

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 283



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**The BLACK SEA seen in Rotterdam-Waalhaven**

**Photo : Piet Sinke ©**

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## **EVENTS, INCIDENTS & OPERATIONS**

### **JUMBO SHIPPING FURIEUS OVER ARTIKEL ALGEMEEN DAGBLAD 6 DECEMBER 2007**

**Jumbo Shipping** is furieus over een zeer misleidend, onjuist en suggestief artikel in het AD van 6 december jl. In dit artikel worden aantoonbare fouten en suggesties gegeven van een laagbaar gehalte. Ondanks herhaalde verzoeken en gesprekken hierover meent de redactie van het AD dat enige rectificatie niet nodig is, hoewel de redactie bereid was een aanvullend artikel te plaatsen, echter zonder enige vorm van correctie. Na mededeling dat de reder geen genoegen nam met een artikel zonder enige rectificatie heeft de redactie gemeend te moeten afzien van verdere publicatie.

Wat is er aan de hand?

In het gewraakte artikel suggereert de redactie onder de kop "**Onder vuur na reddingspoging**" dat de ms **Fairpartner** met fatale gevolgen tegen een boot vol vluchtelingen botste. Dit is pertinent onjuist en strijdig met de verdere tekst van het artikel waarin melding gemaakt wordt 'het bootje sloeg tegen ms **Fairpartner**', hetgeen overigens ook niet geheel correct is. De redactie weigert deze tegenstrijdigheid en onjuiste weergave te corrigeren. Immers, toen het bootje langsijde ms **Fairpartner** lijzijde (benedenwinds) kwam, maakte het contact met ms **Fairpartner**, schepte water en liep vol.

Om vervolgens te schrijven "de kapitein hangt een straf boven het hoofd, terwijl de reder een forse schadeclaim staat te wachten", wordt door de bemanningsleden **Fairpartner** alsmede door allen bij **Jumbo Shipping** en haar agent **Kahn Scheepvaart** en gezien de reacties op de eigen website van het AD ook door hun eigen lezers en gezien alle steunbetuigingen hier ontvangen, als zeer suggestief, onheus en kwetsend ervaren. Kwetsend voor alle betrokkenen op **ms Fairpartner en hun thuisfront**.

Natuurlijk doet de Nederlandse scheepvaartinspectie onderzoek naar deze ramp. Dit is standard procedure. Na zo'n onderzoek buigt in de regel de Raad voor de Scheepvaart zich over de materie en doet een uitspraak. Het onderzoek door de Raad dient een tweeledig doel: indien van toepassing, mogelijke tuchtrechtelijke maatregelen in de zin van ontneming vaarbevoegdheid, maar nog belangrijker of er lering uit het ongeval kan worden getrokken.

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Op grond van het voorgaande is het ongepast om te zeggen '**de kapitein hangt een straf boven het hoofd**', terwijl hij en zijn bemanning eerder in de categorie "**lintje 30 april**" thuishoren.

In het artikel wordt verder een letselschadeadvocaat aangehaald die ten onrechte meent zijn eerste declaratie te kunnen indienen. Geheel ongefundeerd wordt melding gemaakt van een schadeclaim tegen de reder.

Verder wordt een docent van het Rotterdamse Scheepvaart en Transport College geciteerd, die onmiddellijk klaarstaat met zijn mening (de beste stuurman staan aan wal) zonder verder op de hoogte te zijn van de feiten. Natuurlijk wordt elke nautische officier geleerd hoe man over boord-procedures dienen te worden aangepakt, inclusief pogen bovenwinds van een object of drenkeling te komen. Het ongeluk gebeurde uit de wind aan de lijzijde van het schip.

Daar wij van mening zijn dat het artikel in het AD onheuse bejegeningen bevat in de richting van onze zeevarende collega's en de redactie van het AD niet genegen was om enige rectificatie toe te passen, hebben wij gemeend zelf de pers te moeten zoeken met deze reactie op dit artikel.

Gezien het vermeende "Rotterdamse karakter" van het AD, is deze incorrecte, suggestieve berichtgeving extra pijnlijk voor de bemanning van dit Rotterdamse schip(!)

**Wij maken tevens van deze gelegenheid gebruik onze dank uit te spreken namens alle opvarenden ms Fairpartner voor alle steunbetuigingen in de richting van de bemanningsleden, steunbetuigingen die werkelijk vanuit alle windstreken worden ontvangen. Hartverwarmend!**

**Arnold van der Heul - adjunct-directeur Kahn Scheepvaart b.v.**

## Delivery of Stena Perros from Brodosplit



**The STENA P-MAX Family - Artist impression : Concordia-Maritime**

Concordia Maritime's product tanker **Stena Perros** was delivered from Brodosplit Shipyard, Croatia. The vessel has been signed to a 5-year time charter with the French oil and energy company TOTAL to transport refined products. The **Stena Perros**, a so-called P-MAX tanker, is the sixth in a series of ten units ordered. The **Stena Perros** was named on 1 December at Brodosplit.



The **Stena Perros'** sisters, the **Stena Paris**, delivered in 2005, and the **Stena Provence**, delivered in 2006, have been contracted by TOTAL for 5 years plus a 2-year extension. Additionally, the **Stena Progress**, the seventh P-MAX tanker with delivery set for the 4th quarter, 2009, has already been signed to a 5-year charter with TOTAL. In all, TOTAL has four of ten P-MAX tankers on time charters with a remaining charter period of 22 years.

The P-MAX tankers have the following technical data: Length: 183 m, breadth: 40 m, draft (design): 11.3 m, deadweight: 65,200 tons.



## Missing yacht found, crew safe

The sailing ship missing between Vanuatu and New Zealand has been found. The **Alvei** has been located 760 kilometres north of Cape Reinga. All nine people on board are safe and the ship is expected to arrive in Opuia in eight to 10 days.

The 28-metre **Alvei** left Vanuatu three weeks ago and was due in the Bay of Islands last Friday but there had been no reply to radio messages.

A New Zealand Air Force Orion and specially outfitted Piper Chieftain search aircraft were called in to search for the ship on Thursday after one plane began the search the day before. The search was concentrated on an area between Norfolk Island and New Zealand.

There was growing concern with worsening weather off the New Zealand coast. "We don't know what the target may be. It could be a very large adrift, could be a life raft, could be people in water with life jackets," said Mike Roberts, the rescue co-ordinator said on Wednesday.

The yacht had been last seen on November 13, the day it left Vanuatu bound for New Zealand. **Source : tvnz**

## Searchers want answers from tardy ship

**By Xavier La Canna in Auckland**

NEW Zealand authorities will demand to know why the crew of a schooner carrying four Australians and five others failed to tell anyone they'd be late into port, sparking a massive search. Authorities had held fears for the group, after the three-masted topsail schooner The **Alvei** failed to arrive in New Zealand as planned on December 1 having sailed from Vanuatu.

Rescue Co-ordination Centre New Zealand (RCCNZ) said a Royal New Zealand Air Force Orion spotted The **Alvei** this morning, 760km north of New Zealand. The ship's captain Evan Logan reportedly told authorities the schooner was delayed by unfavorable winds. Questions are now being asked about why authorities were not told of the delay,

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which would have prevented the costly search mission. Authorities had spent days trying to contact the ship by radio, before launching an air search yesterday.

Julia Lang from Maritime New Zealand said authorities would meet The **Alvei**'s crew when they arrived in Opuia, in New Zealand in 8-10 days time. They would be asked why the ship did not respond to the radio broadcasts, and why the delay was not reported to authorities.

"Relatives have been concerned ... had the vessel been making VHF contact we would have been able to allay anyone's fear relatively quickly," Lang said. "All maritime authorities internationally see skippers as responsible for their vessels. Part of that is being responsible by keeping regular and scheduled communications via maritime radio or other means.

"The fact is it has been extremely difficult. It created a lot of anxiety." It is unclear whether the crew may be asked to fund the cost of the search. The **Alvei**'s website says the vessel is operated by a non-profit co-operative offering people a chance to taste life on the open seas, allowing inexperienced crew to work alongside those who are more experienced.

The four Australians aboard Alvei are Julie Anne Torrisi, Alison Margaret Jarman, Bronwyn Anne Grass and Anthony James Somers. **Source : news.com.au**

## Schipper van vastgelopen duwboot beboet

De schipper van de Luxemburgse duwboot **Belfort** die vanochtend rond half vijf ter hoogte van Borsele vastliep heeft een boete gekregen.



De waterpolitie van het Korps Landelijke Politiediensten maakte tegen de 39-jarige schipper uit het Belgische Oupeye proces-verbaal op omdat de bemanning niet voldoende gekwalificeerd was en het schip op het tijdstip van vastlopen volgens de regelgeving niet mocht varen. Bovendien was er geen zeekaart van de Westerschelde aan boord. De duwboot vervoerde een lege kolenbak.

**Foto : Schipper Reddingboot ZEEMANSHOOP Breskens**

Op verzoek van de Inspectie Verkeer en Waterstaat is het certificaat van onderzoek van het schip door de waterpolitie ingenomen. De eigenaar krijgt het certificaat terug als het schip gerepareerd is en opnieuw gekeurd. Het oliescherm voor de koelwaterinlaat van de kerncentrale Borsele is verwijderd.

De duwboot met een lengte van achttien meter en een gewicht van 217 ton sloeg lek nadat het was vastgelopen. Bergers trokken het schip omstreeks kwart voor negen weer vlot en sleepten het voor onderzoek naar de haven in Vlissingen. De bemanningsleden zijn van boord gehaald.



## **Greece: 200 illegal immigrants found on cargo ship, brought ashore**

About 200 illegal immigrants were spotted on a cargo ship off the island of Crete and are being taken to shore, the Greek government said Thursday.

Merchant Marine Minister Giorgos Voulgarakis said the immigrants were being removed from the ship in small coast guard boats, and that coast guard officers were searching the vessel. State-run NET television said most of the immigrants were believed to be Iraqis. **Source : iht.com**

## **Briton held for entering harbour on forged pass**

A British citizen has been referred to the concerned authorities for allegedly forging an entry pass to get into the Shuwaikh Port, reports Al-Rai daily. According to a police source a police first lieutenant discovered the entry pass submitted by the Briton was a forged document. However, he allowed him to enter and put him under surveillance and arrested him when he reached his destination, a company whose identity has not been disclosed.

During interrogation the man said he works for the company but the company had refused to grant him permission to enter the port for an unidentified reason. He also said he forged the ID to prevent the company from firing him from the job with the excuse he had abstained from work.

The police lieutenant, Mohammad Al-Tararwa, has been given a one-week holiday in recognition of his good work. **Source : arabtimesonline**

## **Insurers Get Tough**

Shipowners based around the North Sea, or operating vessels on North Sea routes, face a tougher stance from insurers, or even higher prices for cover, after a spate of losses across the entire marine insurance market.

Insurers and brokers estimate that this year has seen about \$1bn of marine hull claims. Most of the losses were outside the North Sea region, although the anchor handling tug Bourbon Dolphin sank off Shetland in April, with the loss of eight lives.

But the level of claims activity will reverberate through the entire marine insurance sector, and there will be a knock-on effect for North Sea owners and operators. Consequently, insurers are expected to take a tougher stance when shipowners renew their policies, many from January 1.

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Oyvind Odegard, executive vice-president and head of the marine division at insurance broker Aon Grieg in Norway, says some insurers are becoming keener to talk about the need to raise premiums for marine hull cover.

"We do see more interest from underwriters in this period to be more outspoken about the fact that they would like to see some increases," he says. Simon Beale, marine underwriter at Amlin, a Lloyd's insurer, says: "Before these losses, the market was drifting downwards in terms of ratings. In my view, these losses have stopped that downward drift, and have added some strength to the market."

Insurers and brokers expect owners and operators that have incurred claims to bear the brunt of the increases. Those with good records could see stable premiums despite the spate of industry losses. Mr Odegard notes that in previous years, owners with poor claims records "have experienced heavy or substantial increases, while those with a good record have more or less moved away on an as is basis".

Across the shipping industry, several factors are at work, to which the North Sea region is not immune. "The North Sea is not that different from any of the other trading areas that vessels operate in," says Mr Odegard.

While the number of marine claims may be generally stable, the cost of such incidents is rising. One factor influencing this is that with buoyant global trade, shipyards are busy building new vessels. This means there is less capacity for ship repairs, driving up the cost of fixing a vessel if it is involved in a casualty. According to Richard Turner, marine business manager at insurer Royal & Sun Alliance, some yards have even stopped offering repairs altogether, concentrating instead on new ship construction.

Consequently, there is more tonnage coming into the market, but fewer repair outlets. "This is not a flash in the pan. This is something we are having to spend quite a lot of time and attention understanding," he says. Mr Turner says this may be less of an issue for a shipowner or operator engaged purely in short-haul trades in the North Sea. "For a short-haul operator the dynamics are somewhat easier. If you had a casualty in the North Sea, you are within fairly easy reach of a ship repair yard," he says.

More problematic would be if a shipowner or operator based in the North Sea region, but engaged in trades all over the world, were to be involved in "a casualty in a part of the world with limited ship repair facilities", he says. Another issue is a shortage of skilled crew across the industry. This is of interest to marine insurers because human error is a big cause of casualties. "Crewing is absolutely top of the list for insurers," says Mr Turner. "The quality of people employed is the most important risk factor of all, because about 80 per cent of all the claims we see stem from human error."

For an owner or operator based in the North Sea, but engaged in worldwide trades, the North Sea region will not be the main driver. A lot of crews working from areas of Europe or in and around the North Sea will be from Asia or Eastern Europe, says Mr Turner.

An owner or operator engaged purely in short-haul trades within the North Sea might find it easier to attract crew because they would not have to be away from home for long periods, he suggests. While North Sea shipowners may be in for a period characterised by more expensive cover, operators of offshore infrastructure - another North Sea market that buys insurance - can look forward to more favourable conditions.

Operators of offshore infrastructure around the world saw their cost of cover rise in the wake of 2005's US hurricane season, which saw Katrina and Rita ravage oil and gas facilities in the US Gulf of Mexico. David Foreman, chief underwriting officer at Ark, a Lloyd's insurer, says some insurers limited the amount of cover they were prepared to offer for US Gulf hurricane losses. But as oil and gas companies buy packages of cover for their global operations, this had a knock-on effect elsewhere. Verner Rydning, executive vice-president of Aon Grieg's energy division, estimates that the cost of insurance for North Sea energy operators rose by 15-20 per cent in 2006, as insurers imposed a general market increase on worldwide clients following the Katrina and Rita hurricane losses.

However, with the US Gulf escaping hurricane losses for the past two years, the cost of cover across the market is now under pressure. For North Sea operators, Mr Rydning says: "Rates are more or less back to where they were before



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the Katrina and Rita hurricanes. We are back to 2005 rating levels now, and I think the market is expecting something like a 15-25 per cent average reduction again in 2008." **Source : Shiptalk**



The steam powered tug **FURIE** temporarily named **SPANJE** seen enroute Hoek van Holland during a South Westerly gale.

**Photo : Piet Sinke ©**



## KNRM evacueert patiënt in heftige zee van Bulkcarrier

Door : Ron Zegers – KNRM Hoek van Holland

Donderdagmorgen om 09.40 uur werd KNRM reddingstation Hoek van Holland gealarmeerd door het



kustwachtcentrum Den Helder voor een medevac (medische evacuatie). Het betrof een patiënt aan boord van de Bulkcarrier **Ellen P** met oogletsel die dringend naar het ziekenhuis moest. Om 09.50 uur vertrokken richting ankergebied 3, 35 mijl uit de kust. Er stond een krachtige Zuidwestenwind 6-7 beaufort met gevolg een golfhoogte van 3 tot 4 meter. Hierdoor werd de snelheid beperkt tot een 12 tot 15 knopen.

Tijdens de vaart van de KNRM reddingboot kwam de bulkcarrier ankerop, zodat de overname makkelijker kon verlopen. Om 12.00 uur langsij de **Ellen P** die inmiddels vaart maakte. Er is ter plaatse besloten om de patiënt, die niets meer zag aan beide ogen, over te nemen door middel van de basket welke met een kraan worden gevierd. Door uitstekend manoeuvreren van Jan van der Sar kon de basket op het voordek worden neer gelaten en de patiënt veilig overstappen op de KNRM reddingboot **Jeanine Parqui**.

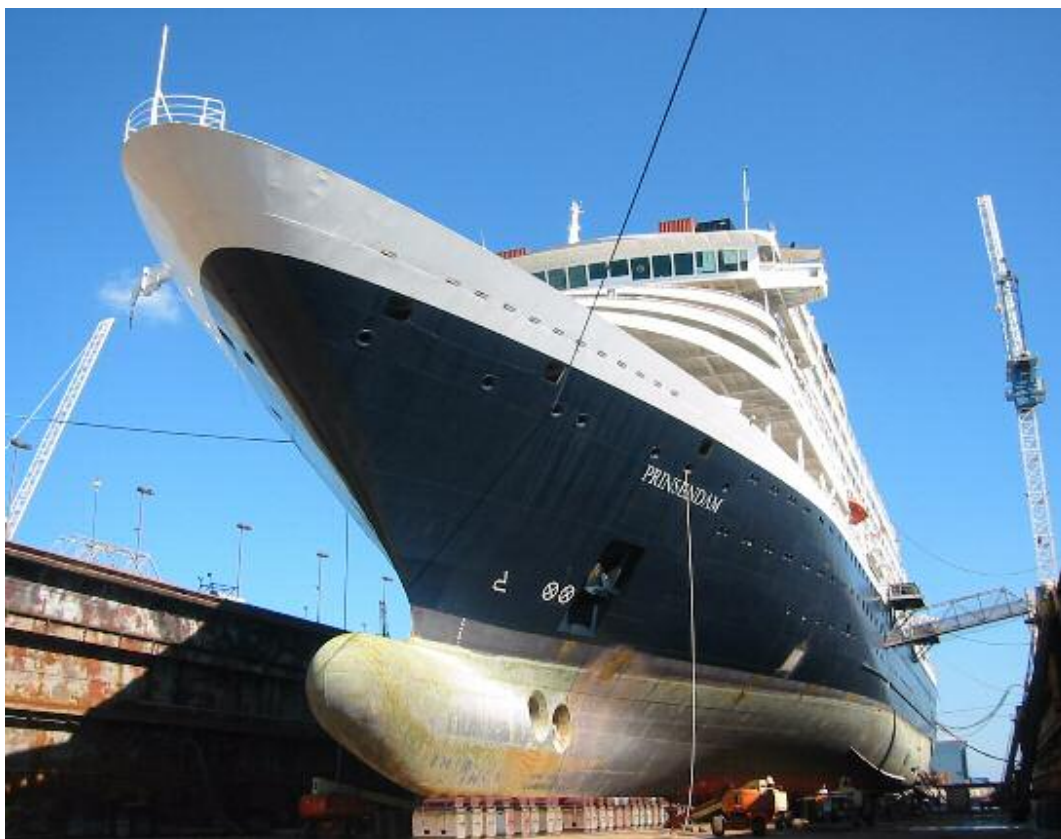
De reis terug verliep zonder problemen en de 45-jarige Griekse patiënt was blij dat hij richting wal werd gebracht. De patiënt verklaarde 's morgens als scheeps technische man aan het werk te zijn met elektriciteit en als gevolg van een lichtflits weinig meer kon zien, de kapitein heeft na overleg met de KNRM radio Medische Dienst besloten de patiënt te evacueren. Bij het afscheid in de Berghaven werden alle bemanningsleden door de Griek extra bedankt, waarna de man per taxi naar het ziekenhuis werd vervoerd.



Met vragen kunt U contact opnemen met **Ron Zegers**, PR-Coördinator, en bemanning reddingboot "**Jeanine Parqui**" van Spilbergenstraat 50. 3151 BZ Hoek van Holland. Tel. **0174-385490**

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**De Koninklijke Nederlandse Redding Maatschappij wordt uitsluitend door vrijwillige bijdragen in stand gehouden**



**MS Prinsendam** seen in dry dock Freeport Grand Bahamas

**Photo : Emily Stores ©**

## **Demand puts shipping costs at a record high**

THE world's commodity shipping costs will rise to a record in 2008 before falling as the number of ships outpaces demand, Baltic Exchange chairman Michael Drayton says. Freight rates for dry-bulk commodities, including grain, iron ore and coal, have gained this year on demand from India and China, the world's biggest steel maker and copper user.

Shipyards in Japan, China and South Korea responded with the biggest construction program in history, after receiving enough orders to increase capacity by 50 per cent.

"You can't defy gravity forever," Mr Drayton said in an interview at a conference in Mumbai on November 30. "We know that sometime in 2008, even at the present demand, we are going to see a crossing of the two graphs", where supply surpassed demand. The Baltic Dry Index, the benchmark for commodity shipping rates, more than doubled this year to a record 11,039 on November 13, and rose 600 per cent since the start of 2003.

China needs iron ore, copper and other commodities to fuel an economy that is growing at more than four times the pace of the US and Europe. "The worrying thing is that China itself now has pressure to say, 'We've gone far enough'," Mr Drayton said. "I just hope that when China turns the taps off, it turns it slowly."

The Baltic Exchange, based in London, provides benchmark prices for the cost of shipping oil and bulk commodities, including coal, grain and iron ore. China's imports of iron ore averaged 32.04 million tonnes a month in the third quarter, according to the China General Administration of Customs. That's 12 per cent more than the year-earlier quarter and 42 per cent higher than the equivalent period in 2005.

The boom led to record profits this year for operators such as Athens-based Dry Ships and Diana Shipping, and Hamilton, Bermuda-based Golden Ocean Group, led by Norwegian billionaire John Fredriksen.

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The carrying capacity of the global fleet of commodity ships has climbed by 6.2 per cent to 354 million deadweight tonnes since November last year, according to data that was compiled by Lloyd's Register-Fairplay. Deadweight tonnes are a measure of a ship's capacity for carrying cargo, fuel and supplies. The Baltic Dry Index advanced 15 points, or 0.2 per cent, to 10,285 points yesterday.

Hire rates increased for every class of commodity carrier except capesize vessels, the biggest within the benchmark. The exchange's daily assessments settle Forward Freight Agreements, which are used to bet on, or hedge, the future cost of shipping. FFAs for capesizes in the first quarter of 2008 declined 2.5 per cent. **Source : The Australian Business**



Volunteer captains of the steam powered tug **FURIE**, **Andre Spanjersberg** (front) and **Frans Verbrugge** seen in action to manoeuvre safely the **Spanje (Furie)** into the port of Hoek van Holland during a South Westerly gale force 6-7

**Photo : Piet Sinke ©**

## Grounded Snoozer



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The **Pasha Bulker's** captain was asleep when his 225m vessel began heading for trouble on June 7 – and it appears the NSW Government's port authorities were also snoozing at the time. A damning report into the shipping accident yesterday revealed the Korean captain of the Japanese ship will escape prosecution, despite there being no dispute he ran the Pasha Bulker aground on a Newcastle beach during severe storms through negligence.

The fact that the harbour communication operators had failed to record crucial conversations between the ship and the vessel traffic information centre at the Newcastle Port, as required, has left prosecutors without vital data "which would have been helpful" to the investigation.

The NSW Maritime report released by Ports Minister Joe Tripodi yesterday revealed the captain had been having breakfast and a sleep while his ship was heading off in the wrong direction on virtual auto-pilot.

It said that there was a prima facie case against the Korean captain to be prosecuted for the criminal offence of negligent navigation. However, the State Government has decided not to proceed, because authorities cannot prosecute because they have no evidence. The storms of that week took nine lives and caused \$1.35 billion in damage. They also caused the closure of the port and the flight of 50 ships to deeper water - but not the **Pasha Bulker**.

The report found the accident was caused by horrendous weather and poor seamanship. However, it also noted the ship did not take on ballast to steady herself against the storm, although the reasons why have not been explained.

NSW Maritime chief Chris Oxenbould denied that the lack of recording was the reason why a prosecution could not take place. His own report, however, contradicted that, detailing how when tape recordings of radio communication were requested they were not available because "the system had not been recording since June 5". Neither had written logs been kept.

"As a result there is no primary source of record for the communications ... (with) ships on 7 and 8 June, 2007," the report said. Opposition Ports spokesman Duncan Gay said it was a complete government bungle. "They had a responsibility to record and they haven't." **Source : Shiptalk**

## QUEEN VICTORIA TO BE NAMED BY HRH THE DUCHESS OF CORNWALL

**Queen Victoria**, Cunard's new ocean liner, will be named by Her Royal Highness The Duchess of Cornwall, in the presence of His Royal Highness The Prince of Wales, during a spectacular ceremony to be held in Southampton on Monday 10 December. The ceremony will start at 1530 hours and last one hour.



Over 2,000 invited guests will witness the ceremony in a specially-built auditorium next to the City Cruise Terminal where Queen Victoria will be berthed. Details of the exact format of the ceremony are not being released beforehand, but Cunard's new Queen will be christened using a bottle of Veuve Clicquot Champagne.

Members of the general public are welcome to watch the ceremony in the adjacent Mayflower Park where large screens will be erected.

Carol Marlow, Cunard's President and Managing Director, says:

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"The naming of a Cunard Queen is a very special occasion. The naming of **Queen Victoria** is made even more special by the presence of Their Royal Highnesses and we are delighted that both our invited guests and the people of Southampton will be able to witness this exciting event".

**Queen Victoria** will arrive in Southampton for the first time at 0930 hours on Friday 7 December - another event which can be witnessed from Mayflower Park.

A splendid firework display will mark her departure on the Maiden Voyage at 1700 hours, on Tuesday 11 December. Again, **Queen Victoria's** departure and fireworks will be best viewed from Mayflower Park.

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## ANGLIAN PRINCESS aids stricken car carrier

The Coastguard tug **ANGLIAN PRINCESS** went to the aid of the 55,000 tonne car carrier **Figaro** - carrying over 2,500 vehicles - after she suffered main engine failure off Lands End, The tug managed to get a tow line onto the stricken vessel - but it parted, said Falmouth Coastguards.

Then the **Figaro** managed to start her engine and is now heading under her own power to Falmouth, Cornwall, escorted by the tug. The Sennen lifeboat, which stood by, is heading for Newlyn as conditions are too bad for her to make for her own station.

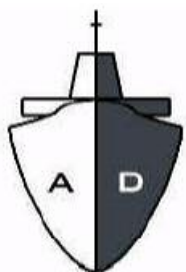
Coastguards are monitoring the progress of the **Figaro**, which was bound from Santander, northern Spain, to Bristol, when she got into trouble.

There are 30 people aboard the carrier but no one has been injured. At one stage she was just five miles from the Wolf Rock lighthouse, which is six miles from the Cornish coast.

## NAVY NEWS

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## Russian navy to start sorties in Mediterranean

Russia said on Wednesday it would start the first major navy sortie into the Mediterranean since Soviet times, the latest move by an increasingly assertive Moscow to demonstrate its military might.

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"The aim of the sorties is to ensure a naval presence in tactically important regions of the world ocean," Defence Minister Anatoly Serdyukov told President Vladimir Putin, who wished the sailors well. The rest of the meeting was closed.

Serdyukov said 11 ships, including an aircraft carrier, would take part in the sortie and be backed up by 47 aircraft -- including strategic bombers. Buoyed by huge oil revenues, Russia under Putin has been boosting military spending while at the same time using diplomacy to broaden Moscow's influence.

Earlier this year Putin announced that long-range strategic bombers would resume patrols around the world and Russia's long-range nuclear forces have test-fired new missiles. But analysts say the navy, once the focus of national pride and symbol of the Soviet Union's military might, is still reeling from more than a decade of underfunding. A series of accidents -- such as the sinking of the Kursk nuclear submarine in 2000 -- have hurt the Russian navy's reputation at home and abroad.

Serdyukov said the navy's flagship aircraft carrier, the **Admiral Kuznetsov**, and anti-submarine ships had set out for the Mediterranean on Wednesday from the Northern Fleet's base in Severomorsk, in the Arctic Circle.

Black Sea fleet ships and aircraft support would meet them in the Mediterranean. He said military exercises would be held during the sorties and that the group would visit six foreign states. He did not name them.

He also said Northern Fleet would make sorties into the northern Atlantic.

Russia has long been talking about reviving a permanent naval base in the Mediterranean. During the Cold War, the Soviet navy had a permanent presence on the Mediterranean, using the Syrian port of Tartus as a supply point.

Source : [in.reuters.com](http://in.reuters.com)

## Arms-Deal Submarines Lie Idle

By Henri du Plessis - Cape Town

Budget problems are causing a severe shortage of skilled staff that is crippling the operation of South Africa's new R1,5-billion submarines, bought in the scandal ridden arms deal.

The staffing shortage at the dock, described as "critical" by a top defence expert, has prompted the DA to call for the cancellation of the delivery of the third and final submarine from Germany, scheduled for May next year, in order to reduce operational costs.

At present the navy has had to allow for the staff shortages in its overall operational plan. Respected defence analyst Helmoed Romer-Heitman of the military magazine Jane's Defence Weekly says the situation is critical and the Defence Force's recruitment system is failing the navy.

Already, one of the two new submarines in Simon's Town is mostly idle in the dockyard, while the other is operational.

Simon's Town dockyard sources allege that there are proposals that one of the two submarines should be mothballed, as the navy is not able to afford running all three, even before the third boat has arrived. But officers deny this, saying the process of mothballing or preserving a ship for future use is in itself too expensive given the budget limitations.

DA MP Eddie Trent, the party's spokesperson on the arms deal, slammed the government for forging ahead with the deal without making sure the equipment bought could be used effectively. Senior naval officers admit that the navy has launched its own recruitment drive to make up numbers.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 283

The navy admits that the lure of much better remuneration in the private sector is irresistible to highly qualified sailors in the middle-management level aboard the ships. The offshore oil industry of West Africa especially has drawn away large numbers, while recruiting drives are not yet succeeding in bringing in suitable replacements.

Rear Admiral Hanno Teuteberg, the navy's director of fleet force preparation, said it was not true that the navy was planning to mothball one of the submarines.

"We have planned our business plan in such a way that we can make most effective use of the boats in terms of our budget." Teuteberg said it would cost the navy R34,3-million a year to operate the "total submarine system", which included running costs, crews, fuel, training and maintenance.

This came to an average of R7,8-million a boat. In the navy, a petty officer (equal to a sergeant in the army) with 10 years' service serving ashore, earned R88 000 a year as a basic salary. Aboard submarines, this rose to R90 000 a year. **Source : Cape Argus (Cape Town)**

## Turkish warship recovers body of missing Greek pilot

A Turkish warship has recovered the body of a Greek air force pilot, killed when his F-16 fighter plunged into the Aegean Wednesday evening.

The Turkish vessel responded to a distress call broadcast on Greek state television announcing that the pilot and his aircraft had gone missing during a night training exercise. The aircraft had dropped off Greek radar at around 7:00 pm. The body of the Greek pilot was handed over to Greek authorities by the crew of the Turkish frigate.

**Source : ntvmsnbc**

## Final Four MHCs Decommission

A lone bugler played as Union Jacks and national ensigns were lowered marking the end of service for the final four Osprey-class coastal mine hunters. **USS Kingfisher (MHC 56), USS Cormorant (MHC 57), USS Blackhawk (MHC 58) and USS Shrike (MHC 62)** were decommissioned Dec. 1, during a ceremony aboard Naval Station Ingleside, Texas.

"Just as a commissioning signals a bright future," said Lt. Cmdr. Andrew Carlson, commanding officer of MHC Crew Endurance embarked in Cormorant, "a decommissioning marks the end of an era."

The ceremony also marked the date the ships' names would be struck from the registry of active Navy ships. And, their ensigns would fly no more, stated Rear Adm. John Christenson, commander, Naval Mine and Anti-Submarine Warfare Command, Corpus Christi.

"This is why we gather together today," Christenson added, "to honor the coastal mine hunter and her crews, who have paved the way for the next generation of war fighters."

The Osprey-class ships are the world's largest glass reinforced plastic ships and the first U.S. Navy ships designed solely for minehunting, the technique of locating mines with sonar and neutralizing them with a remotely controlled underwater vehicle.

These ships' mission is to clear harbors, coastal and ocean waters of acoustic, magnetic, pressure, and contact type mines, using reconnaissance, classification and neutralization tactics. The ships' design integrates mine countermeasures technology into a uniquely designed platform with exceptionally low magnetic and acoustic signatures to protect against mine detonations during minehunting operations.

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These are the final four of the 12 Osprey-class ships to be decommissioned. Following the ceremonies, these vessels will complete decommissioning maintenance availabilities, and then be towed to Beaumont, Texas.

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Vroon's latest the **BASE EXPRESS** seen under construction in Rumania at the Damen yard.

Photo : Huib Lievense ©

## Philippines yard gets thumbs-up

Shipowners have given a vote of confidence to the new shipbuilding yard in Subic Bay, Philippines in which South Korea's Hanjin Heavy Industries and Construction has invested \$1Bn. The facility has already bagged orders for 37 ships. "They are going about it in the right way," Greek owner Dimitri N Papadimitriou remarked to Fairplay on the

sidelines of the ceremony to mark the opening of Phase 1-1 of the shipyard. His company, Dioryx Maritime, has six ships of 4,300TEU at Hanjin Subic, with the first due to be delivered in eight months. The yard is largely using Filipino workforce though technical supervisors are stationed from Hanjin's headquarters in Korea. The sprawling 3M m<sup>2</sup> facility also houses a training centre for welding, painting and blasting. "Hanjin has a reputation for delivering on time," NSC managing director Roberto Echevarria said. In partnership with Lloyd Fonds, NSC has ordered eight 12,600TEU ships at Subic. More than 5,000 Filipinos will be employed when the first phase expansion is completed by 2010 with an additional 600 m drydock. **Source : Lloyds / Faiply Daily news**

## **Ulstein inks two more Eastern Echo contracts**

Ulstein Design has signed a contract with Eastern Echo for delivery of two more Ulstein SX124 designs and equipment packages.



At the same time, Eastern Echo signed shipbuilding contracts with Dubai Drydocks for the two vessel that concluded and replaced a Letter of Intent announced on September 20.

These are the fifth and sixth seismic vessels ordered by Eastern Echo, all

of the X-bowed SX124 type. These latest two vessels will be built at Drydocks World in Dubai. They are scheduled to be delivered in March and May 2009. The first four vessels are currently under construction in Spain and will be delivered in 2008 and 2009.

"We are pleased to sign a new contract with Eastern Echo. The ship owners, the yard and our organization have worked closely to finalize this contract," comments CEO Gunvor Ulstein of the Ulstein Group.

Like the four previous vessels these two vessels will be able to operate world wide, they are equipped for 3D seismic and can have up to twelve streamer winches.

They will have a length of 88.8 m, a breadth of 19 m and accommodations for 69 persons.

The vessels are to be delivered in March and May 2009. The first four vessels are currently under construction in Spain and will be delivered in 2008 and 2009.

Meantime, Eastern Echo is set to be absorbed by Schlumberger, which says the acquisition will boost its plans to meet continuing substantial demand for market-leading WesternGeco Q-Marine seismic technology services.

Schlumberger has completed its due diligence review of Eastern Echo and will now complete its voluntary offer on December 11. That will give it control of 95.6 percent of Eastern Echo shares.

Schlumberger intends to compulsorily acquire the remaining Eastern shares in accordance with the Eastern articles of association and to apply for a delisting of the company from Oslo Axess as soon as practically possible following settlement of the offer. **Source : MarineLog**



## Chinese yard launches GPAI PSV for Bourbon

Guido Perla & Associates, Inc. reports that China's Zhejiang Shipyard has launched the "Bourbon Hamos," the first of four Platform Support Vessels for Bourbon Offshore.

With this order, Bourbon's well GPA-designed fleet expands to 100 vessels, including 54 GPA 254L AHTSs, 28 GPA 654M PSVs, four GPA 670 ROVs and ten GPA 670 PSVs.

The 70-meter GPA 670 MKII Special Products vessels are equipped with three 1,825 kW main diesel generators, two 2,000 kW open-water propeller Z-Drive units, as well as two 746 kW tunnel bow thrusters, and one 170 kW emergency generator.



The use of environmentally friendly diesel-electric propulsion results in excellent fuel efficiency, as well as lower operating cost for the owner.

GPA's priority is to ensure client satisfaction. In addition to the fuel efficiency of the vessel, competitive pricing for the GPA 670 series, of which Bourbon is already successfully operating ten vessels, provides the owner with an excellent return of investment.

By applying the highest safety standards and comfort levels, offshore operations are being conducted without risk to the health or security of crewmembers, thus providing maximum dependability.

The GPA 670 MKII Special Products will primarily be engaged in the transport of stores, materials and equipment to offshore installations in tropical areas and distinguishes itself from other platform support vessels mainly due to its ability to carry approximately 170 cubic meters of special products such as methanol in specially designed tanks located in the aft end of the vessel.

The vessel, also provides the capability to carry 255 cubic meters of bulk material, as well as 1,083 cubic meters of liquid products. The vessel is DP2- and FFV1-certified and can accommodate 23 crew members. Delivery for the last of the four GPA 670 MKII Special Products is expected in August 2008, increasing the number of GPA 670 PSVs Bourbon owns to 18. **Source : MarineLog**

## ROUTE, PORTS & SERVICES

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## **IRISL introduces new Africa service**

The Islamic Republic of Iran Shipping Lines (IRISL) intends introducing a new regular shipping service between Bandar Abbas and Durban as from today (6 December), Iran's Deputy Commerce Minister announced on Monday.

In an interview with the Iran News Agency - IRNA (Iran's official news agency) deputy minister Mehdi Ghazanfari said the new service is being made possible through a joint investment between the Iran Trade Development Corporation and IRISL. "IRISL will operate from Bandar Abbas port to the east and south coast of Africa and from west and north coast of Africa back to Bandar Abbas with the aim of responding to the increasing demand for transporting non-oil goods to the continent and in line with government trade with Africa."

He said that the plan was for ships to operate on a rotation of Bandar Abbas, Mombasa, Zanzibar, Durban, Freetown (Sierra Leone), Morocco, Algeria, Tunisia, Alexandria, Bandar Abbas.

The deputy minister referred to costs incurred by shipping lines and said that IRISL will absorb some of these expenses with Iranian exporters and importers receiving a 10 percent discount on freight rates.

IRISL operates a fleet of 112 ships and transports over 22 million tonnes of cargo annually. Iran's trade with Africa, excluding oil exports to South Africa, have been listed at US\$600 million annually and according to Iranian trade officials has risen 60 percent this year over 2006. IRISL used to maintain an office in Durban and managed by a line representative but this was closed about four years ago, since when non-liner IRISL vessels have continued to call. The company's non-liner services have been looked after locally by ships agents King & Sons, who told PORTS & SHIPS yesterday they were not aware of the latest development. **Source : ports.co.za**



The **EL LAGARTO GRANDE** seen at Maracaibo

**Photo : Piet Hageman ©**

## ASP BUYS SILVER FERN

AUSTRALIAN-based ASP Ship Management Group has acquired the New Zealand-based ship management and crewing company Silver Fern Shipping, previously owned by the four oil majors BP, Chevron, Mobil Oil and Shell.

Under new commercial arrangements ASP Group will introduce the three-year old products tanker Torea onto the New Zealand coast under demise charter from Unicorn Tankships. The products tanker Kakariki, already trading on the New Zealand coast, will be chartered by the oil majors through to Silver Fern Shipping.

ASP says in a statement: "Both modern vessels will then be time-chartered to Coastal Oil Logistics Limited, a company specialising in petroleum product tanker scheduling and management of port related commercial matters on behalf of the four major oil companies in New Zealand."

Group Managing Director of ASP Ship Management Group, David Borcoski said "that the acquisition of Silver Fern and related commercial arrangements are logical and key extensions to ASP Group shipping activities in the region".

The CEO of Coastal Oil Logistics Limited, John Gloag said "we are looking forward to a rewarding relationship with ASP who have a proven track record in ship management. We are confident the change in our commercial structure will be seamless and together Silver Fern and Coastal Oil will continue to provide a quality service to the oil industry around the New Zealand coast."

Mr Borcoski also said of the new arrangements "ASP Group was looking forward to working closely with the four oil majors and Coastal Oil Logistics and to assisting them with their New Zealand coastal petroleum distribution activities".

Source : Maritime Global Net

## NYK verbindt Amsterdam met Rusland

NYK begint een eigen feederdienst naar Sint-Petersburg en de Finse haven Kotka. Deze Baltic Express Service (BAX) gaat volgende week woensdag van start uit Hamburg. Vanaf maart wordt ook Amsterdam direct bediend.

De nieuwe BAX zal door de Japanners vooral worden gebruikt om lading uit het Verre Oosten naar Rusland te brengen. De feederdienst zal door twee schepen worden verzekerd. Volgens het Europese hoofdkantoor van NYK Line gaat het om twee schepen met een capaciteit van 950 teu. Zij hebben in Hamburg en later ook in Amsterdam een aansluiting met de vijf Verre Oosten loops van de Grand Alliance.

Volgens Takaya Soga, deputy managing director van NYK's lijnvaartdivisie in Europa, kent het transshipmentverkeer naar Rusland een enorme groei. De Japanse rederij is na OOCL de tweede partner uit de Grand Alliance die zijn eigen feederdiensten naar Sint-Petersburg begint. Nog niet zo lang geleden startte ook concurrent Evergreen zo'n dienst in samenwerking met de Nederlandse rederij Holland Maas Shipping.

Maersk, MSC en CMA CGM hebben al langer hun eigen lijnen naar Rusland. Source : Nieuwsblad Transport



## 2 new VLGC on order for Moller-Maersk/Zodiac venture



Japanese Kawasaki Heavy Industries is set to supply the joint venture between A.P. Møller-Mærsk and Ofer Group's Zodiac Shipping with two Very Large Gas Carriers (VLGC), each with a capacity for 78,000 cbm at a cost of US\$ 81.5 million apiece. **Source : cargoinfo**

## **MAERSK PULLS BACK THE THROTTLE**

DANISH-headquartered container giant Maersk Line says it is "planning several changes to its Asia – Europe network to provide customers with more cost-effective, robust, and reliable services" in response to port congestion and increased bunker charges. The moves will have the effect of reducing capacity expansion from 17% to 12%.

A statement says: "In February and March 2008, we will make various changes to our schedules and simultaneously add four vessels to our Asia – Europe network. Port congestion has an escalating impact on our ability to provide reliable services to our customers. The addition of four vessels will enable us to incorporate additional buffer time in our schedules. To further support these efforts, we will continue to work with the ports and terminals in addressing the congestion issues."

The company adds: "The changes will also enable us to save on bunker fuel. In the last 12 months, our bunker costs have more than doubled. The additional vessels and schedule changes complements our other efforts to mitigate fuel costs and reduce the environmental impact of our services. While selected corridors will experience a day or two more in transit time, we overall expect to offer a better service reliability."

Maersk says that it had originally planned to add about 17% more capacity to the Asia – Europe trade during 2008. The newly announced measures are the equivalent of a 5% reduction, so restricting the company's overall capacity increase to approximately 12%. **Source : Maritime Global Net**

## **EITZEN CHEMICAL SELLS OLD VESSELS**

NORWEGIAN-based shipowner Eitzen Chemical is selling two 1980'- built ships. The 1980-built, 42,600 dwt **Sitem Anabel** has been sold for US\$6.25m with delivery end December or beginning January. The company will book a gain of about \$1.4m from the sale. The buyer has not been identified.



In addition the 1984-built, 6,525 dwt **Sichem Metanol** is also being sold to undisclosed buyers. Delivery is expected to take place before 5 January and the company will book a gain of approximately \$0.8m. from the sale.

**Source : Maritime Global Net**

**Photo : Tjep van Roon ©**

## **Havila Shipping in sale and lease back deal**

Havila Shipping, through its subsidiary Havila Ships, has entered into an agreement with Havila Ariel, for the sale and leaseback of the AHTS vessels **Havila Mars** and **Havila Mercury**. The price per vessel is NOK 476 million, based on valuation from three independent shipbrokers.

The agreement is for eight years, with a purchase option after the fifth and eighth year. The agreed rate for the bareboat hire is approximately NOK 150,000 per day for each of the vessels during the first five years.

Source : offshore shipping online

## **Vroon Offshore Services announces further investment in field support vessels**

Vroon Offshore Services has announced an order for an additional four field support vessels – with an option for a further two – as the next phase of its fleet investment programme.



Photo : Ton Grootenboer ©

The order for the IMT 955L field support vessels has been placed with the Astilleros Zamakona SL shipyard in Spain.

This latest order brings the total number of new-build IMT 955 field support vessels ordered from Zamakona to 13.

Three vessels have been delivered to date in 2007 and a fourth is to be delivered this month. The remaining nine vessels are scheduled to become operational during the period 2008 to 2011.

All of the vessels can provide both deck and under deck cargo support, in addition to emergency response and rescue cover for multiple offshore installations, utilising their daughter craft and fast rescue craft. All are powered by diesel electric propulsion systems.

In addition to the 13 Field Support Vessels, VOS has four T Class conventional emergency response and rescue vessels (ERRVs) on order from Damen in Holland, with two being delivered in 2007 and two in 2008.

Graham Philip, Chief Executive Officer of Vroon Offshore Services' UK operations, said: "This latest order brings Vroon's total investment programme in the ERRV sector to more than £110million (Euro 150 million) and clearly demonstrates Vroon's commitment to, and confidence in, this important market."

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VOS currently operates a total of 58 vessels from bases in Aberdeen, Scotland; Den Helder, The Netherlands; and Genoa in Italy, and has a total of 23 new build vessels on order.

Its fleet includes conventional and multi-role ERRVs, platform supply, anchor handling, dive support and utility vessels, operating principally in the North Sea and the Mediterranean. **Source : Offshore shipping online**



The tugs '**The Deacon**' and '**Jean Newton**' after completing a mooring job in Barbers Cut, Houston.

**Photo : Gert Berghuis ©**

## MOVEMENTS



The **IVORY POINT** seen departing from Rotterdam-Europoort

**Photo : Frits Janse ©**

## MARINE WEATHER

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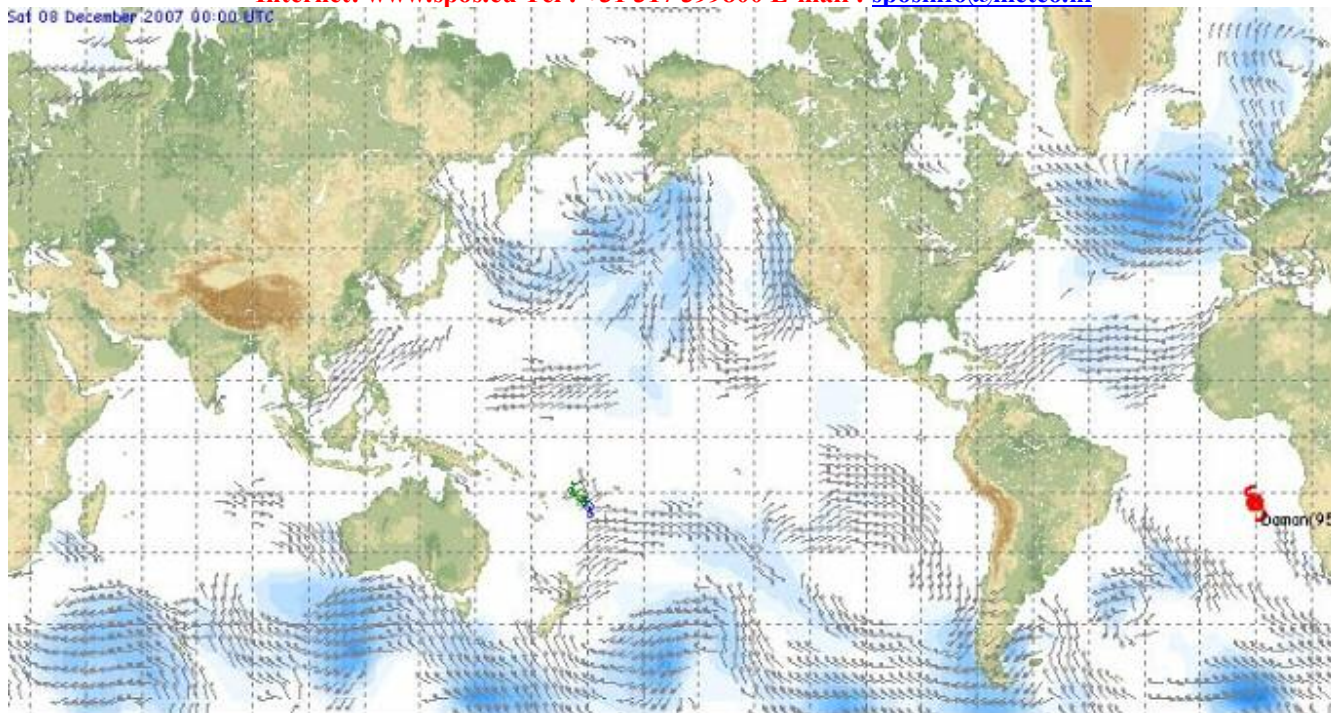


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## .... PHOTO OF THE DAY ....



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The Grimaldi ro-ro/lo-lo **GRANDE FRANCIA** seen inbound Guanabara bay, and also visible the Fortress in Niteroi and behind the Meat-Loaf Mountain

**Photo : Edson Lucas ©**

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