

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 281



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The brandnew STENA PERROS seen in Malta
Photo : Lawrence Dalli - Malta Ship Photos ©

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EVENTS, INCIDENTS & OPERATIONS



The TSHD **SEAWAY** seen dredging in the Outer Channel of Busher Port, Iran

Photo : Crew Apha B ©

New System to Help Navy Track Merchant Ships

The Indian Navy has set up a constant monitoring system to maintain vigil on the increasing traffic of merchant ships in the city, Flag Officer Commanding-in-Chief of Western Naval Command Vice-Admiral Jagjit Singh Bedi has announced.

The IMO had directed merchant ships of all countries to equip their ships with an automatic identification system (AIS), which gets transferred to the monitoring station through high frequency channels and satellites. **Source: DNA**

Hamburger Frachter rettet 21 Fischer

Im Golf von Bengalen, zwischen den Häfen Phuket (Thailand) und Chittagong (Bangladesh), hat der zurzeit unter dem Charternamen „**CSAV California**“ eingesetzte Containerfrachter „Major“ der Hamburger Reederei Projex-Schiffahrtsgesellschaft am Wochenende 21 Schiffbrüchige von dem in schwerem Wetter gesunkenen taiwanischen Fischereifahrzeug „**C. Tee Zuen Stai 88**“ gerettet. Sie konnten gestern in Singapur an Land gehen. Der Trawler war mit 28 Mann besetzt. Zwei Überlebende übernahm der Bulkcarrier „**Archimidis SB**“, ein weiterer Fischer wurde tot im Wasser treibend entdeckt, vier werden noch vermisst.



The **DISCOVERER ENTERPRISE** seen in the Gulf of Mexico
Photo : Crew Union Manta ©



Officials to discuss refloating ship

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 281

Authorities will meet on Tuesday afternoon to decide on an action plan to refloat a bulk carrier stuck in mud at a central Queensland shipping port. The 75,000-tonne, coal-powered bauxite carrier coastal trader **Endeavour River** became wedged in the mud in Gladstone Harbour about 2.30pm (AEST) on Sunday.

It had been fully loaded after travelling from Weipa to the Queensland Alumina Ltd (QAL) wharf at Gladstone. Divers checked the hull of the 255-metre-long vessel and found it had not been breached. But an attempt by five tugs to refloat it on the high tide late on Monday was unsuccessful.

Maritime Safety Queensland spokesman James Collins said authorities were examining the unsuccessful attempt to decide upon a better plan. "They're going through what they read from yesterday afternoon's exercise ... they're also doing some further assessment of how the ship is actually sitting," Mr Collins said.

He said a plan would probably be known late on Tuesday afternoon.

"The reading of it last night was, when we packed up, that they believe that the best option is probably simply to wait until we get a bit more tide and there will be better tides from tomorrow," he said.

"But that reading may change." Authorities said there was no risk of pollution from the stranded carrier and it was not posing a hazard to navigation. An investigation is under way into how the vessel, owned by Toll Holdings Ltd and managed by ASP Ship Management, ran aground.

Experts who can assist in the refloating of a 75,000-tonne ship stuck on mud in the Gladstone Harbour will fly into the city over the next 24 hours. The **Endeavour River** ran aground on Sunday afternoon.

A Svitzer Salvage spokesman says attempts to move the ship will probably not be made until the higher tides later in the week. He says the same salvage master that headed the operation to move the **Pasha Bulker** off Newcastle is arriving in Gladstone tonight.

The salvage master will be followed tomorrow by a naval architect from Holland.

Olie lekt in de haven van Oostende



en er is geen olie naar zee gelekt. Source : VRT

In Oostende is er in de haven 5.000 liter zware olie gelekt. Dat gebeurde toen een ferry van Cobelfret brandstof aan het tanken was. In de romp van de bevoorradingsboot zat een scheur van vijf centimeter op vijf. Het lek in de boot is snel gedicht, maar toch is er heel wat zware olie in de haven terechtgekomen.

Het opruimen daarvan kan nog drie dagen duren. De brandweer en de civiele bescherming hebben een drijvende dam rond de olievlek gelegd en proberen de olie weg te pompen.

Het scheepvaartverkeer ondervindt weinig hinder

Stolt-Nielsen avoids jail

One of Norway's major shipping companies has avoided huge fines and jail terms after winning an acquittal from a US court in a long-running cartel case

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 281

Niels G Stolt-Nielsen, who inherited the top job in the chemical tanker firm run for years by his father, was clearly relieved that a judge in Philadelphia declared the company still eligible for amnesty by US regulatory officials.

The court decision confirms the rights of Stolt-Nielsen Transportation Group under an amnesty deal it secured with the US Department of Justice in 2002.

Stolt-Nielsen, one of the world's largest chemical tanker companies, had admitted to illegal price cooperation with three other chemical tanker firms including JO Tankers and Odfjell of Bergen and Tokyo Marine of Japan. Odfjell and JO Tankers settled with US authorities, paid large fines and saw its executives go to jail for several months.

Stolt-Nielsen, however, negotiated amnesty after agreeing to cooperate with regulators and testify against its former alleged cartel partners. The amnesty, however, was revoked in 2003.

The court decision late last week ruled against the revocation and deemed it binding. That leaves Stolt-Nielsen under amnesty protection, pending a Justice Department appeal.

Scandlines sales a snip for Clipper

Clipper Group, the Bahamas-domiciled shipping group that is managed from Denmark, has acquired the 30% stake in Mols Linien, a listed domestic ferry operator, from Scandlines, the ferry company recently acquired by an Anglo-German private equity consortium. At the same time, Scandlines sold its own domestic services in Denmark to the same buyer. The total price is €68.5M (\$100M) and the deals are expected to be sealed in the first half of January. Scandlines' MD John Steen-Mikkelsen said the company wants to focus on its international services and that these businesses did not have strategic importance for the company. Jan Meinertz, CEO of Clipper Group, stated that the company, which operates more than 250 ships and whose core business is dry bulk shipping, wants to build up a large ferry company with focus on Danish domestic services. Its aim is to acquire existing companies and merge them. This again should allow the company to acquire more modern vessels for the services concerned. Clipper Group already operates two services in cooperation with Bornholstrafikken, a Danish domestic ferry operator. **Source : Lloyds – Fairplay daily news**

Owner and class get Norway blame

The National Transportation Safety Board has blamed Norwegian Cruise Line and class society Bureau Veritas for the **Norway's** fatal boiler blast on 25 May 2003. Eight crewmembers were killed and 17 were injured when the header of Boiler No. 23 ruptured as a result of extensive fatigue cracking. According to the NTSB's final report, NCL and water chemistry subcontractors failed to adhere to water chemistry composition limits for the boiler. The number of boiler cycles was not taken into account during maintenance and the boiler was stressed by severe thermal transients (from heating and cooling too quickly) and by frozen boiler support feet. Weld repair procedures were "questionable", added the NTSB. Furthermore, BV surveyors and NCL inspectors did not conduct appropriate non-destructive testing and BV surveyors were given "inadequate survey guidance". The NTSB concluded: "The probable cause of the boiler rupture on the Norway was the deficient boiler operation, maintenance, and inspection practices of NCL, which allowed material deterioration and fatigue cracking to weaken the boiler. Inadequate boiler surveys by BV contributed to the cause of the accident." In a financial filing last week, NCL re-affirmed that the Norway explosion "is currently subject to a criminal investigation by the US Attorney's Office through an impaneled grand jury". **Source : Lloyds / Fairplay daily news**

Nederlandse ms Fairpartner redt drenkelingen in Middelandse Zee

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 281

Op 3 december 's avonds omstreeks 17.30 uur werd op het Nederlandse ms **Fairpartner**, onderweg van Derince naar Plymouth en varende in de Middellandse Zee in een positie ong 75 nm OZO van Cartagena een klein bootje waargenomen. Het bootje was ongeveer 4-5 mtr lang, voortgestuwd door een buitenboordmotor had zeer weinig vrijboord en werd bevolkt door een groep mensen die naar ons zwaaiden en schreeuwden.

De weersomstandigheden waren bepaald niet optimaal te noemen; het had de gehele dag gewaaid met een kracht Bft 7 en er waren golven van ong 3 mtr hoog.

Nadat het ms **Fairpartner** vaart had geminderd en bijgedraaid was, en intussen alle dekverlichting had branden, is het vaartuigje dichterbij/op korte afstand gekomen aan bakboordzijde. Het bleek te gaan om een groep van 12 personen in een polyester bootje. Er werd door de opvarenden in gebrekkig Frans gecommuniceerd dat men "onderweg was naar Syria en dat ze de weg kwijt waren op zee".

Op ms **Fairpartner** was inmiddels de gehele bemanning paraat en waren voorbereidingen getroffen voor eventuele overname van de opvarenden van het bootje. Gangways aan beide zijden van het schip waren uitgedraaid en gangwaynetten waren gespannen. Ook waren loodsladders overboord gehangen aan beide zijden.

Om omstreeks 17.45 uur schatte Kapt Schraa in dat de situatie, gezien de huidige en verwachte weersomstandigheden en het lage vrijboord van het bootje, konden leiden tot een buitengewoon gevaarlijke situatie en besloot opvarenden aanboord te nemen. Hiertoe dirigeerde hij het bootje naar **Fairpartner's** stuurboord (lij) zijde om hen via de sb gangway aanboord te nemen.

Enkele minuten later begon het bootje water te maken en kapseisde in een ogenblik. De reden is waarschijnlijk dat het bootje overhelde terwijl het in contact kwam met de ms **Fairpartner** and door het minimale vrijboord vrijwel onmiddellijk water maakte. Onmiddellijk werden alle voorhanden zijnde reddingmiddelen zoals reddingsboeien voorzien van verlichting en/of lijn overboord gegooid, tevens is er een grote hoeveelheid stuwhout in het water gegooid .

Omdat de drenkelingen richting achterschip (schroeven) dreven, zijn onmiddellijk de draaiende verstelbare schroeven met de noodstop uitgeschakeld dit gebeurde omstreeks 18.00 uur

Terwijl een deel van de bemanning poogde de drenkelingen visueel te volgen met behulp van een zoeklicht, werd door anderen direct de man-over-boord-boot (MOB) te water gelaten en zoektocht naar drenkelingen aangevangen.

Omstreeks 18.15 kon een drenkeling, in de nabijheid van het achterschip, gered worden nadat de MOB hem naar de loodsladder had getrokken. Een 2e drenkeling werd op dezelfde wijze bij het achterschip vandaan getrokken richting loodsladder en gered. Een derde person werd kwijtgeraakt gedurende een derde poging.

Direct na het te water raken heeft Kapitein Schraa alarm geslagen via daartoe aanboord zijnde (radio)apparatuur om scheepvaart in de nabijheid te verwittigen/attent te maken en tevens contact gelegd met Spaanse en Algerijnse Coastguard/Rescue Center. De Spaanse Luchtmacht heeft onmiddellijk een reddingshelikopter gestuurd (aankomst ong 21.00), die later werd vervangen door een patrouillevliegtuig met speciale infrarood apparatuur om drenkelingen te traceren..

De MOB heeft uiteindelijk omstreeks 18.30 uur, door de verlichting van de reddingsboeien, een drenkeling getraceerd, hangende in een reddingboei, echter voordat hij aanboord van de MOB kon worden gehesen, heeft hij het bewustzijn verloren en kon niet meer gereanimeerd worden.

Tevens heeft de reder, middels haar agent Kahn Scheepvaart BV, direct contact gelegd met Departement Coordinatie Crisisbeheersing van Ministerie van Verkeer & Waterstaat, die op hun beurt weer Ministeries van Buitelandse zaken en Justitie hebben geïnformeerd

Omstreeks 02.30 uur hedenmorgen werd, in en na overleg met Spaanse en Algerijnse autoriteiten, de zoekactie door bemanning ms **Fairpartner** beëindigd. De 2 drenkelingen a/b ms **Fairpartner**, werden na overleg met Kapt Schraa en met volledige instemming van betrokkenen, op voorstel van de Commandant van het Algerijse Marineschip op dit

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 281

schip overgezet voor terugkeer naar de vaste wal. Ook werd het lichaam van de aangetroffen overledene naar dit schip overgebracht. De **Fairpartner** heeft inmiddels haar reis met bestemming Plymouth voortgezet.

Namens de Kahn Scheepvaart BV en de lezers van de shippingnewsclippings gaat het medeleven/betrokkenheid uit naar alle slachtoffers, maar tevens spreken wij onze grote waardering uit voor de bijzonder professionele inzet van Kapitein Schraa en zijn bemanning, alsmede aan de betrokken instanties voor hun prompte/professionele hulpverlening gedurende deze reddingsoperatie. **Source : Kahn Shipping**

Kapitein Schraa en zijn mannen verdienen een CHAPEAU voor deze actie !!

CASUALTY REPORTING



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TOR MAGNOLIA AGROUND OFF FLUSHING



Wednesday December 5th at 16:30 hrs LT the **TOR MAGNOLIA** ran aground in the Galgeput (Oostgat) off Flushing
Photo : Jan Daniels ©

Rescue tug helps storm-battered ship off Washington coast

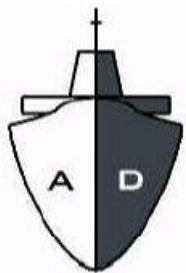
During yesterday's storm a wave hit a cargo ship near Cape Flattery so hard it broke the wheelhouse windows and knocked out the primary steering system. The state Ecology Department says the Neah Bay rescue tug "**Gladiator**" escorted the 720-foot ship "**Kauai**" into Port Angeles so it could continue to Seattle for repairs.

The department says since the first rescue tug was stationed at Neah Bay in 1999 they have assisted 34 ships and reduced the risk of an accident that could have spilled oil on the Washington coast or Strait of Juan de Fuca **Source : SeattlePI**

NAVY NEWS

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CLEMENCEAU TO GENT ??



"As per a press report read a few days ago in the French newspaper " Le Télégramme " of Brest, the ship hull of the French ex-aircraft carrier "**Clemenceau**" who sailed back from India to Brest on President Chirac order is now expected to travel to Ghent, Belgium for depollution and dismantling by the Group "Galloo Recycling" who performed also the "Tricolor" operation.

NEW COMMANDER FOR SAS AMATOLA

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 281

The SA Navy's first corvette, **SAS AMATOLA** will be under a new helm of a new Commander during a Change of Command Parade on Tuesday 04, December 2007. Commander Michael Andreas Girsu will take over command from



Captain Guy Jamieson. The parade will take place at 13h00 in the SA Naval Dockyard, Simon's Town

Commander Girsu was born in Barra Mansa, Brazil in 1965. He joined the Navy in 1983 as a rating where he served on board the Strike Crafts, **SAS JIM FOUCHE** and **SAS PW BOTHA**. In 1987 he completed his Naval Officer's course at the prestigious Naval Officer's College in Gordon's Bay. From 1988 - 1990 he completed his B Mil Studies (Natural Science) at the Military Academy in Saldanha (.University of Stellenbosch). Upon graduating from the Naval College, Commander Girsu embarked in career as a Combat Officer where he was trained on various vessels which led to his appointment as Strike Craft Assistant Weapons Officer, Navigation Officer as well as Weapons Officer. In 1992 - 1993 he also completed his Weapons Officer's course as well as the Junior Staff and Warfare Course. From 1994 - 1995 he completed the Combat Officer's Qualifying Part 2.

Photo : Bob Johnston ©

In 1996 he was appointed as Gunnery Training Officer at Maritime Warfare School after serving a year as Weapons Officer onboard one of the SA Navy's Strike Craft. From 1997 - 1998 he was appointed as a Operations Officer of **SAS SHAKA** which led to his first command of the same vessel. In July 2000 - January 2002 Commander Girsu was appointed again to take command of a Strike Craft vessel, **SAS GALESHEWE**.

In February 2002 - December 2005, after a grueling training in Germany, Commander Girsu was appointed as an Executive Officer of the corvette **SAS AMATOLA**. From January 2006 - November 2006 he completed the Senior Command and Staff Programme which led to his brief appointment as Executive Officer on board SAS SPIOENKOP until May 2007.

From May 2007 - November 2007 Commander Girsu completed his Officer Commanding Attachment on board the **SAS SPIOENKOP** which culminated in his appointment as the Officer Commanding Designate of **SAS AMATOLA**.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 281

The SA Navy is very proud and acknowledges the work conducted by Captain Jamieson in positioning the **SAS AMATOLA's** military strategic importance to the country, particularly his leadership which culminated in the successful completion of the SA Navy's first corvette Basic Operational Sea Training Programme in England.



The British Type 23 Frigate **F 85 CUMBERLAND** seen off Portland

Photo : Adrian Scales ©

Argentina to Charter FESCO's Vessel

The Argentine navy has turned to Far-Eastern Shipping (FESCO) to replace the country's lone ice-breaker suitable to supply its Antarctic bases, reports TradeWinds quoting Argentine media report.

The country says it will pay FESCO \$4m to charter the 10,700-dwt "**Vasiliy Golovnin**" multipurpose ship (built 1988) to supply Antarctica for 3 months beginning in January.

The need to turn to a foreign company comes 7 months after a fire disabled the 14,900-dwt "**Almirante Irizar**" (built 1978). The ship has yet to be repaired.

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The **NAVION FENNIA** seen in Rotterdam-Caland canal
Photo : Robert Smith ©

Keppel Shipyard Delivers to Repeat Customer

Olatunde Emmanuel Odusina , Minister of State for Energy (Gas), Nigeria, and representatives from AFREN Nigeria, Bumi Armada Berhad, AMNI and Keppel, launching the sail-away of Armada Perkasa.

Keppel Shipyard Ltd has completed the upgrade and modification of **FPSO Armada Perkasa** for repeat customer Bumi Armada. A ceremony was held for the sail away of the vessel for its deployment in the Okoro Setu Fields, Nigeria.

Olatunde Emmanuel Odusina, Minister of State for Energy (Gas), Nigeria was in attendance. Keppel Shipyard's affiliation with Bumi Armada goes back into the last decade when it first converted the **FPSO Armada Perkasa** in 1997 for operation in the PM3 field, Malaysia.

The vessel subsequently returned for refurbishment, life extension and repair prior to its current upgrade. This upgrade includes installation of additional field equipment and modification of FPSO and shipboard systems. Bumi Armada Berhad is one of the largest owners and operators of offshore support vessels in Malaysia. The Steel on Water program of 20 new build vessels in the next two years has recently seen the launch of **Armada Tuah 25** in November 2007, which will be followed by the Armada 101 in December 2007. The **Armada Tuah 25** is a 59 metre long Offshore Anchor Handling Support Vessel with 5,000 bph. The **Armada Tuah 101** is a 65 metre 9000 bhp DP21 Offshore Support Anchor Handler. **Source : MarineLink**

Puerto Rico floating dry dock starts operations

Puerto Rico Dry Dock & Marine Works recently began commercial drydocking operations in San Juan harbor, utilizing the first floating dry dock to be located in Puerto Rico in more than 25 years. Named "**Perseverance**", the floating dry dock, is capable of lifting vessels more than 150 feet long, up to 62 feet wide and with a maximum draft of 14 feet.

The rated capacity is 1,000 tons and it is well suited for drydocking tugs, barges and interisland ferries.

"This is the first floating dry dock in Puerto Rico in more than 25 years and the only commercial dry docking operation in Puerto Rico," said Jacqueline Payne the company's president, administrator and attorney, who operates the

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 281

company with husband Mark Payne who serves as marine manager. "Perseverance and all of the associated dry-docking machinery, training and infrastructure represents a \$2 million investment in the maritime industry that will stimulate the commercial ship repair industry and is expected to create up to 24 new shipyard jobs," she said.

The dry docking company is a spin-off of San Juan Towing & Marine Services, Inc., which has been servicing commercial vessels afloat for more than 10 years and provides a variety of services for owners of vessels serving Puerto Rico. "The dry-docking business is the logical progression of our ship repair business and has been in the planning stages for more than seven years. The dry dock's name reflects the attitude that has made this possible," says Mark Payne.

The M/V **Roanoke**, an interisland car carrying ferry that operates in the U.S. Virgin Islands and is owned by Capt. Stanley Hedrington from Global Marine Enterprises in St. Thomas, was the first vessel on the dry dock and underwent work that included structural repairs to the vessel's bottom and running gear, changing out and upgrading all three of the main engines and cleaning and preservation of the bottom. **Source : MarineLog**



The **COSTA SERENA** seen off Malta - **Photo : Lawrence Dalli - Malta Ship Photos ©**

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The chemical tanker '**Bow Firda**' (Odfjell – Seachem) seen manoeuvring in Baytank, Houston
Photo : M. Onyok ©

Nordana Line orders more in China

Nordana Line in the Dannebrog Group has exercised options for a further six multipurpose units from China. The order is for combination carriers capable of carry some 600 TEUs as well as various heavylift and project cargoes. The ships will be tailor made for the Nordana Line service between the Mediterranean and US Gulf area. The ships will be delivered in 2010 and 2011 from Taizhou Shipyard in China. The new vessels will replace the present ro/ro-heavylift carriers, which were delivered in 1978/79 from a Japanese shipyard. Nordana Line is partowned by Danish Dannebrog and the Italian B. Navi Group in Neapel.



The **MSC BREMEN** seen in Cape Town – Photo : Aad Noorland ©

Frontline Ltd. -- Termination of Charter of Two Single Hull Suezmax Tankers

Frontline Ltd. has agreed with Ship Finance International Limited to terminate the long term charter parties between the companies for the double sides single bottom Suezmax tankers **Front Birch** and **Front Maple**. Ship Finance has simultaneously sold the vessels at a net amount of \$40 million per vessel.

Delivery to buyers is expected to take place in December 2007 and January 2008. Upon delivery of the vessel to the buyers, the long term charter parties between Frontline and Ship Finance will be terminated. Ship Finance will make a compensation payment to Frontline of approximately \$32.8 million for the early termination of the current charter parties on the two vessels, which will be recognized at the time of delivery to the new owners. **Source : Yahoo-Finance**



Star Bulk Takes Delivery of Its First Vessel and Announces a Two-Year Time Charter Agreement for One of Its Capesize Vessels

Star Bulk Carriers Corp. announced today that it has taken delivery of the M/V **Star Epsilon** (ex **G Duckling**), a Supramax vessel of 52,402 dwt built in 2001 in Japan. **Star Epsilon** is the first vessel to be delivered to the Company following the completion of the Redomiciliation Merger on November 30, 2007. **Star Epsilon** has a pre-existing Time Charter employment contract attached at a gross daily rate of USD 25,550 with earliest and latest redelivery dates of December 15, 2008 and March 15, 2009, respectively.

Aries Marine signs LOI for double-skinned PSV's

Lafayette, La.-based Aries Marine Corp. has signed an LOI with Eastern Shipbuilding Group for construction of two "TIGER SHARK" class platform supply vessels (PSVs).

They will be built to the Aker Yards Marine PSV 23 DE design, an AC diesel electric, twin Z-drive, DP-2 offshore OSV with a double skinned hull to meet or exceed new IMO regulations for carriage of fuel oil, drilling fluids or other pollutants.

The vessels, the first of which will be named Dwight S. Ramsay after Aries Marine's founder, owner and chief financial officer, will be 284 feet by 62 feet by 22 feet (87 m by 19 m by 7 m).

Though classed for international operations, they are expected to join Aries' Gulf of Mexico fleet.

The design is one of the Shark Series, three environmentally-friendly PSV designs by Aker Yards Marine and Poseidon Maritime (UK) Ltd. that Eastern Shipbuilding has modified to meet the performance, capacity and comfort requirements of Gulf of Mexico vessel owners.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 281

In addition to the TIGER shark class, the series also includes two 260-foot (79 m) designs--the MAKO shark class and the THRESHER shark class.

A key feature of the PSV 23 DE design is the location of the power generating plant on the main deck in separate port and starboard engine rooms. This frees up cargo volume below deck by eliminating the traditional below-deck engine room.

This arrangement gives the vessel the space to hold the same liquid cargo volume as vessels of a similar size constructed prior to the implementation of the IMO regulations. The extra below-deck volume also gives sufficient dedicated ballast capacity to ensure all propellers remain immersed after cargo is unloaded, improving DP station keeping during rougher weather.

The main electrical rooms are located immediately forward of the port and starboard engine rooms. Placing the machinery spaces on the main deck provides a number of benefits, including simplified ancillary systems, notably in terms of engine room ventilation and exhaust systems. The design eliminates stacks and exhaust piping external to the deck house, improving visibility from the pilot house.

Another design feature is the elimination of all hydraulic systems.

The new PSVs will be capable of transporting 15,165 barrels of liquid mud, accommodating 36 people and transporting cargo on 10,260 square feet (953 sq m) of deck space. The vessels' large generator package will allow Aries' customers to power various activities, such as remotely operated vehicles, accommodation modules and pipeline treatment equipment.

Aries Marine President Court Ramsay said, "We are proud of our record and the service that we have provided to our customers day-in and day-out for the last 26 years. We believe we can carry out this record and reputation over to a larger class of vessel, and we look forward to meeting the demands of a growing deep water market." **Source :** **MarineLog**



SWIRE's **PACIFIC TAIPAN** seen in the South China Sea

Photo : Capt Jelle de Vries ©

EUR50m investment in two tug boats

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 281

Tug Malta said it has ordered two huge tug boats costing, over EUR50m in all, aiming to develop offshore services in North African countries, and in the Mediterranean in general.

Rimorchiatori Riuniti SpA of Genoa, Italy, which last July took majority shareholding in Tug Malta Ltd from the government, described the contracts as important decisions to establish Tug Malta as a leading player in the central Mediterranean and beyond, as far as towage and ancillary services are concerned.

Tug Malta operated successfully for a number of years, and in 2006 took delivery of two powerful 68-tonne Bollard Pull tugs, newly built for the company by Damen Shipyards Limited of The Netherlands, to meet demands created due to the ever-increasing size and number of container-ships using the facilities at Marsaxlokk. The demands necessitated posting three powerful tugs there at all times. Today, the company says it is offering an efficient and cost-effective service for vessels calling at Malta, and which wish to utilise the towage services offered by the company.

"As everyone is aware, most ship-owners view tugs as a necessary evil. In some European ports, towage is either compulsory, or minimum tug requirements are laid down. In Malta, we have a table of tug norms which has been established in consultation with the Malta Maritime Authority, but which is only a guideline for pilots and/or ship masters who are ultimately responsible if tugs are used or not."

However, a Ship's Master choosing not to make use of tugs needs to be very aware of the risks, as the slightest error could result in damage to his vessel, to other vessels, or to the ports' infrastructure, and may also result in the tugs being summoned after all, for salvage.

Towage rates in Malta are officially regulated by the Malta Maritime Authority through Towage Tariff Rates and Conditions made public by a legal notice. These rates are based on a scale of gross tonnage (indicating the size of the vessel), the number of tugs used, and the duration of the move. To encourage its major clients, the company allows rebate rates to shipowners whose vessels call frequently at Malta.

Local towage rates, the company said, are well below those charged in other Mediterranean ports, so Tug Malta is very competitive. Tug Malta will keep investing in the more powerful tugs that will be needed to serve more efficiently the types of vessel using Malta's harbours today.

Following an international call for offers in September 2006 in order to identify a strategic partner, who could "add value" to Tug Malta's operations in Malta as well as in the Mediterranean, in July 2007, Malta Government Investments Limited sold its 73 per cent shareholding in the company to Rimorchiatori Malta Limited, a company of the Rimorchiatori Riuniti SpA group of Genoa, Italy, established in 1922 and today involved in towage, shipping activities and maritime logistics in Europe and South America.

At the end of October 2007, the new board of Tug Malta Limited met in Malta for the second time under the new shareholders. Present for the meeting were directors Dott. Giovanni delle Piane, president of Rimorchiatori Riuniti S.p.A., Dott. Gregorio Gavarone, managing director and chief executive officer of Rimorchiatori Riuniti S.p.A., and Ing. Riccardo Biale, executive director of Rimorchiatori Riuniti S.p.A. Also present were John E. Sullivan representing one of the minority shareholders, who was re-appointed chairman of the company, Dr Richard Camilleri, and Godwin Falzon. The other minority shareholders were represented by Charles J. Farrugia and Andrew Zammit.

Some very important decisions have been taken to expand the fleet. It has been decided to build, in a leading European shipyard, two new vessels, with the aim to develop offshore services in North African countries and in the Mediterranean in general. The first vessel is an 80 tons Bollard Pull harbour / escort/ anchor handling tug primarily designed to operate in the Maltese harbours and their approaches. The vessel is due to be delivered in December 2008, and will be equipped with Voith Schneider propulsion and twin MAK main engines able to give a total power of 7.180 BHP.

The second vessel, an Anchor Handling Supply Vessel with delivery due in April 2010, is a MOSS 424 Mark III design with a DWT of 3100 tons, and will be equipped with four main engines (Bergen) with a power of 19,000 BHP able to give a bollard pull of about 210 tonnes. The vessel will also be equipped with a Fire Fighting system Class 2, Dynamic

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Positioning 2, and oil recovery capability, in order to match the technical/operational requirements coming from offshore operators.

The total value of these two investments will be of over e50,000,000. Both contracts for the tugs were signed recently. It is foreseen that the financing of the first vessel will be done in Malta. A leading local bank has shown a keen interest.

A training programme for Tug Malta's tug crew members represents one of the most important goals of the group. The programme is in process, and will be divided into two parts: one on theory (manuals and special courses) and one on practical (on board the tugs with group personnel) for familiarization with the new equipment. The aim is to reach a high level of professionalism for the Maltese crews for towage and offshore services. **Source : Malta Independent**

MOVEMENTS



The **NEDLLOYD MARITA** seen enroute Rotterdam
Photo : Jan Oosterboer ©



The **HEDDA** seen at the Westerscheldt river enroute Antwerp.
Photo : Henk de Winde ©

AIRCRAFT / AIRPORT NEWS

Brussels Airlines zoekt nieuwe partner

Nog geen jaar na de fusieoperatie tussen SN Brussels Airlines en Virgin is de Belgische luchtvaartmaatschappij op zoek naar een alliantiepartner.

Brussels Airlines (BA) heeft nood aan een partner om zijn overlevingskansen te vergroten. Dat zegt Etienne Davignon, de voorzitter van de raad van bestuur van de luchtvaartmaatschappij. Voor velen blijft het nog altijd een grote

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verrassing. Zes jaar na het faillissement van de Belgische luchtvaartmaatschappij Sabena slaagt opvolger BA erin om het hoofd boven water te houden. Maar makkelijk is het niet en de toekomst oogt niet bepaald gunstig.

Etienne Davignon, die mee aan de wieg stond van BA, verwacht dat de concurrentie tussen de luchtvaartmaatschappijen verder zal toenemen. Zeker in Europa, waar er met uitzondering van de lowcostmaatschappijen geen enkele luchtvaartmaatschappij nog in slaagt winst te boeken. In een interview afgelopen weekend op de regionale zender TV Brussel zei de voorzitter van Brussels Airlines dat de maatschappij moet uitkijken naar een partner.

Kan BA overleven zonder toe te treden tot een groot netwerk? "Overleven wel, maar ik denk niet dat dat een goede keuze is", antwoordde Davignon. In plaats van overgenomen te worden door een grote luchtvaartmaatschappij verkiest Davignon een partnerschap in een alliantie. "We zouden een goede partner kunnen zijn. We zijn niet alleen vragende partij, we hebben ook iets aan te bieden."

De aanbeveling van de voorzitter van de raad van bestuur komt niet als een verrassing. Eerder had gedelegeerd bestuurder van BA Philippe Vander Putten gezegd dat het uitkijken was naar opportuniteiten om in een alliantie te stappen. Maar de nood om een partner te vinden lijkt urgenter geworden. Davignon verwees naar de moeilijkheden in de luchtvaartsector.

Die hebben ook een weerslag op de activiteiten van BA. "Niemand maakt nog winst met vluchten in Europa. De luchtvaartsector gaat door een periode van consolidatie. Iberia en Alitalia staan te koop en SAS zit in moeilijkheden." Woordvoerder Geert Sciote van BA bevestigt dat de zoektocht naar een bondgenootschap momenteel bovenaan op het prioriteitenlijstje van BA staat.

"We zoeken een alliantiepartner waarin we onze troeven - hoofdstad van Europa en Afrikaans netwerk - het best kunnen uitspelen. In het voorjaar moet duidelijk zijn met wie we gaan onderhandelen." De maatschappij heeft de keuze uit One World (British Airways, American Airways, Iberia...), Star Alliance (Lufthansa, Swiss...) en Skyteam (Air France, KLM...). Davignon onderstreepte in het interview het grote belang van de vluchten naar Afrika voor Brussels Airlines. "We zijn er trots op dat we naar Afrika vliegen. Onze toekomst hangt af van de verre bestemmingen", zei hij.

"Als we niet tot de conclusie waren gekomen dat we langeafstandstoestellen nodig hadden, dan waren we al lang failliet." Brussels Airlines sloot onlangs een joint venture met een Congolees bedrijf. De maatschappij hoopt ook in zee te kunnen gaan met bedrijven in Rwanda en Burundi. De Belgische luchtvaartmaatschappij is de rechtstreekse opvolger van SN Brussels Airlines, dat in maart van dit jaar fuseerde met de lagekostenmaatschappij Virgin Express.

Brussels Airlines is voor 70,1 procent in handen van een resem Belgische topbedrijven zoals Tractebel, Fortis, UCB, Solvay, GBL en KBC. Ook het Waalse en Brusselse Gewest alsmede luchthavenuitbater BAC participeren in het kapitaal. De overige 29,9 procent is in handen van de vroegere aandeelhouders van Virgin Express met Sir Richard Branson op kop. Vorige maand was er sprake van een eventuele toetreding van Jet Airways tot het kapitaal van Brussels Airlines. De Indiase luchtvaartmaatschappij vliegt sinds kort op Brussel. Davignon ontkende toen met klem dat er sprake was van een toenadering tussen beide bedrijven. (Johan Corthouts)



MULTRASHIP ZOEKT PROFESSIONALS

Multraship heeft in verband met de uitbreiding van haar vloot middels de nieuwbouw van 4 sleepboten meerdere vacatures op zowel haar huidige vloot, de nieuwbouw schepen (>4000 kW), als op kantoor.

Wij zoeken nieuwe collega's voor de volgende functies :

KAPITEINS

ZEESLEEPDIENST EN HAVENSLEEPDIENST

U bent minimaal in het bezit van een STCW '95 vaarbevoegdheid <500 gt/3000 KW maar bij voorkeur heeft u een onbeperkte STCW '95 vaarbevoegdheid. U heeft meerdere jaren ervaring met het varen op diverse type sleepboten (Conventioneel, Tractor, Voith en ASD) zowel op de binnenwateren als op zee. U heeft de juiste leidinggevende capaciteiten, waarbij het goed aansturen maar ook motiveren van de crew voorop staat.

HOOFD WERKTUIG-KUNDIGEN m/v

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U bent minimaal in het bezit van een STCW '95 vaarbevoegdheid <3000 KW maar bij voorkeur heeft u een onbeperkte STCW '95 vaarbevoegdheid. U heeft aantoonbare ervaring met het werken met diverse motoren maar specifiek met middelsnel lopende dieselmotoren (MGO). Het managen van een (gehele) machinekamer heeft al eerder tot uw takenpakket behoord.

BOKKENSCHIPPER m/v

BERGING/WRAKOPRUIMING

U bent minimaal in het bezit van een STCW '95 vaarbevoegdheid <500 gt/3000 KW. U heeft aantoonbare ervaring met het zelfstandig werken op en varen met drijvende bokken bij voorkeur in de berging en wrakopruijing. Het varen als Schipper op ander drijvend (bergings)materiaal indien nodig behoort ook tot het takenpakket.

VOOR DEZE FUNCTIES GELDT:

U bent bekend met het implementeren, bijhouden en verbeteren van een ISM kwaliteit- en veiligheidssysteem aan boord. U heeft zeer goede kennis van de Engelse taal, zowel schriftelijk als mondeling. U bent inventief, organisatorisch sterk, houdt van aanpakken en u heeft een groot doorzettingsvermogen.

(JUNIOR)

MEDEWERKERS COMMERCIE & OPERATIONS m/v

U wordt opgeleid om te assisteren bij de planning, uitvoering en administratie van alle operationele zaken m.b.t. onze vloot. Hierbij onderhoudt u contacten met klanten en onze vlootbemanning. Ter ondersteuning van de commerciële managers zult u zich tevens bezighouden met diverse werkzaamheden zoals het voorbereiden en uitwerken van offertes. Het is de bedoeling dat u ook telefonische avond- en weekend diensten mee zult draaien. U bent werkzaam op het kantoor in Terneuzen.

VOOR DEZE FUNCTIE GELDT:

U heeft minimaal een MBO opleiding afgerond bij voorkeur gericht op scheepvaart of logistiek. U heeft goede kennis van de Engelse en bij voorkeur Duitse en Franse taal. U houdt van aanpakken, bent leergierig en zeer flexibel. Wij bieden een gedegen interne opleiding met doorgroeimogelijkheden.

REAGEREN:

Wilt u werken in een dynamisch, zelfstandig familiebedrijf waar naast de professionele manier van werken nog oog is voor een persoonlijke, open en informele omgang met de medewerkers? Uiteraard met een uitstekend salaris en prima aanvullende arbeidsvoorwaarden! Stuur dan een schriftelijke sollicitatie met CV vóór 15 december a.s. naar:



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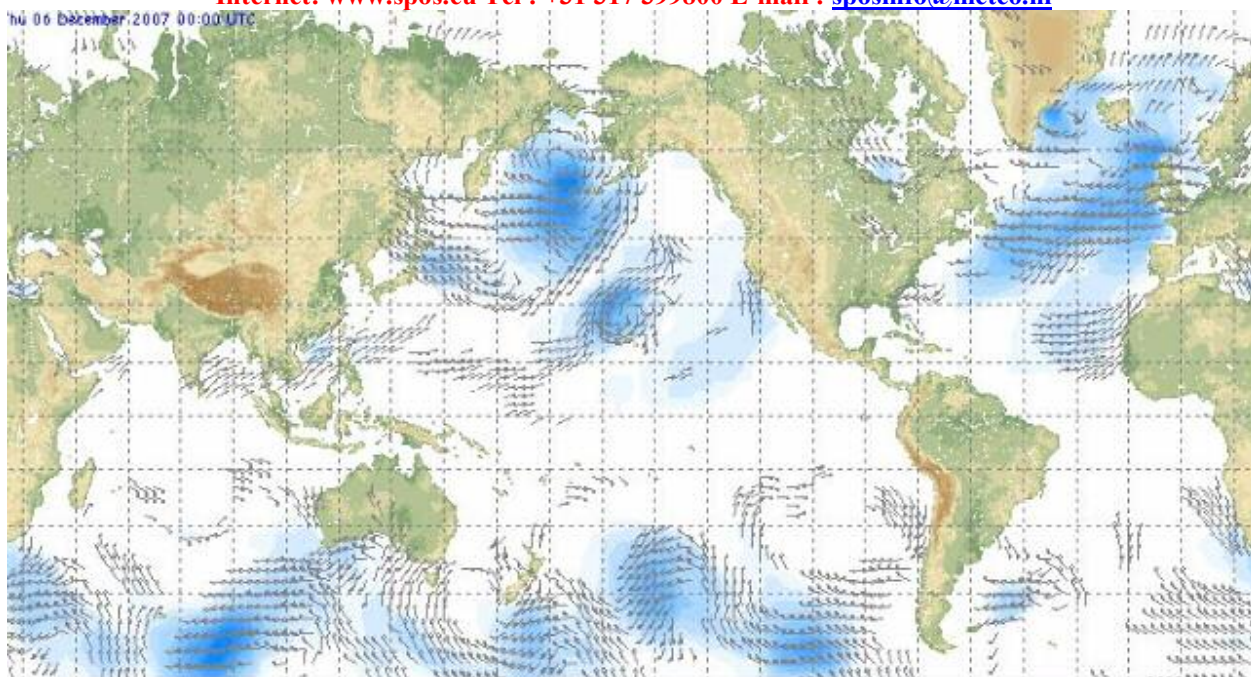
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The **G 21 Ary Parreiras** seen berthed in port of Santos on 02/12/2007.

According to information board, the ship will be decommissioned in 2009. Built in 1955 the old **Ary Parreiras** is making transporting troops and machinery of the Brazilian army and is currently in an exercise with the other ships of the navy in the south of Brazil.

Photo : Bruno Pricoli ©

Technical details

D: 4,800 tons (8,600 fl) S: 15 kts Dim: 119.44 (110.34 pp) × 16.06 × 6.25

A: 2 single 76.2-mm 50-cal. U.S. Mk 26 DP; 2 single 20-mm 70-cal. Mk 10 Oerlikon AA
Electronics: Radar: 2 . . . nav.

M: 2 sets double-reduction geared steam turbines; 2 props; 4,800 shp

Boilers: 2 Foster-Wheeler 2-drum water-tube; 350° C Fuel: 861 tons

Crew: 127 tot. + up to 1,972 troops (497 normal)

Remarks: 4,874 grt/4,125 dwt. Is occasionally used in commercial service under the management of TRANSPOMAR (Comando da Força de Transporte da Marinha).

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