

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 269



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The MSC CHICAGO seen arriving in Rotterdam-Europoort
Photo : Harry van den Berg ©

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EVENTS, INCIDENTS & OPERATIONS

PASSENGERS OF SUNKEN EXPLORER ARRIVED FILDES BAY



the coast of the Antarctica, as they arrive on lifeboats at Fildes Bay on King George Island, where Chile has a research base, in this photo taken November 23, 2007 and released by the Chilean Army on November 24, 2007.



Chilean Air Force personnel (in blue) help passengers of the M/S **Explorer** cruise ship which hit an iceberg off



High winds and poor visibility kept the shipwrecked passengers stuck in barracks on bases in Antarctica on Saturday, a day after their cruise ship struck ice and sank. More than 150 passengers and crew escaped unhurt after being evacuated by lifeboat on Friday in calm waters from the ship that hit ice off King George Island in Antarctica.

Photo : Chilean Navy ©

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Unlike circulated by the world media, in fact, the first ship that came to the area of the accident was the NApOc **ARY RONGEL** of the Brazilian Navy, through its aircraft organic, a **Squirrel Bi-Turbine the HU-1**. (Photo left) Arriving in the area, the aircraft vectorou ships **ENDEAVOR** (National Geographic) and **NORD NORGE**, to the place where the Ferries were concentrated. Moreover, the mere presence of an aircraft already transmitted comfort and safety to náufragos, because the induced to believe that the recovery was coming, to come.



Top : The **SQUIRREL HU-1** – Photo : Luiz Carlos Padilha ©

Right : The **ARY RONGEL** – Photo : Walter Travaglim ©



The NApOc **Ary Rongel** was anchor, when it received the signal of distress and started with oM / V **NORD NORGE**, to coordinate the actions of redemption. The combined was that the **NORD NORGE**, about 25 miles from the place of accident would make the rescue, of course, in the face of his speed-and NApOc **Ary Rongel** lançaria the aircraft to check on the spot, the state of the **EXPLORER**, and as of whaling and boats. The **EXPLORER** reports he had a malfunction in the HPC, it was out of control and crashed, probably a piece of ice submerged.



Photo : Crew Ary Rongel ©

When NApOc **ARY RONGEL** came to the area, fortunately all náufragos had already been collected, all with life, with

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the help of vetoração the aircraft of the ship. Thus, the NApOc **ARY RONGEL** eoM / V **ENDEAVOR** collected the boats and whaling, to drift. Presently, the sea had risen (waves of 4 to 5m), with wind reinante of 40 knots. After closed the faina, and made all actions aimed at the safety of life at sea and within the limits of safety of the ship, the NApOc **ARY RONGEL** returned to the Bay of Almirantado.

It is worth emphasizing that the above photo taken by NApOc **ARY RONGEL** shows the **Explorer** still on the surface. When the Chilean Navy arrived, represented by its vessel of searches antárticas **ALTE VIEL**, oM / V **EXPLORER** had sunk. **Source: ALIDE**



The AHT **BB OCEAN** seen handling the barges **SMIT BARGE 2** and **ANNA-4** in the port of Portland
Photo : Adrian Scales ©

Storms topple trailer on freighter

By : Hans J Marter



FERRY operator NorthLink Thursday cancelled the overnight sailing of its cargo vessel **Clare** after a trailer overturned and smashed the deck rail when the ship sailed into heavy seas on her way up to Lerwick, on Wednesday night.

The **Clare** berthed at Lerwick harbour at just after 1pm when engineers and emergency services went on board to assess the damage.

A trailer belonging to haulage firm Northwards, which was chained down on the open upper deck of the vessel, had overturned and damaged the deck rail spilling containers of salmon feed and compressed oxygen in the process. NorthLink chief executive Bill Davidson said it would appear that general cargo inside

the refrigerated trailer had shifted in very bad weather and spilled out of the side of the trailer on to the deck.

"Damage to the vessel is confined to deck furniture such as handrails and ventilation funnels. Repairs are now under way as is an investigation into how the cargo - which included salmon feed and oxygen bottles - could have come out of the side of a trailer.

"As a precaution, because of the presence of the oxygen bottles, Lerwick Fire Brigade attended the vessel and without incident," he said. NorthLink expects the repairs were to be completed Friday. Because of last night's cancellation, **Clare** will only take up her normal timetable when she leaves Lerwick on Tuesday. Booked cargo is being re-routed via the company's passenger ferries and its second cargo vessel Hascosay. **Source : shetland-news.co.uk**

Greenpeace blokkeert palmolietanker



Zo'n 25 actievoerders van de milieuorganisatie Greenpeace zijn vrijdagmiddag gearresteerd nadat zij in Vlaardingen een schip en een kraan voor het lossen van palmolie hadden bezet.



De organisatie protesteerde daarmee tegen de gevolgen van de palmolie-industrie. Door aanleg van de plantages verdwijnen grote delen van het oerbos in Indonesië, wat grote gevolgen heeft voor het klimaat wereldwijd.

Greenpeace eist dat de Nederlandse overheid ervoor zorgt dat voor de Nederlandse import van palmolie geen bos verdwijnt.

Volgens Greenpeace is Nederland een van de grootste importeurs van palmolie in Europa.

**Tekst : TVRijnmond –
Foto's : Roger van der Kraan ©**





Doeksen's fast ferry **KOEGELWIECK** seen approaching Harlingen port (Northern part of The Netherlands)

Photo : Gert Gort ©

2 vissers gered van Blokkendam Maasvlakte

Door : Ron Zegers – KNRM Hoek van Holland



Zondag 25 november zijn de KNRM reddingstations Hoek van Holland en Stellendam om 14.25 uur gealarmeerd door het kustwachtcentrum Den Helder dat er 2 vissers vastzaten op een blokkendam bij de Maasvlakte. De heren waren waarschijnlijk in de middag over de blokken geklauterd voor een unieke visstek, maar vergeten dat het hoog water moest worden met extra verhoging door de Noordwesten wind. Hierdoor raakte zij in deze benarde positie. Ook andere hulpdiensten waren voor deze vissers in touw zoals politie, brandweer en de RPA, echter konden deze diensten niet direct de vissers helpen. Er stond ter plaatse een behoorlijke zegang met golven van 3 tot 4 meter door de harde aanhoudende Noordwesten wind.



De KNRM reddingboot **Jeanine Parqui** heeft tijdens het uitvaren al in samenwerking met de kustwacht verzocht om een helikopter, daar het een risicovolle redding kon worden. De Hoekse redders waren als eerste schip ter plaatse en besloten op de **Prinses Margriet** uit Stellendam te wachten die een rubberboot mee namen voor deze redding, deze was drie minuten later ter plaatse.

Even later is het de **Prinses Margriet** gelukt om in de heftige zee de rubberboot te lanceren en met deze naar de

blokkendam te varen. De vissers sprongen rap aan boord van de rubberboot met redders waarna deze in een grote boog retour **Prinses Margriet** kwam. Afzetten aan wal was een te groot risico door de hoge doorstaande brekers. Aan boord van de **Prinses Margriet** bleken de vissers in goede conditie en werden meegenomen naar Stellendam. De reddingboten meerden om 16.00 uur weer aan in de thuishavens.

Workers back on oil rig after fire

Workers evacuated from a North Sea oil platform are returning to the rig after a fire was put out, the Health and Safety Executive said. Ninety of the 159 people on board the remote **Thistle Alpha** platform, 120 miles north-west of Shetland, were airlifted to safety following the blaze.

There were no casualties and the crews are now returning to the rig, an HSE spokeswoman said. Only last week, health and safety inspectors warned the North Sea offshore industry to improve safety on its oil and gas installations.

A damning report by the Health and Safety Executive (HSE) revealed maintenance of appliances is not being given enough attention. Nearly 100 North Sea installations were targeted in the three-year HSE inspection. In more than half the platforms the overall state of the plant was found to be poor.

Seven helicopters, including two from Norway, and a Nimrod from RAF Kinloss were initially scrambled to rescue the workers from the Thistle Alpha rig. But the operation was later scaled down, RAF Kinloss spokesman Michael Mulford said.

The workers were airlifted to three neighbouring oil platforms five or six miles away. **Source : Ananova**

CASUALTY REPORTING



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Ferry, cargo ship collide, eight missing

Eight people were missing following the collision Friday of a ferry carrying 34 people and a cargo ship in China's Zhujiang River, Xinhua reported.

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The report said the other 26 people were rescued. The incident occurred Friday morning near Guangdong Province in the southern part of the country. The report said the ferry bumped into the cargo ship loaded with sand near the Hedong Bridge in Guangzhou.

The ferry sunk but the cargo ship wasn't severely damaged. **Source :** earthtimes.org

NAVY NEWS

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The 1976 built trainings barque "**Guayas**" seen in Guayaquil/Ecuador

Photo : John Smit ©

The 257.5 foot barque **Guayas** was built for the Ecuadorian Navy as a school ship in 1976. Her keel was laid down at Bilbao on June 1st of that year and she was launched on October 22nd the same year. Completed the next year she was delivered to the Ecuadorian Navy in July, 1977. **Guayas** is attached to the Naval Superior School in Guayaquil founded by the country's Liberator Simon Bolivar. She is named after Ecuador's main river which runs by the city of Guayaquil. Her complement is generally 87 crew and 63 cadets although that varies from voyage to voyage. The average age of cadets is about 21 years old and as for most Latin Countries, the ratio of crew to cadets is very high. The **Guayas** looks a lot like her near sistership **Gloria** except for her open flying bridge instead of the covered wheelhouse. Another difference is the figurehead which, on **Guayas**, represents an Andean condor (similar to that

seen on **Esmeralda**). The first couple of years after her arrival in Ecuador, the **Guayas** sailed in the Eastern Pacific and in the Caribbean. She sailed back to Europe in 1980 joining the American Tall Ships Race at Cartagena, Venezuela, to Norfolk, Virginia, where she arrived first. In the next leg of the race from Boston to Kristiansand, Norway, she was third. From there she joined the **Cutty Sark Tall Ship Races** ending at Sail Amsterdam. She was the only Tall Ship to have taken part in the whole series from Cartagena through to Amsterdam. **Guayas** also took part in the 1986 Op Sail in New York before sailing to Sydney Australia in 1987 for Australia's Bicentennial. In 1992 she attended the Columbus Regatta Tall Ship Race series marking the 500th anniversary of Christopher Columbus' first voyage to the new world.



The Safety Range vessel **SMIT WEY** and **SMIT FROME** seen moored in Portland - **Photo : Piet Sinke ©**

Indian Navy calls for warships like US

Navy has suggested to the government that India acquire the knowhow to build super tankers and seek transfer of this technology to build the same tonnage warships on the pattern of US carriers.

"We have submitted a comprehensive Plan to the government seeking rapid expansion of shipbuilding capacity. We have to graduate to the level of building super tankers and transfer the same technology to warship building," Naval Chief Sureesh Mehta said on Sunday.

To bring about this rapid expansion, Mehta said the Naval blueprint has proposed public-private partnership. So far the country's shipbuilding has been the sole preserve of public sector undertaking mainly defence shipyards.

"Urgent steps need to be taken to drastically expand the capacity of existing shipyards and more shipyards need to come up," the Naval Chief Admiral said. The existing shipyards are hardly able to manage an increasing demand of the Navy, and if steps were not taken, the expansion of the country's maritime force would be restricted in the near future, he said.

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The new Naval plan, proposes doubling the nation's gross registered tonnage from the present 8,520 million, encompasses modernisation of shipyards, induction of new technologies and enhancement of ship design knowhow. The Admiral's remarks assume significance in the context of New Delhi holding negotiations with South Korean and Singapore shipbuilders to import knowhow and technologies to build ships of more than 100,000-ton displacement.

Recently plans were mooted by India and Singapore to form joint ventures to build warships and shipping vessels of more than 45,000 DWT. Though shipbuilding is currently restricted to public sector shipyards, major private players like L&T have acquired capability to set up a shipyard. The largest warships the country builds now are of 16,000-ton displacement. However, in an ambitious plan, the Kochi shipyard is building an indigenous carrier and ships of more than 45,000-ton displacement. For this the Navy had to rope in Italian designers, as India still lacks ship design capability. The same shortcomings are coming in the way of designing the country's first-ever nuclear submarine.

Admiral Mehta said it was time India caught up with advanced nations to build ships of more than 100,000-ton displacement. According to the government's Hydrocarbon Vision-2025, India would be importing as much as 62 million tons of natural gas by 2012, and this figure would climb up to 84 million tons by 2025.

And similarly, experts point out that crude oil import would increase from existing 101 million metric tons to 348 MMT by 2025. India does not have enough Indian-owned ships to carry these vital energy requirements. To carry these huge payloads, India would require 25 super tankers by 2012 and 34 by 2025. **Source : Times of India**



The RFA support ship **A 110 ORANGELEAF** seen moored in Portland - **Photo : Piet Sinke ©**

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RV 180 OP PROEFVAART

Op woensdag 24 oktober is bij 'Damen Shipyards' te Gorinchem het **Rijksvaartuig 180 (RV 180)** te water gelaten.



Foto : Hans Lingbeek ©

Het **RV 180** is het vierde vaartuig dat gebouwd wordt in het kader van het project vlootvernieuwing. Dit zeer avanceerde vaartuig is speciaal aangepast om dienst te doen in het noordelijk Waddengebied, waar het gaat opereren vanuit thuishaven Harlingen. Afgelopen week is het vaartuig begonnen aan haar proeftochten waarna de officiële overdracht door de werf aan de Koninklijke Marechaussee gepland staat op 5 december.

Hierna is er een opwerkperiode voor de bemanningen waarin zij wegwijs gemaakt worden op het vaartuig. De eerste week van januari zal het **RV 180** vervolgens operationeel inzetbaar zijn.

EIDE TRADER ARRIVED IN MALTA



After trading for many years under the name **SPRUCE**, renamed in **EIDE TRADER**, the 1975 built barge carrier seen above entering Valletta last Thursday 22nd November with **Pilot Ian Pace Bardon** onboard & local tugs **LIENI** with Cpt. **Raymond Azzopardi** at the helm & **SEA SALVOR** with Cpt. **Emmanuel Borg** at the helm bound to Malta Shipyards. Handling agents were **Barwil Unitor Malta Limited**.

Photo : Lawrence Dalli - Malta Ship Photos ©

TOISA PEGASUS LAUNCHED



At the IHC-Merwede shipyards in Hardinxveld-Giesendam the newbuilding **TOISA PEGASUS** was launched on Saturday November 24th 2007 after being christened by Mrs Lorena Vázquez de Hernández, spouse of Mr José Hernández Cantarell, President CICSA.

Photo : Henk van Milligen ©

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The 290 mtr LNG tanker **PROVALYS** seen in Brest

Photo : Jacques Carney ©

Record 744,000 travelled on fast ferry this year

A record 744,000 people travelled between Tobago and Trinidad with the fast ferry service for the first ten months of this year. And Port Authority officials visualised that another 100,000 would do so by the time the year ends next month.



Tourism and Transport Minister Neil Wilson in disclosing these figures told the Tobago News in an interview on Monday that another 600,000 used the airbridge during the same period. He added that the use of both the air and sea bridges would top the 1.5 million mark this year and this represented a 50 per cent increase over last year.

Photo : Piet Hageman ©

Wilson noted that the record usage of the seabridge was achieved although the T&T Spirit did not come into service until late this year and the **T&T Express** was on its annual mandatory dry-docking for a month. The new ferry terminal at the Port of Spain port, which was put into use on Monday has greatly eased the congestion experienced by travellers at the old terminal nearby.

Wilson said Delta Airlines was on track for its inaugural flight between Atlanta and Crown Point on December 15. He said the flight will be bringing in a number of business people and journalists who will spend a few days taking in what Tobago had to offer visitors. **Source : thetobagonews**



Giant crane arrives for Port Manatee

It has 28 wheels, weighs 463 tons and travels at a ponderous 3 mph, but it could be the key to expanding Port Manatee's business. Port Manatee took delivery of a new \$3.9 million mobile harbor crane Friday that will allow it to compete in the container shipping business for the first time.

For port officials, the purchase is a vital step to position Manatee County's seaport to compete for new business expected from the widening of the Panama Canal. "We're optimistic it's going to have an immediate and dramatic impact," said Steve Tyndal, port spokesman. It will take workers about five weeks to assemble the crane, which reaches a height of 257 feet when its boom is fully raised.

Once operational, the crane will be able to load and unload 25 to 30 containers per hour, lifting a maximum of 100 tons. Containers, elongated steel boxes that can be stuffed with a wide variety of merchandise, have become the chief enabler of international trade. The equivalent of 44 million 20-foot containers were shipped through U.S. ports last year.

They can be unloaded straight from the ship onto trucks or trains, so products inside do not get damaged. Currently, Port Manatee can only receive container ships that have an on-ship crane, a small slice of the business. But with the widening of the Panama Canal expected to dramatically change shipping routes in the next few years, port officials realized that a harbor crane was essential to the port's economic future.

The Panama Canal Authority projects that after the widening of the canal, as much as 60 percent of the world's shipping trade will pass through its locks, compared with 30 percent at present. Much of that will be container ships carrying manufactured goods from Asia bound for the eastern United States.

Officials hope the Manatee port will eventually be handling 300,000 to 600,000 containers per year. But the crane purchase has already reaped some benefits. Fruit company Del Monte, which leases 152,000 square feet of refrigerated storage space at Port Manatee, made a crane a prerequisite for it to renew its lease for another five years.

The deal is worth more than \$1 million per year to the port. And officials are already in talks with two new potential customers attracted by the crane, said Tyndal. "We knew it was going to be a catalyst," Tyndal said. "We didn't realize it was going to create the level of interest we're finding already."

The port partnered with Logistec USA, a stevedore company to buy the crane. The port will pay half the cost of the crane with grants from the state. Logistec will pay the balance. The company will be paid back over 15 years with revenues from the crane's use and will share in those revenues thereafter.

Until Friday, Port Manatee was one of five of Florida's 14 deep-water seaports without a container crane.

"It's a huge benefit to have one," said Nancy Leikauf, Florida Ports Council executive vice president. "Obviously you can increase the types of ships you can service." **Source : Herald Tribune**

Blocked in Libya, cruise sails on to Malta

Seasoned travellers know the importance of checking passport and visa requirements when planning trips abroad. But even veteran globetrotters could not have been prepared for the surprise Libyan authorities sprang on a shipload of visitors last week.

Passengers on the P&O British liner **Artemis** were not allowed to land in Tripoli because their passports did not carry an Arab translation. The requirement was introduced just two days before, with no official announcement. Airline passengers were also turned away, sparking strong protests from carriers. Even Libyan tourism officials attending a global travel conference in London were not aware of the development.

Artemis passengers, on a 25-night cruise from Southampton, moved on to their next destination, Malta, earlier than planned. **Source : The Malta Independent**

MOVEMENTS



The m.v. **ODER TRADER** seen enroute Dakar

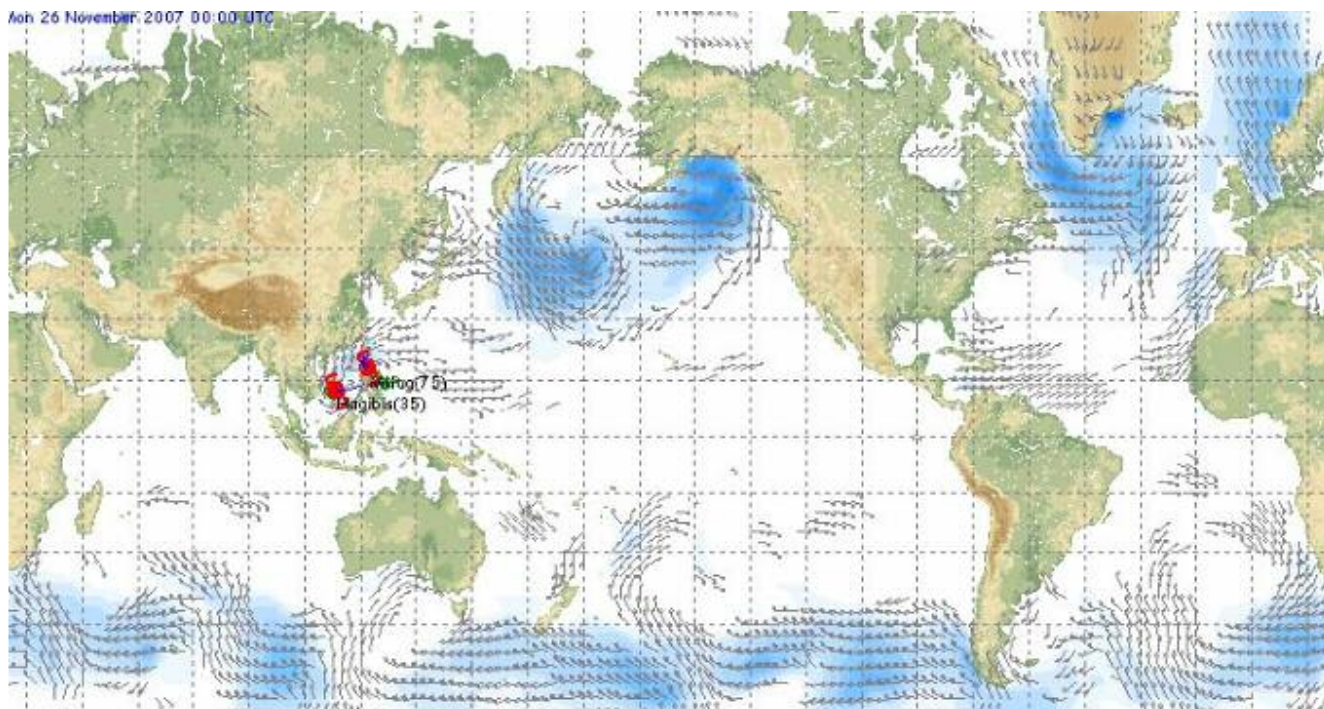
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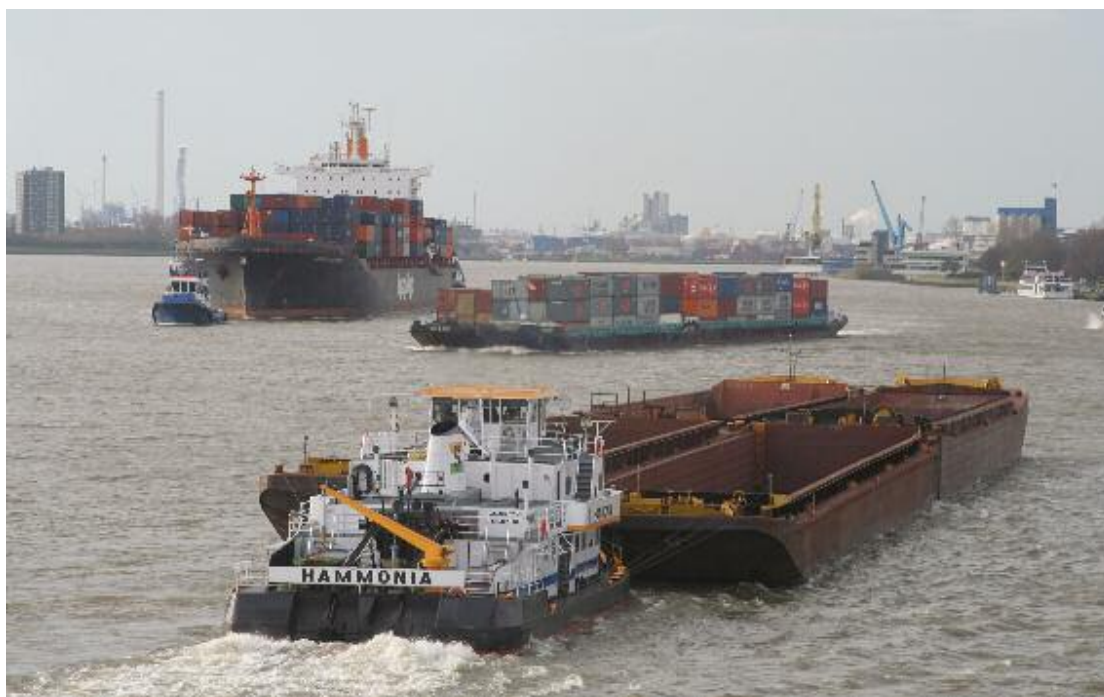


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.... PHOTO OF THE DAY



Rotterdam Port – Photo : Rick van der Ent ©

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