

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 277



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**The EIDE TRADER seen loaded with the RAZENDE BOL seen departing from Malta
Photo : Lawrence Dalli - Malta Ship Photos ©**

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EVENTS, INCIDENTS & OPERATIONS

Lifeboat tows vessel to Poole after bad weather breaks tow

At 2145 last night Portland Maritime Rescue Coordination Centre (MRCC) received a call from a vessel that was towing another vessel just South of St. Albans reporting the tow had parted due to bad weather.



The 33m beam trawler '**Lady T Emiel**' had been towing the 22m trawler '**Amelia M Emiel**' from Portsmouth to Brixham when the tow parted. Initially they attempted to reconnect the tow, but when this failed the Coastguard were notified again as the vessel was now in need of assistance.

Left : The Mersey Class WEYMOUTH life boat **THE WILL**
Photo : **Piet Sinke ©**

Portland Coastguard requested the launch of Weymouth and Swanage RNLI lifeboats. Weymouth

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lifeboat established a tow with the **Amelia M Emiel** and has taken the casualty to Peveril Point where they have handed the tow over to the Swanage lifeboat.

Portland MRCC Watch Manager Bruce Lack said: "Weymouth lifeboat has established a tow with the trawler and they are currently en route to Poole with an ETA of 0500 hours. The gale force 8 winds with 12ft waves are forecast to deteriorate to a storm force 10, so this is very a difficult operation; the capability and experience of the lifeboats crew is contributing towards a successful rescue of the six fishermen involved.

Mariners are strongly advised to ensure they have up-to-date weather information and have considered alternative ports of refuge before putting to sea."



The container feeder **JAN FABIAN** seen moored in Rotterdam-Waalhaven
Photo : Piet Sinke ©

Update on scrappings

Reports from Alang indicate the following: **BLUE LADY** has been purged of many of her removable fittings, and, in typical breaking tradition, the very point of her marvelous bow has been snipped off, even though the ship remains in basically the same position she was last September and no other structural demolition has begun; **ANASTASIS** is missing her long, graceful bow, largely stripped, and cutting will soon begin on her superstructure; clearance is being awaited for **EGNATIA III's** scrapping; and, new controversy has arrived with the recently beached ferry **AL ARABIA** (ex **AQUABA EXPRESS**) which left Spain under false pretenses of being refurbished in Romania, and is reportedly full of toxic substances not permitted for disposal outside of the EU in disregard of Basel Convention regulations.



Queen 'surprised' as Camilla is chosen to launch Cunard's Victoria

When Cunard launched its previous flagship liners, there was only one choice to perform the ceremony - the Queen.

But Royal sources say it has been noted at Buckingham Palace "with slight surprise" that when its latest ship is named later this month, the Duchess of Cornwall will take centre stage. In the latest indication that she is increasingly viewed as a Queen Consort-in-waiting, Camilla will become "godmother" of the 90,000-ton **Queen Victoria** - the second-largest ship ever built by Cunard.

It is the first time one of the company's "**Queen**" ships has not been named by a Queen. In 1934 **Queen Mary** launched the original **Queen Mary** liner and in 1938 Queen Elizabeth - later the Queen Mother - named the **QE1**. The current Queen launched the **QE2** in 1967 and the **Queen Mary 2** in 1994.

The idea to ask Camilla to preside at the ceremony in Southampton on December 10, in front of 2,000 VIP guests, is said to have come from Cunard Line president Carol Marlow. Camilla will be accompanied by Prince Charles, who is said to be privately delighted at his wife's growing public role. The ship - which has a casino, seven bars, seven restaurants, a theatre and two pools - departs on her maiden voyage the next day. It will be the first time three Cunard "Queens" are in service at the same time. Round-the-world trips cost 12,000.

"It is fair to say that the Queen was slightly surprised, given the history of the Cunard naming process, and particularly since she is such an admirer of her great-great-grandmother," the Royal source said.

The honour follows a successful tour of Uganda with Prince Charles when Camilla was praised for the stylish way she carried out duties. Ms Marlow said: "We are honoured that Her Royal Highness will name our newest Cunarder. Every one of our Cunard Queens has been named by a member of the Royal Family."



In at Barcelona last weekend seen the China Shipping lines **XIN PU DONG**.

Photo : Tommy Bryceland. SCOTLAND ©

WSF finds steel problems with another ferry

In light of recent issues regarding the 80 year-old Steel Electric ferries, Washington State Ferries (WSF) is stepping up steel inspections and scrutiny on all the vessels in the fleet.

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Today it announced today that the Hyak, a 40-year-old 144-car Super Class ferry, will remain at Dakota Creek Shipyard in Anacortes three weeks longer than its originally scheduled maintenance period for additional steel replacement on the vessel's hull.

The Hyak is in the shipyard for its planned maintenance period.

Most WSF annual maintenance occurs in the winter. The additional time that the Hyak will be in the shipyard may delay other vessel's scheduled maintenance periods into early summer.

Washington State Ferries periodically measures the condition of vessel hulls through audio gauging and a routine steel maintenance program, said Paul Brodeur, Director of Vessel Maintenance and Preservation. We not only record this by vessel, we also track issues by class of vessel to determine trends. We work with the U.S. Coast Guard to do regular vessel inspections and steel gauging.

The steel hulls of WSF vessels are gauged 10 years after initial construction and at five year intervals thereafter.

The success of WSF's steel maintenance program is why we have been able to keep aging vessels in service, said Secretary of Transportation Paula Hammond. "Safety is our No.1 priority and we work hard to keep our vessels in top condition through an aggressive steel inspection and maintenance program but we can always look for ways to expedite inspections and do more than we originally planned when vessels are in the dry dock. We can also work with the Coast Guard to be proactive in checking vessels for safety."

WSF says that its vessels work hard --most run seven days a week for as long as 20 hours a day. Each vessel in the fleet is removed from service up to four weeks each year to meet U.S. Coast Guard annual in-water inspection requirements and to complete other necessary maintenance. Additionally, each year, about one third of WSF's vessels are pulled out of the water for a complete internal and external hull inspection that the U.S. Coast Guard requires twice in a five year period

Our engineering staff and vessel crews work day and night to keep vessels in operation, said Brodeur. Now more than ever, it is important that we work hard to inspect all vessels in the fleet and rededicate ourselves to our regular maintenance program.

In addition to the ongoing work on the Hyak, other vessels that will go in for their scheduled annual inspection in the next month include the 90-car Sealh, 188-car Spokane and 124-car Kitsap. **Source : MarineLog**



The **RED SEA FOS** seen moored in Cape Town, the AHT **Red Sea Fos** will depart soon with the **Mighty Servant 3** from Cape Town to the Bahamas were the **Might Servant 3** will be repaired

Photo : Aad Noorland ©

A. P. Møller-Mærsk donates to steam tug

SSG-RINGKØBING. A. P. Møller-Mærsk Group will donate DKK 2.6 million to the veteran tug **Björn**, which has been under repair and restoration for more than 10 years. Recently, the tug has been docked at Karstensens Skibsværft in Skagen for work on its hull , but is now back in its normal place in Helsingør in front of Kronborg Castle. The tug was built at Seebeck at Bremerhaven in 1909 for the Port of Randers and operated there as an icebreaker and harbour tug until 1981, when it was sold to Dansk Veteranskibsklub. The tug is still powered by its original steam engine and still has unused spare parts delivered by the shipyard in 1909.



The **REGGEBORG** seen approaching Rotterdam

Photo : Fred Vloo ©

Pilot in charge of oil-spill ship has license suspended

The state pilot commission Friday temporarily suspended the license of bar pilot John Cota of Petaluma, who was in charge of the cargo ship Cosco Busan on Nov. 7 when it sideswiped a Bay Bridge tower, spilling 58,000 gallons of fuel into the water.

Cota, 60, was suspended until a special investigating committee could consider making a formal accusation of pilot negligence, an action that was "very likely," said Capt. Patrick Moloney, executive director of the state Board of Pilot Commissioners.

In a separate action Friday, Cota was named in a lawsuit filed by the Justice Department in U.S. District Court, alleging that the National Marine Sanctuary Act, the Oil Pollution Act of 1990 and the Park System Resource Protection Act were violated when the vessel he piloted struck the Bay Bridge support.

The lawsuit also names as defendants Regal Stone Ltd. and Fleet Management Ltd., both of which are listed as owners, operators and managers of the ship Cosco Busan.

The suspension of Cota's bar pilot's license was announced at the board's regular meeting at Pier One in San Francisco. Cota and his attorney, John Meadows, attended the meeting.

"This is not intended as a punitive step or to prejudge Captain Cota's conduct but is to protect the public interest," Moloney said.

The board agreed that because of the intense attention paid to the spill and the controversy over whether Cota was in some way responsible, it could not continue to assign Cota to piloting duties.

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Cota was already on administrative leave, said Michael Miller, board president.

Meadows objected to the temporary suspension, but the board decided to move ahead. Meadows has blamed the ship's Chinese-speaking crew and the ship's radar system.

"How can he get a fair trial?" Meadows asked commissioners. There's no way. It's premature."

Cota declined comment on the decision as he left the meeting room. But when asked how he was holding up under the scrutiny, he said: "I'm alive and kicking. I'm not going to jump off a bridge."

The committee has until Thursday to file the accusation. Such a charge would open hearings before an administrative law judge that could lead to sanctions against the master mariner, including further license suspension or permanent revocation, officials said.

The sanctions would come in addition to any civil or criminal penalties brought against Cota, who is married to Petaluma City Councilwoman Teresa Barrett.

In addition to the federal criminal probe, commercial fishermen have filed a class-action lawsuit that claims the spill hurt their livelihoods.

If an accusation is filed by the pilot commission, a hearing would follow in 40 days, barring any requests for extensions.

Stripping a pilot of his license is a penalty rarely imposed. Commission attorney Ray Paetzold said the panel has not revoked a pilot's license in at least 20 years. But some pilots have retired in the face of possible charges, Moloney said.

Pilots become eligible for a pension at age 60, Miller said.

The collision with the bridge fender on a foggy morning Nov. 7 opened a 200-foot gash in the hull of the 900-foot container ship, opening two fuel tanks that spilled into the bay. The fuel was carried out the Golden Gate and onto beaches from San Francisco to Point Reyes, killing hundreds of birds and temporarily halting the crab season.

A bar pilot for 26 years, Cota has been involved in several past incidents. He received a warning letter from the commission after grounding a cargo ship in the San Joaquin River in February 2006, Miller said, and he received a "letter of concern" about an incident aboard a naval vessel in 2003.

The 2003 incident didn't involve navigation, but no details were available, Miller said. Minor pilot error was found after a 1997 incident in which a container ship Cota was handling made contact with a port crane, Miller said.

"The fact that a pilot has incidents is not evidence that he is incompetent," Miller said. "Incidents sometimes happen."

Cota is a member of an elite group of 60 pilots trained to guide large ships in and out of the bay. The pilot acts as an adviser to the captain, providing intimate knowledge of the local conditions and navigational hazards along with expert ship-handling skills.

Pilots are members of the San Francisco Bar Pilots Association, each paid an average annual salary last year of about **\$491,000**. In the lawsuit filed by the Justice Department, the government seeks unspecified damages to compensate taxpayers for the federal response to the spill. The suit states that the sum of those damages "is not known and shall be established according to proof at the time of trial."

It accused the defendants of "fault, negligence and breach of federal safety and operating regulations."

Source : pressdemocrat.com.

CASUALTY REPORTING



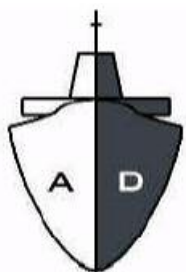
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The **USS HARRY S. TRUMAN (CVN-75)** seen at the Bitter Lakes whilst passing the Suez Canal
Photo : Jonathan Borgart ©

India plans to order 6 more submarines

Admiral Surresh Mehta of the Indian Navy believes that India will require additional 6 more submarines with the 6 Scorpene submarines already ordered. Amur Class could be the favorite one. Admiral Sureesh Mehta said, "We are now actively looking at the second line of submarines after the Scorpenes. I think the global tender for the six new submarines should be floated in the next financial year (2008-2009)."

Indian Navy is seems to be interested in German HDW, Russian Amur, or additional French Scorpenes for its next order. Indian Navy currently operates 16 conventional diesel-electric submarines. The diesel-electric submarines include 10 Russian Kilo-class, four German HDW-class and two Foxtrot-class submarines.

India currently doesn't have a nuclear-powered submarine nor submarine-launched ballistic missile capability but Admiral Mehta says, "We have come to the final threshold. I think within two years or so, we should have that kind of a capability."

It was reported a while back that India is currently busy building her own nuclear-powered submarines in addition to leasing an **Akula-II** class nuclear powered submarine from Russia from end-2008 onwards for 10 years.

India currently has the indeginious program of building an advanced technology vessel (nuclear powered submarines perhaps) at Vishakapatnam where it hopes to get the first of the five ATVs to be done by 2010. India is also developing submarine launched ballistic missiles and submarine launched cruise missiles under a program called Sagarika. When a question asked about Pakistani and Chinese navies modernization, Admiral Mehta said, "They have their national interests to protect, we have ours. Naval developments are not threat-specific, they are capability driven. We define our capabilities in tune with our national interests. Source : DefenceTimes

Danish naval vessel to Somalia for patrol duty

SSG-RINGKØBING. Denmark seems to have the necessary political will to help with fighting the piracy off the coast of Somalia. In the aftermath of the **Danica White** case, both the Danish navy and the politicians are prepared to send a Danish naval vessel to the area to protect commercial shipping trading in Somalia's territorial waters. If the bill goes through the Danish parliament, it is likely that Naval Command's vessel **Absalon**, built in 2005 at Odense Steel Shipyard, will be deployed in Somali waters for a 6-month period.

The Danish navy currently has no overseas assignments. The last operation was minesweeping and patrolling off the coast of Libanon with one of the StandardFlex units.

65th Anniversary Of The Loss Of HMAS Armidale I

Last Saturday the Royal Australian Navy commemorated the 65th anniversary of the sinking of **HMAS Armidale I** in a combined ceremony with the City of Armidale, New South Wales (NSW) and **HMAS Armidale** at sea.



The Armidale Class Patrol Boat (ACPB) **HMAS Armidale**, was in position over the original **HMAS Armidale I**, where it was sunk exactly 65 years ago. The memorial service was conducted at 3:15pm (Northern Territory time), and was transmitted live to the City of Armidale. The Corvette Association, Australian Naval Cadet Unit Training Ship Armidale and people of the city were in attendance at the HMAS Armidale I Memorial in Central Park.

"It was an honour for the men and women of my crew to be able to pay respects to those who have served their country and to those who paid the ultimate sacrifice for that service. They shall not be forgotten," Lieutenant James Harper, RAN, Commanding Officer of the current Armidale said.

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Mr Brian Read, the son of Able Seaman William Read, a survivor of the sinking of **Armidale I** was also embarked in Armidale during the service.

HMAS Armidale I was one of sixty Australian Minesweepers (commonly known as corvettes) built during World War II in Australia.

On 29 November 1942 **Armidale** was ordered to proceed to Betano (Timor) in company of her sister ship **HMAS Castlemaine**. The purpose of this mission was the reinforcement of guerrilla forces operating in Timor and evacuation of Dutch troops and Portuguese women and children. **Armidale** carried three Australian Imperial Forces (AIF) soldiers, two Dutch officers and 61 Indonesian troops of the Netherlands East Indies Army.

Armidale and Castlemaine arrived off Betano in the early hours of 1 December. En route they had been attacked three times by Japanese aircraft, but did not sustain any damage or casualties. After failing to make contact with forces ashore, the ships retired with no civilian evacuees on board, to clear the coast before daylight.

At 3:15pm on 1 December **Armidale** was attacked by Japanese aircraft. The ship was sunk within five minutes in position 10°S, 126°30'E in the Timor Sea.

The survivors of the attack abandoned ship in two boats (a motor boat and a whaler), a Carley float and a raft. They remained together until midday on 2 December, when the Commanding Officer (Lieutenant Commander Richards), 16 of the ship's company and some Dutch service personnel set out in the motor boat in the hope of being sighted.

The personnel in the motor boat were rescued, following a sighting by aircraft, and on the 5 December, the occupants of the whaler were also rescued. Sadly, continued searches for the raft and Carley float were not successful.

Out of a total of 83 naval personnel, 40 (two officers and 38 ratings) lost their lives. Losses of Netherlands East Indies personnel amounted to two officers and 58 soldiers.



Last week saw the launch of **HMS DIAMOND** from the BAE yard at Govan Glasgow.

Photo : Tommy Bryceland. SCOTLAND ©

SHIPYARD NEWS

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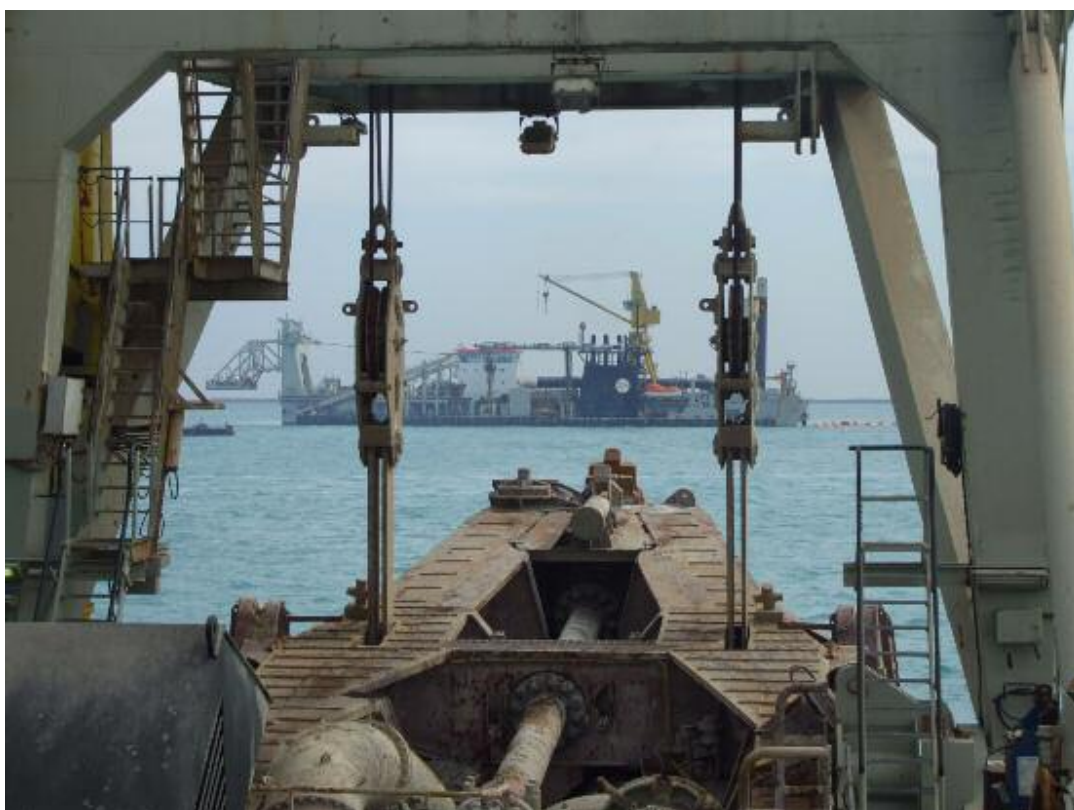
info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium

Tel : + 32 (0) 14 62 04 11
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The dredger **JFJ DE NUL** seen over the cutter ladder of the dredger **TAURUS II** in Ras Laffan (Qatar)
Photo : George de Haas ©

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Fred Olsen Cruises 1973 built cruise liner **BOUDICCA** leaving Valletta on Thursday 29th November 2007 evening.

Photo : Lawrence Dalli - Malta Ship Photos ©

EMSA secure oil recovere vessels

SSG-GÖTEBORG. EMSA (The European Safety Agency) has signed a couple of new deals that will strengthen its pollution response coverage in the Atlantic and the Mediterranean. UK ship owner James Fisher Everard will provide a pool of three vessels, the **Forth Fisher**, the **Mersey Fisher** and the **Galway Fisher**. These units will operate in the North Atlantic. Spanish Mureloil will contribute two vessels, the **Bahia Uno** and the **Bahia Tres** in the western Mediterranean. Maltese Tankship Management's vessel Salina Bay will cover the Central Mediterranean and Environmental Protection Engineering in Greece will provide a vessel, the Aktea OSRV, in the Eastern Mediterranean.

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



Spotted in the port of Papendrecht the **BRAGADIN** homeport Naples for repairs

Photo : Gerrit Groshart ©

New container line ups capacity

SSG-TØNSBERG. Tschudi Line, which operates a container line from Drammen, via Moss and Larvik to Immingham and Rotterdam, has already found it necessary to upgrade its tonnage from the 274 TEU Elegance to the 417 TEU **Lilly Mitchell** from this week. The main reason for the upgrade is a higher than expected demand for 45-foot containers. The **Lilly Mitchell** can carry 135 units of this size, which is very popular in the Norwegian continental trade.

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KRAAN 7 als DONA ADRIANA naar Columbia



Foto : Wim Kosten <http://www.maritimephoto.com> ©



Het zwaarladingsschip MV **TRANSSELY** was vrijdag vertrokken van Rotterdam naar Vlissingen om in de Kalloothaven af te zinken om ex: **OVET KRAAN 7 NOORDZEEREUS 1** op te laden en weg te brengen naar Columbia.

KRAAN 7, officieel **NOORDZEEREUS 1** te Terneuzen is omgedoopt tot de **DONA ADRIANA** en de port of register is PANAMA geworden. Het logo van OVET is geel geschilderd en op de

12/2/2007

boeiing is de naam van het ponton veranderd.

KRAAN 7, bouwjaar 1981, ligt momenteel afgemeerd op de dwarswal in de Kalloothaven, alwaar de **TRANSSHELF** ook zal afzinken. Een uitermate mooie lokatie om van dicht bij dit schouwspel te spotten!

Foto : Richard Wisse ©

De zaterdag en zondag zullen zijn gebruikt om te ballasten, te laden en te ontballasten, waarna de **TRANSSHELF** is afgemeerd aan de dwarswal om **KRAAN 7** zeevast aan boord vast te zetten. Waarschijnlijk zal **KRAAN 11**, of wel de **NOORZEEREUS 5**, de opvolger van **KRAAN 7**, vanaf zaterdag afgemeerd liggen op kade Alpha om het schouwspel gade te slaan. Source : RINUS de POOTER



Above seen one of **Hans Breeman's** latest watercolors. It is the well known ss **Rotterdam V** of the Holland-Amerika-Lijn. This fine ship was built in the Netherlands in 1959 for the regular crossing of the North Atlantic as well for cruising. She was operational for the H.A.L. till she was replaced by the new motorvessel Rotterdam VI in 1997. At this moment she is restored for her new career which is due next year: Museumship in combination with many other multifunctional tasks on a permanent spot in Rotterdam harbour.

www.hansbreeman.nl

Broström names Bro Alma

SSG-GÖTEBORG. The shipping company Broström has named **Bro Alma**, one of three vessels in a series of six units, which are being built in collaboration with Turkish Dünya Shipping in Istanbul. The godmother was Sonja Rogersson. All six vessels are chemical and product tankers of 17,000 DWT. The vessels have Ice Class 1A. The units are being built at three different yards in Turkey. Broström and Dünya Shipping will own three vessels each, but Broström will operate all six. Two units have already been delivered, the **Gan-Ocean** and the **Gan-Sword**, and the remaining vessels will be delivered in Q1 and Q2, next year.

MOVEMENTS



The **SANTA CELINA** seen arriving in Rio Grande
Photo : Marcelo Vieira ©



ELENI T, (ex Torm Pacific) arriving at Lyttelton, New Zealand 29.11.07. The ship called to take on bunkers before sailing to Dunedin to complete discharge of phosphate and load logs.

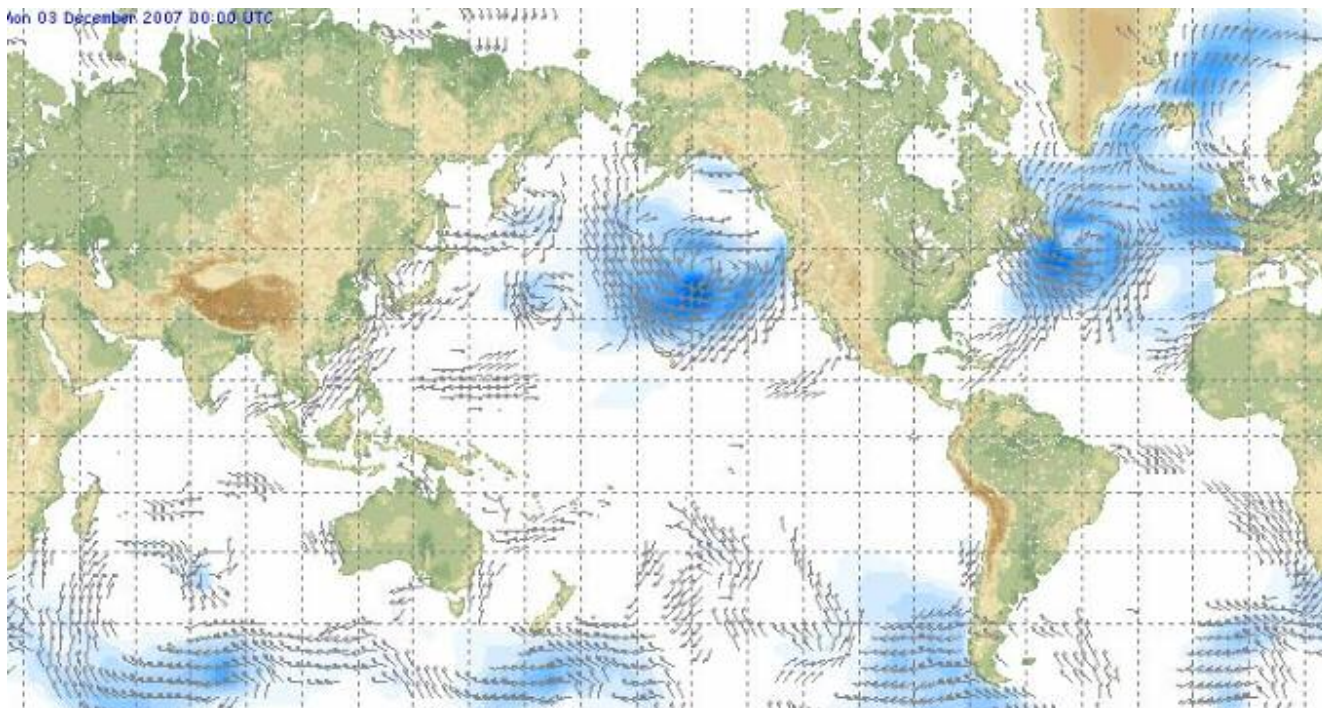
Photo : Alan Calvert ©

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 **SMIT AFRICA** seen alongside the grounded **MOL DISCOVERY**
Photo : Arjen van Aalst ©

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