

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 290



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The brandnew QUEEN VICTORIA seen arriving in Rotterdam during her maiden voyage
Photo : Piet Sinke ©

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EVENTS, INCIDENTS & OPERATIONS



The tug **PW TENGUH** seen in Singapore waters - Photo : Brendan Lally ©

Japan Tanker Seized Off Africa Released

Pirates freed a Japanese chemical tanker loaded with highly explosive benzene off the coast of Somalia Wednesday, six weeks after seizing the vessel and its crew, a U.S. Navy spokesman said.

All 22 crew members were unhurt, the Navy said, and the pirates were seen heading toward the Somali coast.

The **Golden Nori** was seized off the east coast of Somalia in late October carrying up to 40,000 tons of benzene. The U.S. Navy came to the aid of the vessel that month, with the guided missile destroyer USS Porter opening fire to destroy pirate skiffs tied to the ship, and the Navy monitoring the ship afterward.

"All the pirates are off the ship, and the first indication is that all crew members are unharmed," Lt. John Gay, a U.S. Navy spokesman told The Associated Press.

The 6,253-ton tanker was carrying crew from Myanmar, the Philippines and South Korea. One of the two South Korean crew members escaped and was rescued by a passing vessel in early November.

Gay said a U.S. Navy vessel was still monitoring the ship, while standing by for a possible request for assistance.

The **Golden Nori** is expected to "go to a safe port," Gay said. "If necessary, we will provide an escort."

On Tuesday, the ship's Japanese owner, Dorval Kaiun K.K., had said negotiations were under way to free the remaining crew. The company did not disclose details. Japanese government and shipping company officials said the release could not be immediately confirmed.

Andrew Mwangura, head of the Kenya-based East Africa Seafarers' Assistance Program, said Monday that the hostage takers had demanded \$1 million ransom and threatened to kill all 22 crew members if their demands were not met.

Somali pirates, sometimes linked to powerful local clans, are trained fighters outfitted with sophisticated arms and equipment. They have seized merchant ships, vessels carrying aid, and once even a cruise ship.

The U.S. military has recently intervened several times to help ships hijacked by Somali pirates, who have been allowed to operate with relative impunity since 1991, when a dictatorship in Somalia collapsed and many parts of the country fell into anarchy.

Source : ap.google.com

Large North Sea oil spill

"This could be the second largest spill in Norwegian oil history," the Petroleum Safety Authority's (PSA) spokeswoman Inger Anda said. She said the spill was estimated at 3,840 cubic meters of oil, which corresponds to 24,154 barrels of oil. The biggest oil spill ever off Norway occurred in the Bravo blowout in 1977 when around 12,000 cubic meters of oil were spilled, Anda said.

StatoilHydro information director Ola Morten Aanestad confirmed that the company had had a spill at its **Statfjord Alpha platform**, about 200 kilometers west of Bergen, near the border of the British continental shelf.

StatoilHydro said the spill was about 4,000 cubic meters, and occurred in connection with the tank ship "Navion Britannica" loading aboard oil from a loading buoy.

StatoilHydro spokesman Vegar Stokset said the cause of the spill was not immediately known but the loading had immediately been stopped. "It is a significant amount and we are taking it seriously," said Stokset, adding that production from the field was not affected because tanker loading is a separate operation.

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The Norwegian Rescue Coordination Center South had been notified and planes and helicopters from the Norwegian Pollution Control Authority (SFT) were deployed to get an overview of the extent of the spill.

Weather in the area is poor, with 45 knot (51.8 pmh) winds and choppy seas.

Meteorologist Hilde Holdhus at the Storm Weather Center said the conditions were good for seabirds, as they would prevent the oil being blown inland. The winds will make it more difficult for aircraft to get an overview of the situation.

An oil spill has been observed on Wednesday in the Norwegian sector of North Sea near the Statfjord oilfield operated by StatoilHydro.



The **OOCL ST PETERSBURG** seen at Maas pilot station
Photo : Fred Vloo ©



Korean sailor charged with ship collision granted bail

A 23-year-old Korean national, charged over a collision between a gas-carrying ship and a fishing boat off Queensland's Sunshine Coast last month, has been granted bail. Youl Kim has been charged with failing to render assistance after the collision between the ship and trawler.

It is alleged that on November 30, Kim, a second mate, was at the helm of the **MV Namhae Gas** when it collided with an Australian fishing boat about 30 nautical miles off the Sunshine Coast.

The bow of the trawler was severely damaged and began to take on water. Australian Federal Police (AFP) allege the Korean registered ship ignored a mayday call which was answered by the crew of another fishing boat who helped the damaged trawler back to port.

Kim was ordered to surrender his passport and will face court again tomorrow. **Source : abc.net.au**

Ship pilot sued again

The city filed a lawsuit Monday claiming negligence by the owners and operators of the ship that caused last month's oil spill in San Francisco Bay. The suit brought in San Francisco Superior Court by City Attorney Dennis Herrera alleges the cargo ship's owners and ship pilot John Cota of Petaluma violated state law by sailing the boat under dangerous conditions. It also maintains they failed to respond quickly enough to prevent a spill when the ship struck a bridge tower.

"This was a wholly avoidable incident that has caused more injury to the San Francisco Bay area than we can yet begin to fathom," Herrera said in a statement.

The city is seeking compensation for the cost of dealing with the spill; damages for the economic impact on local beaches, wildlife, fishing and tourism; and penalties for the defendants' alleged violation of environmental protection laws.

Darrell Wilson, a spokesman for Regal Stone, which owns the **Cosco Busan**, said the company would not comment on the case because of ongoing state and federal investigations into the 58,000-gallon spill.

Meanwhile, attorneys for a group of crabbers announced a settlement with Regal Stone's insurance company to compensate the fishermen for economic losses. The state banned fishing in the bay and coastal waters outside the Golden Gate for two weeks after the spill, and dozens of crabbers also refrained from fishing in outer waters amid concerns of contamination.

Under a first phase of the insurance payout, about 65 crabbers will split \$700,000, the plaintiffs' attorneys said Monday. Also Monday, the U.S. Coast Guard said Cota had not yet relinquished his federal Merchant Marine Officer's license, as the agency had requested. His state harbor pilot's license was suspended two weeks ago.

The Coast Guard asked Cota on Friday to voluntarily surrender the federal license, which is a prerequisite for receiving any state-issued license that would allow him to work as an officer on a commercial ship, said spokesman Dan Dewell. The action was taken because of questions about Cota's "physical competence," Dewell said, declining to elaborate.

Cota was given until today to hand over his federal mariner's license. If he does not comply, the Coast Guard could ask a judge to suspend or revoke it, he said.

Crewman breaks wrist in rescue

A LIFEBOAT crewman broke his wrist during a daring rescue in violent seas off Lyme Regis on Saturday. Lyme Regis RNLI Lifeboat was launched at 2.30pm on Saturday, December 8, following a distressed 999 call from a man in a rowing boat near the Harbour entrance.

A spokesperson for RNLI said: "The man was in extreme difficulties in heavy swell off the town beach."

The Lifeboat crew rescued the man moments before the rowing boat was swamped by the stormy seas and brought him safely aboard the lifeboat. On the journey back into the harbour the crew encountered a 'rogue wave' and a crewman sustained a broken wrist whilst protecting the casualty from the water.

Coastguard Helicopter Rescue IJ provided cover during the operation and both the casualty and crewman were taken by West Country Ambulance to Dorset County Hospital, Dorchester. **Source : [Midweek Herald](#)**

Ship pilot hasn't turned in license

The Coast Guard says that the ship pilot who was at the helm when the **Cosco Busan** rammed a support tower of the Bay Bridge last month has failed to turn in his license as requested.

The Coast Guard had asked Capt. John Cota to voluntarily surrender the federal license, a prerequisite for receiving any state-issued license that would allow him to work as an officer on a commercial ship.

Coast Guard spokesman Dan Dewell said the request was made because of questions about Cota's "physical competence." Dewell said that Cota requested an extension, which the Coast Guard is considering.

The Nov. 7 collision caused the ship to spill 58,000 gallons of fuel into San Francisco Bay.



The **DE VRIES TIDE** seen at Luanda – Photo : Gijs Dijkdrenth ©

Experienced seaman to command Dover's lifeboat

A coxswain with experience spanning 19 years will be commanding a Kent lifeboat. Dover lifeboat station has appointed Stuart Richardson to steer and lead its crew.

Mr Richardson said: "Having been involved with lifeboats all my life, in a variety of roles, becoming coxswain of the largest class of lifeboat is one of the most prestigious and rewarding roles.

"Dover is an extremely busy area for shipping as it's located on one side of the busiest shipping lanes in the world. "Each day there are hundreds of ships including cargo ships, passenger ferries, fishing vessels and increasingly leisure users moving through the channel." The avid seaman joined the Royal National Lifeboat Institution (RNLI) crew at Dungeness in 1988 aged 19, while his father William was coxswain.

He went on to become a full-time crew member at **Tower on the River Thames** in 2002. The father of three said his family had ensured he had an in-depth knowledge of the seas around the Kent coast.

Allen Head, the RNLI deputy divisional inspector for Dover, said: "We are very pleased to appoint Stuart as coxswain - he brings with him a wealth of experience which will no doubt benefit the station.

"His command experience and local knowledge, combined with the skills of the Dover lifeboat crew and shorehelpers, will ensure that when the call for help comes, Dover lifeboat will be ready to respond, providing a first class rescue service to those in peril." **Source : Kentnews**

KNRM sleept vletje met motorproblemen naar veilige haven

Door : Ron Zegers – KNRM Hoek van Holland



Donderdag 13 december werd de Hoekse bemanning van KNRM reddingboot **Jeanine Parqui** om even over 11.00 uur gealarmeerd voor een scheepje met motorproblemen. Het bleek te gaan om de 14,5 meter lange vlet **Bokkegat** van Rijkswaterstaat, uit Stellendam welke problemen had met de voortstuwing. Het scheepje lag anderhalf mijl voor het strand en 600 meter noord van de Noorderpier. Ter plaatse de vlet met bemanning op sleep genomen en afgeleverd in de Berghaven van Hoek van Holland. Rond 12.45 uur lagen zowel de vlet als de KNRM reddingboot **Jeanine Parqui** aangemeerd. **Photo : Piet Sinke ©**

CASUALTY REPORTING



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USCG Rescues Workboat Crew

Coast Guard crews rescue nine people after a workboat struck and became lodged on a wellhead near Venice, La., seven miles north of Main Pass. Four HH-65C rescue helicopter crews from Air Station New Orleans medevaced six people from the workboat who were injured. Four men were flown to Air Station New Orleans where they were met by ambulances and two others were flown directly to West Jefferson Memorial Hospital.

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Two rescue boat crews from Station Venice transported two men to shore and the captain is still on scene with the workboat, along with a rescue boat crew from Station Venice.

At approximately 5:10 a.m. The Coast Guard was alerted to the emergency by the captain of the the Lady Marie by way of marine radio. Coast Guard Sector New Orleans launched rescue crews from Air Station New Orleans and Station Venice. **Source : MarineLink**



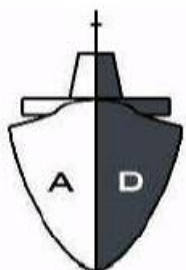
Op 13 december om 0700 uur is het m.s. **Luro** gestrand juist 15 meter beoosten het historische paalhoofd van de Nollendijk te Vlissingen. Om 0715 uur was de sleepboot **Schouwenbank** ter plaatse en maakte vast. Om 0800 uur werd de **LURO** m.b.v. 3 sleepboten (**Schouwenbank**, de **Walcheren** en de **Multratug 16** los getrokken en voor inspectie naar de rede van Vlissingen gesleept.

Foto : Jan Daniels ©

NAVY NEWS

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

Wärtsilä Wins UK Aircraft Carrier Contract

Wärtsilä has been awarded the contract for approx EUR 30 million for the manufacture and supply of the main diesel generating sets and their auxiliary and support systems for the Royal Navy's Future Aircraft Carriers (CVF) by Thales Naval Division on behalf of the Aircraft Carrier Alliance. The contract award was marked by a ceremony held on HMS Victory in Portsmouth Naval Base, UK, on 30 November 2007.



The main diesel generating sets will form part of the Integrated Electric Propulsion (IEP) system. The selected prime movers of the generating sets are two 12-cylinder and two 16-cylinder Wärtsilä 38 engines for each ship and will supply 40 MW of the total installed power of over 100 MW, the remainder coming from two gas turbine alternators. They will be the largest diesel engines ever supplied to the Royal Navy. The first ship set of diesel

generators will be delivered in 2009, with the equipment for the second ship following in 2011.

The CVF carriers, HMS "**Queen Elizabeth**" and HMS "**Prince of Wales**", will have a displacement of around 65,000 tonnes and length of 284 metres. They will be the largest and most powerful warships ever built in the United Kingdom. The hulls are being planned for a 50-year service life and the ships will be built in modules by selected naval shipbuilding yards around the UK with final assembly in Rosyth. Each ship will have a complement of typically 1450 including aircrew, and will support around 40 aircrafts including the Joint Strike Fighter and Airborne Early Warning aircraft.

Pakistan Navy Submarine Hangor placed at Maritime Museum

Pakistan Navy Submarine "**Hangor**", a Dephne class submarine of Pakistan Navy, which in a gallantry act during 1971 Indo-Pak war sank the Blackwood class Indian Navy Ship KUKRI near Indian coast on the night of 09 December 1971, has been placed at Pakistan Maritime Museum for general public.

An ISPR (Navy) press release said in this connection, a ceremony was held at Pakistan Maritime Museum which was attended by Chief of the Naval Staff Admiral Muhammad Afzal Tahir.



Speaking on the occasion, the Naval Chief said submarine squadron of Pakistan Navy has come a long way over the last four decades and now transformed into a full-fledged potent arm.

He said today's occasion also reminds us of the responsibilities and the trust reposed by our nation for the maritime defence of the country.

The Naval Chief said addition of this historical submarine has made Pakistan Maritime Museum one of its kinds.

It will act as an aesthetic interface between Navy and the general public and certainly inspire and educate the younger generations, he added. Chief of the Naval Staff paid rich tribute to the high level of Professionalism of the submarine Hangor crew, including Commander Ahmed Tasnim who later made Vice Admiral and Commanded the Naval Fleet.

Earlier, Director General Pakistan Maritime Museum Commodore (Retd) Jamal Abdullah apprised the audience about the project of placing submarine at the Museum.

He also shed light on the historical significance of the submarine. PNS/M **HANGOR** always remained a pride for Pakistan Navy submarine squadron. During 1971 Indo-Pak war, the submarine successfully undertook many brave operations.

At the night of 09 December 1971, at Diuhead off Indian West Coast, PNS/M **HANGOR**, detected an anti submarine group of Indian Navy. The group consisted of two Blackwood class frigates **INS Kirpan** and **INS Kukri**. **PNS/M Hangor** attacked the enemy frigates with its torpedoes sinking **INS Kukri** while severely damaging **INS Kirpan**,

After World War II, it was the first incident of destroying enemy warship with torpedoes.

North Carolina Sets Sail

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The Virginia-class submarine **North Carolina (SSN 777)** left for its first set of sea trials, referred to as Alpha trials, on Weds., Dec. 12 from Northrop Grumman Newport News.

Sea trials provide an opportunity to test all systems, components and compartments and include submerging for the first time, high-speed runs while on the surface and submerged, and a demonstration of the submarine's other capabilities.



Participating in these trials for the fourth ship of the Virginia class include Admiral Kirkland Donald, Director, Naval Nuclear Propulsion Program; Mike Petters, President, Northrop Grumman Newport News; Rear Admiral William Hilarides, Program Executive Officer, Submarines, and other Navy and industry officials.

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info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium

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



info@disacivil.com
www.disacivil.com

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The **SAIPEM 7000** seen entering the large drydock of Keppel-Verolme in Rotterdam for the first time since she was build for a maintenance period

Photo Top : Frans Sanderse © - Photo below : Aad van Santen ©



Keppel Delivers FPSO

Keppel Shipyard Ltd (Keppel Shipyard) 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. Gracing the occasion was Mr Olatunde Emmanuel Odusina, Minister of State for Energy (Gas), Nigeria.

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.

North-Western Shipping Company to Repair Vessels

The North-Western Shipping Company will repair 32 vessels. According to the press-service of the company, 12 vessels will be repaired by the Nevsky shipyard, 5 ships – by Voznesensk repairing base, 4 ships – by repairing base in Saint-Petersburg, 11 ships – in Cherepovets and Rostov-on-Don.

During the winter period only 82 vessels of the company will work, 60 of them - in the north region and 22 – in the southern region. **Source : SeaNews**

Krasnoe Sormovo Launched New Tanker

On December, 12 the yard named Krasnoe Sormovo launched a new tanker of 5 thousand tons deadweight built for Pietro Barbaro S.A. (Italy). The vessel's name is "**Dorida**".

Technical data: the length - 140 m, the breadth – 16 m, the hull height – 6 m, the draught – 3.5 m, the capacity – 5.2 thousand tons, the speed – about 10 knots. The tanker is to transport 5 different kinds of cargo, including crude oil, oil products, diesel oil, black oil

Source : SeaNews

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Fax : (31) 10 - 453 05 24
E-mail : mail@workships.nl
Website : www.workships.nl

INTERNATIONAL PROPULSION TRAINING EDITION 2008

February 14th 2008, the international workshop '**Marine Propulsion**' will start. This training, consisting of five modules, offers the global marine industry the opportunity to gain knowledge on matching ship propulsion components and systems, and thus to avoid costly mistakes in the future. In 2007, the training was extended by a separate module about electrical propulsion techniques, a very popular module according to the number of visitors.

In the workshop marine professionals get to understand the specific characteristics of ships, engines, transmission systems and propulsors, and what to look for when they have to be matched. It is of interest to designers, engineers and sales engineers working with engine transmission and propulsor manufacturers and representatives, shipyards, navies, design offices, and ship owners.

This workshop is a joint initiative of Wärtsilä Propulsion Netherlands BV, Bakker Sliedrecht Electro Industrie BV, Delft University of Technology and Holland Marine Equipment Association. The five workshop modules deal with:

- Propulsion Plant Concepts and Basic Ship Hydrodynamics (14–15 February 2008)
- Marine Propulsors: Characteristics (13–14 March 2008)
- Diesel Engines and Gas Turbines: Characteristics (10–11 April 2008)
- Electrical Drives: Characteristics (8–9 May 2008)
- Matching Propulsion Engine and Propulsor (5–6 June 2008)

This workshop 'Marine Propulsion' takes place in Vlaardingen, the Netherlands. Professor Hans Klein Woud (Delft University of Technology), professor Douwe Stapersma (Royal Netherlands Naval College), ir. Paul Bracké (Bakker Sliedrecht Electro Industrie BV) and ir. Teus van Beek (Wärtsilä Propulsion Netherlands BV) guide you through the characteristics and matching aspects of marine propulsion systems.

Because of its international setting, the workshop offers an excellent opportunity to gain knowledge and to network with colleagues, shipyards, clients and/or suppliers. This knowledge will enable you to position your company even better as a partner in the international shipbuilding process. The first module starts on February 14th 2008. Enrolment for each individual module is possible.

For more details, workshop dates or to enrolment please contact Mr Jan Adriaan Krans of Holland Marine Projects BV, part of Holland Marine Equipment Association (T: +31 (0)10 44 44 333 or E: jk@hme.nl) or look on the website www.hme.nl at the Events page.

Maersk maakt rentree in bulkvervoer

Maersk zet twee van zijn Amerikaanse containerschepen in voor bulkvervoer. Achttien maanden geleden verkocht de Deense rederij nog de twee laatste bulkschepen en nam daarmee afscheid van de bulkmarkt. Maar door de grote vraag en de hoge tarieven op deze markt worden de containerschepen **Maersk Nevada** en **Maersk Nebraska** nu, na een grote schoonmaak van het ruim, ingezet voor graanvervoer.

Verdere aanpassingen zijn volgens Maersk niet nodig. De twee schepen, met een afzonderlijke capaciteit van 2.000 TEU, kunnen elk zo'n 34.000 ton droog massagoed vervoeren.

New Vessels for Northern Shipping Company

The Northern shipping company has purchased 2 multifunctional vessels from a German ship-owner. The ships are to transport cargoes in containers, paper, cellulose, saw-timber, metals.

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According to the press-service of the company, the vessels were named as “**Mikhail Lomonosov**” and “**Kholmogory**”. In the next future the vessel “**Mikhail Lomonosov**” will call at Arkhangelsk, “**Kholmogory**” will be delivered to the port at the beginning of the year 2008r.

“**Mikhail Lomonosov**” was built in Germany in 2000. It length - 92 m, breadth – 16.9 m, draught – about 6 m, deadweight – 4805 tons, container capacity – 370 TEU. It has the ice class “1A”.

The vessels will serve the Baltic direction. **Source : SeaNews**



The **JOSE STREAM** seen dropping her anchor
Photo : Crew Jo Calluna ©

DNV APPROVAL FOR F2F OFFSHORE WIND ENERGY CONCEPT

Classification society DNV had granted an approval in principle for a new offshore wind energy concept developed by well known Dutch offshore design company **Sea of Solutions** in close cooperation with partner Sparcs Products. The concept, called F2F (Floating to Fixed), is an alternative to current fixed offshore wind installations and reduces the high operational costs related to offshore installation and maintenance. F2F is a flexible concept that is suitable both for shallow waters as for deepwater installation.

The F2F Wind Energy Concept is based on the philosophy to design a robust wind turbine unit based on proven offshore technology. Therefore the unit is constructed, pre-assembled and commissioned inshore, towed to the offshore location and fixed to the seabed by suction anchors. With this concept it is possible to refloat the entire unit

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again easily and haul it inshore for repairs and major overhauls. There is also no need for seabed preparation and it reduces the costs associated with offshore installation, maintenance and repair significantly as it is not dependent on dedicated equipment like jack-ups or wind turbine installation vessels. At the same time it increases safety for installation and maintenance personnel.

Sea of Solutions is responsible for the technical design of the concept and followed the DNV step approach for new developments and the rules for offshore wind turbines. "DNV granted us the approval in principal in October 2006 and we continue with the detailed design to build a proto type," says Bob Rietveldt, commercial director at **Sea of Solutions**.

"Current offshore wind technology is very much based on land technology that is extended to sea", explains Willem van der Kooi, director of Sparcs. "This industry is going through the same development cycle as the oil and gas offshore industry in the '70s and '80s. There is no need for that as proven technology is readily available to cut some corners."

Sea of Solutions develops projects for operators, contractors and ship owners in the energy exploration, construction and production market, as well as the maritime transport market. It is a private company providing products and services on an independent and confidential basis. Beside designs for newbuild vessels and floaters, the company is actively involved in upgrade and conversion projects for existing offshore vessels.

Sparcs is a specialised service provider for the offshore industry offering project management and construction support. Besides rendering contract and claim management support, Sparcs also develops innovative concepts for the energy sector as well as being vessel and barge owner. **Source : Sea of Solutions**



The Belgian TSHD **LANGE WAPPER**, (IMO 9174139, flag Belgium) currently carrying out maintenance dredging of the harbour and shipping channels, Port Hedland, Australia

Photo : Tropic - Port Hedland, Australia ©

Evergreen goes "supership"

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Evergreen will break its self-imposed pledge against chartering ships bigger than 8 000-TEU by agreeing to a deal for 10 more newbuilds of 13 000-TEU from the Niki Group of Greece, reports TradeWinds.

The ships will cost close to US\$170-million each, the report added, and are believed to be similar to the nine 12 600-TEU vessels ordered a few months ago for US\$1.4-billion by Niki for a bareboat charter to MSC at US\$50 500 a day.

The big ships, reportedly bound for Evergreen service, are scheduled for delivery from 2011, the same year as MSC's, said TradeWinds. **Source : cargoinfo.co.za**



The **MSC ORCHESTRA** seen in the port of Limassol (Cyprus)
Photo : Wouter Kaandorp ©

News from the shipping lines

SAILS acquires another CV100 class

The CV 1100 class container ship **VAAL RIVER** (1118-TEU) has become the latest ship to go on charter with South African shipping line SAILS (SA Independent Liner Services), operating between South Africa, West Africa and Europe.

The mining house of Lonhro holds a 45 percent stake in SAILS.

Vaal River is owned by Universal Marine BV, and is the sixth of her class to be ordered by the Dutch company.

MSC sells some oldies

Mediterranean Shipping Company (MSC), the world's second largest container carrier has disposed of a number of its more elderly container ships. Among those sold for scrap are four 14,500-dwt 550-TEU vessels – **MSC FRANCESCA**, **MSC ARIANE**, **MSC VALERIA** and **MSC EMILIA S**, each of which traded for long periods on the African coast.

The four ships were built by Lûbecker Flenderwerke as tweendeckers equipped with Stülcken heavy lift derricks and went into operation between 1970 and 1971 for Hansa Linie , but were later converted for container only trade by MSC and placed in service on that company's Indian Ocean feeder trades.

Another once 'familiar face' in southern African waters that has been sold for scrap is **MSC CAMILLE**, one of five fully cellular sister ships built between 1969 – 1971 for Sweden's Johnson Line and deployed on the Europe – West Coast North America trades via the Panama Canal.

MOL launches world's largest iron ore carrier

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Mitsui OSK Line (MOL) last week launched and named the world's largest iron ore carrier, the 327,180-dwt **BRASIL MARU**, which was built at the Mitsui Engineering & Shipbuilding Co Chiba works. The new vessel is to be deployed between Brazil and Japan under a long-term contract with Nippon Steel Corporation.

She is the third MOL ship to carry the name **Brasil Maru** and the ceremony included as guests a ship's master and some passengers from the second Brazil Maru, a cargo/passenger ship launched in 1954.

The latest third generation **Brasil Maru** will enter service in 2008 and will be followed by an additional four similar VLOCs (very large ore carriers).

Brasil Maru is 340m in length and has a breadth of 60m and a draught of 21.13m. The ship will operate from the ore loading ports of Tubarao and Bonta de Madila in Brasil to discharge at Oita and Kimitsu in Japan. **source – AXS-Alphaliner and MOL**



The Chinese tug **DE ZHOU** seen moored in Willemstad (Curacao)

Photo : Kees Bustraan ©

Antwerpen krijgt nieuwe Chinadienst Zim

De Israëlische rederij Zim begint medio januari een eerste eigen containerdienst tussen het Verre Oosten en Noord-Europa. In tegenstelling tot wat de rederij eerder aankondigde, gaat ze niet met een of meerdere partners in zee.

De eerste afvaart wordt geboden met de voor twee rondreizen gehuurde APL Iris van 4.900 teu. Het schip vertrekt op 15 januari uit Shanghai en gaat daarna naar Xiamen, Shekou en Port Kelang. Bremerhaven wordt de eerste Europese aanloophaven, gevolgd door Antwerpen, Tilbury en Le Havre.

De keuze voor Antwerpen als enige directe aanloophaven in de Benelux heeft te maken met het feit dat de rederij mede-aandeelhouder is van de terminal Antwerp Gateway aan het Deurganckdok. De APL Iris wordt daar op Valentijnsdag verwacht.

Zim zet acht schepen in en kan zo vanaf de start een wekelijkse afvaart bieden. Na de APL Iris volgt de gecharterde Hyundai Baron (4.650 teu). In de eigen vloot vond Zim zes schepen van 4.250 teu. Vier daarvan komen uit de gezamenlijke dienst met Evergreen tussen het Verre Oosten en de oostkust van Noord-Amerika. Die wordt begin volgend jaar gestaakt.

Zim is nu al actief tussen Noord-Europa en het Verre Oosten op basis van een slotcharterakkoord bij China Shipping. Een vergelijkbaar akkoord met CSAV-Norasia werd opgezegd. De Israëlische rederij heeft grootse plannen op deze trade. In 2009 worden de huidige schepen vervangen door nieuwbouwschepen van 8.200 tot 10.700 teu en nog eens drie jaar later komen eenheden van 12.500 teu in de vaart. **Bron : Nieuwsblad Transport**

MOVEMENTS



The **SLUISGRACHT** outward bound from Rotterdam

Photo : Nico Ouwehand ©

The SEVAN HUMMINGBIRD is due to depart from Keppel-Verolme in Rotterdam-Botlek Saturday 15-12 morning, the transport is expected to be at the river around 07:30, where the tugs will be connected

AIRCRAFT / AIRPORT NEWS

Apache veroorzaakt enorme chaos na crash

Een Apache gevechtshelikopter van de Koninklijke Luchtmacht heeft woensdagavond een enorme chaos veroorzaakt in de Bommelerwaard. Even na 19.00 uur raakte de helikopter van de vliegbasis Gilze-Rijen tijdens een oefenvlucht

kabels van hoogspanningsmasten van Nuon boven de Waal ter hoogte van Hurwenen. Daardoor viel de stroom in een groot deel van het Gelders rivierengebied uit.

CHC Helicopter shares up after higher second-quarter profit posted

Shares of CHC Helicopter Corp. traded higher Wednesday after the company reported its second-quarter profit rose 28 per cent, thanks to higher revenues and despite a soaring loonie.



Photo : Piet Sinke ©

Shares in the Vancouver-based helicopter company were up \$1.07 or five per cent at \$22.27 on the Toronto Stock Exchange.

After the close of markets Tuesday, the company reported a profit of \$11.4 million or 25 cents per share in the quarter, compared with earnings of \$8.9 million or 20 cents per share last year.

Revenues for the quarter ended Oct. 31 were \$318 million, compared with \$273 million last year.

"The company achieved increases of 17 per cent in

revenue and 21 per cent in operating income, despite the fact that the Canadian dollar reached record highs during the second quarter, which had a significant impact on the company's Canadian-dollar reported results," CHC said.

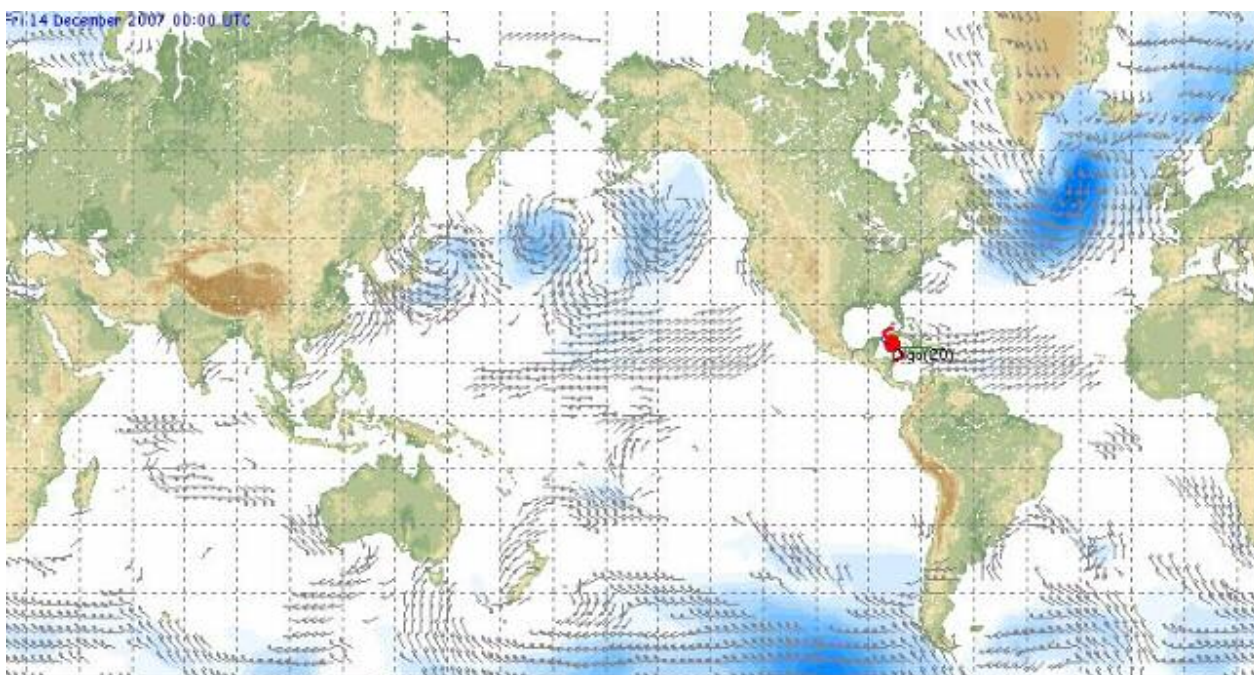
CHC said an expansion of its fleet also helped revenues rise. In the second quarter, it added three aircraft and replaced five older ones. **Source : Canadian Press**

MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 290



The **QUEEN VICTORIA** seen moored alongside at the Rotterdam Cruise Terminal,
The agent in Rotterdam for the vessel was **Inchcape Shipping Services**
Photo : Piet Sinke ©

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