing the loads/forces (tension) that may occur. If necessary, this information must be recovered from the principal.

Such calculations must take into consideration the weight of the anchor lines (chain) in question and the anticipated force/tension or forces which may occur in any phase of the operation and/or which will be required in order to obtain sufficient anchor holding power at preset operations.

Based on the results from item 3.1, 3.2, 3.3 and 3.4 above, verifications must be made that the calculated forces are within the capacity of the vessel.

It must be stated in the operation plan, that the anchor handling must be discontinued, the gear and equipment relieved or emergency released if the vessel is exposed to greater load/forces/tension than anticipated in the plans.

3.6 Tandem operations or other joint towing operations

Every vessel taking part in anchor handling operations, in which tandem- or joint tugging operations are planned, is obliged to make sure that calculations are made showing the loads/forces (tension) that may occur during the operation in question. If necessary, this information must be recovered from the principal.

The calculations must be accompanied by procedures describing the method for ensuring that the individual vessel is not exposed to forces exceeding the capacity of the vessel based on results from item 3.1, 3.2, 3.3 and 3.4 above.

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During tandem and joint towing operations, the towing gear must be connected in towing hooks with emergency release or in some other way be arranged so that in case of a breakage in towing line or loss of power/bollard pull in one of the vessels, the other vessels may quickly be disconnected. A communication plan for the operation must be established which in particular ensures an effective and coordinated action in case of any unintended incident.

It shall not be allowed to connect the anchor towing gear directly to a winch on one vessel, unless the vessel in question can handle the load/force/tension and the dynamic conditions alone, based on the vessel's permissible capacity calculated according to item 3.1, 3.2, 3.3 and 3.4 above.

The operation plan must state that the towing operation is to be discontinued/relieved or emergency released if one of the vessels is exposed to greater forces than anticipated.

4. Implementation

The immediate measures are implemented immediately. Until the calculations and documentation required to comply with the immediate measures can be presented, a general limitation will apply. Anchor handling operations are to be stopped or relieved when a ship heels to the angle of flooding – i.e. danger of getting water on working deck considering the deck flat.

If the relief does not reduce the heeling, the wire or chain is to be disconnected by emergency release.

The shipowners are called on to send in to Class the changes in the vessel's ISM-manuals, brought about by the above mentioned measures. Please do so within 15 June 2007, with copy to the Norwegian Maritime Directorate.

Rune Teisrud
Director General of Shipping and Navigation



The **BOURBON HERMES** seen off Luanda – Photo : Jan Plug ©

AUCTION SALE

B.V. Intershitra S+P is instructed by Rotterdam Municipal Port Management (Havenbedrijf Rotterdam NV) to offer the below vessels for sale. Vessels will be sold on "as is, where is" basis by auction on Thursday 29th November, 2007 - at 14:00hrs.

Place of auction: Café-Restaurant Rustburcht BV, Strevelsweg 744/746 3083AT Rotterdam, The Netherlands.

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Brief/main description of the vessels:

- Patrol/Towing/FiFi Vessel '**RPA 28**' (Inland vessel)

Built 1960 by NV Scheepswerf v/h Hendriks te Dodewaard, The Netherlands

Loa 23,63 m. Beam 6,22 m. Draft 2,51 m. Depth 2,92 m. Airdraft 6,75 m.

Main engine Bolnes, type 5KNL - 331kW, built 1980, overhauled 1999

- Survey Vessel '**Dintelwerken**' (Inland vessel)

Built 1975 by De Watergeus te Dordrecht, The Netherlands

Loa 16,12 m. Beam 4,72 m. Draft 1,70 m.

Main engines 2 x Daf, type DK 1160M, 125kW each, overhauled unit built in 1994.



- Survey Vessel '**Euowerken**' (Inland vessel)

Built 1961 by Akerboom Scheeps- en Jachtwerf, Lisse- The Netherlands

Loa 18,86 m. Beam 4,72 m. Draft 0,96 m, max 1,53 m. Height 2,16 m.

Main engines 2x Scania, 121kW each - built 1979

Vessels can be inspected at the Eemhavenweg 14, Harbournumber 2674A, Rotterdam on Tuesday 27th November, 2007 and Wednesday 28th November, 2007 during office hours by arrangement through Intershitra offices.

MOVEMENTS



The **OLYMPIC TRITON** seen arriving at the river Tyne
Photo : Kevin Blair ©

Friday 16th November @ 1000 hrs the German Navy 206 Class Submarine **FGS U 33 S183** is leaving Valletta.
From Sunday 18th @ 1000hrs - Wednesday 21st November the Royal Navy Type 22 Class Batch 2 Frigate **HMS CHATHAM F87** is visiting Valletta.

From Monday 19th @ 1900hrs - Friday 23rd November @ 0900hrs three Frigates forming part of SNMG 1 Squadron to visit Valletta - US Navy Arleigh Burke Flight IIA Class Destroyer commissioned on 12th November 2005 **USS BAINBRIDGE DDG 96** (Carries 2 x SH-60 Seahawk) ; Canadian Navy Halifax Class frigate **HMCS TORONTO FFH 333** (Carries 1 x CH-124 Sea King) & Danish Navy Niels Juel Class Corvette **HDMS PETER TORDENSKIOLD F356** to berth @ dwq.

From Saturday 24th - Wednesday 28th November the US Navy Arleigh Burke Class Destroyer **USS CARNEY DDG 64** to visit Valletta.

AIRCRAFT / AIRPORT NEWS



An **Airbus A 380** seen landing at Dubai Airport
Photo : Reinier Meuleman ©

Air 9000 program - first Australian NH90 helicopters arrive in Australia

The Defence Materiel Organisation's (DMO) AIR 9000 Program has achieved another significant Program milestone with the arrival of the first two Multi-Role Helicopters (MRH) in Australia. The helicopters arrived at the Australian Aerospace facility in Brisbane inside a leased Antonov aircraft last night.

The arrival of the aircraft was celebrated by a small ceremony at the Australian Aerospace facility involving Industry, DMO and Defence representatives.

The MRH90 aircraft will be returned to flying condition after the transit, and test flown by Australian Aerospace flight test crews in preparation for delivery to the Commonwealth.

The AIR 9000 MRH Program will provide the Australian Defence Force (ADF) with an additional squadron of troop lift helicopters and replace existing Black Hawk and Sea King helicopter fleets, for land and maritime operations, respectively. AIR 9000 is a multi-phased program to consolidate and reduce the number of helicopter fleets operated by the ADF.

The first four MRH90 aircraft were assembled at the Eurocopter facility in Marignane, France. The remaining 42 helicopters are being assembled in Brisbane by Australian Aerospace. **Source : shephard.co.uk**

Nieuw bod op Iberia

Een consortium van Spaanse bedrijven heeft een bod uitgebracht op de Spaanse luchtvaartmaatschappij Iberia van 3,7 miljard euro. Het consortium staat onder leiding van investeringsmaatschappij Gala Capital. Iberia staat al een tijdje te koop. Een van de andere gegadigden voor de overname is een consortium onder leiding van de Amerikaanse investeringsmaatschappij TPG, waar onder meer de Britse luchtvaartmaatschappij British Airways deel van uitmaakt. TPG bracht eerder dit jaar een voorlopig bod op Iberia uit van 3,4 miljard euro.

Ook Air France-KLM heeft laten weten belangstelling te hebben voor Iberia, maar heeft de interesse nog niet in de vorm van een bod gegoten. Volgens ingewijden zou ook de Duitse luchtvaartmaatschappij Lufthansa Iberia over willen nemen.

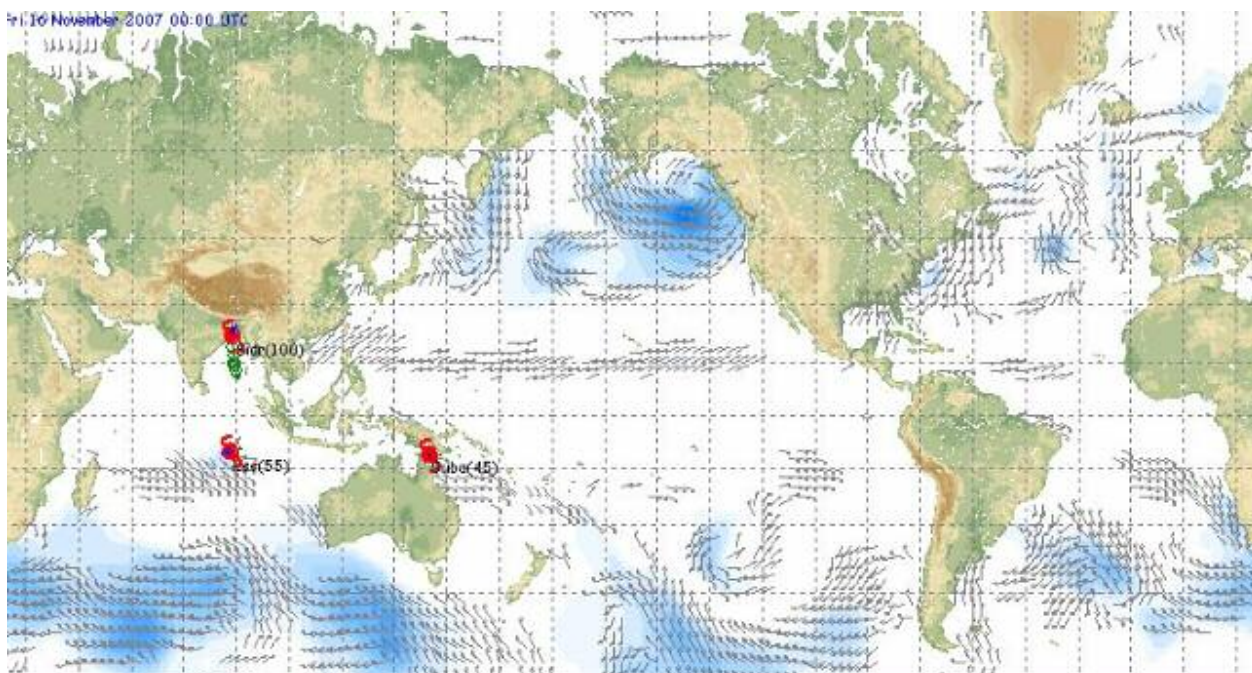
In het consortium van Gala Capital zitten onder meer de Baskische bank BBK en een topbestuurder van de luchtvaartmaatschappij Air Europa. Gala Capital liet donderdag weten dat als het bod slaagt, het huidige management van Iberia aan kan blijven. **Source : Nieuwsblad Transport**

MARINE WEATHER

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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



Highwater in the port of Maassluis with the two museum tugs **ELBE** and **FURIE**

Photo : Henk van der Heijden ©

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