

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 276



**Number 276 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Sunday 02-12-2007**

News reports received from readers and Internet News articles taken from various news sites.

**THIS NEWSLETTER IS BROUGHT TO YOU BY :**



### **VLIERODAM WIRE ROPES Ltd.**

wire ropes, chains, hooks, shackles, webbing slings,  
lifting beams, crane blocks, turnbuckles etc.

**Nijverheidsweg 21 3161 GJ RHOON The Netherlands**

**Telephone:** (+31)105018000  
(+31) 105015440 (a.o.h.)

**Fax :** (+31)105013843

### **Internet & E-mail**

[www.vlierodam.nl](http://www.vlierodam.nl)  
[info@vlierodam.nl](mailto:info@vlierodam.nl)



**The pilot tender GEMINI seen operating at Maaspilot station  
Photo : Piet Sinke ©**

**SVITZER**  
OCEAN TOWAGE



**SVITZER OCEAN TOWAGE**

Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands

Telephone : + 31 2555 627 11  
Telefax : + 31 2355 718 96  
E-mail: [smitwijs.sales@svitzerwijsmuller.com](mailto:smitwijs.sales@svitzerwijsmuller.com)

**DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE  
NEWS CLIPPINGS ?? PLEASE SEND THIS TO :**

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

## EVENTS, INCIDENTS & OPERATIONS



The **QUEEN VICTORIA** seen departing from the builders, Fincantieri in Marghera (Italy) bound for her homeport Southampton, the **QUEEN VICTORIA** is expected in Rotterdam December 12<sup>th</sup>, together with the **QUEEN ELIZABETH 2**

Photo : Henry Veringa ©

## 3 missing Chinese fishermen in South China Sea rescued

Three of the 12 Chinese fisherman who went missing in the Nansha Islands in the wake of Typhoon Hagibis have been rescued, according to the Hainan search and rescue center, but official reluctance to impart information has left details hazy.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 276

The three fishermen were rescued by a foreign ship heading to Singapore, an official surnamed Zhong told Xinhua by phone. He claimed not to know which country the rescue ship was registered to, the condition of the rescued fishermen or where they were found.

Meanwhile, 806 fishermen trapped in the Nansha and Xisha Islands are safe after they received food and water from rescue ships.

The number of fishermen, earlier reported to be about 760, is likely to rise due to previous miscounting, said Zhou Wanli, head of the media office with the salvage bureau of the South China Sea.

Rescue ships delivered 1,185 kilograms of rice, three tons of fuel, 250 kilograms of noodles and 80 kilograms of vegetables to 241 fishermen in the Meijiu and Meiji Reefs, Zhou said.

Among the 806 trapped fishermen, seven Vietnamese and three Chinese were sent to Sanya of Hainan Province, while many others were set to return with their own boats or continue fishing as soon as weather permits, said the rescue official Zhong. He did not explain why the Vietnamese fishermen were sent to Sanya.

Hagibis disappeared on Tuesday, according to the website of the China Meteorological Station in Beijing.

Source : chinaview



Stern photo of the departing **QUEEN VICTORIA** from the builders in Italy

Photo : Frank de Vries ©





## Damaged ship repaired in S.F

The **Cosco Busan** has been relocated to the San Francisco Shipyard, south of AT&T Park, where steel plates are being patched over the tear in the container ship's hull.

"It's not a complicated task," said Jim Lawrence, a spokesman for the ship's owner. The steelwork will be inspected by naval architects before it's ready to set sail, accordance to Lawrence, which will likely happen in the coming "days or weeks."

Permanent repairs are likely to be finished at a Pacific Ocean shipyard.

"They'll take the ship back to the Pacific and get it back onto its trading schedule," Lawrence said. "Then they'll try to position it in a shipyard when it's most convenient for its schedule."



The **LANDY** seen at Maaspilot station

Photo : Piet Sinke ©

## Baltic Pilot's activities stopped

**SSG-ÅBO.** The Finnish Maritime Administration will report ships that engage the private company Baltic Pilot for pilotage to the police. The Maritime Administration says that these ships would be in breach of their obligation to engage a pilot. According to the Ministry of Transport & Communications, private pilotage does not satisfy the criteria laid down in the pilotage act. The Maritime Administration's decree came after the Attorney-General had reached a decision on the question. The Attorney-General considers that that the intention of the pilotage act is to give state-owned Finnpilot the sole right to pilotage in Finland and he proposes that the act be revised so that its meaning is clearer. Baltic Pilot has announced that it will cease its activities with immediate effect - but only temporarily. Joakim Håkans, MD of Baltic Pilot, expects pilotage to be opened up for competition. "We don't want to do anything illegal so we will halt our activities temporarily until the act has been rewritten", he said to SSG.

## Attempt to salvage Volgoneft-139

**SSG-TALLINN.** An attempt is being made to salvage the forebody of the Russian flagged oil tanker **Volgoneft-139**, built in 1978, which broke in two and sank during the storm in the Kertch Sound two weeks ago. The aftbody, containing 933 tons of heavy oil, was towed into port on 15 November. The **Volgoneft-139** is said to have had a total of 4,077 tons of heavy oil on board when she sank, including 800 tons in the forebody. All 13 crew members were rescued. According to the Russian authorities, three other ships sank in Russian waters during the same storm: the **Volnogorsk** with a cargo of 2,487 tons of sulphur, the **Nakhichevan** with a cargo 2,366 tons of sulphur and the **Kovel** with a cargo of 1,923 tons of sulphur. Divers inspecting the **Nakhichevan** have found serious damage, open hatches and no sulphur in the holds.

## CLOSE CALL



The bunker tanker **Energy 8** seen crossing the bow of the outward bound **TRANSHELF** spotted in Rotterdam  
Photo : Jan Simons ©

## San Francisco Bar Pilots conduct internal review

The San Francisco Bar Pilots have issued a statement to report on the internal review being conducted of their operations and procedures following the **Cosco Busan** incident of November 7, 2007.

"We have appointed a committee of pilots to examine the events of November 7, 2007, and report on the lessons learned from this review. This committee will make recommendations on what can be done to ensure continued safety of navigation and protection of the Bay environment we all enjoy in this area," said Captain Peter McIsaac, the president of the San Francisco Bar Pilots. "The San Francisco Bar Pilots direct nearly 10,000 vessel movements through San Francisco Bay and other Northern California waterways each year. We provide a vital economic service for shipping companies and the public. Safe navigation and protection of the environment are our highest priorities."

The San Francisco Bar Pilots internal review of its policies and procedures as well as OSPR's Harbor Safety Committee's plans will produce recommendations in the near future to improve shipping safety.

From the preliminary work conducted, the San Francisco Bar Pilots review committee is exploring ways to reduce the already remote chance of human error and may recommend requiring pilots to carry laptop computers or equivalent electronic aids aboard the vessels they direct.

Further areas of study may include possible vessel movement restrictions in critical maneuvering areas during heavy fog conditions.

Additionally, San Francisco Bar Pilots will be working with Bay area state lawmakers to conduct a review of Bay Area bridge protection designed to deflect and absorb energy and lessen the probability of an oil spill in the event of future allisions, as well as with the U. S. Coast Guard on buoying the towers and piers of the bridges. **Source : MarineLog**

### BALLAST DEAL DONE

IMO has agreed to delay enforcement of a requirement for new ships to have ballast water treatment equipment, because the 2004 Ballast Water Management Convention has not yet entered into force and there is a lack of type-approved equipment.

The International Chamber of Shipping (ICS) has welcomed the delay. Its Marine Manager, David Tongue, who led ICS in the complex negotiations at IMO, remarked: "We are very pleased that the compromise proposal put forward by ICS, with helpful support from Intertanko and OCIMF, has been agreed by governments and that new ships constructed from 2009 will not be required to have the new equipment fitted until their second annual survey or end 2011, whichever is the sooner."

IMO also agreed, as requested by ICS, that the Marine Environment Protection Committee should revisit the question of ships constructed in 2010. Mr Tongue said: "A major obstacle to ratification by governments of the IMO Ballast Water Management Convention has thus hopefully been removed, and ICS will continue its campaign to see that this important Convention enters into force as soon as possible. In the meantime, ICS members will remain committed to performing deep water ballast exchange, whenever it is safe to do so, and co-operating with voluntary coastal state requirements."

ICS has been calling on governments to address the problems associated with the development of new ballast water treatment equipment since the 2004 IMO Conference which adopted a fixed date of 2009 for its mandatory use by certain ships constructed after this date, when it was unknown if the Convention would be in force by this time, or if the required type-approved technology would be available, which it is not.

"We are especially grateful to the IMO Secretary General who proposed a draft Assembly Resolution which provided the basis of the current agreement", added Mr Tongue of ICS. **Source : Maritime Global Net**

### PETRAIA FINED IN MAGIC PIPE CASE

A US court has sentenced Greek shipowner Petraia Maritime to pay a fine of \$525,000 and serve two years probation for violating the Act to Prevent Pollution From Ships (APPS) – another so-called magic pipe prosecution. The case is unusual in that it went to trial and the fine is much less than the \$3.5m the prosecutors had asked for. The company was sentence to two years' probation rather than the three called for by the prosecution and the judge, sitting in Maine, did not ban the company from trading to the US – another prosecution demand.

Petraia was convicted following a jury trial in May 2007 of failing to maintain a record of its overboard discharges of oily bilge waste, which it made without using required pollution control equipment, from the Kent Navigator. Two chief engineers serving aboard the Kent Navigator had previously pleaded guilty to making false statements to the Coast Guard for their role in the attempted cover-up of Petraia Maritime's discharges of oily waste.

"This sentence should make clear that the shipping industry will continue to pay penalties if they fail to abide by laws protecting the environment when they choose to enter any United States port," said Ronald Tenpas, Acting Assistant Attorney General for the Justice Department's Environment and Natural Resources Division.

"This case sends a clear message to vessel operators and mariners that dumping waste at sea and covering up pollution are serious crimes that will be prosecuted. We take our stewardship of our oceans very seriously and will continue to pursue cases like this," said Rear Admiral Timothy Sullivan, Commander of the First Coast Guard District.

"My Office will continue to aggressively pursue those vessel operators and mariners whose actions threaten Maine waters and violate the integrity of their record keeping obligations," said Paula Silsby, US. Attorney for the District of Maine. **Source : Maritime Global Net**

## **Oil spill from sunken Antarctic cruise ship threatens penguins**

About 2,500 penguins are in danger of getting sick by a diesel fuel spill from a cruise boat that struck an iceberg and sank last week.

Areas surrounding the mile-long (1.6 kilometer-long) spill site include breeding grounds for Antarctic and Adelia penguins, and the largest mating colony for Papua penguins, said Maria Jose Rosello, a Chilean marine biologist.

"The danger is that this fuel spill will impede the journey that species like Papua penguins make at this time of year," Rosello said. Veronica Vallejos, director of the scientific department at the Chilean Antarctic Institute, said the spill could also affect other Antarctic fauna, including sea lions, seals and sea birds as well as fish, krill, algae and plankton colonies - key elements of the Antarctic food chain.

"There's always environmental danger when fuel leaks, and even more so in a zone with high biodiversity," Vallegos said. The MS **Explorer**, an adventure travel ship on a 19-day cruise off Antarctica, hit an iceberg on Nov. 23, forcing its 154 passengers and crew into lifeboats in the middle of the night. They waited more than three hours in icy waters until they were rescued by a Norwegian cruise ship.

About 50,000 gallons (190,000 liters) of diesel, 6,300 gallons (24,000 liters) of lubricant and 260 gallons (980 liters) of gasoline were on board when the Explorer then sank hours later.

Chile's navy said Thursday that bad weather has kept clean-up crews from containing the spill, which is for now penned in by large chunks of floating ice in the Bransfield Strait, about 50 miles (80 kilometers) east of King George Island.

"The diesel oil continues flowing" from the ship, which now rests 4,800 feet (1469 meters) below the sea, Vallegos told Cooperativa radio.

Vallegos and other Chilean experts who toured the spill site reported seeing no contaminated birds this week, but noted they hadn't been able to fully assess the damage the diesel might have done.

Studies by scientists who regularly conduct research in Antarctica at this time of year will be key to establishing the extent of the damage, she said.

Diesel is the least harmful type of hydrocarbon product, scientists told a news conference Thursday. **Source : Pravda**

**CASUALTY REPORTING**  
 **MULTRASHIP**  
**TOWAGE & SALVAGE**  
**Tel: +31 115 645000 - [www.multraship.com](http://www.multraship.com)**



## Aanvaring tussen meerdere schepen in Geulhaven

In de Rotterdamse Geulhaven in het Botlekgebied heeft donderdagavond tussen meerdere schepen een aanvaring plaatsgevonden. Volgens een politiewoordvoerder zijn bij de aanvaring „vermoedelijk tussen de drie en vijf schepen betrokken." Eén schip lekt de lichtontvlambare vloeistof methanol. De zegsman liet weten dat dit geen direct gevaar oplevert, omdat het spul in het water terechtkomt. „Het is nog niet bekend wat de verdere gevolgen zijn." **Source : ANP**

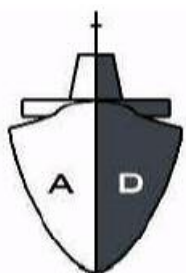
## AHTS SETIA MEGA sinks

An anchor-handling tug supply vessel (AHTS) sank off Malaysia during bad weather and rough seas, offshore vessel owner Alam Maritim Resources said. The 14 crew of Alam Maritim Resources' 496-gt **Setia Mega** (built 2005) were rescued from the waters 100 kilometres off Kuala Terengganu on the Malaysian peninsula, according to a stock exchange filing.

## NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16  
2970 SCHILDE  
BELGIUM  
Tel : + 32 3 464 26 09  
Fax : + 32 3 297 20 70  
e-mail : [anglodutch@pandora.be](mailto:anglodutch@pandora.be)



The **CG 20 NELSON** is the former **HMS ORKNEY**, seen above in Trinidad, Retired from the Royal Navy on 27-5-1999 and transferred to Trinidad and Tobago on 18-12-2000, recommissioning on 22-2-2001.

**Photo : Piet Hageman ©**



## Iran launches first domestically built destroyer and submarine

Shortly before the recent international conference on the Middle East in Annapolis, Maryland, Iran announced the creation of a new ballistic missile, the Ashura.

It also timed with the conference the official commissioning of its first domestically built destroyer, the Jamaran, and its first domestically built Ghadir class submarine.

The Iranian military claim that the submarine can easily evade detection and fire missiles and torpedoes simultaneously. Iranian Navy Commander Admiral Habib Sayyari has said the destroyer is better than any warship of its class built "before the Islamic Revolution" (1979), adding that the Iranian Navy is closely watching the U.S. fleet in the Gulf and the entire region.

This fits the traditional pattern for Iran's military PR campaigns - embellishment of the truth bordering on outright lies.

According to the Israeli intelligence service, the Ashura is a solid-fuel missile with a range of 2,000 km (1,243 miles). This means it can hit targets in Saudi Arabia and Turkey and could reach Egypt and Bulgaria, not to mention Israel.

But this is nothing new. Iran's Shahab-3 and Shahab-4 missiles, with a range of 1,300 km (808 miles) and 2,000 km (1,243 miles) respectively, are also capable of reaching Israel. However, Israel's Hetz (Arrow 2) interceptor missile is more than capable of dealing with them.

The Ashura tests, timed to coincide with the Annapolis conference, served little practical purpose: Iran's territory is not big enough to test missiles with such a range. Yet Tehran has announced the "success" of the project - most likely in an attempt to remind its neighbors of its military might.

Iran was offended that it was not invited to attend a conference where all Arab countries were represented. Moreover, not only the Palestinian Authority, but also Hamas and Hizbollah, both of which are sponsored by Iran, said they would attend.

In public, Iranian President Mahmoud Ahmadinejad has been dismissive. "Even the most silly politicians will soon see that the conference was bound to fail politically," he is reported to have said.

Though Ayatollah Khamenei, the spiritual and supposedly supreme leader of Iran, confined himself to predicting that the conference would fail, Ahmadinejad told the Saudi King on the phone that it must not be held in the first place, and that he was sorry Saudi Arabia had accepted the invitation.

The Iranian media later wrote that King Abdullah had assured Ahmadinejad that Saudi Arabia "would never recognize the legitimacy of Israel." Clearly, that is small consolation to Tehran.

Iran's leaders have announced they will hold an alternative conference soon, but they are likely to be disappointed. Hamas spokesman Abu Osama Abd-al-Moti has already said that it would not be a conference, but a meeting held during a pre-planned visit by the Palestinian leadership visit to Tehran to discuss the situation in the Palestinian territories and the region as a whole.

Psychologists describe Tehran's situation as "reward deficiency syndrome." There is a problem indeed, if even Iran's supposed clients refuse to show solidarity with it. **Source : NOVOSTI**

## Japan laat toch maar geen Chinezen rondneuzen

Het programma van officieren van een Chinees marineschip dat van de week als gebaar van goede wil Tokio bezoekt, is op aandringen van de VS op de valreep gewijzigd. Dit meldde de Japanse krant Yomiuri vrijdag. De Chinese

marinemensen van de eerste oorlogsbodem uit China die Japan aandoet in meer dan zeventig jaar, de torpedo bootjager **Shenzhen**, zouden een kijkje komen nemen op een Japanse torpedobootjager. Het uitstapje ging op het laatste moment echter niet door. Volgens de Yomiuri wilden de Amerikanen niet dat de Chinezen het moderne Amerikaanse radarsysteem Aegis van dichtbij zouden zien.

Het Japanse schip is met dat anti-raketsysteem uitgerust. De kapitein van de **Shenzhen** en meer dan tien van zijn officieren kregen toen een rondleiding op een bevoorradingschip. Eerder dit jaar ontstond er ophef in Washington en Tokio toen bleek dat Japanse marinemensen geheime informatie over Aegis hadden verkapt. **Source : ANP**

## Marineschip neemt eigen haven mee

Een mijlpaal voor de marine. De **Johan de Witt** stoomt vanaf vrijdag als Harer Majesteits (Hr. Ms.) de wereldzeeën over. Het schip neemt zijn eigen haven mee.



De oorlogsbodem ligt voor de wal in Den Helder. Groot, grijs, robuust. Het amfibische transportschip is vernoemd naar de bekende raadspensionaris **Johan de Witt**, een van de oprichters van het Korps Mariniers. Het reusachtige schip is vanmiddag in aanwezigheid van de vrouw van premier Balkenende, staatssecretaris Van der Knaap en de commandant der zeestrijdkrachten Zuiderwijk in gebruik genomen. De ceremonie had plaats in de helihangar op het schip. De L801 draagt nu het predikaat koninklijk.

**Foto : Peter Westdijk ©**

Het schip is daarmee niet langer overal welkom. „De **Johan de Witt** was tot vandaag een gewoon motorschip. Vanaf nu is het officieel een oorlogsschip

en moeten we toestemming vragen om territoriale wateren binnen te varen”, verklaart luitenant ter zee M. Hilbrandie. „Da’s een stuk lastiger.”

De **Johan de Witt** is met een waterverplaatsing van 16.500 ton en een diepgang van 5,6 meter het grootste oorlogsschip van de marine. De varende transportreus (176,5 meter lang, 29,2 meter breed) is nog een maatje groter dan het zusterschip de **Hr. Ms. Rotterdam**, dat in april 1998 in de vaart is genomen. Het dok is korter en breder, waardoor ook landingsvaartuigen uit Groot-Brittannië en de VS kunnen worden meegenomen.

Amfibische transportschepen zijn gebouwd om overal ter wereld manschappen en materieel aan land te zetten. Door miljoenen liters water in de ballasttanks te pompen, zakt de achterkant van het schip tot 4 meter naar beneden. Het inpandig dok aan de achterzijde stroomt vol water, waardoor landingsvaartuigen eenvoudig uit kunnen varen. Handig, zo’n eigen haven.

**Foto : Peter Westdijk ©**

De **Johan de Witt**, een zogenaamd Landing Platform Dock (LPD), kan een compleet bataljon mariniers vervoeren. Het amfibische transportschip moet 555 manschappen dertig dagen lang geheel zelfstandig kunnen herbergen. Bovendien moet het bataljon,



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 276

eenmaal afgezet aan land, nog voor tien dagen proviand hebben.

De ruimte aan boord moet dan ook wel groot zijn. De marine heeft aan boord plaats voor 32 Leopard 2-tanks of ongeveer 90 YPR-pantserrupsvoertuigen en Patriotluchtafweerraketten. Het schip neemt verschillende soorten landingsvaartuigen mee. Op het achterschip kunnen twee helikopters tegelijk landen. Het achterdek biedt ruimte aan zeven Lynxheli's of zes NH-90's. Ook de zware Chinook kan zonder problemen neerstrijken op het achterdek.



Bewapening is niet de sterkste kant van het amfibisch transportschip. De **Johan de Witt** is uitgerust met twee .30 mm Goalkeeper snelvuurkanonnen en tien Browning automatische mitrailleurs en een Mark 36 mortierafweersysteem op het dek. De **Johan de Witt** en de **Rotterdam** zijn ook niet gebouwd om deel te nemen aan gevechtshandelingen. Zo nodig beschermen fregatten, mijnenbestrijdingsvaartuigen, onderzeeboten, bevoorradingsschepen en hydrografische vaartuigen de transportvaartuigen.

Links : **Melissa Westdijk**, was de ceremoniemeester voor de dag  
Foto : **Peter Westdijk** ©

Belangrijk doel van de amfibische transportschepen is de inzet bij internationale vredesoperaties en humanitaire missies. De **Johan de Witt** is daarom ingericht voor crisisbeheersingsoperaties, assistentie bij natuurrampen en evacuaties. Aan boord bevinden zich twee operatietafels, tien

intensiverebedden, behandelkamers en een noodhospitaal voor honderd patiënten. Het schip kan zich meten met elk regionaal ziekenhuis.

Het zusterschip, de **Rotterdam**, heeft zijn diensten bewezen tijdens maritieme operaties in Albanië (1999) en VN-operaties in Ethiopië en Eritrea (2000/2001) en in Liberia (2003/2004). Daarbij diende het als noodhospitaal voor VN-militairen. Voor de **Johan de Witt** wacht genoeg werk. Vorige week heeft de marine al deelgenomen aan de oefening Bright Archer voor de kust van Wales.

De **Johan de Witt**, gebouwd door de Schelde Groep in Vlissingen, is uitgerust met dieselelektrische voortstuwing. Dieselgeneratoren leveren energie aan de elektromotoren van de schepsschroeven. Met deze voortstuwing kan het schip met lage snelheden varen. Dat kan nodig zijn bij het in- en ontschepen van landingsvaartuigen.

Foto : Ministerie van Defensie





## Delivery of Russian aircraft carrier Admiral Gorshkov delayed

India's one and only naval aircraft carrier, INS **Viraat**, will be given a further lease of life since the delivery of the new aircraft carrier, Admiral Gorshkov, from Russia has been further delayed, said a senior navy officer.



The **VIRAAT** anchored off Mumbai – Photo : Piet Sinke ©

"Refitting an aircraft carrier the size of **Gorshkov**, which is 44,000 tons as compared to the 28,000-ton **Viraat**, is not an easy activity since the detailed refitting plan entails cropping and renewal of equipment," Vice-Admiral J.S. Bedi, Flag Officer Commanding-in-Chief, Western Naval Command (WNS), told reporters at a press conference on Friday.

**Gorshkov** should have been ready by the end of 2008 but due to delays, the aircraft carrier is expected to arrive by the end of 2009 or early 2010, he said.

However, "We have a contingency plan with INS **Viraat** going for a normal refit and being given a further lease of life," he said. Speaking on the eve of Navy Week onboard the INS **Viraat**, Bedi said this year has been particularly beneficial with the ships from the WNS conducting various bilateral/multilateral exercises.

As for the WNS shifting to the new naval base in Karwar, Karnatka, Bedi said, "Due to infrastructural development on the waterfront and modernisation of Bombay Port Trust as well as the Sewri Nhava-Sheva bridge, there is no more growth potential in Mumbai due to lack of space."

But, he said, "the navy is not getting out of Mumbai and will remain here." In Karwar, the navy has acquired 11,000 acres of land with the naval dockyard having a capacity for 40-44 ships.

## US, Japan Eye China After Ships Barred

The USS **Kitty Hawk** wasn't supposed to be here. It was supposed to be wrapping up a long-planned visit to Hong Kong, but China barred the ship at the last minute, offering little explanation.



Beijing, meanwhile, went ahead with plans for a high-profile port call of its own, making the Chinese military's first visit to Japan since World War II. So, on Friday, a Chinese destroyer and the aging American aircraft carrier sat docked in the same waters, at separate ports, one quietly awaiting two months of repairs and the other basking in a flurry of welcoming ceremonies, honor bands and smiling assurances that China's ever-growing military is "very transparent."

Officially, Tokyo hailed the Chinese ship's visit. "This is truly a new page in Japan-China relations," Adm. Eiji Yoshikawa, the



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 276

chief of staff for Japan's navy, said at a ceremony for the guided missile cruiser Shenzhen, which docked at a Tokyo pier on Wednesday. "We welcome this visit with all our hearts."

But both Tokyo and Washington are deeply concerned about recent Chinese military activities, particularly its rapid improvements in missile technology, the modernization of its huge standing army and the expanding reach of its navy.

Early this year, tensions came to a head when China used a ground-based missile to shoot down an old weather satellite at an orbital height similar to that used by the U.S. military. It was the first-ever such test by any nation.

Tokyo and Washington are also troubled by double-digit growth in China's annual military spending, coupled with Beijing's reluctance to divulge military-related information, all of which made the Kitty Hawk incident last week even more disconcerting.

Relations between the U.S. and China have also been strained in recent months by disputes over trade and Iran's nuclear program.

Several days before the aircraft carrier and its strike group were turned back, Beijing refused to let two U.S. Navy minesweepers enter Hong Kong harbor to escape an approaching storm and refuel. The minesweepers, the Patriot and the Guardian, were instead refueled at sea and returned safely to their home port in Japan.

The **Kitty Hawk**, which had been scheduled to return on Dec. 1, arrived at this base just south of Tokyo on Tuesday.

U.S. military officials protested Beijing's seeming caprice. President Bush mentioned it in a meeting with Chinese Foreign Minister Yang Jiechi at the White House on Wednesday.

Yang called it a "misunderstanding," but offered no apology.

But in Beijing, Foreign Ministry spokesman Liu Jianchao later backed away from that characterization, saying that ties had been "disturbed and harmed" by "erroneous" U.S. actions.

Liu specifically mentioned the U.S. Congress' awarding its highest civilian honor to the Dalai Lama last month as an issue that had upset relations. Though 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.

But U.S. military officials balked at such explanations.

"As someone who has been going to sea all my life, if there is one tenet that we observe it's when somebody is in need you provide (assistance) and you sort it out later," Adm. Gary Roughead, the chief of U.S. naval operations, told reporters Thursday.

Adm. Timothy Keating, commander of U.S. Pacific Command, was more blunt.

"This is perplexing. It's not helpful," he said of the port call incidents. "It's not, in our view, conduct that is indicative of a country that understands its obligations as a responsible nation."

Japan, which forms a natural arc blocking China from the Pacific, is in a highly sensitive position.

While it hosts the largest U.S. naval base overseas, Tokyo has emphasized expanded engagement with China in hopes of opening up Beijing and keeping potential flare-ups under control.

Economic cooperation has grown rapidly, but political ties continue to be colored by regional rivalry and a lingering legacy of animosity from Japan's invasion and occupation of parts of China in the 1930s and '40s.

The potential for clashes at sea is particularly high. Japan and China have territorial disputes over gas fields in the East China Sea, and Japan depends heavily on sea lanes near China for the free passage of its oil imports from the Middle East.

Aboard the Shenzhen, Rear Adm. Xiao Xinnian said worries about China's military growth are unfounded. "There shouldn't be any concern," he told a small group of reporters. "In my personal opinion, China's effort to modernize its military is very transparent."

He added that China's military strategy is defensive and its growth is in step with the growth of China's economy and international role. **Source : Philly.com**

## **Ronald Reagan and CVW 14 Underway for TSTA/FEP**

**USS Ronald Reagan (CVN 76)** and Carrier Air Wing (CVW) 14 departed San Diego Nov. 27 to complete Tailored Ship's Training Assessment (TSTA), an intense training period designed to prepare the ship and embarked air wing for prompt and sustained combat operations at sea.

TSTA and the upcoming Final Evaluation Problem (FEP) are conducted by Afloat Training Group Pacific, and are designed to test a ship's ability to conduct multiple simultaneous combat missions and survive complex casualty situations under stressful conditions. Rear Adm. Phil Wisecup, commander of the Ronald Reagan Strike Group, stressed to the officers and crew of Ronald Reagan and CVW 14 that the preparation for future strike group missions starts during TSTA/FEP. "I don't know what we'll be called upon to do, but I can tell you that we'll face it together," added Wisecup. "We will be ready when the bell rings!" A major part of TSTA and FEP will be testing the ship's damage control organization through a variety of events and general quarter drills scheduled during the underway period.

"Damage control readiness is an 'all hands' responsibility and is instilled in Ronald Reagan Sailors from the day they walk on board, said Senior Chief Damage Controlman (SW/AW) Brian Wilcox, Ronald Reagan's damage control division leading chief petty officer. Scores achieved by the officers and crew during the FEP stage will apply to the annual "Battle E" award, given to the aircraft carrier deemed most ready for combat operations in the Pacific Fleet. The Ronald Reagan Strike Group is scheduled to conduct the Composite Training Unit Exercise and a Joint Task Force Exercise early next year in preparation for a regularly scheduled deployment. **Source : MarineLink**

## **SHIPYARD NEWS**

**THIS SECTION IS BROUGHT TO YOU BY :**



- Marine emergency response
- Wreck removal and salvage
- Diving services
- Underwater civil engineering
- Welding and cutting services



[info@disamaritime.com](mailto:info@disamaritime.com)  
[www.disamaritime.com](http://www.disamaritime.com)

**Ketelaarstraat 5c  
B-2340 Beerse  
Belgium**

**Tel : + 32 (0) 14 62 04 11  
Fax : + 32 (0) 14 61 16 88**



[info@disacivil.com](mailto:info@disacivil.com)  
[www.disacivil.com](http://www.disacivil.com)



The **Sapura 3000** seen passing Loyang Singapore out for sea trials.

Source : Stephen Carson ©

## RET NV Orders Damen Fast Ferry 3007

RET and Damen have signed a contract for a Damen Fast Ferry 3007. The above acquisition by RET is the result of having been awarded the new ferry service in the **Port of Rotterdam**, between **Hoek van Holland**, **Maeslantkering** and **Europoort/ Maasvlakte**. This service will commence on 1st March, 2008 and is destined to carry commuters, and other interested passengers, together with their bicycles, across the busy Nieuwe Waterweg. The low wash all-aluminum vessel will be equipped with two Caterpillar C12 engines, propeller driven to reach a speed of 22 knots. A total number of 130 passengers can be transported, including 30 bicycles. The building will take place at Damen's yard in Singapore and the delivery ex-yard is scheduled for end of May 2008. Source : MarineLink

## ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



### TOTAL VESSEL MANAGEMENT

**K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands**

Telephone : (31) 10 - 453 03 77  
Fax : (31) 10 - 453 05 24  
E-mail : [mail@workships.nl](mailto:mail@workships.nl)  
Website : [www.workships.nl](http://www.workships.nl)

## Norwegian container traffic up 15 per cent in one year

**SSG-TØNSBERG.** Norwegian container traffic increased 15.2 per cent in the 12 months up to the end of the second quarter of 2007 to 166,500 TEUs, according to information collated by Norway Statistics. Oslo remained the largest container port handling 48,000 TEUs or 1.2 million tonnes, up 13.2 per cent. Meanwhile, the ports handled a total of 450 million tonnes, down 1.6 million tonnes compared with the previous period. Wet bulk saw a reduction of 2.3 million tonnes to 23.4 million tonnes. Ferry passenger traffic to and from Germany, Denmark and Sweden increased 7.7 per cent, or 116,200 passengers, to 1.6 million. Oslo had the most passengers with 649,000 during the second quarter, followed by Kristiansand and Sandefjord.



The **KOTA LAJU** seen enroute Rotterdam  
Photo : Piet Sinke ©

## Caterpillar Marine Power Systems posts record sales to Chinese yards

Marintec China 2007 will probably set another record in visitor attendance and Caterpillar Marine Power Systems (CMPS) is looking forward to presenting its portfolio of products and services to experts from around the world. Even ahead of the exhibition, CMPS has notched up record sales to shipyards in China.





The launch of the 700 TEU container vessel **WMS AMSTERDAM** in China

Most of the shipbuilding business in China is still fuelled by European shipowners and their ongoing investment in fleet expansion. Caterpillar Marine Asia Pacific has utilised strong recognition of the MaK brand in both Europe and China to design MaK propulsion into many series of container feeders, cargo vessels, bulkers and tankers currently on order at, or recently delivered from, Chinese shipyards. The order book has reached an all-time high with about 250 MaK engines for delivery to customers in and after 2008.

Out of the multitude of projects underway with well-know shipyards in China, some recent vessel series using MaK main propulsion are worth highlighting:

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 276

1. 700 TEU Container Feeder at Zhejiang Yangfan Ship Group MaK 7 M 43 C, 29 vessels
2. 700 TEU Container Feeder at Mawei Shipbuilding MaK 8 M 43 C, 30 vessels
3. 880 TEU Container Feeder at Mawei Shipbuilding MaK 9 M 43 C main propulsion, 20 vessels
4. 7,600 DWT Multi Purpose Cargo Vessel at Jiangsu Yangzijiang Shipyard MaK 6 M 32 C main propulsion complete with gearbox and CPP, 27 vessels
5. 12,600 DWT Multi Purpose Cargo Vessel at Jiangsu Yangzijiang Shipyard MaK 6 M 43 C main propulsion complete with gearbox and CPP, 10 vessels
6. 5,500 DWT Chemical Tanker at Chongqing Dongfeng Shipbuilding Corporation MaK 9 M 25 main propulsion, 12 vessels
7. 5,500 DWT Chemical Tanker at Zhenjiang Sopo Shipbuilding MaK 9 M 25 main propulsion, 16 vessels
8. 7,000 DWT Chemical Tanker at Ningbo Xinle Shipbuilding MaK 9 M 25 main propulsion, 7 vessels
9. 9,500 DWT Chemical Tanker at China Dong Fang Shipbuilding MaK 9 M 25 main propulsion, 20 vessels
10. 16,500 DWT Chemical Tanker at Liaoning Hongguan Shipbuilding & Zhejiang Yangfan MaK 7 M 43 C main propulsion complete with gearbox and CPP, 16 vessels
11. 19,000 DWT Chemical Tanker at Zhejiang Hongguan Shipbuilding MaK 7 M 43 C main propulsion complete with gearbox and CPP, 8 vessels
12. 8,500 DWT Bulker at Wenling Longda Shipyard MaK 9 M 25 main propulsion, 15 vessels
13. 12,000 DWT Bulker at Taizhou Sanfu Shipyard & Qinshan Shipyard & Jiangdong Shipyard & Jiangzhou Shipyard MaK 6 M 43 C main propulsion, 73 vessels



The Chinese ferry **ZHONG TIE BO HAI 1 HAO** is equipped with 4 x MAK 9 M 25 Engines

With domestic MaK manufacturing capability available at the Caterpillar Motoren Guangdong facility, investment being made in key component supply and new products like the MaK M 25 C marine engine to be introduced, the CMPS boom with customers in China is likely to continue. In addition to ocean-going business, the market for offshore supply vessels is also strong, providing additional sales opportunities especially for MaK M 32 C series engines.

Since its initiation in 1989, today's Caterpillar Marine Asia Pacific has seen tremendous development take place. Managing Director Florian Gruber and his team serve the fast-growing marine markets in China, India, Korea, Vietnam, Indonesia, Singapore, Malaysia and Australia – to name but a few. In close cooperation with Caterpillar's dealer network, the organisation now benefits from well-established business ties with domestic shipyards, shipping companies, governmental organisations and pleasure craft manufacturers. Following the move to the new Caterpillar

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 276

Marine Center building at Shanghai's Yan'an West Road earlier this year, Caterpillar Marine Asia Pacific has reinforced its marine expertise, strategically located in China's major business hub.

Michael Petersen, Sales Manager MaK, Caterpillar Marine Asia Pacific, Shanghai, said: "Quite apart from the great acceptance the MaK brand has won with European operators, domestic yards and owners in China are increasingly trusting in the reliability and durability of MaK product. MaK product also has the potential to keep abreast of the rapid development of Chinese maritime business, seamlessly evolving into ever-more sophisticated marine propulsion solutions!" **Source : Caterpillar Marine Power Systems**



There is news about the ex **Color Festival** that she will be named **Mega Smeralda**. And she will do the Civitavecchia-Golfo Aranci route.

## GE Shipping upgrades 2 vessels to tap sub-sea constn mkt

In order to tap the burgeoning sub-sea construction markets, both globally as well as in the country, Great Eastern Shipping on Friday said it has upgraded two of its vessels, making them capable of multiple operations and outputs. GE Shipping would upgrade the two vessels to Multi Support Vessels (MSVs) through its subsidiary company Greatship (India) Ltd, the company said in a filing to the Bombay Stock Exchange. The company had contracted two multi-purpose platform supply and Support vessels to be delivered in the third and fourth quarters of 2009-10.

These vessels have been upgraded and would become part of an exclusive and limited global fleet of MSVs capable of multiple operations and outputs.

MSVs play a critical role in new construction and in maintenance of various offshore assets and equipment. Greatship (India) currently own and operate three Platform Support Vessels (PSVs), two in India and one in the North Sea. Besides, along with its subsidiaries, it has an order book of 16 vessels and one rig under construction. Shares of GE Shipping were trading at Rs 498, up 4.78 per cent on the BSE in afternoon trade.

## Vroon adds anchor-handler

Dutch owner returns to Italy for another raid on offshore sector. Dutch owner Vroon has returned to Italy for another raid on the offshore sector.

It has snapped up the anchor-handling tug supply (AHTS) vessel **Acqua Azzurra** (built 1995) from Moby Lines.



## Esvagt Champion named in Esbjerg



**SSG-RINGKØBING.** Esvagt A/S had its fourth naming ceremony this year in Esbjerg. It was the **Esvagt Champion**,



hull no. 816 from ASL Shipyard in Singapore that officially got its name. It was a ceremony with Siraen Steimler, wife of captain Per-Gustav Steimler, Marine Department of StatoilHydro in the role as the sponsoring lady. **Esvagt Champion** will after a few days sail to Norwegian water for a timecharter running for the coming three years for StatoilHydro. There is even options for a further couple of years. **Esvagt Champion** is the fourth of eight in the C-class, which will be delivered from the Singapore shipyard. The ship measure 46 metres overall and 11.5 metres in beam and is a standby safety vessel capable of accommodation some 130 persons (300 persons in UK-sector). The ship is diesel-electric powered by five Cummins diesels with an output of 2,425 kW. Next ship from Singapore will arrive at Esbjerg at the end of January 2008. **Photo's : Bent Mikkelsen ©**

## BUNKER PRICES

Last updated: 28-Nov-07

PORT NAME - COUNTRY	IFO 380	IFO 180	MDO
Singapore - <i>Singapore</i>	481 - 483	495 - 497	810 - 815
Suez El Suweis - <i>Egypt</i>	494 - 496	507 - 509	S.I.
Tokyo, Tokyo - <i>Japan</i>	540 - 545	550 - 555	730 - 735
New Orleans - <i>United States</i>	462 - 464	478 - 480	765 - 780
New York - <i>United States</i>	472 - 492	495 - 540	810 - 840
Panama Canal - <i>Panama</i>	499 - 508	530 - 536	837 - 845
Philadelphia - <i>United States</i>	473 - 500	496 - 525	810 - 850
Piraeus - <i>Greece</i>	474 - 475	509 - 511	867 - 875
Pusan - <i>Korea (South)</i>	505 - 510	535 - 540	8,805 - 825
Rio De Janeiro - <i>Brazil</i>	465 - 467	505 - 507	878 - 885
Rotterdam - <i>Netherlands</i>	461 - 463	480 - 483	775 - 850
Seattle - <i>United States</i>	492 - 501	508 - 520	787 - 820
Durban - <i>South Africa</i>	N/A	492 - 494	865 - 880



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 276

Freeport - <i>Bahamas</i>	505 - 520	542 - 554	903 - 906
Fujairah - <i>United Arab Emirates</i>	485 - 487	499 - 501	805 - 810
Gibraltar - <i>Gibraltar</i>	488 - 490	507 - 512	887 - 910
Houston - <i>United States</i>	453 - 460	470 - 475	760 - 770
Jeddah - <i>Saudi Arabia</i>	492 - 494	511 - 513	849 - 851
Lagos - <i>Nigeria</i>	S.I.	S.I.	S.I.
Los Angeles - <i>United States</i>	522 - 532	520 - 555	885 - 890
Montreal - <i>Canada</i>	503 - 510	532 - 535	915 - 987
Antwerpen - <i>Belgium</i>	462,488 - 464	481 - 483	780 - 860
Buenos Aires - <i>Argentina</i>	502 - 512	525 - 550	823 - 850
Cape Town - <i>South Africa</i>	N/A	486 - 488	898 - 902
Damman - <i>Saudi Arabia</i>	N/A	506 - 508	810 - 812

## MOVEMENTS



The **Kapitan Marthyskin** seen arriving with the **Ocean Orc** in Cape Town

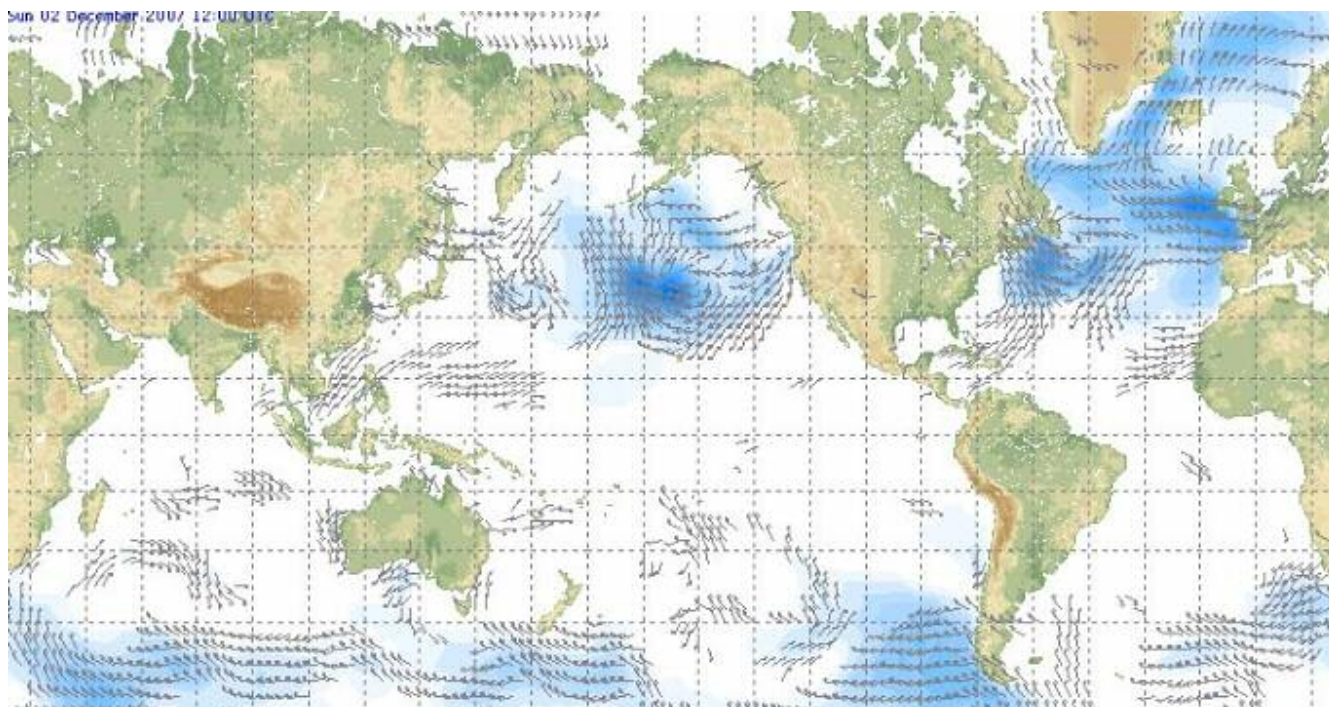
Photo : Aad Noorland ©

## MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: [www.spos.eu](http://www.spos.eu) Tel : +31 317 399800 E-mail : [sposinfo@meteo.nl](mailto:sposinfo@meteo.nl)



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 ....**



Dockwise latest, the **YACHT EXPRESS** seen moored in Rotterdam  
**Photo : Piet Sinke**

## **DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 276**

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.