

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 273



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The tug FRIGGA arrived with the backhoe dredger RAZENDE BOL in Malta
Photo : Lawrence Dalli - Malta Ship Photos ©

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EVENTS, INCIDENTS & OPERATIONS



The 2200 ton Celler deck for the Booster Platform (offshore Mumbai) seen lifted in position by the **STANISLAV YUDIN**

Photo : Adri Haasnoot ©

Coast Guard to Test Oil from Seven Ships in Spill

Testing of oil samples taken from ships that might have spilled the fuel that washed up in Atlantic Beach and Long Beach last week will probably take place by next week, the Coast Guard said. After the approximately 500 gallons of heavy No. 6 oil residue washed up on almost a mile of beach, the Coast Guard used an automatic identification system that reports a vessel's position by radio to an agency office in Staten Island. The agency came up with nine vessels that entered or left New York Harbor in the 48 hours before the spill was detected by surfers. Coast Guard investigators from regional offices in New York, New Haven, Conn., and Hampton Roads, Va., collected samples from the fuel tanks and cargo holds of the seven ships identified by the New York vessel traffic center as headed to U.S. ports. These will be compared at the Coast Guard Marine Safety Lab in Groton, Conn., with samples collected from the beach by the Marine Safety Detachment in Coram. If there's no match, the agency will track down two other ships en route to overseas ports to obtain oil samples. Twenty-four cubic yards of crude oil and contaminated sand were removed from the beaches during the cleanup. The impact of the spill on marine wildlife appeared to be negligible, officials said. **Source: Newsday**

Chile tackles fuel slick from Antarctic shipwreck

A Chilean navy icebreaker set sail Tuesday on a mission to disperse the fuel slick caused by the shipwreck of a cruise ship that sank off King George Island in Antarctic seas last Friday.

"Considering the depth, the presence of ice, the effect of the wind and the currents and the absence of technology to contain spills on open seas - and at depths of more than 1,000 meters, it is only viable to disperse the slick mechanically," the Chilean navy said.

The cruise ship Ms **Explorer** struck submerged ice off Antarctica and began sinking last Friday. Her 100 passengers and 54 crew were rescued the same day. The cruise ship sank 15 hours later.

King George Island, the largest of the Southern Shetland Islands, lies about 1,127 km south of Cape Horn, the tip of South America. **Source : news.xinhuanet**

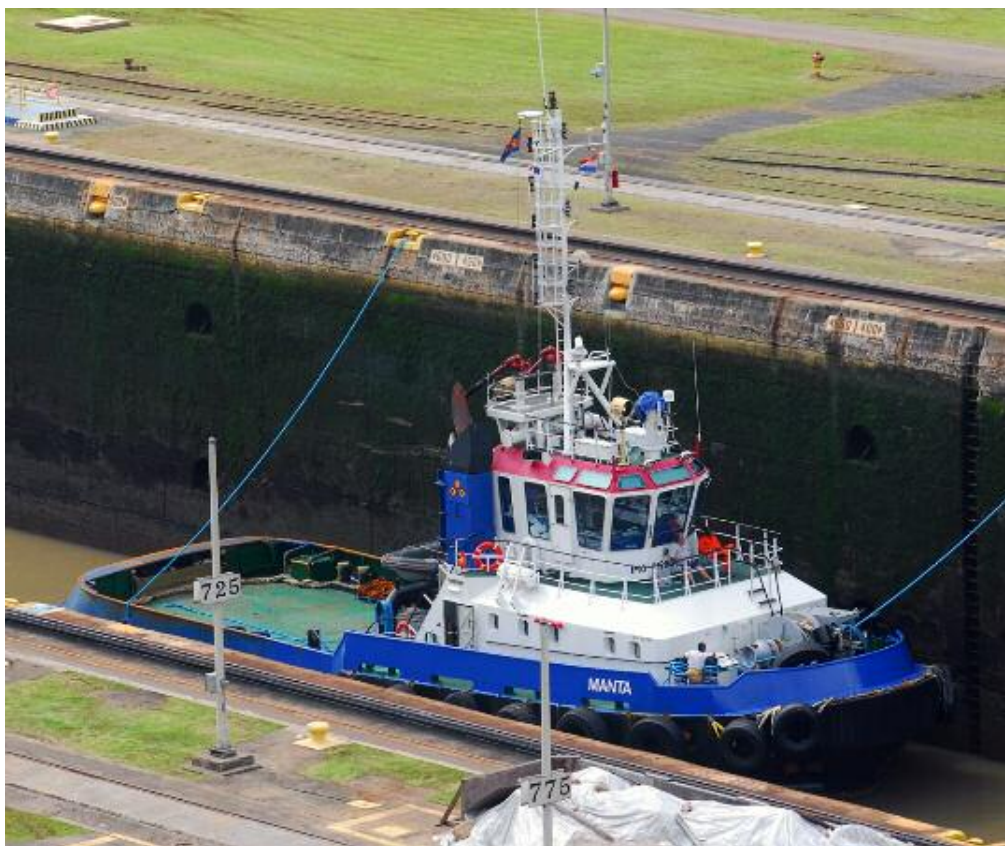
Cocaine worth €1.75m seized offshore

A 25 kilo bale of cocaine was pulled from the sea off the Cork coast today believed to be part the country's largest ever drugs seizure.

Gardai said the huge package, thought to be worth €1.75 million, was found in Dunlough Bay at approximately 11am. It is thought to be part of the massive €200 million consignment of cocaine which was recovered from Atlantic waters north of Mizen Head, west Cork in July.

Four Englishmen have been charged in connection with the haul. Gardai from Bantry Station made the latest discovery and the drugs have been sent for analysis at the Forensic Science Laboratory in Dublin.

It is understood the cocaine was dumped into treacherous seas near Mizen Head after a vessel carrying the drugs haul was hit by severe weather conditions. Rigid inflatable boats were also capsized in the heavy seas and the four men were arrested within days. **Source : ireland.com**



One of the sea-going tugs of Curacao Towage Company (K.T.K.) the m.s. **MANTA** arrived November 26 safe and sound in Willemstad Curacao after a job done of around 40 days, which took the **MANTA** all the way from BuenaVentura in Colombia to Manzanillo in Mexico. She had to cross the Panama Canal for the first time as can be seen on the picture above.

Photo : KTK ©

Windy Ambitions

A kite the size of a football field will provide most of the power for a German cargo ship set to launch in December.

The Beluga shipping company that owns the 460-foot **Beluga** said it expects the kites to decrease fuel consumption by up to 50% in optimal cases as well as a cutback of the emission of greenhouse gases on sea by 10 to 20%. Interestingly, the ship will be hauling windmills from Esbjerg, Denmark to Houston, Texas.

The company that makes the kite for the German transport, SkySails, has made kites for large yachts but is targeting commercial ships with new, larger kites. And it has the ambitious goal of equipping 1,500 ships with kites by 2015.

The SkySails system consists of a towing kite with rope, a launch and recovery system and a control system for the whole operation. The control system acts like the autopilot systems on an aircraft, the company says. Autopilot software sends and receives data about the sail etc to make sure the sail is set at its optimal position.

The company also says it provides an optional weather routing system so that ships can sail into optimal wind conditions. The kites typically fly at about 1,000 feet above sea level, thereby tapping winds that can be almost 50% stronger than at the surface.

Skysail isn't the only company pioneering kite technology. A US company, KiteShip, in Martinez, Calif., has been building ultra-large kites mostly for the private yachting sector, with plans to expand into cargo and cruise vessels.

Not everyone is sold on the kites however. In an article in the Atlanta Journal Constitution today, John Barnes, editor of Marine Engineers Review, a marine engineering magazine in London, said the jury's still out on kite propulsion systems. "This could work, but there is an extra cost entailed, and it won't make much sense if the price of fuel falls back," he said. "It seems to be a practical approach, but we still need to see what the benefits and penalties will be." One hurdle is the costs associated with the hiring of crews to actually tend the kites. Another: drawback: The system obviously won't work in a head wind, the article stated. **Source : Shiptalk**



Rescue operation for injured Clipper sailor

One day into the Durban – Fremantle leg of the Clipper Round the World yacht race (you can follow the race progress here (<http://www.clipperroundtheworld.com/>)), a crewman on board one of the yachts received a serious injury and has had to be returned to Durban for hospitalisation and treatment.

The ten yachts taking part in the race sailed from Durban on Sunday, heading south-east on a heading that will take them down towards the fringes of the Southern Ocean before swinging north again as they approach West Australia. However it hasn't all been plain sailing, as Paul Bevis, National Sea Rescue Institute (NSRI) Durban Station Commander reports:

"NSRI Durban were placed on alert by the National Ports Authority this afternoon (Monday, 26 November) following a request to the Maritime Rescue Coordination Centre (MRCC) for medical assistance. This followed reports from race coordinators of the Clipper Round the World yacht race indicating that a sailor on-board the yacht **New York**, 46 year old Tony Peters, a paramedic from Hanworth, Berkshire in the United Kingdom, had sustained a head injury. He reportedly struck his head after being washed across the yacht's cockpit when a large wave washed over the yacht in rough sea conditions approximately 220 nautical miles South East of Durban en-route to Fremantle, Australia, on day 2 of race 4.

"The SA Navy Strike Craft SAS **ISAAC DYOBHA** (P1565) was placed on alert by the Maritime Rescue Coordination Centre (MRCC) and NSRI Durban volunteers prepared to launch our deep-sea rescue craft **Eikos Rescuer II**. "MRCC have diverted a bulk carrier, the closest vessel to the yacht's position, to rendezvous with the yacht to lend any assistance necessary and the bulk carrier's estimated time of rendezvous with the yacht is at 05h00 on Tuesday morning.

"MRCC alerted Dr Cleeve Robertson of the Emergency Medical Services to evaluate the patient via a communication link and the decision was taken to launch an immediate medical rescue evacuation due to the nature of the injury. The patient is reportedly in a stable and comfortable condition after suffering a head injury and has remained conscious throughout.

"MRCC activated the SA Navy Strike Craft **ISAAC DYOBHA** to sail immediately after it was determined that our NSRI Durban deep-sea rescue craft **Eikos Rescuer II** would only rendezvous with New York by midday Tuesday approximately 100 nautical miles off-shore. The Strike Craft will make better speed in the prevailing sea conditions.

"The SA Navy strike craft is en-route from Durban to rendezvous with **New York** and has on board a Netcare 911 Advanced Life Support medical team. "Our NSRI crew remain on alert to lend assistance if necessary." **Source : ports.co.za**

Late Update : Tuesday 23h15

Richard Bellengere, NSRI Durban Duty Coxswain reported tonight: "The Navy Strike Craft SAS **ISAAC DYOBHA** arrived alongside the clipper **New York** at 10h30 today.

"On arrival on-scene the decision was made for the Strike Craft to escort the clipper to Durban without attempting a patient transfer in the rough sea conditions. The presence of the Navy Strike Craft and medical team lent weight to assuring that should the patients condition change for the worse they were at hand to lend further support and if necessary transfer a paramedic on-board and if necessary transfer the patient onto the Strike Craft.

"The patient's condition remained stable and satisfactory throughout the voyage back to the Port of Durban and on arrival in the harbour the patient was transferred onto NSRI Durban's rescue craft **Eikos Rescuer II** and brought to our NSRI base where a Netcare 911 ambulance transported the patient to hospital.

"The operation was coordinated and monitored by the Maritime Rescue Coordination Centre (MRCC).

"A second male crewman was also taken off the clipper in port reportedly suffering fatigue and has been taken to a local hotel. "The clipper **New York** has returned to sea to continue the race." **Source : ports.co.za**

Cruise ships threaten Antarctic's environment

A cruise ship takes on water in the Antarctic and three more go quickly to the rescue - a blessing for the survivors, to be sure. But it is also an indication of a regional tourism boom that critics say threatens Antarctica's delicate environment and puts passengers at grave risk.

The 154 passengers and crew of the **Explorer** were all plucked safely from life rafts this weekend by a Norwegian cruise ship as their own vessel slid into the icy seas.

Tourism in the world's southernmost continent has spiked in popularity, but there is little regulation of the lucrative industry. Now, giant cruise ships have begun to arrive and some experts fear catastrophic accidents and environmental damage.

'Under the environmental protocol of the Antarctic Treaty Secretariat, the whole of Antarctica is supposed to be a reserve,' said Jim Barnes, executive director of the Antarctic and Southern Ocean Coalition. 'It's supposed to be dedicated to science and to protect the wilderness and the environment.'

In the 1992-93 season, about 6,700 tourists visited the Antarctic, according to the International Association of Antarctica Tour Operators. Last season, that had quadrupled to 29,530. Seven countries have made territorial claims in Antarctica but nobody recognises them. In some cases, countries claim the same piece of the continent so it is rarely clear what authority is in charge.

The Antarctic Treaty was signed in 1959 with the aim of preventing military incursions in Antarctica. Its members meet each year and adopt recommendations, but there is no single authority to enforce them.

This has left the Antarctic tourism industry largely self-regulated. The International Association of Antarctica Tour Operators was founded by seven companies with the goal of promoting 'safe and environmentally responsible' travel. The group now has 99 members, but there are tour groups working outside the association which may not follow its safety and environmental guidelines.

'Because of management principles that (the association) has put in place, we've managed environmental impact,' said Denise Landau, the association's executive director. 'The concern is that companies outside the membership are not playing with the rest of the operators.' **Source : AP**

Owner denies Explorer deficiencies

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GAP Shipping, owner and manager of the cruise ship **Explorer**, asserts that the ship had no deficiencies when it sank in Antarctica last Friday. GAP affirmed that, contrary to media reports, "all the small number of deficiencies reported at two previous Port State Control inspections were rectified prior to sailing". All passengers have been transported home and the Explorer's senior officers are now meeting company executives and authorities in Punta Arenas, Chile to try to establish the cause of the accident. GAP reported that in addition to the "fist-sized hole" plugged by crew members, "there was additional ingress of water caused by further collateral damage to the hull, presumably by the impact of the ice floe". The owner also played down the pollution risk from the 190m³ of light gasoil on board to power the main engines. It will evaporate, with the cold water slowing the process, and "any escaping gas oil will evaporate with little or no harm to the environment", claimed GAP. The Antarctic and Southern Ocean Coalition has warned that the **Explorer** sinking "demonstrates the continuing risk of all tourism operations in Antarctica" and urged restrictions on the size and fuel capacity of vessels sailing in Antarctic waters. **Source : Fairplay / Lloyds Daily News**



HAL's **VOLENDAM** seen arriving in Willemstad (Curacao)

Photo : Kees Bustraan ©

EMSA COMPLETES ITS FLEET

THE European Maritime Safety Agency says it has finalised contracts to strengthen its pollution response coverage in the Atlantic and Mediterranean areas. The total value of the contracts is euros18.4m over three years and this covers the price of equipment, pre-fitting/conversion and availability.

UK-based ship owner James Fisher Everard will provide a pollution response arrangement based on a pool of three vessels normally trading between the UK and Ireland. Spanish company Mureloil will provide a pool of two vessels which operate in southern Spain. Maltese ship owner Tankship Management will add a vessel to the already established arrangement in the central Mediterranean Sea and Greek company Environmental Protection Engineering (EPE) will provide a vessel based in southern Greece.

All vessels will be equipped during the first half of 2008 and will become operational as pollution response vessels by mid-2008.

"Now that we have this third set of vessels contracted, EMSA is in a much improved position to provide 'top-up' response vessels relatively quickly should pollution disasters occur in the future," said EMSA Executive Director Willem de Ruiter. "We now have a number of vessels, including back-ups, throughout the Baltic, Atlantic and Mediterranean

areas. This means that the network is nearing completion. Next year, we will have to close any remaining loopholes, including the Black Sea. We are looking into the best way of doing this at the present time." **Source : Maritime Global Net**

Many dead from Typhoon Hagibis

Around 50 Filipino fishermen are still missing after Typhoon Hagibis sank their vessel in China's Nansha Archipelago in the South China Sea. The fishermen tried to seek shelter among the islands from Hagibis, but their vessel struck a reef and sank. Chinese colleagues nearby managed to save 30 but were in turn forced to ground their own vessels because of the storm. Altogether, 300 fishermen of several nationalities are now stranded. Yesterday, efforts by the Hainan Maritime Safety Administration to supply them with fresh water failed because of the heavy sea. Another typhoon victim is the port of Abu Dhabi. One of its new tug boats, the **Al Jaber 50**, was found floating around by Chinese fishermen in the middle of night, lights off. When they boarded the vessel the next day, fearing the worst, they discovered it was abandoned. The vessel has been towed to the port of Beihai (Guangxi province). It seems the tug was on transport from its Chinese shipyard. On Saturday, five more bodies were recovered from the wreck of last week's accident off the coast of Shandong province. A local fisherman was illegally ferrying people when his vessel overturned. So far 15 bodies have been found and one person remains missing. **Source : Fairplay / Lloyds Daily News**

BRUSSELS GETS TOUGH ON CRIMINALISATION

THE European Commission says it has decided to send reasoned opinions to Cyprus, Estonia, Finland, France, Luxembourg, Malta, Portugal and the United Kingdom for failure to adopt national legislation on penalties against those responsible for polluting discharges at sea.

The move is in support of a controversial directive requiring EU member states to impose criminal sanctions for allowing "polluting substances" into the when committed with "intent, recklessness or serious negligence". Brussels has come under considerable criticism, particularly for its use of the term "serious negligence".

Brussels has taken the action days after the EU's Advocate General Kokott gave an opinion at European Court of Justice reviewing of the validity of EU Ship Source Pollution Directive 2005/35/EC which broadly supported the EC's position. The case was brought by a coalition of shipping organisations including Intertanko.

In her detailed Opinion Advocate General Kokott has supported the coalition's argument that outside territorial seas the Community has no power to apply laws of its own which go beyond MARPOL. She has also agreed that the Directive was clearly intended to do this, as it prescribes "serious negligence" as an additional test of liability. However she has suggested that the Directive would not be invalid if the term "serious negligence" is interpreted restrictively, to mean no more than the MARPOL test of recklessness. She has also proposed that this narrow interpretation should not apply in the territorial sea, where she considers that the Community is not bound by MARPOL, and where she recommends that "serious negligence" should be given a broader meaning. **Source : Maritime Global Net**

CASUALTY REPORTING



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Dertig vermisten na zinken schip bij Taiwan

Een in Panama geregistreerd vrachtschip is in zwaar weer voor de kust van Taiwan gezonken. Bijna dertig mensen worden vermist, aldus de Taiwanese kustwacht woensdag. Het schip ging dinsdag ten onder. Een opvarende is gered, aldus de kustwacht. De reddingswerkzaamheden verlopen zeer moeizaam door de cycloon Mitag. Op de Filipijnen zijn al negentien mensen omgekomen door overstromingen veroorzaakt door de cycloon **Source : ANP**

Clarkson tanker grounds near strait

The Aframax tanker **SC Sara** is reported to have run aground west of the Bozcaada Bati lighthouse at the southern end of the Dardenelles strait last night. There were no casualties among the crew and no pollution has been reported from the double-hulled tanker, which was sailing in ballast. The six-year old ship is the only one now operated by shipbroker and consultant H Clarkson. It is owned by Allgemeine Leasing of Germany and managed by V.Ships under the Liberian flag. Its Safety Management Certificate was issued by DNV in August. The vessel was waiting for for a northbound passage, sailing from Livorno to Novorossiysk to load crude. It has been speculated that it drifted off position in heavy weather while awaiting passage. **Source : Fairplay / Lloyds Daily News**

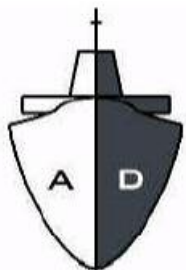
Collision in Rostov-on-Don port

November 25, 14.15 LT, Aleksandrovskiy Basin, Rostov-on-Don port – m/v **Leninskiy Komsomol** struck berthed m/v **Pyotr Strelkov**. m/v **Pyotr Strelkov** was damaged, and later taken to shipyard. No injuries, no spill.
Source : Mike Voitenko

NAVY NEWS

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Vrouw van premier bij indienststelling Johan de Witt

Bianca Hoogendijk, de vrouw van premier Balkenende, woont vrijdagmiddag 30 november in Den Helder de indienststelling van het nieuwste en grootste marineschip van de Nederlandse vloot bij: de **Johan de Witt**.

Het amfibisch transportschip (177 meter lang, twaalf verdiepingen hoog, 17.000 ton zwaar) wordt die dag ceremonieel overgedragen en krijgt dan Harer Majesteits voor de naam. Het gigantische vaartuig kan dienst doen als legerbasis annex commandocentrum op zee en heeft een vaste bemanning van bijna 150 mensen en daarnaast ruimte voor 550 mariniers. Het schip heeft een hangar voor zes helikopters en heeft ruimte voor acht landingsvaartuigen.

Hoogendijk, die het schip met een prijskaartje van omstreeks 280 miljoen euro vorig jaar mei in Vlissingen doopte, houdt bij de indienststelling een toespraak **Source : Noordhollands Dagblad**

HMS DIAMOND LAUNCHED



Umbrellas needed, but nothing could dampen the excitement of the crowd as they await the great moment. This photo shows the sleek lines of the Type 45.

Photo top : Stuart Cameron ©



Coalition to Keep African Seas Safe

Pakistan Navy Commodore Khan Hasham Bin Saddique, commander, Combined Task Force (CTF) 150, said coalition ships under his command are committed to keeping the sea lanes around the Horn of Africa open for commerce and safe from piracy.

Hasham made the comments Nov. 24 during a reception attended by local dignitaries and **USS Stout's (DDG 55)** Commanding Officer, Cmdr. Robert Katz, aboard Pakistan Navy Ship (**PNS Babur**) in port in Salalah, Oman.

Photo : US Navy ©

"Our coalition will continue to ensure the security of three of the world's most important choke points: the Strait of Hormuz, Suez Canal and Strait of Bab el-Mandeb," said Hasham. "Ships from all over the world transit this area. We must build a lawful maritime order that allows for free use of the seas for legitimate purposes."

Babur's Commanding Officer, Capt. Zahid Ilyas, said

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the presence of coalition ships acts as a deterrent to pirates and promotes the lawful use of the seas.

"Our presence sends an important message: we assure mariners who are conducting legitimate business that we will keep the areas safe," Zahid said. "We are also ready to counter and deter those who would try to take advantage of these mariners."

Babur refueled with fleet replenishment oiler **USNS John Lenthall (T-AO 189)** on Nov. 25, and will resume Maritime Security Operations (MSO) in the Arabian Sea. **Babur** carries two rigid hull inflatable boats and boarding teams composed of members from Pakistan Navy Special Security Services.

CTF 150 is responsible for MSO in the Gulf of Oman, Gulf of Aden, Red Sea, North Arabian Sea, and parts of the Indian Ocean. MSO help set the conditions for security and stability in the maritime environment. Coalition forces conduct these operations under international maritime conventions so that commercial shipping and fishing can occur safely in the region. **Source : military.com**



The Los Angeles-class nuclear-powered submarine **USS Montpelier (SSN 765)** arrives in Souda Harbor for a routine port visit. **Montpelier** departed her homeport of Norfolk, Va., earlier this month for a scheduled six-month deployment as part of the **HARRY S. TRUMAN Strike Group**.

The submarine will operate in the Central Command area of responsibility both independently and in coordination with the strike group.

Photo: US Navy/Paul Farley ©

Frigate makes last Adelaide visit

The guided missile frigate **HMAS Adelaide** has docked at Outer Harbor in Adelaide for the last time before being decommissioned. Nearly 200 crew were on deck as the ship fired a 21-gun salute.

The frigate was commissioned in 1980 and has been involved in operations in the Persian Gulf and East Timor, and the rescue of yachtsmen Tony Bullimore and Thierry Dubois.

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The navy's commanding officer in South Australia, Commander Andrew Jackman, says the frigate will be decommissioned at its home port in Western Australia next year and then sunk off New South Wales. He says the crew will be sad when it is decommissioned. "Most sailors spend up to two, perhaps three years at a time on that ship," he said. "You are there with 200 of your dearest and nearest and closest friends and you have to learn to get along.

"You go through a lot together, and so it does become a home and there is a great sentimental attachment to the ship." The visit brought back memories for Bill Howlett, 89, who served as a seaman on the original **Adelaide** in World War II. "I get very emotional at times like this, I think we all do anyway," he said. **HMAS Adelaide** is open to the public on Sunday. **Source : abc.net.au**

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Scheepsbouw bundelt belangenbehartiging

De brancheorganisaties VNSI (scheepsbouw- en reparatiewerven) en Holland Marine Equipment (maritieme toeleveringsindustrie) voegen hun activiteiten op het gebied van belangenbehartiging samen. Een gezamenlijk persbericht meldt de vorming per 1 januari 2008 van één nieuwe organisatie: Scheepsbouw Nederland.

De nieuwe combinatie zal worden gevestigd bij FME te Zoetermeer. Volgens VNSI-voorzitter Fred van der Wal is hiervoor gekozen vanwege de gezamenlijke invloed: 'De nieuwe combinatie van werven, toeleveranciers en werkgeversorganisatie zal op daadkrachtige wijze het belang van de maritieme industrie behartigen.' HME-voorzitter Pim van Gulpen benadrukt het belang van samenwerking: 'Zowel VNSI als HME zijn voorstander van ketenintegratie. Dan moet je als brancheorganisatie het goede voorbeeld geven.'

De belangrijkste drijfveer voor de samenvoeging is dat bundeling leidt tot meer kracht in de belangenbehartiging. Daarnaast leidt de combinatie tot synergie-effecten. Hierdoor kan de serviceverlening voor de leden worden geoptimaliseerd op gebieden als arbeidsmarkt en opleidingen, arbo, milieu, regelgeving, statistiek, juridische en overheidsgerelateerde zaken.

In het nieuwe model blijven de beide brancheorganisaties bestaan, maar de activiteiten zullen worden uitgevoerd door het gezamenlijke bureau. De voorzitter zal tweejaarlijks rouleren. De eerste voorzitter zal Fred van der Wal zijn. Ruud Schouten (directeur VNSI) blijft tot zijn vervroegde pensionering actief als bestuursadviseur. Martin Bloem (directeur HME) zal worden benoemd tot algemeen directeur van de nieuwe organisatie Scheepsbouw Nederland.

Op 17 januari 2008 zal Scheepsbouw Nederland te Slot Loevestein worden gepresenteerd aan relaties en pers.
Source : Vaart !

LIFTER / HARTWIG SCAN SPOTTED



November 27th. spotted in Hoogezand new building YNo. 786 of Bodewes Shipyards with two different ship names. On the aft ship **HARTWIG SCAN** and forward the name **LIFTER**. The ship was launched November 9th. as **LIFTER**. The godmother of the vessel was Mrs Ute Strahlman, spouse of director Erwin Strahlman, owner of the vessel. The vessel will be delivered in week 50 after sea trials.



Length over all, 118,55 m, Breadth moulded, 15,20 m, Depth moulded, 8,45 m, Draft baseline, summer, 7,05 m, Deadweight abt. 7750 ton, Fuel capacity H.F.O. abt. 480 m³, Ballast Capacity abt. 3300 m³, Main Engine MaK 8M32 3840 Kw, Trial Speed at summer draft 14,7 kn, Gross Tonnage abt. 4950 ton, Net Tonnage abt. 2600 ton, Hold capacity 332,500 cbft

Photo's : Marius Esman ©

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Philippine Schools Gearing Up

Philippine schools and shipping industry players are investing more on student scholarships to meet the projected demand of at least 25,000 seafarers in the global shipping industry in 2015.

University of Cebu (UC) president Augusto W. Go said the scholarships will equip Filipino seafarers with the knowledge and skills in the global maritime industry.

Go said it will also help them improve their lives and eradicate poverty noting the huge compensation, benefits and privileges Filipino seafarers enjoy when working overseas.

At present, overseas ship captains and chief engineers earn between 6,000 dollars to 7,000 dollars or more than P300,000 a month, while a master mariner earn up to 2,000 dollars or more than P86,000 a month. According to Norwegian Training Center (NTC) director Odd Magne Skei, 45 percent of the senior seafarers in Europe and the US will retire in 2012. NTC is the operating arm of the Norwegian Shipowners Association (NSA) in the Philippines.

Skei said the trend will result in a shortage of seafarers in the global shipping industry.

To help address this expected lack of seafarers, Go said, UC Lapu-Lapu Mandaue (UCLM) campus in partnership with the NSA will give scholarship grants to 300 students from Visayas and Mindanao.

The scholarship program will be implemented on June 2008. An P80-million facility will be established in the campus which will house the scholars' dormitory, a mock bridge, computer laboratories, machine shops and simulators for deck and engine officers. The entire facility sits on a 6,000-square-meter lot.

MV Princesa, a P6-million vessel, will be used by students for their classes. UC Chancellor Candice Gotianuy said the UCLM campus is expected to enroll 900 scholars in the next three years.

Gotianuy said aside from free education expenses, each UCLM-NSA scholar will receive supplementary lectures, training upgrades, hands-on computer-based training and shipboard trips.

As part of their curriculum, NSA scholars will be on board an international vessel on their third year for exposure to global seafaring. Skei said the NSA scholarship gives priorities to Filipino seafarers to be onboard Norwegian vessels.

He noted the Filipinos' communication skills and ability to adjust to any condition.

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"We are moving towards offering more advanced and high tech training facilities in cooperation with our industry partners due to reported needs of NSA members worldwide," Magne Skei said.

Since 1993, UC, in partnership with the Norwegian Maritime Foundation of the Philippines Inc., has been offering scholarships to students taking up Marine Transportation and marine Engineering courses.

The scholarships are first offered at UC maritime Education Training Center (UC-METC) located in Mambaling, Cebu.

UC is one of the seven maritime schools in the Philippines accredited by NTC and recognized by 40 shipping companies and principals worldwide.

Data from the Department of Labor and Employment show that Filipino seafarers account for 25 percent of the 1.2 million seafarers deployed worldwide. Annually, over 240,000 Filipinos are hired by foreign shipowners.

Source : Shiptalk

Sale of Anchor Handling Vessel Maersk Bonavista



The **MAERSK BONAVISTA**
Photo : Piet Sinke ©

The Maersk Company Canada LTD. have 26 November 2007 at 19:15 hours local time in Singapore delivered AHTS "**MAERSK BONAVISTA**" to new owners Drive Bonavista AS (Rolv Berg Drive). The vessel will be renamed "**DRIVE BONAVISTA**". Bron: Maersk Supply

AMERICAN CLUB RAISES PREMIUMS BY 20%

MEETING in Shanghai, the directors of the American P&I Club have decided to seek a general increase of 20% on total annual premium for the new policy year. However, the directors emphasised that individual claims records and vessel factors will allow flexibility for adjustment up or down.

They also warned that any additional and disproportionate cost of the International Group's reinsurance arrangements, or similar cost of the club's reinsurance of its retention under the Pooling Agreement, will be an additional surcharge to estimated total premium. The release call has been set at 25%.

In a statement after the meeting, Joe Hughes, chief executive of managers Shipowners Claims Bureau Inc., said the board was aware that price increases were never welcome, but was committed to maintain sensible premium development, particularly in view of the club's insurance rating and its continuing fulfilment of statutory requirements.

He noted that some tough action taken over the recent past to improve the club's collective risk profile had been of benefit to the overall loss ratio, and the club's current entries continued to perform better than its historical membership.

The club's statistics showed that the average incident cost of a dry bulk cargo claim in 2003 was about \$15,500. This rose to \$32,750 in 2004, eased a little to \$31,400 in 2005, but went up to \$45,350 in 2006. The upward trend continued.

The club also noted that "a randomness of claims inflation appears to be at work." For instance, the average cost of a claim for stowaways was just over \$6,000 per person per incident in 2006. For 2007 this had increased to nearly \$10,000. **Source : Maritime Global Net**



Fugro newbuild commences deepwater survey

Fugro GeoServices Inc.'s newbuild 52-meter (170-ft) survey vessel **Fugro Enterprise** is mobilizing for the first of three deepwater surveys in the Gulf of Mexico. The vessel meets both American Bureau of Shipping and Safety of Life at Sea compliance requirements for international vessels over 500 tons (454 tonnes).

The vessel carries a suite of high-resolution geophysical survey equipment including **Echo Surveyor II**, a Hugin 3000 autonomous underwater vehicle (AUV), as the primary system. The AUV is equipped with multibeam echosounder, side scan sonar and sub-bottom profiler sensors capable of working up to 60 hours continuously in water depths to around 3,000 meters (9,840 ft). Survey data can be processed onboard and can be available from the vessel in near real-time via broadband connection to Fugro's and/or clients' offices. **Source : energycurrent.com**

DSV Toisa Paladin gedoopt

Door : Paul Schaap - PAS Publicaties

Op de Kleven werf in Ulsteinvik, Noorwegen, is vorige week het diving support vessel **Toisa Paladin** gedoopt door mevrouw Karin Pieters, echtgenote van directeur Kieran Pieters van duikbedrijf **Bluestream NL** uit Den Helder. Opdrachtgever voor de bouw is Toisa Limited, terwijl het operationele management in handen is van Sealion Shipping. Het vaartuig is voor een periode van vijf jaar aan het Nederlandse duikbedrijf vercharterd.



De **Toisa Paladin** is een diving support vessel van het type MT 6016L en zal in het eerste kwartaal van 2008 door de Kleven werf worden opgeleverd. Het vaartuig is uitgerust met een 18-persoons saturatieduikstelsel waarmee duikwerk kan worden verricht tot een maximale waterdiepte van 300 meter. Verder is het voorzien van een DP 2 systeem en een deininggecompenseerde 140-tons kraan. Aan boord is accommodatie voor 100 personen. De voortstuwing is dieselelektrisch.

Foto : Kleven Maritime

Bluestream-directeur Kieran Pieters zegt over de nieuwe aanwinst voor zijn duikbedrijf: "Met dit geavanceerde diving support vessel kunnen wij onze activiteiten aanzienlijk uitbreiden en nog beter inspelen op de wensen van onze klanten." In mei van dit jaar heeft Bluestream NL ook al een vijfjarig chartercontract met de Amerikaanse rederij Trico gesloten voor de DSV Northern River. Met dit diving

support vaartuig zijn ondertussen voor de kust van Newfoundland voor ExxonMobil bijna drie maanden lang inspectie-, reparatie- en onderhoudswerkzaamheden verricht.

Bluestream NL bv maakt deel uit van The Bluestream Group, met vestigingen in Den Helder en in het Verenigd Koninkrijk, en is wereldwijd actief. Naast ervaren duikers beschikt Bluestream NL over een vloot van onderwaterrobots (ROV's). De kantoororganisatie bestaat uit ongeveer 50 mensen. Gedurende de zomerperiode voeren ruim 125 duikers voor het bedrijf offshore installatie-, constructie-, inspectie- en onderhoudswerk uit.

Plusje van 1,6 procent voor Havens Amsterdam

De zeehavens Amsterdam (Velsen/IJmuiden, Beverwijk, Zaanstad en Amsterdam zelf) hebben een wisselvallig derde kwartaal achter de rug. De containeroverslag groeide flink, evenals de overslag van auto's, kolen en cacao, maar bij andere ladingsoorten zoals natte bulk, agribulk en stalen buizen was er een behoorlijke daling. Daardoor kwam de totale groei van de overslag uiteindelijk uit op een bescheiden 1,6 procent.

Amsterdam kon zich verheugen in een toename van de containeroverslag met 21,3 procent tot 273.962 teu. De groei is vooral te danken aan het feit dat de Ceres Terminal nu grotere schepen (tot 8000 teu) op bezoek krijgt.

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De overslag van het aantal auto's steeg met ruim 50 procent tot 200.867 stuks. Die groei heeft te maken met de uitbreiding van het terrein van Koopman Car Terminal en het gebrek aan ruimte voor Nissan in Engeland en Duitsland.

De kolenoverslag steeg tot 11,5 miljoen ton, een stijging van bijna 20 procent die vooral was te danken aan de benutting van nieuwe capaciteit en de grotere vraag uit Duitsland voor kolen voor energieopwekking.

De overslag van cacao steeg met ruim eenderde tot 360.000 ton. Over het algemeen ging het echter niet zo goed met de categorie 'agribulk' waaronder ook cacao valt: de overslag daalde met ruim 4 procent tot 5,9 miljoen ton. Oorzaken zijn tegenvallende oogsten en de hoge prijzen als gevolg van de vraag naar producten voor biobrandstof.

Bij de natte bulk sprong de daling van de eetbare oliën (min 34 procent) in het oog. In Velsen/IJmuiden viel de overslag van stalen buizen op het voormalige NAM-terrein volledig weg. Dit jaar zijn er geen nieuwe activiteiten meer op dit terrein geweest. **Source : Nieuwsblad Transport**

STX Pan Ocean orders bulkers

STX's Singapore-listed STX Pan Ocean Co., Ltd. has placed an order with China's New Times Shipbuilding. It covers the construction of three Capesize bulkers at \$80 million each for 2010 delivery **Source : MarineLog**



Seen above the barge carrier **EIDE TRADER** at night before the lifting operation of the Dutch backhoe dredger **RAZENDE BOL** started at Pinto 4 + 5 wharves inside Valletta.

Photo : Lawrence Dalli - Malta Ship Photos ©

Marcon Announces Sale of Survey Vessel

Marcon International, Inc. announced the sale of the seismic / survey vessel **Romano** (ex **Cape Romano**, ex-**Don Bollinger**) from Victoria H LLC (part of the North American Marine Transportation Group) to Brone Positioning and Survey of Lagos, Nigeria on private and confidential terms.

The 1965 American Marine Corporation built unit was originally commissioned by Cheramie BoTruc and rebuilt in 1983. The vessel was subsequently sold to Bollinger Machine Shop. in 1995 and then onto Sea Mar Equipment in 1996. Current sellers bought the vessel in 2003.

Romano is powered by a pair of CAT D398 diesels providing a total of 1700BHP and fitted a 200HP bow thruster. Three 150kW / GM8V71 generators provide electrical power. Accommodations are provided for a total of 32 persons in

8 staterooms. The 146 x 36-ft. unit will be reactivated from lay up in the U.S. with Class being reinstated prior to sailing to West Africa for employment. Marcon acted as sole broker in the transaction. To-date in 2007, Marcon International Inc., as shipbrokers, has sold or chartered a total of 49 vessels and barges - an average so far this year of one per week. Sales of several additional vessels and barges are expected to close within the next 30 days.

Source : Marcon

Large vessels to be built in China to DNV class



When new very large vessels are to be built in China, the shipowner and yards are looking to DNV for class services. Recently, contracts to build four 300,000 dwt ore carriers were signed between China Shipping Group and Dalian Shipbuilding Industry.

These vessels will be designed and constructed under a dual class collaboration between CCS and DNV. These new contracts add to more than 15 very large crude carriers (VLCC) on the DNV order book in China. Most of these vessels are also dual class with DNV and CCS (China Classification Society).

DNV has previously informed that the world's largest ore carriers, the four 388,000 dwt ships being built by Bohai Shipyard for Bergesen Worldwide, were to be built to DNV class. In between, almost 20 contracts for very large crude carriers have also been signed.

"DNV has for years proactively and systematically focused on all the parties involved in the Chinese shipbuilding industry," says DNV Maritime Regional Manager Bjørn Haugland. "In particular, the contact and two-way respect between the giants in this industry and DNV have moved all those involved forward." All these VLOCs will be delivered from 2011 - 2012. The deliveries of the vessels built by Dalian Shipbuilding Industry are expected to take place between August 2011 and March 2012. The first of the world's largest VLOCs from Bohai Shipyard is to be delivered in April 2011, while its last sister in the series of four ships is scheduled for delivery in April 2012.

Olav Nortun, DNV Maritime's Technical Director, says: "We're proud of the reputation DNV has achieved when it comes to large vessels. Quality is our main target and our investments related to fatigue calculation, protection against fatigue cracks and corrosion prevention have paid off."

Transportation is optimised by the use of large vessels. The relative fuel consumption is reduced and, as a result, the emissions to air are also reduced. "Yes, large vessels have an environmental impact," Nortun states. "The results of internal DNV studies show that the fuel consumption per transported tonne of a bulk carrier is some 20 - 40 per cent lower for the largest vessels than for a Capesize. When it comes to crude carriers, the difference can be as much as a 50 per cent reduction when comparing a VLCC to an Aframax."

By mid-November, DNV in China had secured 215 new vessels, totalling some 17 million dwt. The accumulated order book is close to 400 vessels, equal to almost 30 million dwt. **Source : MarineNorway**

Samskip Purchased Icepak

The international shipping and logistics company Samskip has announced the acquisition of leading global reefer logistics company Icepak. The Icepak organisation has offices in Basildon in the UK; Merchantville, New Jersey and Seattle, in North America; and Sydney, Australia.

It should be pointed out that all three shareholders of Icepak (Debbie Woodliffe, Holly Coble and Paul Dean) will remain with the business and on the board of the company, which will also include Peder Winther and Simon Dwyer, Managing Director Samskip UK. Debbie Woodliffe will join the Samskip Reefer & Forwarding Logistics board based in Rotterdam. **Source : SeaNews**

MOVEMENTS

**ARRIVING TODAY AT 08:30 HRS AT MAAS PILOT STATION THE
"YACHT EXPRESS"
BOUND FOR ROTTERDAM- WAALHAVEN**



Above seen the **PACIFIC STAR** arriving in Sydney on her maiden visit today 26th Nov. She has been based at Brisbane for sometime however this is her first call to Sydney. One notes the large "stove pipe funnel" added from her days with Costa.

Photo : Ian Edwards – Sydney ©



Further my last another interesting caller this week was the 1966 built **OCEANIC II** - chartered for operating scholarship voyages for "The Scholarship" group. She called to Sydney as part of her uni semester. A well known ship in Sydney as she called here as P&O's **Sea Princess** and well before that under her original name **Kungsholm**.

More recently she sailed as **Mona Lisa** and **Victoria**.

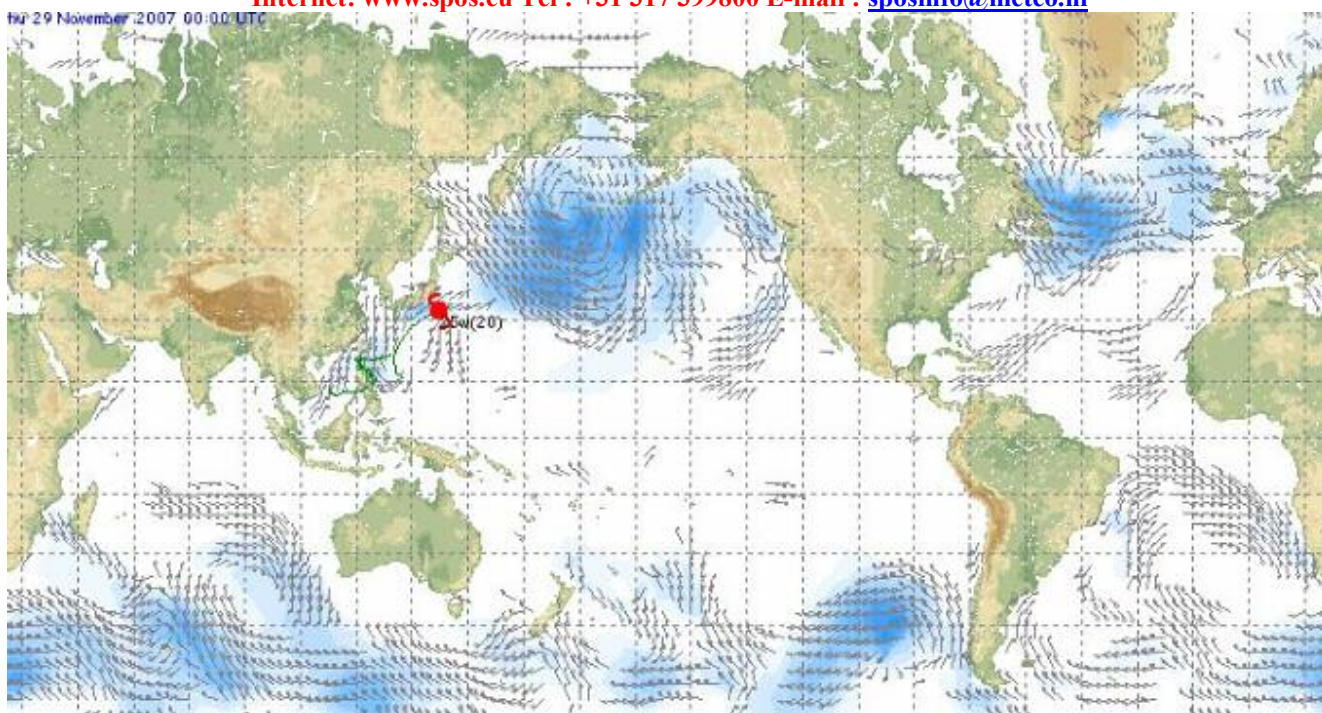
Photo : Ian Edwards – Sydney ©

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



The Norwegian lifeboat **AEGIR** seen alongside Allseas **Audacia** at the L09 (Shell) location

Photo : Bastiaan Klasens ©

BOEKBESPREKING

Auteur : Frank NEYTS

“Nederlandse Jachten 1875-1975”.

Bij Walburg Pers verscheen onlangs “**Nederlandse Jachten 1875-1975**”. Het boek werd geschreven door Elisabeth Spits.

De periode 1875-1975 vormt het hoogtepunt van de Nederlandse moderne jachtbouw. Tot halverwege de 19de eeuw overheersten de traditionele ronde- en platbodemjachten. Rond 1850 kwamen de eerste scherpe zeiljachten op het water en een halve eeuw later brak de motorboot door. Het bezit van een jacht werd voor veel meer mensen bereikbaar. Steeds meer gezinnen brachten hun vakanties op het water door. Jachtbouwers en –ontwerpers stemden hun schepen af op deze nieuwe gebruikers. In de loop van de jaren dertig van de 20ste eeuw nam gaandeweg het aanbod van handzame en betaalbare motor- en zeiljachten toe. Door nieuwe bouwmaterialen, zoals polyester, raakte vanaf circa 1960 seriebouw steeds meer in zwang, waardoor jachten goedkoper geproduceerd konden worden. De recreatiemarkt werd dan ook overspoeld met nieuwe zeil- en motorjachten, waarvan tot het begin jaren zeventig het merendeel afkomstig was uit Nederland. Daarna ging de import van polyester jachten uit het buitenland overheersen.

“**Nederlandse Jachten 1875-1975**” (ISBN 90-5730-507-0) telt 126 pagina’s en werd als softback uitgegeven. Het boek kost 19,95 euro. Aankopen kan via de boekhandel of rechtstreeks bij Uitgeversmaatschappij Walburg Pers, Postbus 4159, 7200BD Zutphen. Tel. +32(0)575.510522, Fax +31(0)575.542289.

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