

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 275



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The DALE seen at Maaspilot station outward bound from Rotterdam.

Photo : Piet Sinke ©

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The **EUCON LEADER** seen at Maas pilot station bound for Rotterdam

Photo : Piet Sinke ©

SMIT Amandla Marine names bunker barge

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SMIT Amandla Marine's new and technologically advanced bunker barge was officially named Thursday at a formal naming ceremony and celebration at the Dormac Shipyard at Bayhead, Durban.

A statement issued by Smit Amandla says the investment and decision to build locally in South Africa has had an 'enormous impact on renewed confidence in the South African Shipbuilding industry, contributing to the local economy and facilitating the employment of South African expertise in the conceptualisation, design and building phases of this project.'

"The new bunker barge matches any internationally built vessel on cost, value for money and quality and we have played our small part in rejuvenating the South African shipbuilding sector – directly and indirectly through Dormac creating more than 100 jobs and training and developing black female artisans and barge masters," said SMIT Amandla Marine Managing Director Paul Maclons.



"This project reinforces our company's commitment to transformation and economic growth in support of the objectives of AsgiSA."

The choice of the bunker barge's name rested with SMIT Amandla Marine's Chairman Manana Nhlanhla. "We decided to name her the **SMIT LiPuma**. **LiPuma** refers to the emergence of something that has meaning to life, as in the arrival of a son or the rising of the sun. For the team at SMIT Amandla Marine, this is very symbolic. The **Smit LiPuma** heralds the dawn of a new era in the business of building and operating bunker barges in this country."

In line with maritime tradition the barge was named by a sponsor,

Dr Xoliswa Poswa.

The **SMIT LiPuma**, which is scheduled to be launched in mid December and in operation in early January 2008, will join an existing SMIT Amandla Marine barge fleet of three including the **PENTOW ENERGY, MARINE EXCELLENCE** and **SMIT BONGANI** currently in service to the industry in the ports of Richards Bay and Durban.

A key feature of the project has been the adopted partnership approach with SMIT Amandla Marine clients, ensuring throughout the design and building process that they have had the opportunity to provide input as appropriate. The **SMIT LiPuma** has been designed with maximum fuel carrying requirements in mind and will be able to deliver bunkers at rates of up to 1,000 tonne/hr.

Characterized by marine fuel (fuel oil, gas oil and diesel oil), the **SMIT LiPuma** epitomises the latest in international barge design. Features inherent in the design of the barge include diesel-electric propulsion, closed loop loading, a bunker gantry and wheelhouse control of the whole cargo operation. **Source : ports.co.za**





The **YACHT EXPRESS** seen enroute Rotterdam
Photo : Emile Ammerlaan ©

Deep water research vessel goes to sea

CHINA launched its first specialized deep water research ship yesterday, a revamped science vessel named "**Xiangyanghong 09**." The original ship was built in 1978 but has been refurbished over the past year at the Lifeng shipyard.



The new glimmering white ship has a section at the back for a manned bathysphere capable of diving to depths of 6,500 meters. "**Xiangyanghong 09**" will be the first Chinese ship capable of manned deep-sea diving - until now only the United States, Japan, Russia and France have this capability.

During the renovations the ship itself has been refitted to the standard of a three-star hotel with the cabins boasting en suite bathrooms.

"**Xiangyanghong 09**" is one of China's high tech projects along with the "**Shenzhou**" manned space rocket and the "**Xue Long**," or Snow Dragon, scientific expedition.

With a 4,500-ton tonnage, "**Xiangyanghong 09**" is the only remaining vessel of the original 13 "**Xiangyanghong**" ships built in 1970s and 1980s by the State Oceanic Administration that is on voyages for scientific research.

Source : shanghaidaily

Somber vooruitzicht voor de Zwarte Zee

Het lekken van meer dan duizend ton benzine in de Zwarte Zee kan ernstige consequenties hebben voor het milieu, zeggen ecologen, maar de autoriteiten maken zich meer druk om de beschuldigingen over en weer.

Zes Russische schepen vergingen in de storm, die op 11 november met windsnelheden boven de 100 km/u op de golven van de Straat van Kerch woedde, tussen de Zwarte Zee en de Zee van Azov. Er zijn 43 overlevenden en intussen 3 officiële doden, maar er worden nog 20 mensen vermist.

Een van de schepen, de **Volganeft-139**, was een olietanker met 4000 ton benzine, waarvan de helft al gelekt zou kunnen zijn. Twee andere schepen vervoerden zwavel, en ondanks de eerdere geruststelling dat de containers veilig gesloten zouden zijn, blijken ze nu al 2500 ton gelekt te hebben. Een ander schip, **Volganeft-123**, was nergens geregistreerd en bestond officieel dus niet eens.

"Er is geen echte samenwerking," zegt Alexey Kiselez, een campagnevoerder van Greenpeace, "alleen beschuldigingen over en weer tussen Oekraïne en Rusland over wie moet betalen." Schattingen over de schade durft niemand te maken, maar meer dan 30.000 vogels zijn al dood gevonden en er is bezorgdheid over het lot van de vispopulatie, de dolfijnen en het plankton.

Schoonmakers zijn onderweg, maar de benzine zinkt langzaam naar de zeebodem. Als de watertemperatuur in de zomer weer toeneemt, kan de olie weer boven komen en de populaire badplaatsen aan de Zwarte Zeekust bedreigen, volgens Kiselez.

De Oekraïners hebben hun kustlijn – die minder was beschadigd – al grotendeels schoongemaakt, maar dat geldt niet voor Rusland. De autoriteiten werken niet mee, zegt het hoofd van de energieafdeling van Greenpeace Rusland, Vladimir Tchouprov. "Wij hebben ze een schadeplattegrond gepresenteerd, maar die werd geweigerd. De politie houdt onze expeditie nu tegen, we mogen de situatie niet meer in kaart brengen", zegt hij. "Schoonmaken vinden ze niet meer interessant, de media zijn verdwenen."

Volgens premier Janoekovitsj van Oekraïne moeten de internationale navigatieregels worden geïntroduceerd in de zeestraat. Een achterliggende prioriteit voor de Oekraïners is het bepalen van de exacte grens met Rusland. Die is nu zo vaag omschreven dat een goede controle op vaarbewegingen moeilijk is, zeggen ze.

Gewoonlijk wordt de cargo van rivierschepen overgeladen op zeeschepen, vanwege de zeestormen, maar velen geloven dat de scheepskapiteins het vooral doen om havenbelasting te vermijden, evenals de grenscontroles op hun smokkelwaar. Daarom dringt Oekraïne er bij Rusland op aan dat de Russische kapiteins voor de milieuschade opdraaien.

Oleg Mitvol, van de Russische Dienst voor Grondstofgebruik, beschuldigt Oekraïne daarentegen van nalatigheid en het uitblijven van tijdige stormwaarschuwingen, maar dat wordt weersproken door de Oekraïense minister van Transport en Communicatie, Mykola Rudkovskyy. De autoriteiten zouden verschillende waarschuwingen hebben geuit, maar de Russische schepen hebben ze zelf genegeerd.

Cocaine Ship Broke Down

AN ACCOUNTANT of Dashment Company, owners of MV **Benjamin**, the vessel used to convey the 77 parcels of cocaine, on Monday told an Accra Fast Track High Court that the vessel once broke down at sea leaving crew members and workers stranded. According to Prince Otchere, the company had to use canoes to rescue the 36 workers on board the vessel, after which it paid them off. This came to light at the trial of Joseph Kojo Dawson, owner of the boat, and four crew members for their alleged roles in the importation of the narcotic drug.

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The witness, who had worked with Dashment for three years, was led in his evidence-in-chief by Mr. D.K. Amarley in the court presided over by Justice Anin Yeboah.

He tendered in documents to show the list of workers who were paid off with two months' salary advance after Mr. Bae, the actual boat owner's representative, had given them their four months' salary arrears.

Under cross examination by Mr. William Kpobi, a Chief State Attorney, Mr. Otchere mentioned the names of their external auditors as E.O. Mensah and Associates, saying their company lawyer was Emmanuel Francis Owuo.

When asked why he did not number the pages on the book-keeping record to show the date and time the workers were laid off, the accountant stated that he could explain to the court whatever issue it did not understand.

Mr. Kpobi suggested to the witness that it did not make sense to include the name of Mr. Kingsley Asante, a witness in the case, to the list of those who were laid off, but Mr. Ochere insisted that Kingsley was among those laid off.

Mr. Joseph Kwabena Dawson, father of the boat owner, who was earlier cross-examined by Mr. Kpobi, stated that apart from being a director to the company, he also acted as an adviser whenever the company was confronted with any problem. He disclosed that the company's general manager was one Mr. Sung while his son was the Managing Director (MD).

He maintained that an agreement was signed at the chambers of lawyer Owuo between Dashment and Sheriff, the charterer, stating that he signed that document on behalf of the MD because he (Dawson) was the one who signed the initial agreement for the vessel to be bought. Sheriff is an escapee wanted in connection with the alleged importation of the 77 parcels of cocaine. Other accused persons on trial include Isaac Arhin, Philip Bruce Arhin, and two Chinese nationals, Cui Xian Li and Liu Yin Xing.

They are facing charges of conspiracy to commit crime, use of property for narcotic related offence and doing prohibited business relating to narcotic drugs. The case has been adjourned to December 6, 2007. **Source :** **modernghana**



The **DSND PELICAN** seen departing from Ijmuiden
Photo : Rene Sehr ©

Police seizes massive cocaine haul at Greek port

A massive cocaine haul was seized by Greek police. Cocaine was found on ship carrying lumber from Ecuador.

The 80 kilograms (176 pounds) of cocaine were found stashed in the frame of a freight container at the port of Piraeus, the Finance Ministry's fraud agency said.

Authorities in Greece, Croatia, Bosnia and Macedonia had been tracking the shipment for weeks, the agency said, estimating the drugs were worth some €3.6 million (US\$5.3 million).

One suspect was arrested in Greece, while six others were arrested in Bosnia and Croatia.

The ship had originally been bound for Rijeka, Croatia, but was diverted to Greece, police said.

Source : newsfromrussia.com



The **EMPRESS of the SEAS** visited Willemstad (Curacao)

Photo : Kees Bustraan ©

Taiwanese navy vessels, helicopters lead search for 26 sailors missing after ship sinks

Taiwanese navy vessels and helicopters led a search Thursday for 26 sailors missing after a Panama-registered ship sank off the island's northeastern coast, an official said.

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The 16,000-ton «**Mezzanine**,» loaded with iron ore, capsized in rough seas Tuesday, said Hsieh Ching-chin, a Coast Guard Administration official.

An Indonesian sailor, Herry Marthen-J, was rescued by the Taiwanese coast guard Wednesday after floating at sea for about 20 hours, he said.

«There were no traces of other missing sailors, but we will continue the rescue effort, with navy vessels searching in the high seas and patrol boats near shore,» he said. The 28-year-old vessel departed an Indonesian port last Saturday for the Chinese port of Tianjin, he said. **Source : pr-inside**

CASUALTY REPORTING

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KOTUG's **RT MAGIC** collected the **STAR BONAIRE** 50nm from Hoek van Holland, the **STAR BONAIRE** encountered engine problems and was towed into Rotterdam.

Photo : Piet Sinke ©

Fire on drill ship at Petrobras oil field put out

A fire broke out on a drill ship working at an oil field run by Brazil's state oil company Petrobras on Wednesday night, injuring seven workers, but the company said Thursday the fire had been put out.

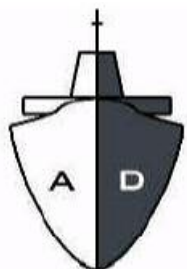
The **Noble Roger Eason NS-15** ship, subcontracted by Petrobras, was drilling a well between the fields of Albacora Leste and Marlim Sul in the Campos basin off Rio de Janeiro state coast, a Petrobras spokesman said.

The spokesman could not say what caused the fire. "The fire has been put out. The wellhead was shut to prevent bigger problems," he said. **Source : Rodrigo Gaier and Andrei Khalip; editing by Matthew Lewis**

NAVY NEWS

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Endurance all set for 18-month mission

Royal Navy ice patrol ship, **HMS Endurance**, set out on what is expected to be her longest ever deployment when she set sail for the South Atlantic today, 28 November 2007.

Endurance is heading to the Antarctic for the next 18 months. En route she will first head to the Atlantic to fulfil her usual task of survey work and support for scientific research throughout the Antarctic summer.

When that is complete she will not return home, but will be employed to reinforce Britain's maritime security operations in the warmer areas of the Atlantic during the Antarctic winter.

Endurance will then return to her more traditional duties during the Antarctic summer of 2008-9, before finally returning home to Portsmouth 18 months after her departure.



Photo : Ian Denton ©

During this time members of the ship's company will be rotated so that they will not be away from home for more than a few months at a time. When she reaches the Antarctic, Endurance will continue to support the work done by the British Antarctic Survey, breaking ice with her specially-designed bow to take members of the survey team and their supplies to remote areas that can only be reached by ships or helicopters.

The ship's Commanding Officer, Capt Bob Tarrant, said: "We are looking forward to a busy 18 months during which the ship and her two Lynx helicopters will be working extremely hard. We will be doing a range of tasks from surveying the seabed around Antarctica on behalf of the UK Hydrographic Office to supporting the work of scientists working in the region for the British Antarctic Survey." **Source : mod.uk**

Indian Frigate Still in Shipyard

The second of three Project 1135.6 frigates for the Indian Navy has been laid down at the Yantar plant in Kaliningrad. There are problems with the first ship, however, that the contractor, Rosoboronexport, would rather share with the Russian Federal Agency for Industry (Rosprom). Construction was begun on the first ship on July 27 and the two blocks of its hull have been assembled. The \$1.6-billion contract for the three frigates was signed in July 2006 for delivery in 2010-2011.

Rosoboronexport deputy general director Ivan Goncharenko sent a letter to Rosprom head Andrey Dutov at the end of last month suggesting that an interagency coordinating council be set up to handle the problems with the construction of the three Indian ships. Goncharenko mentions delays in payments and the absence of contracts with the weapons suppliers, Arsenal heavy equipment plant and OAO AK Tulamashzavod, due to differences over prices. Goncharenko suggested that representatives of Rosprom and the Ministries of Defense, Justice and Finance sit on the coordinating council. This was the third time his agency had suggested that a council be formed.

Rosprom has suggested in the autumn of 2005 that Northern Wharf be selected for the construction of the frigates for the Indian Navy, rather than Yantar, 51 percent of which belongs to the state and 32 percent of which belongs to affiliates of the Interregional Investment Bank. The decision in favor of Yantar was made by the Federal Military Technical Cooperation Service, which cited Russian president Vladimir Putin's instructions to support that plant. Rosprom warned in February 2006 that the selection of Yantar would add a minimum of \$100 million to the cost of the project and create a risk of not fulfilling the contract.

Russia is also experiencing problems with its contract with India to modernize the ship [Admiral Gorshkov](#).

Source : Kommersant

Pentagon protests China navy snub

The Pentagon says it has sent a formal protest to Beijing over China's recent refusal to allow visits by US navy ships to Hong Kong. "We are expressing officially our displeasure," Geoff Morrell, the Pentagon press secretary, told reporters in Washington, describing the Chinese decisions as "baffling".

The move follows the barring of a Thanksgiving visit last week by the aircraft carrier [Kitty Hawk](#) and several support ships. Days earlier Chinese authorities had also rejected a request by two US minesweepers seeking shelter in Hong Kong from a storm.

On Thursday a Chinese communist party-owned newspaper signalled a possible cause of the row, blaming a US decision to sell an anti-missile defence system to Taiwan. Citing an unnamed colonel in the Chinese military, it said the decision "obviously sent the wrong signals" to Taiwan's leaders, who Beijing accuses of seeking to declare formal independence.

"At a time when the US side is seriously harming China's interests, there is no logic under heaven by which China should then be expected to open its heart and embrace him," the paper said. The issue of the port visits was also brought up at the White House on Wednesday during talks between George Bush, the president, and the visiting Chinese foreign minister, Yang Jiechi.

Yang reportedly told Bush the case of the [Kitty Hawk](#) was based on a "misunderstanding", a White House spokeswoman said, although no mention was made of the barred minesweepers. Last week's decision to block the [Kitty Hawk](#) visit was initially explained away by the Chinese authorities saying they had not received advance notice of the visit.

They then said the carrier group would be allowed to dock, but by that time navy commanders had decided the ships would head back to their home port in Japan. The [Kitty Hawk](#) has made several previous visits to Hong Kong, a port that has been used as a regular "R&R" stop for US warships since the time of the Vietnam war.

Navy officials have said that while the **Kitty Hawk** case received most attention, they are most troubled by China's refusal to let the two navy minesweepers enter Hong Kong harbour to escape an approaching storm and refuel.

"It is not, in our view, conduct that is indicative of a country who understands its obligations as a responsible nation," Admiral Tim Keating, head of the US Pacific Command, told reporters on Tuesday in a video conference from his headquarters in Hawaii. The minesweepers, the **Patriot** and the **Guardian**, were instead refuelled at sea and returned safely to their home port in Japan. "It is baffling," Morrell told reporters at the Pentagon. "It's regrettable and we have not to date received sufficient explanation as to why it took place."

He said the Chinese defence attaché in Washington had been summoned from the Chinese embassy on Wednesday to receive the formal protest. Beijing has previously barred US warships from Hong Kong during times of crisis in US-Chinese relations, such as the US bombing of the Chinese embassy in Belgrade in 1999 and after a US P-3 spy plane collided with a Chinese fighter in 2001, he said.

But the latest dispute apparently caught US officials by surprise, coming just three weeks after what appeared to be a successful visit to Beijing by the US defence secretary. During the visit Robert Gates urged Beijing to step up contacts between the two countries' militaries to avoid misunderstanding and miscalculations. **Source : aljazeera**

China: Navy Spat Not a Misunderstanding

China's last-minute cancellation of a U.S. Navy visit to Hong Kong was not the result of a misunderstanding, the Chinese Foreign Ministry said Thursday, adding that ties had been "disturbed and harmed" by Congress' honoring of the Dalai Lama and U.S. arms sales to Taiwan.

Spokesman Liu Jianchao denounced an earlier report from Washington that said Foreign Minister Yang Jiechi told President Bush the incident was a misunderstanding. But Liu offered no concrete explanation as to why China barred the aircraft carrier USS **Kitty Hawk** and its escort vessels from entering Hong Kong harbor for a planned Thanksgiving visit.

"The report is not in line with the facts," Liu said at a regular news briefing. He refused to elaborate, but his negative characterization of U.S.-China relations appeared to indicate that Beijing had canceled the visit deliberately in order to register its displeasure over U.S. actions, as it has done occasionally with previous Hong Kong port calls.

Liu said "erroneous" actions on the part of the U.S. had "disturbed and harmed" relations.

He pointed to Congress' awarding its highest civilian honor to the Dalai Lama last month. Although the Tibetan spiritual leader is lauded in much of the world as a figure of moral authority, Beijing demonizes the monk and claims he seeks to destroy China's sovereignty by pushing for independence for Tibet.

Also hurting relations were arms sales to Taiwan, an island which China regards as a renegade province, he said. A White House spokeswoman said she was surprised by the explanation. "That was not the president's understanding from the meeting he had yesterday (with Yang). We are seeking clarification," press secretary Dana Perino said.

"The president was told there was a miscommunication that could lead to a misunderstanding. I was told there was a misunderstanding. ... The linkage was not made (with the Dalai Lama)," she said.

The Global Times, a tabloid published by the official party mouthpiece People's Daily, cited an unidentified People's Liberation Army senior colonel, as blaming Washington's decision to sell Taiwan an anti-missile defense system.

That "obviously sent the wrong signals" to Taiwan's leader, Chen Shui-bian, whom China abhors for his campaign to assert the self-ruling island's independent identity, the paper quoted the colonel as saying. "At a time when the U.S. side is seriously harming China's interests, there is no logic under heaven by which China should then be expected to open its heart and embrace it," the paper said Thursday. Beijing also had refused port entry earlier that week to two U.S. Navy minesweepers seeking to refuel and shelter from an approaching storm.

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China eventually decided to allow the **Kitty Hawk** strike group's visit to Hong Kong, but only after the ships had already left the area. They did not turn back, instead continuing on to their home port in Japan.

"We have all along, on the principle of sovereignty, approved (port calls) on a case by case basis. Out of humanitarian considerations, we agreed to allow the strike group to make a port call," Liu said. The Defense Department lodged an official protest of the Chinese moves Wednesday. **Source : ap.google**

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The **WILBERT TIDE** seen in Luanda (Angola)
Photo : Jan Plug ©

REQUEST

One of the readers send me earlier this week 2 pictures of the dredger **DCIDREDGE AQUARIUS** laying alongside in India or Bangladesh, sorry I lost the correct text with the pictures, please resend me this information , because I am interested to use the photos in the newsclippings, but with the correct text

Thanks !! , Piet



The car carrier **TORONTO** with in front the URS tug **UNION CORAL**
Photo : Henk Claeys ©

Shipping Line news

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In a recent article PORTS & SHIPS reported that the first of the Big Whites, **SA HELDERBERG** had gone off charter from Safmarine and would be followed in due course by the remaining three container ships.

It turns out the life of this fine ship is not yet over as far as the company of AP Moller is concerned. The 30 year old ship has been re-chartered by MCC Transport Singapore, another AP Moller-Maersk subsidiary which operates on Asian trade routes. The ship's name will now be shortened to **HELDERBERG** and replaces the slightly smaller **MAERSK PETERSBURG** on the Tanjung Pelepas – Singapore – Thailand feeder service.

Maersk Line's **WAF 5** service to Angola has been shortened with the removal of calls at Portugal and Algeciras and introducing Las Palmas as a secondary hub. The **WAF 5** service now calls only at Mindelo, Luanda and Walvis Bay. Cargoes for Europe can be transhipped at Las Palmas onto SAECS vessels and a new dedicated feeder service between Algeciras and Las Palmas provides connectivity into the Mediterranean. The move follows other lines that have similarly uncoupled Luanda from their main service owing to chronic congestion at the Angolan port.



Hamburg Süd's latest ship, **MONTE TAMARO** was christened on Tuesday at the Daewoo Shipbuilding & Marine Engineering yard in Okpo, South Korea but will initially enter service on short term charter to CMA CGM who will use the vessel on their Asia – Europe service. The 5,552-TEU vessel is the first of a second series of 10 'Monte' class ships and by mid-2008 will return to Hamburg Süd to enter that company's Asia – South Africa – East Coast South America liner service.

Monte Tamaro will also continue the tradition of **CAPE FINISTERRE** which was the company's training ship for 16 years. Monte Tamaro is named after a mountain in the Swiss canton of Ticino. The 64,370-dwt ship has a container capacity of 5,552-TEU and carries 1,365 reefer plugs. She has an overall length of 272m and a beam of 40m with a maximum draught of 12.5m. The ship's main engine output is 45,765 kW and the vessel can operate at a speed of 23.3 knots. She goes into service tomorrow (Friday).

The 3,534-TEU newbuild **GABRIEL SCHULTE** has entered service with the Schulte Group, the first of four similar ships of the Shanghai 3500 class. Schulte has chartered the new vessel to Hamburg Süd as **CAP MORETON** and they have subsequently sub-let her to Maruba who have renamed her **MARUBA CHRISTINA** (hope you followed all that). Maruba will employ the ship on the joint Asia – South Africa – East Coast South America service (SEAS) operated by themselves with CSCL and CMA CGM. She becomes the largest container ship in service with the Argentine carrier. **Source : ports.co.za**

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Rotterdam pilot **Peter van der Reijden** seen being transferred from the SWATH pilot cutter **PERSEUS** to the inward bound tanker **ASTRA** at Maas pilot station.

Photo : Piet Sinke ©

"Vantage", nieuw schip voor Portconnect.

Afgelopen dinsdagmiddag liep het Nederlandse containerschip "**Vantage**" voor het eerst de haven van Zeebrugge binnen om bij de CHZ-terminal af te meren. Het gloednieuwe schip was niet alleen aan zijn allereerste reis toe, het schip is meteen ook de nieuwste aanwinst van Portconnect, de feederoperator van het Zeebrugse havenbestuur dat de internationale containerrederijen logistieke diensten aanbiedt voor het afleveren van containers op overzeese of binnenlandse aan het water gelegen bestemmingen. Het zal dan ook niemand verwonderen dat er aan boord, ter gelegenheid van deze eerste aanloop, een korte receptie werd gehouden, waar eigenaars, havenautoriteiten en scheepsagenten elkaar troffen.



Foto : via OLIVIER CROUSEL – Portconnect Zeebrugge

"Dit hypermoderne feederschip moet Portconnect toelaten onze klanten 'second-to-none' dienstverlening te bieden. Dit schip werd door Portconnect voor een eerste periode van negen maanden gecharterd. In die periode zal worden geëvalueerd in welke mate dit schip in onze strategie past." Na woorden van dank overhandigde Vincent De Saedelaar een kunstboek over Brugge aan kapitein Erik Van der Wiel, die op zijn beurt, en na een korte dankbetuiging, een prachtige foto van het schip overhandigde aan Olivier Crousel, manager van Portconnect in Zeebrugge.

"De '**Vantage**' komt onze vloot van moderne feederscheppen vervoegen. Dit schip zullen we inzetten samen met de '**Ara Zeebrugge**'. Deze zeeschepen vervangen de '**La Rochelle**' dat reeds aan de eigenaars werd teruggeleverd en de '**Rasill**' dat eind juni ook wordt teruggeleverd. Eind januari verwachten we verder het nieuwe '**Deseo**', de allereerste nieuwgebouwde schip voor de estuairevaart," zo vervolgt Olivier.

De "**Vantage**" werd pas recent door de Nederlandse werf Blijnsma Shipyard opgeleverd aan Vantage C.V., de eigenaar van het schip. Het schip vaart onder Nederlandse vlag en heeft Werkendam als thuishaven.

Het schip meet 3.871 gross ton en heeft een draagvermogen van 4.500 ton op zomervrijboordmerk. Afgeladen ligt het schip maximaal 5,67 meter diep bij een waterverplaatsing van 6539 ton. De lengte over alles bedraagt 99,97 meter en grootste breedte van het schip is 15,85 meter.

De hoofdmotor, een Wärtsilä 8R32LN van 3280 kW, drijft een vierbladig controlable pitch propellor (cpp)-schroef aan met een diameter van 3,20 meter. Het schip is uitgerust met een roer van het type 'flaprudder' met een oppervlakte van 6,2 m². Een boeg- en een hekschroef, respectievelijk van 500 kW en 300 kW, zorgen voor een optimale manoeuvreerbaarheid. De machines aan boord draaien volledig op zwavelarme brandstof (LSFO – Low Sulphur Fuel Oil), conform de recentste Europese richtlijnen. Het schip heeft een capaciteit van 354 TEU, twintig voet containereenheden. Aan boord zijn er ook aansluitpunten voor 100 reefercontainers.

In Zeebrugge treedt **Hoppe Ship Agencies** op als plaatselijk agent voor de schepen van Portconnect. **Source : Frank Neyts**



Van Oord's **JAN STEEN** seen moored in Muara (Brunei)

Photo : Frank Winter ©

Sevan makes seven in China with DNV

DNV is providing offshore classification services for Sevan Marine's extensive series of seven (7) offshore projects underway in China. Sevan's order book in China represents the single biggest offshore series undertaken to date in China.

"DNV has been with us since the beginning of Sevan Marine and we can say that we would not be in the position we are in today without our excellent cooperation with DNV," said Bjørn Egil Gustavsen, the project manager for the Sevan 650 Drilling Unit.

Gerry Higgins, District Manager DNV Maritime, said, "We are likewise very pleased to be working with Sevan Marine thanks to their business strategy, which is based on a Build-Own-Operate model that gives Sevan control over the value-creation chain. We believe that DNV is adding value to the project in a number of ways."

According to Sevan Marine, the cylindrical-shaped units represent a design breakthrough due to their simplicity and the fact that the design and construction can be repeated for various versions. Sevan Marine also says that the cylinder design is inherently stable compared to a structure which is shaped like a ship.

DNV is conducting the complete verification of compliance with classification and statutory requirements for all units including;

- Rules and Class Notations established (+OI, FPSO)
- Main scantling approval
- Global design analysis, incl. fatigue assessment
- Approval in principal (AIP)

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– Class approval of construction drawings

The first Sevan FPSO, the FPSO **Sevan Piranema**, completed the first offloading of oil this month from the Piranema field off the north-east coast of Brazil. The second – the China-built **FPSO Sevan Hummingbird** - is undergoing hook-up and commissioning at the Keppel Verolme shipyard in Rotterdam. The third - the **FPSO Sevan Voyageur** - left the Yantai Raffles Shipyard in China on 6 November and is on its way to the Keppel Verolme shipyard in the Netherlands for topside hook-up and commissioning. This unit will be installed on the Shelley field in the central UK North Sea in 2008.

The Sevan 300 no. 4 hull, the Sevan 300 no. 5 and the Sevan 650 no. 1 are being built and having engineering work carried out on them at the Hantong Shipyard in China.

In addition to these production units under construction at Hantong, DNV is also classing a deepwater drilling unit that Sevan Marine has ordered from COSCO Nantong.

The Sevan Driller contract is for a drilling unit based on the Sevan 650 FPSO design. The whole project is scheduled for delivery to the client in 2009. The Sevan rig, which has an oil storage capacity of 150,000 barrels, will be able to drill wells of up to 40,000 feet deep at water depths of up to 10,000 feet. It will be deployed by Petrobras America Inc. in the Gulf of Mexico.

"Based on the success and delivery of the first unit, we look forward to working with Sevan Marine on various additional Sevan units, which may be of different sizes and types," concluded Gerry Higgins, District Manager DNV Maritime. To summarise: In total, Sevan Marine has ordered five Sevan 300 FPSOs, the Sevan 650 driller and a Sevan 650 FPSO. The **Sevan 300 FPSO** has a displacement of 50,500 tons and a storage capacity of 300,000 barrels, while the Sevan 650 FPSO has a displacement of 110,000 tons and a storage capacity of 650,000 barrels.



The **CONTAINERSHIP VIII** seen outward bound at Maaspilot station
Photo : Piet Sinke ©

Subsea 7 awarded Skarv installations

BP Norge has contracted Subsea 7 for general subsea construction works for the Skarv-Idun development in the Norwegian Sea.

Subsea 7 is managing the project from its offices in Stavanger. The scope of work comprises survey activities, installation of subsea structures and control umbilicals, and tie-in and pre-commissioning of all flowlines, risers, control umbilicals, and the gas export pipeline.

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The company will also fabricate tie-in spools and protection systems. The offshore phase of the \$140 million-plus contract will occupy over 300 vessel days during 2009-11, much of it to be performed by the company's new installation vessel **Seven Seas**.

Skarv and Idun are 200-km (124 mi) west of Sandnessjoen on Norway's west coast, in water depths of 350-450 m (1,148-1,476 m).

MOVEMENTS



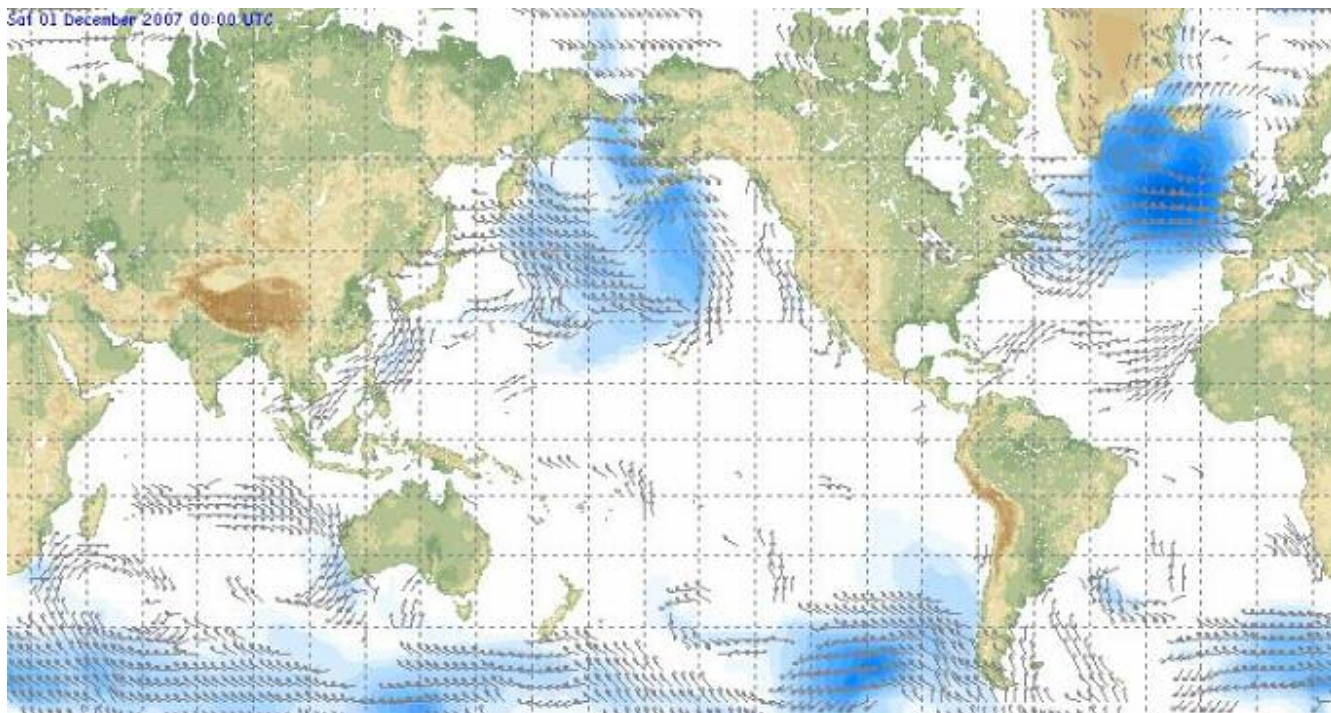
The loaded **BRITISH CORMORANT** seen at Maaspilot station outward from Rotterdam-Europoort
Photo : Rik van Marle ©

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 container feeder **MIRA J** seen rolling into Rotterdam

Photo : Fred Vloo ©

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