

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 270



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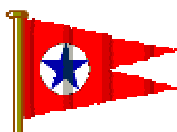
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IN MEMORIAM



Mr. Edmund. H. Vestey

It is with deep regret to advise you that Mr. Edmund. H. Vestey passed away, Friday 23rd.
November 2007.

As Chairman of Blue Star Line for many years, all those that knew him will be deeply saddened by
the passing of one of the last stalwarts of British Shipping, who took a genuine interest in his ships
and staff.

Our sincere condolences go to all his family.

EVENTS, INCIDENTS & OPERATIONS



The **MARFRET GUYANE** seen arriving in Rotterdam during her maiden voyage

Photo : Henk van der Heijden ©

Seabourn Spirit saved from another brush with pirates

Just two years after outrunning pirates off Somalia, the cruise liner **Seabourn Spirit** has been saved from a potential repeat attack.

Royal Navy warship **HMS Campbeltown** responded to a call for help from **Seabourn Spirit** taken at the Bahrain headquarters of Royal Navy and coalition operations in the Gulf, as the liner transited for Muscat, Oman.

The cruise ship's crew had grown increasingly concerned about small skiffs believed to be pirates closing on their position.

Over 120 nautical miles away **Campbeltown's** maritime attack Lynx helicopter was dispatched to the scene, armed with its machine gun to reassure the cruise liner, and if necessary intercept the pirates.

By the time the helicopter reached the liner the skiffs had disappeared. The helicopter's presence greatly reassured the passengers on board and the Royal Navy has been officially thanked for its assistance by the ship's captain, himself ex-Royal Navy.

Navy News Service notes that **Campbeltown's** actions have reassured vessels transiting through the Combined Task Force 150 Joint Operating Area that the coalition warships are effective at supporting requests for help in any direction.

Campbeltown Commanding Officer, Cmdr. Gordon Abernethy, Royal Navy, said, "It is extremely rewarding to be of assistance and know that our presence reassures law-abiding mariners going about their normal business."

Campbeltown is currently one month into a seven-and-a-half month deployment east of the Suez Canal. Up to and including Christmas, the ship is operating in the Red Sea and Gulf of Aden. **Source : MarineLog**

IMO: Antarctic Rescue was Successful

IMO Secretary-General Efthimios E. Mitropoulos, commenting on the sinking, last Friday (23 November), of the cruise ship Explorer off the coast of Antarctica, said that the successful rescue of all passengers and crew on board the ship served to highlight the work of the Organization in regulating several key aspects of maritime safety relevant to the accident. More than 150 people were rescued from the Explorer after she hit an iceberg and eventually sank in waters off Antarctica.

Mr. Mitropoulos told delegates at the 25th IMO Assembly that, while the loss of the ship was a matter of regret, the rescue of all on board was a cause for rejoicing. "The fact that there was no loss of life," he said, "must be credited to a well-executed and orderly evacuation operation and an equally well coordinated rescue operation involving search and rescue (SAR) services, both at sea and ashore, from Argentina, Brazil, Chile, Norway, the United Kingdom and the United States - a truly international effort deserving an expression of due tribute."

He went on to say that "the good work of this Organization in regulating vital safety aspects, such as survival craft and arrangements, evacuation procedures and search and rescue operations should, in cases like the Explorer's, be acknowledged and appreciated." **Source : SeaNews**



The **GOLDEN SAKURA** seen in Rotterdam Port
Photo : Jan Simons ©

Two dozen ships help Alang sail again

Alang in Gujarat is swinging back to life. Once world's largest ship demolition centre, now a marginal player, Alang is slowly breathing life into itself, thanks to over two dozen junk ships that were beached recently for breaking, after an unusually long break.

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A ship-breaker from Alang said Gujarat Maritime Board (GMB) is only providing beaching permissions, and that none have received breaking clearance. "At least 25 ships have come to Alang for demolition.

However, there is confusion about their dismantling, after the supreme court came up with strict guidelines in October. Both GMB and Gujarat Pollution Control Board (GPCB) are yet to begin strict implementation of the guidelines," said another ship-breaker.

The apex court had asked GMB to set up a model ship-breaking yard for others to emulate and follow strictly. However, the board is yet to construct the yard. Indian breakers are buying ships at a new record, \$500 per light displacement tonnage (LDT). A breaker said their counterparts in Bangladesh were buying large tankers at \$575 per LDT and above.

"But they seemed to have burnt their fingers in such high-value transactions. Apparently, they seem to have slowed down their purchases during last one month. The recent cyclone is also believed to have impacted their businesses," said an official.

Post the court order, GPCB had recently finalized norms for scrutinising the ships coming demolition as per the fresh guidelines issued by the court in October, 2007. The 'desk review' of the ships is now mandatory before anchoring, and it is to be completed aboard the ship by a team comprising of officials from the GPCB and the customs department.

While ships beach at Alang, so are the controversies. After '**Blue Lady**', it is the turn of '**Aqaba Express**', anchored at Alang, to raise environmental and health concerns. Last month, the UN's Basel Secretariat wrote to Indian government warning hazardous materials on board the ship.

It claimed that the vessel was arrested in Spain for operating under a certificate that declared it was on a final voyage for demolition in India or Bangladesh. Initial tests proved that the vessel carried hazardous substances such as asbestos and PCB.

The Spanish government had allowed the ship to sail off from Almeria in August for Constanza in Romania, where it was to undergo repairs. But it changed course and sailed to Alang. The 1975-built ship, formerly called '**Beni Ansar**', was registered in Moroni in Comoros. The Basel Secretariat has asked Indian government to ensure that the standards of the Basel Convention are met.

'**Blue Lady**' is still facing legal tangles even after the apex court pronounced its verdict. Indian Platform on Ship-breaking, a green body consisting Greenpeace and Basel Action Network (BAN), has moved the court once again with a petition.

While India has gone ahead with its own rules for safe ship-breaking, International Maritime Organisation (IMO) is close to finalizing a set of guidelines. Top officials from IMO, European Union and Basel are visiting Alang and Mumbai in the first week of January, before the working group of MEPC is slated to meet in Paris by January-end, to finalise the IMO's guidelines. **Source : India Times**

Cruise ship company had safety concerns

A New Zealander who worked for the company which ran the ill-fated cruise ship **Explorer** which capsized in the Antarctic has claimed there were safety issues with other cruises operated by the firm.

On one occasion, panicking holidaymakers abandoned a yacht operated by GAP Adventures in the Greek Islands halfway through a cruise because they were so unhappy about the safety of the vessel, said New Zealand man Daryl Pettus, who worked for the Canadian-based firm.

The **Explorer** was the only ship GAP Adventures used for cruises to Antarctica. However, the company also runs tour operations on yachts that are leased from sub-contractors in Athens, Greece.

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Mr Pettus said he was employed by GAP Adventures as yachtmaster in the Greek islands in 2006. "Myself and three other captains expressed serious concerns about the safety status of the yachts we were expected to operate."

On one occasion Mr Pettus said he had all his guests decide to leave a boat part way through the one-week cruise because they didn't have confidence in the safety of the vessel.

I supported their action and subsequently turned the boat over to the sub-contracting provider in exchange for another boat, which was only marginally better."

The general issue of seaworthiness of the vessels was a constant worry throughout the six-month season, Mr Pettus said. GAP Adventures spokeswoman Susan Hayes said she would investigate the claims made by Mr Pettus.

But she insisted the **Explorer** was safe, despite separate claims from Antarctica New Zealand chief executive Lou Sanson that concerns about the ship had existed 10 years ago. Ms Hayes said the 38-year-old vessel had recently passed all its necessary maritime checks.

Maintenance and upgrade work had been carried out under the supervision of vessel classification society DNV this year. A "passenger ship certification" had been issued by DNV before leaving dry dock in Las Palmas on October 2.



Half of the 154 people who survived the sinking of a cruise ship that hit an iceberg in the freezing waters off Antarctica arrived in Chile yesterday.

Alwyn Frost and Hazel Kitto, both from Dunedin, were among those evacuated from the ship in a difficult night-time operation 24 hours earlier. GAP Adventures is now making arrangements to fly the passengers to their various home countries.

Seventy-seven of those rescued touched down at Punta Arenas, on the Magellan Strait in far southern Chile, in an Air Force C-130 after spending the night at a Chilean base on the Antarctic island of King George.

"I feel wonderful, very pleased to be alive," said Danish tourist Jan Henkel, 42, alongside his girlfriend Mette Larsen, 29. "Everybody was afraid to die, I think." The rest of those rescued were still in the Antarctic after spending the night at a Uruguayan base on the island. They would be flown back when the weather allowed, regional governor Eugenia Mancilla said.

The Canadian-chartered passenger ship sank on Friday evening, hours after hitting the iceberg, but all the 91 passengers, 54 crew and nine other employees escaped on lifeboats and were later picked up by a Norwegian boat. Weather permitting, all the passengers were expected to be evacuated from Antarctica by tomorrow.

The **Explorer**, a Liberian-registered cruise liner chartered by the Canadian tour company, struck an iceberg near the island of San Carlos early on Friday and sank at about 1830 GMT that same day (0730 yesterday NZT).

The **Explorer's** Swedish Captain Bengt Witman was quoted as saying that when he felt the ship strike the iceberg, he thought it had hit a whale.

The Lloyds List maritime publication said the **Explorer**, built in 1969, had five "deficiencies" at its last inspection, according to a report on Lloyds' website. Watertight doors were described as "not as required," and the fire safety

measures were criticised. Chilean port inspectors found six deficiencies during an inspection in March, including two related to navigation, it said.

TROUBLED WATERS

Recent shipping incidents in Antarctica

- * Sinking of **Explorer**, November 23, 2007. An estimated 180,000 litres of diesel was onboard.
- * Grounding of **Nord Kapp** at Deception Island, January 31, 2007: Aboard were 300 tourists and 76 crew members. Nearly 700 litres of diesel fuel was spilled in an area frequented by killer whales, penguins and cormorants.
- * Grounding of **Luybov Orlova** at Deception Island, November 15, 2006 Source : NZHerald

'Ik dacht dat mijn laatste uur had geslagen'

Door HANS BOTMAN

Wat een onvergetelijke reis bij de Zuidpool moest worden, eindigde voor 91 passagiers, negen reisleiders en 54 bemanningsleden op het cruiseschip MS **Explorer** bijna in een catastrofe. Ze beleefden angstige uren en vreesden voor hun leven op het ijskoude water bij Antarctica. Onder de opvarenden waren zeventien Nederlanders.

Rond half vier in de ochtend, plaatselijke tijd, botste het schip 120 kilometer uit de kust met een flinke vaart op een ijsschots. Door de geweldige klap ontstond er een gat van twee vuistdiktes in de verstevigde romp. Het water spoelde direct naar binnen en de kapitein besloot de ruw gewekte opvarenden te evacueren. Het schip maakte snel slagzij.

Acht grote en tien kleinere reddingsboten werden te water gelaten en de passagiers moesten daar zo snel mogelijk in klimmen nadat ze hun reddingsvesten hadden aangetrokken.



„Het was verschrikkelijk,” vertelt Jos Moes uit Amsterdam vanaf de **Nord Norge**, een cruiseschip dat in de buurt was en behoorde tot de vijf schepen die assistentie verleenden. „We hebben doodsangsten uitgestaan, maar gelukkig is alles goedgekomen. Ik wil zo snel mogelijk naar huis.”

Foto links :
De NORDNORGE
Foto : Henk de Winde ©

Moes kreeg dertig seconden om haar familie via een krakende telefoonverbinding te woord te staan. Een Belgische opvarende: „Ik dacht dat mijn laatste uur had geslagen en er gingen beelden door me heen van de ramp met de **Herald of Free Enterprise** bij Zeebrugge.”

Eerste officier Peter Svensson: „De evacuatie verliep goed. Niemand was in paniek. De passagiers hebben rustig in de reddingsboten gewacht op hulp. Het was bekend dat die zou komen.”

De Nederlanders zijn met de 74 andere toeristen op de **Nord Norge** naar King George Eiland gevaren. Vandaar vliegen ze naar Punta Arenas in Chili, waar ze overnachten in een hotel. Op zijn vroegst maandag arriveren ze via de Argentijnse hoofdstad Buenos Aires in Nederland.

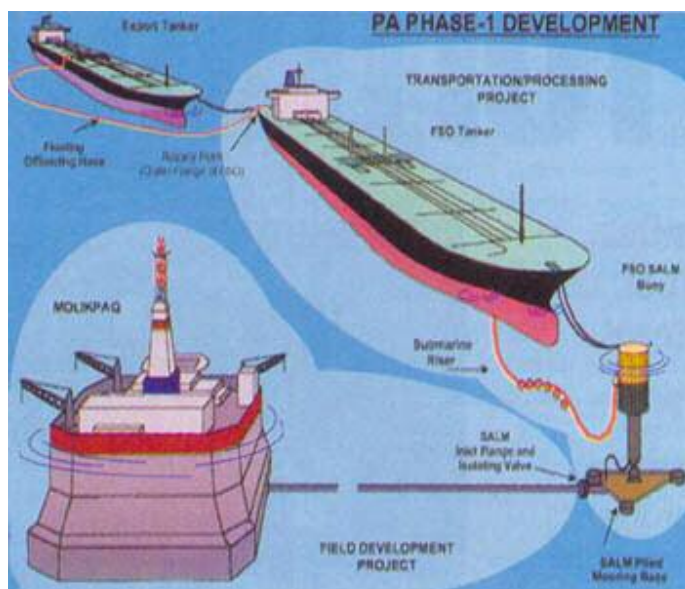
Directeur Van der Velden van reisorganisatie Djoser, waar de Nederlanders hun cruise hadden geboekt: „We doen er alles aan om de mensen zo snel mogelijk thuis te krijgen.” De **Nord Norge** kon alle passagiers uit de reddingsboten aan boord nemen. „Het gaat goed, we vertroetelen ze,” vertelde kapitein Arnvid Hansen. „Ze hebben het koud, maar niemand is onderkoeld geraakt.”

Hij zei dat hij zo snel mogelijk van de **Explorer** is weggevaren omdat hij niet wilde dat de mensen het schip zouden zien zinken. De reddingsoperatie werd gecoördineerd door de Chileense en Amerikaanse kustwacht. Naast de Nederlanders bestond het gezelschap voornamelijk uit Britten, Amerikanen, Canadezen en Australiërs.

Het is niet bekend hoe het ongeluk kon gebeuren. Cruiseschepen die rond de zuidpool varen zijn uitgerust met speciale apparatuur, die ijsbergen en -schotsen detecteert.

Er bleven twee bemanningsleden aan boord, onder wie de kapitein. Zij probeerden het zinken van het schip te verhinderen door water weg te pompen. Na enkele uren moesten ze hun pogingen staken en werden ze van boord gehaald.

Damaged Sakhalin buoy leaks oil



Storms around north-east Russia last week may have damaged the single anchor leg mooring (SALM) buoy used to offload oil from the Sakhalin II development. The conditions caused production at the Vityaz platform complex off the north-east Sakhalin coast to be suspended, and the Okha floating storage and offtake vessel to be disengaged.

According to operator Sakhalin Energy Investment Company, the damage to the SALM came to light during preparations to re-connect the Okha. It also resulted in some oil quantities being released into the sea. Oil spill response and other vessels are on location to prevent any further accidental discharges.

NAUTILUS WORRIED BY ADVENTUROUS CRUISES

UK-based ships' officers' union Nautilus UK has raised concerns over the operation of passenger vessels in increasingly remote locations, following last week's incident in which 100 passengers and crew were rescued safely from a sinking cruiseship off Antarctica.

The union – which represents more than 18,000 ship masters, officers and other maritime professional staff – says the incident involving the Explorer, which developed a 30-degree list after being holed in the Antarctic Ocean, is the latest in a series of similar emergencies.

'The growing trend to run cruises in increasingly exotic and remote locations, often in inherently dangerous conditions, is an issue of increasing concern,' said assistant general secretary Mark Dickinson. "There are many questions about the suitability of some ships to operate in such potentially adverse conditions, often well away from adequate search and rescue cover.'

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The Union says these issues need to be addressed as part of a broader review of cruiseship safety, and has raised its concerns through the International Federation of Shipmasters' Associations.

Meanwhile the Liberian International Ship & Corporate Registry (LISCR), the US-based manager of the Liberian Registry, has confirmed that the Explorer had been registered with Liberia since 1989, and underwent a full inspection in October, 2007.

Scott Bergeron, Chief Operating Officer of LISCR, said, "The Liberian Registry is mounting a thorough investigation into the circumstances and cause of the Explorer accident. As always, we are co-operating fully with all interested parties and we will seek to determine the relevant facts and root cause of the incident prior to issuing a report. Captain Robert Ford, the Registry's most experienced investigator, is heading up the investigation.

He added: "In the meantime, the UK Maritime Accident Investigation Bureau has expressed an interest in participating in our investigation, given that a number of UK passengers were on board the vessel at the time of the incident. The Liberian Registry appreciates its interest, has responded positively to the request, and has begun working co-operatively with the MAIB." **Source: Maritime Global Net**

NORTH SEA SECA IN OPERATION

FROM last Thursday ships operating in the North Sea must demonstrate compliance with a 1.5% cap on the sulphur content of bunkers within the North Sea SOx Emission Control Area (SECA), one year after the entry into force of related amendments to Annex VI - Regulations for the Prevention of Air Pollution from Ships - of the MARPOL Convention. Alternatively, ships must fit an exhaust gas cleaning system.

The Baltic Sea Area has also been designated as a SOx Emission Control Area under the regulations and has been implemented and operational since 19 May 2006.

MARPOL Annex VI is currently undergoing a comprehensive review by the Marine Environment Protection Committee (MEPC), through the Sub-Committee on Bulk Liquids and Gases (BLG), and the review is expected to be completed in 2008. A Cross Government/Industry Scientific Group of Experts, established by IMO Secretary-General Efthimios Mitropoulos in July 2007, with the endorsement of the MEPC, is reviewing the impacts on the environment, on human health and on the shipping and petroleum industries of applying any of the proposed fuel options to reduce SOx and particulate matter generated by shipping and the consequential impact on other emissions, including CO2 emissions from ships and refineries. The final report of the Group will be completed by mid-December this year, for submission to the MEPC and the BLG Sub-Committee.

Meanwhile, the BLG Air Pollution Working Group met in Berlin, Germany, from 29 October to 2 November 2007 to consider other matters relating to the review of Annex VI, in particular NOx limits for new engines, possible regulation of existing engines and introduction of control of particulate matter.

The implementation of SECAs means that many ships will switch from using cheaper higher sulphur fuel before entering a SECA. This can cause problems as lubricating oils also need to be changed to one suitable for running with low sulphur bunkers. However French marine lubricants supplier Total Lubmarine says it has developed, for the first time, a cylinder oil which is suitable for use with

Until now, leading engine manufacturers have recommended using different lubricants depending on the sulphur content of the fuel the engine is burning. Broadly speaking, this has involved using BN 40 oils up to a sulphur limit of 1.5 or 2.00 per cent, rising to BN 70 on sulphur limits up to 4.5 per cent. This means having to manage two qualities of lubricant according to the sulphur content of the fuel burnt by the vessel. Moreover, it makes the process of switching fuels complex and critical, not least in terms of engine safety.

Lubmarine's new Talusia Universal oil is designed for use with all two-stroke engines running on heavy fuel oil with a sulphur content of between 0.5 and 4 per cent. The company claims: "Uniquely, it performs equally well whether the engine is running constantly on medium-sulphur fuel oil or alternating between high and low-sulphur fuel oils."

Source : Maritime Global Net

HEEREMA VLISSINGEN LEVERT KNAP 'STAALTJE' PRECISIEWERK

met minder dan 3 mm tolerantie is het onderstel voor het Tombua Landana platform gebouwd!

Heerema Vlissingen, één van de drie fabricagewerven van Heerema Fabrication Group (HFG) gevestigd in Zwijndrecht, heeft vandaag het gigantische onderstel van het Tombua Landana platform opgeleverd. Het onderstel met funderingspalen, langste ooit gebouwd, is vanaf de constructiekade te Vlissingen geladen op een zeegaande bak voor transport naar Angola, West Afrika.

In juli 2006 is bij Heerema Vlissingen gestart met de werkzaamheden voor de bouw van het 3.000 ton wegende onderstel en de twaalf 190 meter lange funderingspalen voor het Tombua Landana platform. Inmiddels zijn er meer dan 240.000 manuren hard gewerkt aan deze constructie, welke Heerema Vlissingen in opdracht van Daewoo voor Chevron bouwt.



Daewoo, hoofdaannemer voor de bouw van het totale platform, en Chevron hebben gezien de enorme precisie waarmee het onderstel gebouwd diende te worden een keuze gemaakt voor Heerema Vlissingen. Slechts 3 millimeter tolerantie was toegestaan bij met name de 12 cilinders op de hoeken van het onderstel waar de funderingspalen doorgeslagen moeten worden. Dit vergde een enorme nauwkeurigheid in het bouwen.

"Met gepaste trots laden wij vandaag het Tombua Landana onderstel op een zeegaande bak uit. De enorme toewijding en nauwkeurigheid waarmee onze mensen gewerkt hebben aan dit project, hebben ertoe geleid dat wij dit uitdagende project op tijd en volledig conform de zeer nauwkeurige specificaties kunnen opleveren. Daewoo en Chevron hebben inmiddels laten weten onder de indruk te zijn van onze enorme nauwkeurigheid van bouwen. Ook op veiligheidsgebied

is het uitstekend verlopen, zonder één enkel ongeval met verzuim. Al met al heeft Heerema Vlissingen deze uitdagende opdracht zeer succesvol afgerond', aldus Wim Matthijssen, algemeen directeur Heerema Vlissingen.

Het Tombua Landana platform wordt op 80 kilometer voor de kust van Angola in 369 meter diep water geïnstalleerd. De totale hoogte, vanaf zeebodem, van het platform is 474 meter en weegt ongeveer 76.000 ton. De operator is Cabinda Gulf Oil Co. Ltd., een onderdeel van Chevron. **Source : Heerema**

Brugwachters bouwen Erasmusbrug na

"IK ben op aanraden van bedrijf hobby gaan zoeken"

Klaas Mosterd en Wim van Vossen weten alles over de Erasmusbrug. De brugwachters bedienen hem niet alleen, ze bouwden hem ook exact na.

De Erasmusbrug gaat in principe open om 10, 11, half 2 en half 4 uur. Tussen 19.00 en 7 uur opent hij alleen indien nodig. In een aanpalend huisje zitten altijd twee brugwachters gereed om hem en nog eens zes bruggen te bedienen. Dankzij de spertijd en de rustige nachten blijft er heus wel tijd over voor wat anders. Het is dan goed dat je iets omhanden hebt. "Ik was 38 jaar toen ik in dienst trad. Ik wilde naar de schepen. Personeelsfunctionaris Joost Rijnders wist van mijn hobby als modelbouwer. 'Ga lekker op de brug', zei hij. 'Als je hem maar op tijd open en dicht doet'", aldus Wim. "Ik ben op aanraden van het bedrijf een hobby gaan zoeken", aldus Klaas. Het werd de modelbouw omdat hij zowel handig als geduldig is. "Ik prutste altijd al wel. Ik ben nu bezig aan bouwnummer 43", weet Klaas. Hij werkt veel in opdracht. Zijn paradepaardje is een sleephopperzuiger die de zuigpijp kan laten zakken; een opdracht van baggeraar Van Oord. Ex-schipper Wim kopieerde zijn eigen bunkervaartuig **Mobiel Service 42** in het klein en gaf daarmee radiografische demo's in België en Duitsland.

Peilers

Drie jaar geleden sloten Wim en Klaas een monsterverbond. "We bouwen meestal schepen en hadden zin om iets anders beet te pakken. Zo is het gaan rollen. We bouwden de brug thuis maar misten de ruimte om hem neer te zetten." Vandaar dat het duo zijn toevlucht zocht op de zolder van het brugwachtershuisje. De peilers kostte het tweetal de meeste moeite - "Daar zit geen recht stukje aan." Deze zomer kwam met de plaatsing van de verkeersborden en afsluitbomen een einde aan het project.

Mammoet

In het begin dit jaar aan het Weena 745 geopende modelbouwparadijs RailZ, miniworld vonden de twee bruggenbouwers een gewillig onderkomen. Het museum herbergt de grootste modelhaven van Europa. Op 280 vierkante meter kom je de ECT-terminals, de Suurhoffbrug, Mammoet, oude stadshavens, de Calandbrug, een terminal van Odfjell en nog veel meer tegen. Directeur Marc van Buren vindt dat nog lang niet genoeg. "We zoeken nog een scheepsbouwer, die zijn naam aan ons wil verbinden, en een petrochemisch bedrijf voor de bouw van een raffinaderij. Dat is twee keer zoveel werk."

Het Havenbedrijf heeft de brug van de twee overgenomen en ter beschikking gesteld van het museum. De opbrengst hebben de brugwachters geschonken aan het Ronald McDonaldhuis. De nieuwe plek voor hun creatie vindt het tweetal top. RailZ is een pracht van een tentoonstellingsruimte. Beslist niet alleen voor de 150.000 modelbouwers die Nederland rijk is, maar ook voor mensen die geen benul van tijd hebben. In RailZ, miniworld valt de avond om de 24 minuten. **Source : Port of Rotterdam**

CASUALTY REPORTING



Tel: +31 115 645000 - www.multraship.com

Tanker under tow after drifting in Skagerrak

Svitzer A/S had its tug **Fenja** as first on the scene in Skagerrak to pick up the Panama-flagged tanker **Astor**, which was drifting after a failure on the main engine. The crew were unable to re-start the engine and called for assistance in order to avoid further distress. The tanker was in ballast, but had some 86 tons of bunkers on board. **Fenja** picked up **Astor** after a few hours waiting time (arrived from Frederikshavn) and took **Astor** on tow. It is expected that the tow will arrive at Frederikshavn at noon Monday and a repair will be effected by a local repair shop. **Astor** is owned by Storesund Rederi A/S and is built in Busum, Germany, in 1981 as **Liesel Essberger**.

NAVY NEWS

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Two Chinese patrol vessels seen moored in the port of Yang Pu at Hai Nan Island (South-western China).

Photo : Jan van de Water ©

S. Korean Navy Joins Australia-Led Submarine Rescue Drills

The South Korean Navy said Monday that it has deployed a 1,200-ton submarine to an international submarine rescue exercise underway off the coast of Australia.

The exercise, named "**Pacific Reach 2007**," is aimed at enhancing the ability to mobilize assets and manpower worldwide in an accident or other emergency situation involving submarine.

This year's training has drawn nine countries including the U.S., Japan, and Singapore, all of which are operating submarines in the Asian waters, the Navy said. The exercise, which started in 1999, has been held on an irregular basis and its venue rotates among the participating nations.

"The 1,200-ton **Lee Eok-gi Ham** is taking part in the exercise that kicks off on Monday for a 12-day run," a Navy spokesman said. "The training is to promote cooperation and interoperability in the field of submarine rescue."

South Korea hosted the submarine drills in 2004 in the waters near the country's southern resort island of Jeju.

More than 170 submarines have been lost worldwide in non-combat operations in the past hundred years.

Source : The Korea Times

Iran to launch homemade submarine

Days ahead of the Annapolis peace conference, Iran flexed its military muscles on Saturday, announcing plans to unveil a new homemade submarine and navy destroyer later this week.

Iranian Naval Commander Admiral Habib Sayyari said Saturday that the navy would launch a homemade destroyer called Jamaran and a submarine called Ghadir on November 28.

Ghadir is a religious holiday which marks the day Shi'ite Muslims believe the prophet Muhammad gave his last sermon and confirmed Ali ibn Abi Talib's appointment as his successor.

Sayyari told the Iranian Fars News Agency that Iran's military capabilities served as a deterrent, but: "If the enemy makes a mistake, he will receive such a powerful second strike that he won't be able to stand up."

Iran has boasted in the past that its new Ghadir-class submarine could not be detected and was capable of firing missiles and torpedoes simultaneously. According to Globalsecurity.org, Iran's Navy has at least three Russian-built SSK Kilo-class submarines.

In August, Iran test-fired a new submarine-to-surface missile during war games in the Persian Gulf. Iran's current arsenal includes several types of torpedoes, including the Hoot, Farsi for "whale," which was tested for the first time in April and is capable of moving at some 357 kph, up to four times faster than a normal torpedo.

Sayyari told the news agency that his troops were closely monitoring US maneuvers in the region. "No move in the Sea of Oman, the Persian Gulf or the Strait of Hormoz could remain hidden from our eyes. The naval force is in full control over the region and monitors all the military moves of the enemies in the region," he said. Source : The Jerusalem Post

Norwegian subs move North



The Norwegian submarine **S 305 UREDD**

Photo : Piet Sinke ©

More international focus on the High North and increased Russian Navy activities in the region has made the Norwegian Defence move more subs towards the Barents Sea. In a televised reportage from NRK, Norwegian submarine crew members now tell about intelligence operations against Russian vessels. Russian vessels have the last months on several occasions operated outside the Norwegian coast, and Norwegian authorities have now requested an explanation from Russia.

After a decade of low activities in the Barents Sea, the area is now again becoming the playground for navy interests. In a reportage from Norwegian broadcaster NRK today, Norwegian Navy officials confirm that Russian war ships the last months have stepped up activities along the Norwegian coast, and that sonar has been used against Norwegian submarines.

The Russian offensive now spurs increased Norwegian submarine activities in the region, NRK reports.

Head of the Norwegian submarine forces, Erik Bøe, says the Norwegian Navy is stepping up its presence in the High North in line with government policy. He also confirms that the submarines are cooperating closely with the Norwegian intelligence services, as well as with special task units.

Deputy Minister in the Norwegian Ministry of Defence, Espen Barth Eide, says to NRK that the government will use more resources on getting better overview over Russian activities. At the same time Norwegian authorities are reported to have requested Russia to reason the higher activities in the area.

Norway has six Ula-Class submarines. **Source : Barents Observer**

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Expanding Ulstein wins Turkish design contract

Norway's Ulstein Group continues to expand. This week it announced that it has entered into an agreement to acquire Maritime and Mechanical Technology (MMT), an engineering company that is based in Norway but which owns engineering companies in Croatia and has engineering-oriented partnerships in India.



Meantime, Ulstein Es-Cad, established in December last year by the Ulstein Group and Turkish ship design company Es-Cad, has just landed a significant design contract from the Scientific and Technological Research Council of Turkey (TUBITAK) for the design of a new oceanographic research vessel.

And in October, Ulstein announced a letter of intent that will see it take a majority stake in Netherlands based Sea of Solutions. That deal is due to complete in January and will give Ulstein a broader portfolio in the heavy offshore sector.

The latest acquisition, MMT, employs approximately 20 people and has extensive experience of coordinating Norwegian and foreign engineering groups. It was set up in 2006 by Harald Bigse, who will now join the Ulstein Group.

Ulstein Group Deputy CEO Tore Ulstein, says the group has a clear strategy for international growth.

"To be able to increase volume in existing and new market segments, the sale of design and package solutions is an important area for the group. And a vital factor in realising this is more and competent resources on the engineering side. MMT's experience with building and leading international engineering networks will therefore complement our growth strategy extremely well," says Tore Ulstein.

The Ulstein Group intends to establish Ulstein Engineering which, says Tore Ulstein, will "create an attractive and flexible engineering operation." It will integrate the international engineering functions in the group with newly acquired companies and any future acquisitions. Harald Bigset will be manager of the new company. Ulstein Verft will retain its engineering resources after the establishment of Ulstein Engineering.

The new vessel being designed by Ulstein Es-Cad will serve as a versatile platform for oceanographic research, including hydrography and biological, geological and geophysical research. In line with the requirements of TUBITAK, Ulstein Es-Cad has developed the vessel with an overall length of 41.2 m, a beam of 9.6 m and a design speed of 16 knots.

The vessel may be compact, but it will be equipped for sustained operations, with a cruising range of 2,700 nautical miles at 14 knots and accommodation for 14 scientific personnel in addition to a permanent crew of 12. The vessel is arranged with four laboratories, meeting facilities and a 100 sq.m working deck equipped with full crane coverage, twin winches, an aft A-frame and arrangements for ROV operations.

"The Turkish Government is giving emphasis to enhancing the capabilities for oceanographic and geological research, both from an environmental- and resource management perspective, as well as in consideration of large population centres being located in seismologically active areas. We believe the current contract would serve to position Ulstein as a relevant partner also for larger projects that are planned," says Engin Sezen, general manager of Ulstein Es-Cad.

TUBITAK is the leading agency for managing, funding and conducting research in Turkey, with more than 1,500 researchers engaged in basic research and applied research, independently and in public-private partnership. The agency reports to the Prime Minister and is a principal advisor to the Turkish Government on science and research issues. **Source : MarineLog**

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The **NEDLLOYD JULIANA** seen departing from Port Chalmers on the 26/11/07 bound for Wellington, New Zealand.

Photo : Ross Walker ©

Fairmount Marine resumes activities for Fairstar Heavy Transport

Fairmount Marine has resumed activities for Fairstar Heavy Transport (formerly known as Fairmount Heavy Transport) as ship manager of Fairmount Fjord and Fairmount Fjell.

Said Fairmount Marine in a statement: "Fairstar, after a period of negotiations, has agreed to fulfil its obligations under the management agreement between Fairmount Marine and Fairstar and as a result, activities were resumed."

MSC naar Navegantes

Rederij MSC heeft besloten om de nieuwe Braziliaanse haven Navegantes op te nemen in het vaarschema van de dienst tussen Noord-Europa en de oostkust van Zuid-Amerika. Navegantes Port is gelegen in de monding van de rivier Itajai-Açu en ontvangt vanaf deze maand al de zes grote schepen (4.050 tot 4.900 teu) van MSC's Noord-Europese lijndienst. De keuze voor Navegantes als extra loshaven na Rio de Janeiro, Santos, Buenos Aires en Rio Grande heeft tot gevolg dat de aanloop van Sao Francisco do Sul vervalt. De aanloop van Las Palmas wordt ook ingewisseld voor de bediening van Tilbury.

Navegantes wordt ook opgenomen in de rotatie van een dienst tussen het Middellandse Zeegebied en Zuid-Amerika. Daar valt het nabijgelegen Itajai uit de boot en wordt de aanloop van Paranagua vervangen door die van Rio Grande.

Sao Francisco do Sul en Paranagua worden voortaan bediend door nog een andere Zuid-Amerikaloop, namelijk die uit Barcelona, Valencia en Las Palmas. Noord-Europese lading kan desgewenst op die dienst overgeladen worden in Las Palmas. **Source : Newsblad Transport**

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The **WAVE SENTINEL** seen in the port of Portland
Photo : Piet Sinke ©

Boskalis bestelt twee innovatieve sleephopperzuigers

Baggerconcern Koninklijke Boskalis Westminster nv heeft aan scheepswerf IHC Holland opdracht gegeven voor de bouw van twee innovatieve sleephopperzuigers van 12.000m³. De opdracht is onderdeel van het meerjarige vlootuitbreidingsprogramma van Boskalis. De schepen zullen worden geleverd in december 2009 en april 2011. Met de opdracht is een investering gemoeid van ruim € 200 miljoen.

De nieuwe schepen onderscheiden zich door de toepassing van innovatieve technieken, waardoor Boskalis zijn marktpositie versterkt in het segment 'grote sleephopperzuigers'. De schepen worden uitgevoerd met twee gescheiden laadruimtes, waardoor hun draagvermogen ook in ondiepe wateren optimaal kan worden benut. Daarnaast worden ze uitgerust met een hoog walpersvermogen, waarmee grote volumes grond kunnen worden verpompt over langere afstanden. De twee nieuwe schepen zijn hiermee breed en wereldwijd inzetbaar voor zowel grootschalige landaanwinning als de aanleg van havens en waterwegen.

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 € 850 miljoen behelst, omvat de bouw van vier sleephopperzuigers variërend van 5.600m³ tot 12.000m³, de verlenging van de Queen of the Netherlands tot een megahopper van 35.500m³ en de bouw van jumbocutterzuiger Phoenix, alsmede een valpijpschip en diverse andere gespecialiseerde schepen voor de energiemarkten. De schepen komen in de vaart van 2007 tot 2011.

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**

Rickmers-Linie Celebrates 200th Voyage

Rickmers Chennai, a multipurpose heavylift vessel of Rickmers-Linie, the Hamburg-based specialist in the global transportation of breakbulk, heavylift and project cargo, departed Hamburg on for the 200th voyage of a Rickmers vessel to the Middle East and India.

Rickmers-Linie introduced its regular and direct multipurpose service from Europe to the Middle East in 1991 and added India to its schedule two years later. The main loading ports are Antwerp, Hamburg and Genoa with Damman, Ras Laffan, Abu Dhabi and Dubai, as well as Mumbai and Chennai as main discharge ports. Further ports are called on inducement.

Sailings are offered every three weeks and performed by four multipurpose vessels with a capacity of approximately 23,000 dwt each and a lifting capacity of up to 250 tonnes. The service speed of these vessels is 16 knots. This service is further complemented by regular sailings of vessels employed in the Round-the-World Pearl String Service, calling at Dubai on a monthly basis and able to call at further ports in the region in case of demand.

Since 2006, Rickmers-Linie has also been offering westbound voyages from India via the Middle East to Europe, a service experiencing steadily increasing freight volumes. In October this year, Rickmers announced a fleet renewal

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program comprising ten newbuildings to be built in China. Some of these are expected to enter the Europe to Middle East/India trade upon completion in 2009/2011. **Source : MarineLink**



Herewith some pics of a transport **STARCLASS YACHTS** organized from Taranto to the Seychelles on board multipurpose heavy lifter **Chipolbrok Sun**. This 44 meter motor yacht has been build in Holland a few years ago, and has 2 diesels, and 1 Gasturbine giving her a max speed of 68 knots. The cargo was booked, organized and supervised by **Starclass Yachts**, and loaded last Saturday in Taranto.

Chipolbrok is a Polish/Chinese company, with excellent Chinese crew, and has 4 similar vessels on worldtour, that are equipped with 2 x 350 tons cranes and automatic ballast system. It takes them 4 months to arrive back in Taranto.

Photo : Jan te Siepe ©



The tugs **NEELTJE P** (top) and **DEBBIE P** seen departing from Curacao bound for Maracaibo (Venezuela)

Photo's : Kees Bustraan ©



MOVEMENTS



In Portland the 147 mtr tanker **GEORGY USHAKOV** was this weekend renamed in **BERENGARIA** as can be seen above, the Product tanker is built during 2001 under the name **KALININGRAD** at the Admiralty Shipyards in St Petersburg under yard number 02732, sailed under this name until 2006 when she was renamed in **GEORGY USHAKOV** followed now by **BERENGARIA**
Photo : Piet Sinke ©

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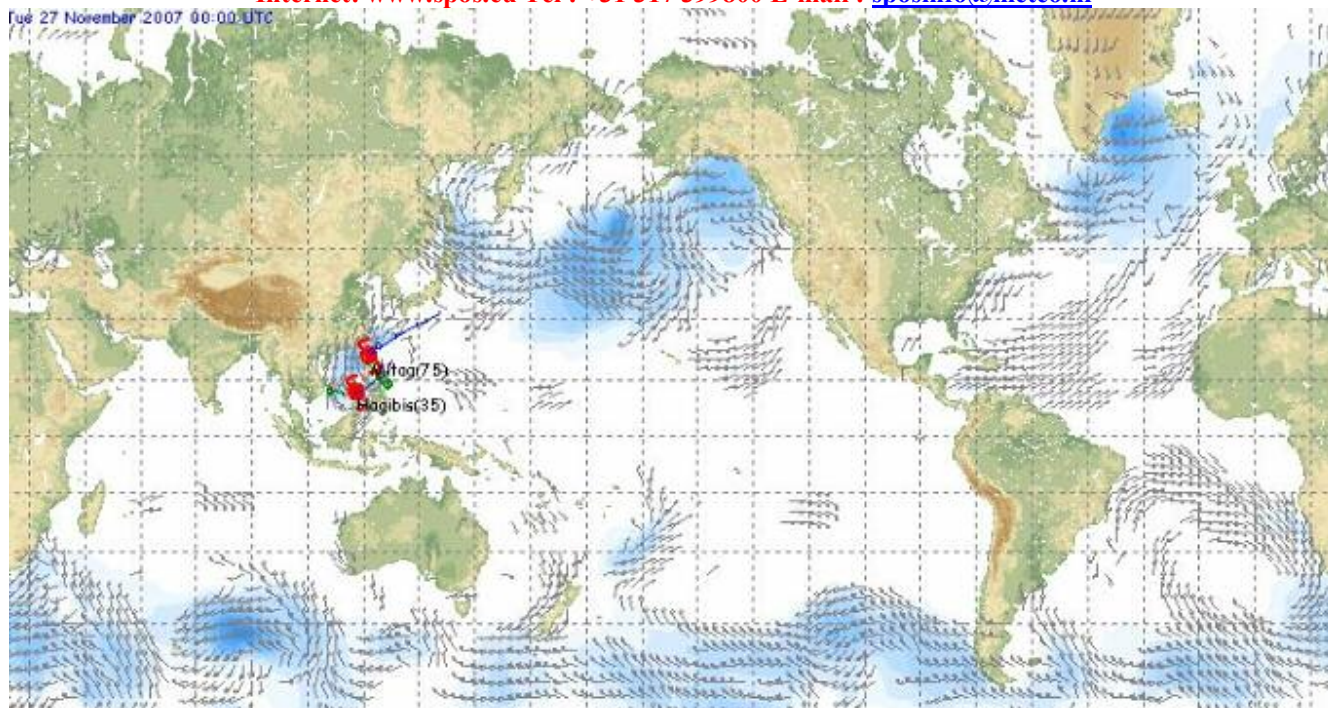
The **BALIKESIR** seen at the Westerscheldt River
Photo : Henk de Winde ©

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.... PHOTO OF THE DAY



Above seen the new pilot boat of Brest, "**La Luronne**". , built at the "Sibiril" yard of Crarantec.
Design : "Halmatic Nelson 48-50", Lenght: 15,1 mtr. Breadth: 4 mtr, Motor: 2 Caterpilllar C 12, 2 X 460 cv. Speed: 23 knots. 2 crew and 8 passagers.

Photo : Jacques Carney ©

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