

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 056



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SVITZERS Ocean Going tug "SINGAPORE" seen riding high off East London (SA)
Photo's : via Capt. Gerrit Verschoor

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The newbuilding **AIDAbella** seen after her un-docking at the Jos Meyer werft in Papenburg (Germany)
Photo : Patrick Blankwaard ©

Death toll rises in Brazil ferry wreck

Search crews have plucked the bodies of two more victims of a ferryboat wreck from the Amazon River, Brazilian media reported, raising to 16 the number of dead after the vessel collided with a barge and sank.

The **Almirante Monteiro**, a two-storey wooden ferry carrying more than 100 people, sank before dawn on Thursday near the isolated town of Itacoatiara in the jungle state of Amazonas. Ninety-two people were rescued.

Officials say many of the dead were asleep in cabins inside the vessel and were unable to get out before it sank, while passengers in hammocks on the deck fared better.

Search teams had previously recovered 14 bodies, and two more victims were found on Saturday, according to several news outlets including the website of the Folha de Sao Paulo newspaper. As many as four people may still be missing, Folha said. Authorities say they have conflicting reports of how many people were on board. A precise number may be impossible to determine because river ferries act like buses along the Amazon, constantly stopping to take passengers on or drop them off.

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An investigation into the cause of the collision will take about three months, according to a report from G1, the website of Globo TV.



The tug **ALPHONSE LETZER** with the **ZWERVER 1** in the background, pictured in India where they are assisting with the Allseas gas pipeline laying project. The use of these vessel is making the anchor handling of the work barge **Tog Mor** much easier – **Photo : Howard Baker ©**

Filipino Oil Theft

Five Filipino seamen were arraigned before a court in Ghana for allegedly stealing 73,900 barrels of crude oil worth \$7 million. News site Ghanaian Chronicle reported over the weekend that the crude oil belonged to the Saltpond Offshore Producing Company Limited.

Arraigned were engineers Epifacino Moran Jio, Iloefonso Pagay Pama; Felix Borre Climaco; and captains Leonardo Planes Abrinica and Danilo Bagasol Bueno. The five worked for Saltpond. Epifacino remains at large.

The court presided over by Justice Ofori-Atta adjourned the case on the request of an attorney general who was served with a habeas corpus order. Musah Ahmed, counsel for the accused, filed the habeas corpus writ against the attorney general to compel him to produce four of the accused Filipinos.

The court has not yet taken the plea of the accused who were charged with stealing. They were arrested last February 6 in Lagos, Nigeria, and were brought to Ghana. Initial investigation showed the crude oil was loaded on a vessel commanded by Jio, which left Ghana.

The oil has yet to be retrieved. The Court has adjourned hearing for the case until February 26. **Source : ShipTalk**

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Onderbemand duwstel stilgelegd op Westerschelde

De Waterpolitie van het Korps landelijke politiediensten (KLPD) uit Vlissingen heeft zaterdag 23 februari in Terneuzen een duwstel stilgelegd omdat slechts de helft van de voorgeschreven bemanning aan boord was. De duwboot, met twee geladen duwbakken ervoor gekoppeld, mocht pas weer vertrekken als de bemanning compleet was.

Omstreeks 10.00 uur ging de Waterpolitie voor een controle op de vaar- en rusttijden aan boord van het duwstel. De twee duwbakken waren geladen met kunstmest en bestemd voor Terneuzen en Gent. Bij de controle zag de Waterpolitie in het vaartijdenboek dat het duwstel volgens de exploitatiewijze B voer waardoor het met de voorgeschreven bemanning 24 uur per dag mocht varen. De bemanning dient dan te bestaan uit twee schippers, een stuurman, een matroos, een lichtmatroos en een machinist of matroos-motordrijver. Bij controle aan boord bleek echter dat er slechts één schipper, een stuurman en een matroos aan boord was.

Tegen de schipper, een 62-jarige man uit Amsterdam, werd proces-verbaal opgemaakt. Omdat slechts de helft van de bemanning aan boord was kreeg hij ook het bevel de vaart te staken en pas te hervatten als de bemanning aan de regels voldeed. De schipper meerde zijn duwstel af bij de Westsluis. **Bron : Vaart !**



The **MAERSK BELLAWAN** is renamed in the port of Antwerp and seen Monday as the **BELLA 1**, and flying the Panamanian flag, outward bound at the Westerscheldt River

Photo top : Henk de Winde ©

Toxic ship on the way to Guam?

A TUG towing a disabled cruise liner loaded with polychlorinated biphenyls or PCB and asbestos is reportedly on its way to Guam to refuel here after being refused entry in Hawaii. The **SS Independence** -- now called the **Oceanic** -- is being towed by the tug ship **Pacific Hickory**, which needs to refuel before heading toward India, where the 57-year-old contaminated liner will be scrapped.

KITV News in Hawaii reported that the tug ship was headed to Guam, towing the **SS Independence**.

Activist and former senator Hope Cristobal has asked the Guam Environmental Protection Agency to stop both ships from coming anywhere near Guam. "The ship was refused entry into the Hawaii by the State of Hawaii EPA because it poses too much health risk. Now, it is being towed toward Guam. We have reason to be very concerned," Cristobal said.

"Just to get it near Guam will be very dangerous. We don't want to die here. If the tug ship needs to refuel, it needs to refuel out in the ocean and away from Guam," she added. GEPA public information officer Tammy Anderson said the agency was not aware of the possible arrival of the ships.

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Port officials were not available for confirmation. The international activist group called **Save the Classic Liners** has urged the U.S. Coast Guard and EPA to impound **SS Independence**, warning that breaking it down in Asia would release toxic PCBs and asbestos.

SS Independence, which was one of the prides of the U.S. flag merchant marine, was built in Quincy, Mass., by Bethlehem Steel and launched in 1950. It made its maiden voyage from New York on a cruise to the Mediterranean 57 years ago this month. Its operator, American Hawaiian Cruises, went bankrupt when tourism dropped after the 2001 terrorist attacks.

According to the global toxic trade watchdog organization, Basel Action Network or BAN, SS Independence was purchased by NCL in 2003. In 2005 ownership was transferred to what is believed to be a shell company known as California Manufacturing Corporation.

The historic ocean liner had its final voyage from Honolulu, arriving in San Francisco on Nov. 8, 2001 and has since mothballed in the berth. It was towed out of its berth on the San Francisco waterfront last week, and is now on its way to Asia. BAN told the US EPA, the US Coast Guard, and the Department of Justice that the departure of the ship breaches US and international laws that ban international shipment of toxic waste.

According to BAN, a vessel of the type and vintage as the **SS Independence** contains large quantities of PCBs and lung-damaging asbestos. **Source : Marianas Variety**



The **ZHEN HUA 10** completed discharging the container crane in Bremerhaven and departed for Valencia to discharge the last crane onboard before proceeding back to Shanghai - **Photo : Bas van Hoorn ©**

SADDAM'S YACHT LOOKS PLAIN BUT...

WHAT'S ONBOARD: Missile launcher Secret passage to 'mini-submarine' Bulletproof windows

IN the azure waters of the Nice harbour in France, this plain-looking yacht is anchored waiting for a buyer.

If you are willing to shell out US\$35million (\$49m), it could be yours. It comes with its own hospital, helipad, swimming pools, a missile launcher and a mini-submarine.

Ideal for a head of state.

But there is one catch. The sale of the **Ocean Breeze**, formerly the **Qadisiyah Saddam**, may not be a simple affair.

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The 82m yacht once belonged to the late Iraqi dictator Saddam Hussein. Now, a Cayman Islands-based company is trying to sell the yacht on behalf of unknown people. The Iraqi government claims the yacht rightfully belongs to Iraq. It has just won an important legal battle in the Nice commercial court. The sale of the **Ocean Breeze** has been frozen

under French law until its ownership is established.

A court hearing will likely be held in March to determine the rightful owner, reported AP.

Viewing is strictly forbidden, but several photos of the interior on the Internet site of Nigel Burgess, the company tasked with selling the yacht, show an opulent Middle East-style decor in blue and gold hues that match the azure sea at sunset.

Saddam never used the yacht he had built in 1981, according to MrArdavan Amir-Aslani, a lawyer representing the Iraqi government. In fact, it barely spent time in Iraqi waters. As war with Iran raged on, the vessel was moved to the safety of Saudi Arabia's Red Sea port of Jeddah in 1986.



The vessel reportedly remained at Jeddah until last year, when it showed up in Nice with a new name, Ocean Breeze, embossed on its streamlined white hull, MrAmir-Aslani said. 'The yacht was ordered and paid for by the Iraqi government at the beginning. That is certain,' the lawyer told AP. Now, the Iraqis believe the vessel 'may belong to Saddam's entourage'.

The vessel, however, has a Caribbean connection. A 'legal entity' incorporated in the Cayman Islands claims to own the boat, the lawyer said, but it is hiding the 'beneficial owner'. Whom that may be 'is what we need to discover'.

According to an account in the French daily Le Figaro, corroborated by MrAmir-Aslani, the **Ocean Breeze** is made for a 35-member crew. It has about 10 rooms, several salons with large-screen TVs, pools, saunas, gold plumbing fixtures, a prayer room and a portable helicopter pad.

Less glamorous but more telling of Saddam's real-world concerns are the bulletproof windows, a missile-launching system - disarmed - and a secret passage leading to a mini-submarine for escape if the vessel comes under attack. It was unclear whether the mini-submarine is still part of the yacht, but the Le Figaro account implied that it is.

'We understand the attraction of the history behind this vessel,' MsAlev Karagulle of Nigel Burgess Yachts said.

But its owners have ordered that 'absolutely no information' is to be given to the media, she said. Asked whether the owners contest the Iraqi government claim, she said: 'I don't really know. They haven't commented on the situation.' Some unconfirmed reports claim the yacht was given to the king of Saudi Arabia, renamed **Al-Yamamah** and then passed on to the Jordanian monarch. The Iraqi government attorney said the Nice commercial court was expected to convene in March, though a date has not been set.

If another owner, or his legal representative, does not show up, 'it will make our job easier... The court will only hear our arguments,' the attorney said.

MsKaragulle said she felt 'sure' the owners' representatives would attend. **Source : Electric New paper**



The **SALVICEROY** seen anchored off Singapore

Photo : Andre Korver ©

APS: Binnenvaart brandstof co2mpetitie van start bij Marin

Het **Platform VoortVarend Besparen** organiseert van 3 maart tot en met 27 april de **BINNENVAART BRANDSTOF CO2MPETITIE**. In deze competitie strijden binnenvaartschepen en -bedrijven om de titel 'Meest besparende binnenvaartonderneming'. Het schip en team die aan het einde van de competitie, ten opzichte van vorig jaar, de grootste brandstofbesparing hebben gerealiseerd, winnen de eretitel en een prijs voor de hele bemanning. Op maandag 25 februari organiseert het **Platform VoortVarend Besparen** samen met MARIN de Captainsbriefing. Tijdens de Captainsbriefing krijgen de deelnemende schippers uitleg over de wedstrijd en op de 360 graden grote brugsimulator kunnen zij oefenen en elkaar de loef afsteken.

Het **Platform VoortVarend Besparen** richt zich op het vaargedrag van schippers. Tips om zuinig te varen komen dan ook uitgebreid aan bod tijdens de briefing. Als maritiem onderzoeksinstituut ondersteunt MARIN het initiatief van het platform. Brandstofbesparing is bij het instituut een belangrijk aspect dat binnen diverse nationale en internationale projecten volop de aandacht krijgt. Zij bieden ook de binnenvaart een unieke combinatie van simulaties, modeltesten, metingen op ware grootte en trainingen van scheepsbemanning. MARIN presenteert tijdens de briefing de technische mogelijkheden om brandstof te besparen en gaat in op de diverse soorten onderzoek die voor de binnenvaart een belangrijke rol spelen.

Wat bij de competitie zelf, door verschillende schepen, lading en reizen, onmogelijk is, kan tijdens de Captainsbriefing wel: onder gelijke omstandigheden tegen elkaar 'varen'. MARIN heeft hiervoor op basis van bestaande scenario's een speciale 'run' ontwikkeld. Speciaal voor de Captainsbriefing is de brugsimulator aangepast zodat ook het brandstofgebruik inzichtelijk wordt. Op deze manier kunnen schippers laten zien hoe zuinig zij kunnen varen en dat onderling vergelijken. In een 'run' van 10 minuten krijgen zij de opdracht om het schip met een zo laag mogelijk brandstofverbruik een sluis binnen te varen. Deze strijd wordt tijdens de Captainsbriefing al beslist met uitreiking van de prijs voor 'Best Sim Captain'.

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Bij de **BINNENVAART BRANDSTOF CO2MPETITIE** is rekening gehouden met de verschillen tussen schepen, ladingen en routes. Daarom is gekozen voor een methodiek waarbij de prestaties van dezelfde schepen uit het verleden (2007) worden vergeleken met hun prestaties tijdens de competitieweken. De competitie is opgedeeld in drie klasseringen: het scheepsklassement, het dienstenklassement en het ondernemingsklassement. De competitie vindt plaats over de geplande vaarreizen en routine taken, er is dus geen sprake van een vast af te leggen traject start- of finishlijn. Op de website www.voortvarendbesparen.nl worden de tussenstanden bijgehouden en de prijsuitreiking vindt plaats op 8 mei tijdens de Construction & Shipping Industry beurs in Gorinchem.

De competitie is voor schippers en bedrijven een echte uitdaging. De deelnemers (nu 38 schepen) zijn erop gebrand om goed te presteren. Naast de eer is het immers ook uit milieu- en kostenoverwegingen heel belangrijk om zuinig te varen. Het Platform is er dan ook van overtuigd dat meerderheid van de deelnemers een besparing laten zien ten opzichte van vorig jaar, ook al is brandstofbesparing bij alle deelnemers al jaren een aandachtspunt. Wanneer de deelnemers zich nu nog kunnen verbeteren is dit een geweldige opsteker voor alle schippers: het laat zien hoeveel brandstof er nog extra te besparen is.

In november 2007 is het **Platform VoortVarend Besparen** opgericht. Doel is een brandstofbesparing in de binnenvaartsector van 5% te realiseren in 2010. Het **Platform VoortVarend Besparen** bestaat uit: Danser Group, het CBRB, Koninklijke Schuttevaer, Kantoor Binnenvaart, Ronald Versloot- V.O.F. Commander Tankscheepvaartbedrijf, ThyssenKrupp Veerhaven B.V., Vopak Barging Europe B.V.en Wijgula B.V.. Het Platform wordt gefaciliteerd door het ministerie van Verkeer en Waterstaat en SenterNovem. Meer informatie over brandstof besparen en de activiteiten van het platform is te vinden op de website www.voortvarendbesparen.nl.

Russia calls for release of cargo ship, crew from North Korea

North Korean authorities were holding a Russian cargo ship and the 25 people aboard Sunday after the vessel violated the sea border of the isolated country, a Russian diplomat said.

North Korean Coast Guards detained the **Lidia Demesh** on Saturday after it approached the coastline while en route from Japan to the Russian port of Vladivostok with a cargo of automobiles, Russian media reported.

The consul in the North Korean city of Chongjin, Yevgeny Valkovich, said North Korean authorities told him he could not meet with the captain and crew until their investigation into the incident is complete. But said he hoped the ship, being held at the port in Kimchaek on the Sea of Japan, would be released soon.

"I hope this situation will be resolved soon, because there is no serious reason for the ship's detention," Valkovich told state-run Vesti-24 television by phone. He said the authorities had acknowledged that the ship was forced close to shore by a storm.

"Our Korean friends have said that there was in fact a powerful storm in the area, which was the reason ... for the border violation," Valkovich said.

The head of the Russian shipping company Kamchatmorflot, Konstantin Zhukov, said the ship's food supplies would run out in five days and that the company had appealed to Russian and North Korean diplomats to secure its release, the Interfax news agency reported.

Valkovich said North Korean authorities would likely provide the crew with food if necessary, the RIA-Novosti news agency reported. In 2005, a Russian cargo ship and its crew of 14 were held for more than two weeks by North Korean authorities after dropping anchor offshore. **Source : canadianpress**



The **KOCHNEV** seen in IJmuiden loaded with 3 yachts
Photo : Jos Haver ©

Uganda incurs huge loss in multi million ship contract

Uganda will not have any more ships purposely built after its first such project, the construction of mv **Kalangala** by Damen Shipyards of The Netherlands, led to massive losses.

Charles Muganzi, Permanent Secretary in the Ministry of Works and Construction, told the Public Accounts Committee that the government would instead buy ships.

The PS said lack of experience and expertise were to blame.

"Building a ship is as complex as building an aircraft. This was our first large project, and we abandoned the whole idea because it is uneconomical," said Muganzi, who was appearing before MPs to respond to queries raised in the Auditor General's report for the financial year ended June 30, 2006.

Mv Kalangala, pledged by President Yoweri Museveni during his campaigns, cost Ush12.5bn (\$7m).

According to the Auditor General, the government exposed itself to losses after it hired the manufacturer to test-run the ship for two years instead of hiring an independent firm for the task. Damen made trial runs at a monthly fee of USh261m (\$149,000). The arrangement was taken as an extension and variation of the original contract. The contractor's management fees also catered for fuel and lubricants, insurance cover, crew remuneration, technical assistance and safety management.

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But the Auditor General queried the transaction, saying the total annual fees were too high compared with what the vessel earned. In some correspondences, the contracts committee criticised the government for overlooking the insertion of the provision of trial runs in the agreement.

However, the Works and Transport Ministry argued: "This contract fee compares well with baseline costs for MV **Kalangala** of Ush224.8m per month computed by the ministry. The negotiated amount was also far below the 25 per cent threshold that would normally be acceptable for a variation on the contract."

But Muganzi later acknowledged that the ship was not making money, adding, "The government should not get involved in business. We cannot tell whether we are going to lose money or not. We are not trained for that. Shipping in Uganda isn't a common business," the PS said.

Muganzi also revealed that the government had a problem with the vessel's insurance.

"We did not know that reforms had taken place in insurance. We did not have the expertise to get insurance cover. It was not easy for us to walk in and just get insurance," he said. He said the government later contracted an insurance broker, Alexander Forbes, who obtained an insurance cover for the ship.

To cut losses, the government later contracted the management of mv **Kalangala** to a local firm, Mulwooza and Brothers, for three years from June 2007.

"At least we are now collecting some revenue. Financially, the private operator has narrowed the gap between the cost of operations and revenue collection," he said. The PS estimated that the private firm collected US\$215m (\$122,857) in the first quarter of operations that ended September 2007.

"Although this was only 80 per cent of the projected revenue (\$152,571m), the amount is almost double that collected during trial runs. "There has been an improvement in the management of the vessel since the long-term private operator was contracted," the works ministry said in its response to the AG's report.

But the PAC chairman, Nandala Mafabi, insisted that the government had incurred huge losses, citing a case in which a fuel gauge was stolen from the ship while it was under Damen's management.

Uganda's lake transport has been poor since the ferry mv **Kabalega** sank in 2005 and two others, mv **Kaawa** and mv **Pamba**, were withdrawn for not being seaworthy. They are still grounded. [Source ; nationmedia](#)

Ferries off as runaway ship is repaired

FERRIES between Tyneside and Amsterdam have been cancelled this week while repairs are carried out on a runaway ship. The 30,000-tonne DFDS Seaways vessel, **King of Scandinavia**, crashed into an oil platform on Friday after it was torn from its moorings when freak winds battered the North East. Several ropes tethering the ferry in North Shields snapped, causing it to break free and drift towards the south side of the Tyne.

No passengers were on board at the time and no crew members were injured. But due to damage to one side of the ship and the repair work needed, the vessel will be out of action until Saturday.

A sailing from Newcastle to Ijmuiden, near Amsterdam, was cancelled yesterday evening, and departures from North Shields, due at 5.30pm tomorrow and Thursday, have been called off. Trips scheduled to depart from Ijmuiden at 6pm today, Wednesday and Friday, will also not take place.

John Crummie, UK managing director of DFDS Seaways, said: "We are advising that due to repairs required to the King of Scandinavia following a weather-related accident which occurred on Friday, the sailings are being cancelled.

"DFDS Seaways wish to apologise for any inconvenience caused." The next scheduled departure is from Newcastle on Saturday. Now an investigation is under way following the crash into the decommissioned oil rig.

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An emergency maritime operation was launched just after 1.30pm on Friday. Three tug boats were scrambled by the Port of Tyne authority to hold the ship back as ferocious winds battered the ferry. It was then towed back to a river berth.

The **Northern Producer** rig, at McNulty's shipyard in Commercial Road, South Shields, was not damaged. Dave Scott, 45, a machine operator, of Wallsend, said he saw the ship floating down the Tyne. He added: "We were doing some work in the DFDS Port and it looked like the boat broke her moorings and then turned and went nose forwards down the river.

"Then it was all hands on deck while they got her sorted out. They did eventually, though, and she was moored up on the south side of the river. "We all thought it was the weather. I've worked down here a few times and I've never seen anything like it."

Last Tuesday, the ferry was cancelled due to technical difficulties, leaving passengers stranded in Amsterdam. The ship was due to leave Amsterdam at 5.30pm but developed problems with its alarm system.

Source : chroniclelive.co.uk

Cruise ship returns with more than 100 sick passengers

A Holland America cruise ship returned Monday from a 10-day trip to Mexico with at least 104 passengers and six crew members suffering from a gastrointestinal illness. The passengers and crew members came down with Norwalk-like virus or NLV, which can produce vomiting and diarrhoea and lasts about 24 to 48 hours, said Holland America Line spokesman Erik Elvejord.

The **Ryndam** was carrying 1,226 passengers and 556 crew members and had visited several ports in Mexico's Sea of Cortez. It left San Diego on Feb. 15 and arrived back about 7 a.m. Monday with all but one of its passengers onboard, Elvejord said.

One woman was medically evacuated in Cabo San Lucas due to an unrelated event, Elvejord said. The ship was operating under what is called "code red" conditions – protocol undertaken by the ship's crew to alert passengers not to touch common areas because the illness is spread through contact, Elvejord said.

Under the protocol, the crew washes down anything that passengers touch and does not allow self-serving at salad bars. They also instruct everyone to wash their hands frequently.

Passengers who were sick were asked to stay in their cabins for the duration of their illness and will be compensated \$100 per day. Elvejord said. The ship is scheduled to leave on another Mexico cruise today at 5 p.m. after cleaning crews conduct a "super-sanitization" of the vessel, Elvejord said.

Anyone who does not want to board the ship can get a refund, Elvejord said. Source : signonsandiego

UK. RNLi Lifeboat College creates storm for new series of American sitcom

The sea survival pool at The Lifeboat College – normally used to train RNLi lifeboat crews – has featured in an advertising campaign for the new series of an American sitcom.

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Film-makers used the sea survival pool for an advert promoting the new series of American comedy 'Two And A Half Men', which starts on Monday 25 February on Paramount Comedy.

Creative agency Brothers and Sisters devised a story about a fictional character, Big Bill McGill, who made a solo voyage across the Atlantic. They used the sea survival pool at The Lifeboat College to create realistic storm conditions, complete with lightening, wind and waves.

It is not the first time, film-makers used the sea survival pool to give the impression of being out at sea. Its unique facilities have been used many other broadcaster, including BBC and Discovery Channel.

Julie Mottisfont, Marketing Manager at The Lifeboat College, says: 'The sea survival pool is used to train volunteer lifeboat crews by recreating the sort of conditions they could face when saving lives at sea. It's not only film-makers who see how realistic it can be. Corporate clients can also find out by taking the RNLi Sea Survival Experience at The Lifeboat College, an unforgettable team-building event.' **Source : BYM Marine & Maritime News**



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Petercam verhoogt advies Smit Internationale

Zakenbank Petercam heeft zijn advies voor bergingsbedrijf Smit Internationale maandag verhoogd van 'sell' naar 'hold'. Het koersdoel wordt verlaagd van 74 naar 72 euro. De koers van het aandeel is sinds het 'sell'-advies bijna 17 procent in waarde gedaald, waardoor volgens de bank nu een 'hold'-advies gerechtvaardigd is. "Het huidige koersdoel is het resultaat van een lagere waardering van branchegenoten en een mogelijk hoger bod van Boskalis", aldus een analist van de bank.

Volgens Petercam is er 25 procent kans, dat Boskalis en zijn Saudische partner Rezayat Group een hoger bod op tafel leggen voor de terminaldivisie van Smit Internationale. De twee hebben er nu 300 miljoen dollar voor over.

Maandag om 16.35 uur noteerde het aandeel 4,7 procent hoger op 58,00 euro. **Bron: De Financieele Telegraaf**

Two rescued after lifeboat capsizes

TWO lifeboat crew were winched to safety off the Donegal coast Monday morning after their vessel capsized during a routine training exercise. The men were airlifted from rough seas about 600 metres from the coast at Bundoran by the coastguard helicopter based at Strandhill, Sligo.

A third RNLi crew member was washed ashore with the inshore lifeboat near Tullan Strand. The men, who had been in the water for approximately half an hour, were taken to Sligo General Hospital as a precautionary measure but did not sustain any injuries.

Malin Head Coast Guard station, which coordinated the rescue, was alerted via a 999 call at 11.18am. Lifeboats at Ballyglass near Belmullet in Co Mayo and at Killybegs were launched and attended the scene. The coastguard helicopter, which was on its way back from an exercise off Portrush, Co Antrim diverted to the area and brought the rescued men to Sligo General Hospital.

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A coastguard spokesman said there was a heavy swell close to shore with winds between force four and five -- up to 30 kilometres per hour -- when the lifeboat capsized. This is the second incident so far this year in which RNLI crew had to be rescued during an operation at sea. Last month, the Portrush lifeboat **Katie Hannan** ran aground on rocks off Rathlin Island after it was launched to go to the aid of three fishermen whose boat got into difficulties off Rathlin Island.

The 40-ton Severn class vessel was hit by a freak wave and thrown onto rocks where it remained for 17 days at the mercy of the seas. **Source : Independent.ie**

Aantal grondingen loopt sterk op

Het aantal schadeclaims in de zeevaart is in 2007 nog aanzienlijk hoger uitgevallen dan in 2006, wat de P&I Clubs al beschouwden als een uitzonderlijk slecht jaar. Door de sterke groei van de droge-ladingvloot steeg het aantal ongevallen en waterverontreinigingen. Vooral het grote aantal schepen dat aan de grond liep viel op. Een dalende kwaliteit van de bemanning zou hierbij een rol spelen.

Door het tekort aan officieren wordt steeds sneller promotie gemaakt. Ook komt regelmatig fraude met diploma's voor.

De Britannia Club sprak van het jaar van de vastlopende schepen. Deze Club beschreef vijftien gevallen van aan de grond lopen, die elk claims van boven zeven miljoen opleverden met een uitschieter naar 31 miljoen dollar. De meest voorkomende redenen waren machineproblemen bij het aanlopen van een haven, zandbanken die niet of niet nauwkeurig waren aangegeven op de zeekaart, gebrekkige navigatie en in dertig procent was sprake van krabbende ankers.

Ongeveer twintig procent van de droge-ladingclaims komt van containerschepen en een groot deel hiervan is veroorzaakt door onjuiste stuwage en overgewicht. Containerschepen hebben weinig of geen mogelijkheden om het gewicht te controleren. **Bron: Weekblad Schuttevaer**

Smit wijst bod op terminaldivisie af

Smit Internationale wijst het bod van branchegenoot Lamnalco op zijn terminaldivisie af. Dat meldde de maritieme dienstverlener dinsdag.

Lamnalco, een gezamenlijke onderneming van baggeraar Boskalis en het Saudische Rezayat, bood maandag 300 miljoen dollar voor het bedrijfsonderdeel.

Volgens Smit past de terminaldivisie binnen zijn strategie. Het betreft "een stabiel bedrijf met een gestage groei", stelt het bedrijf in een persbericht. Bovendien profiteert het onderdeel volgens Smit van synergieën met de andere divisies. Het bedrijf vindt verkoop dan ook niet in het belang van investeerders.

CASUALTY REPORTING

Fishing crew abandon ship before it explodes

The crew of a fishing boat which caught fire and sank off the West Coast were lucky another vessel was in the area to pick them up, rescuers said. The crew of the **Santa Maria II** activated an emergency beacon on Saturday afternoon after the vessel caught fire 54km north-west of Westport. The Rescue Co-ordination Centre New Zealand (RCCNZ) sent helicopters from Greymouth and Wellington to help.

Mayday broadcasts on the maritime radio network also asked other vessels in the area to help.

As one of the helicopters was in the air, the centre received a call from the crew of the **Santa Maria II** saying they were safe on board the fishing boat Tempest after being rescued from their liferaft. Shortly after the men had abandoned their vessel, the **Santa Maria II** exploded and later sank.

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The **Santa Maria II** crew were taken to Nelson and arrived safely on Sunday night, the RCCNZ said. A spokesman said the men were "extremely lucky" the Tempest was nearby, particularly because the weather conditions were poor. "There were no injuries but they were shaken," the spokesman said.

"It just goes to show the importance of having a distress beacon on board for starters," he added. **Source :** stuff.co.nz

NAVY NEWS

CNO Visits Sub Base, PCU New Hampshire

Chief of Naval Operations (CNO) Adm. Gary Roughead visited New London Naval Submarine Base and General Dynamics' Electric Boat facility in Groton, Conn. on Feb. 21. During the visit, Roughead flooded the graving dock at the shipyard facility allowing Pre-commissioning Unit **New Hampshire (SSN 778)**, the fifth Virginia-class submarine, to be "launched" when it touched water for the first time.

Trips such as these allow CNO to see first-hand the design and manufacture of new ships and submarines. This was the latest in a series of visits to public and private shipbuilding facilities and will serve to inform the CNO's decision making as he builds the fleet of the future. "To me the submarine is the ultimate stealth weapon that we have and the capabilities that you bring are absolutely critical. That's why it was important for me to come down and visit the shipyard here where we're building the future," Roughead said.

Also on the trip, he held all hands calls with more than 1,200 Sailors. Roughead spoke to the Sailors about the rapid rise of submarine production among many of the world's maritime nations, making new submarines essential for the Navy. "The importance of the Virginia-class program to our Navy is absolutely critical. I'm pleased that in 2011 we will be able to get two boats a year, we will be able to start going down that path," CNO said. As important as the submarines are to the Navy, Roughead stressed the value of the Sailors who operate them. "The submarines that you operate and support...are among the most technologically advanced and most capable systems that we have, not just in the United States Navy...but in any military in the world," Roughead said.

Roughead said the visit was a valuable way for him to get a sense of how the Navy is meeting his priorities of current readiness, building a future force and taking care of Sailors, Navy civilians and their families. **Source : US Navy**



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Navy Logistics Ship Rescues 10 Iraqis

Military Sealift Command dry cargo/ammunition ship **USNS Sacagawea** rescued 10 Iraqi citizens from a sinking 250-ft. coastal tanker in the Central Arabian Gulf Friday, February 22. The Bahrain-based Maritime Liaison Office issued an alert that the North Korean-flagged vessel **MV Nadi** was sinking and that her crew needed assistance. **Nadi**, which was actively flooding, had been operating without power for a week and its crew members were suffering from dehydration and exhaustion.

Sacagawea, which was conducting logistics operations in the area, arrived on-scene to help shortly after the distress call was issued. Aircraft from **USS Truman's** Helicopter Anti-Submarine Squadron HS 7 picked up the seamen and delivered them to **Sacagawea** where they were examined by medical officers.

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On February 23 HS 7 transferred the Iraqi mariners to the UK's Royal Fleet Auxiliary landing dock ship **Cardigan Bay**. On February 24 the mariners were transferred to the Iraqi Navy for further transport to their country of origin. **USNS Sacagawea** is a U.S. government-owned ship crewed by 124 U.S. civil service mariners. MSC operates more than 110 noncombatant, civilian-crewed ships that deliver combat equipment to troops, strategically preposition combat cargo at sea around the world, re-supply Navy ships at sea, and perform a variety of other missions for the Department of Defense. **Source : MarineLink**

Argentina, Brazil to build N-submarine

Argentina and Brazil are to jointly build a nuclear-powered engine submarine by pooling their expertise in atomic technology with France. France is to assist them with designing of a non-nuclear submarine but the core of the joint venture cooperation on construction of nuclear engine will be shouldered by Brazil and Argentine, Brazilian Defense Minister Nelson Jobim said on Sunday.

The agreement to set up a joint uranium enrichment company to build a power-generating nuclear reactor to serve both countries was made on Friday in a meeting between Argentine President Cristina Fernandez and his Brazilian counterpart Luiz Inacio da Silva, known by his nickname Lula, he said. Brazil has the world's sixth largest reserves of nuclear fuel uranium while Argentina is the first South American country with a nuclear power industry.

Brazilian defense minister visited France in January to negotiate purchasing a Scorpene class diesel submarine that could be used as a model for the jointly manufactured submarine. **Source : Press TV**

US Nassau Strike Group Deploys

The **Nassau Strike Group (NASSG)**, with its more than 2,800 Sailors and Marines, deployed Feb. 19-20 for a regularly scheduled deployment to the Navy's 5th and 6th Fleet areas of operation in support of Maritime Security Operations (MSO).

Commanded by Capt. Robert G. Lineberry, commander, Amphibious Squadron Six, the NASSG is made up of the amphibious assault ship **USS Nassau (LHA 4)**; the amphibious transport dock ship **USS Nashville (LPD 13)**; the amphibious dock landing ship **USS Ashland (LSD 48)**; the guided-missile destroyers **USS Ross (DDG 71)** and **USS Bulkeley (DDG 84)**; the attack submarine **USS Albany (SSN 753)**; all homeported at Norfolk; and the guided-missile cruiser **USS Philippine Sea (CG 58)**, homeported at Mayport, Fla.

Philippine Sea departed from Mayport on Feb. 19, with **Ashland** deploying from Naval Amphibious Base Little Creek, Va., on the same day. The remaining ships departed Naval Station Norfolk on Feb. 20.

During the past few months, the strike group has conducted several training exercises and passed multiple certifications in its pre-deployment preparation cycle.

MSO helps set the conditions for security and stability in the maritime environment, as well as complement the counterterrorism and security efforts of regional nations. These operations seek to disrupt violent extremists' use of the maritime environment as a venue for attack or to transport personnel, weapons or other material.

While in theater, the strike group will also support the other tenets of the Navy's Maritime Strategy, which include forward presence, deterrence, sea control, power projection, and humanitarian assistance/disaster response. The Maritime Strategy represents a new vision for the 21st century and establishes new capabilities to codify longstanding challenges, while maintaining our focus on enduring missions. **Source : defencetalk**

Only Few Technical, Financial Issues

India and Russia have launched experts-level talks to thrash out the "few remaining" technical and financial issues pending on the upgrading of aircraft carrier **Gorshkov**.

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"Hectic efforts are on at all levels to resolve the issue of **Gorshkov**, which was discussed at the highest political level by President Vladimir Putin and Prime Minister Manmohan Singh, and now few remaining technical and financial issues are being discussed at experts level," Director of 2nd Asia Department of the Russian Foreign Ministry Alexander Maryasov said on Thursday.

Defence Secretary Vijay Singh is presently leading a high-level Indian delegation to Russia to carry out physical verification of additional refit work needed on the aircraft carrier to justify additional costs as claimed by Moscow. The 45,000 tonne displacement carrier was to have been delivered by August this year as per a USD 1.5 billion contract signed in 2005 but Russia stunned India in November by demanding an additional USD 1.2 billion for refitting and other works.

In a parallel development, RAC MiG Corporation announced on Thursday that it will deliver 16 MiG-29K fighters developed for **Gorshkov** to India by June this year. According to the initial agreement, 12 fighters and 4 fighter trainers were to be deployed on **Gorshkov** after its induction by the Indian navy as **INS Vikramaditya**. Source : [defencetalk](#).

Atago officer failed to act on information about fishing fleet

A senior officer aboard the Aegis destroyer **Atago** was informed of an approaching fishing fleet on Feb. 19 but did not issue immediate orders to take steps to prevent the risk of a collision, sources said.



Left : DDG 177 OTAGO

Crew members preparing for a shift change told the duty officer and others about the fishing boats at least 12 minutes before the Maritime Self-Defense destroyer hit a fishing boat.

But the officer failed to issue the instructions until one minute before the **Atago** sliced the fishing vessel **Seitoku Maru** in two, the sources close to the Japan Coast Guard investigation said.

Two fishermen aboard the **Seitoku Maru** remain missing. Coast Guard investigators are questioning the **Atago** crew about the collision, which occurred about 40 kilometers off Nojimizaki, Chiba Prefecture, at 4:07 a.m. on Feb. 19. They are also trying to determine if the duty officer was negligent, the sources said. The duty officer directs the navigation of the ship on behalf of the ship's captain. The duty officer normally should have been aware of the positions of all approaching vessels and ordered steps to avoid an accident.

The crew, including members on the bridge and at the combat information center, changed shifts at 3:55 a.m., 12 minutes before the **Atago** hit the **Seitoku Maru**. The duty officer and seven other crew members, including a radar officer and a steering officer, were on the Atago's bridge. Two other crew members stood watch on either side of the bridge. According to accounts given by crew members, the senior officer who took over the watch duty around 3:55 a.m. was briefed about the approaching fishing fleet by the outgoing team.

But a crew member who stood watch on the new shift told coast guard investigators he "didn't feel any urgency" at that time because he assumed the fleet would "pass behind the destroyer." The arriving duty officer did not instruct the steering crew to take action until just before the collision. The **Atago** was travelling at 10 knots, or 18 kph, on autopilot until that time.

Investigators believe the accident was caused by errors in judgment on the part of the **Atago** crew, including keeping the ship on automatic pilot while traversing waters known to be busy with traffic, the sources said.

The Coast Guard also suspects the crew had several opportunities to avert the collision, they said. According to regulations, each duty officer in charge of navigating MSDF vessels is required to respond to an emergency by issuing instructions on behalf of the ship's captain.

Pakistan Navy hands over command of Task Force 150 to French navy

Pakistan Navy Commodore Khan Hasham Bin Saddique handed over command of Combined Task Force 150 to French Navy Rear Admiral J L Kerignard during an impressive and colourful change of command ceremony onboard Pakistan Navy Ship **Tippu Sultan**. The ceremony was attended by high ranking military and civilian officials from different countries. A 5-member delegation from Pakistan led by Vice Admiral Saleem Ahmad Meenai HI (M) also graced the occasion.

The ceremony successfully marks the end of Pakistan Navy's second tenure of command of Combined Task Force 150 which conducts Maritime Security Operation (MSO) in the Gulf of Aden, Gulf of Oman, Arabian Sea, Red Sea and part of the Indian Ocean.

Combined Task Force 150 comprises warships from coalition nations, including France, Germany, Pakistan, Canada, United Kingdom and the US, under Commodore Khan Hasham, units of Task Force 150 conducted a number of coordinated patrols throughout the area of responsibility with variety of objectives, all aimed at building a stable and lawful maritime order that allows maritime community to undertake legitimate activities freely and unhindered.

Besides, the Task Force units heeded to mariner's call by those in peril and rescued many civilian mariners.

In his farewell speech. Commodore Hasham said. "We as representative of Pakistan Navy feel proud for having contributed while heatedly and to the best of our abilities to advance the cause of Maritime Security and Stability in areas which are undoubtedly most important for economic prosperity and well being of the world.

" Highlighting the importance of ensuring free flow of trade through the oceans, he said that, "the security and economic prosperity of the world are intertwined through the oceans, the great highways that carry the life blood of global system. "Pakistan is playing a key role as a frontline state in fight against terrorists elements. Innumerable sacrifices made by Pakistan Armed forces need the recognition they deserve. Pakistan Navy on its part is fulfilling her obligation at sea and beyond despite scarce resources.

The command of Task Force - 150 for the second time is indeed a manifestation of Pakistan Navy's continued commitment to support coalition efforts to maintain peace and lawful maritime order at sea. It is also an apt recognition of Pakistan Navy's professional prowess," said the outgoing Commander.

He expressed confidence in turning over Command of Task Force 150 to very competent hands. "I am handing over to an experienced and true professional. I am sure under his command TF-150 will progress further and explore new avenues of success. I wish him best of luck." said Commodore Hasham. **Source : app.com.pk**

SHIPYARD NEWS

VOSTA LMG receives an order for a CSD750

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VOSTA LMG has been awarded a contract for a CSD750 cutter suction dredger by International Seaport Dredging Ltd, a joint venture between Belgian dredging major Dredging International (part of DEME group) and the Indian construction giant Larsen & Toubro.

The dredge will be used for dredging projects throughout India due to the growing demand from the Indian market for dredging operations.

The monohull cutter suction dredger has been designed in close co-operation with the client and can be operated in shallow waters. It will be equipped with a VOSTA LMG underwater dredge pump and inboard pump - both type VL750 - plus a hydraulically driven VOSTA T2 cutter head and a VOSTA LMG wire system spud carrier.

Unique for the Indian cutter suction fleet is that the main power is generated by SKL diesel engines, which can run on HFO for a better economic efficiency.

The CSD will be equipped with the latest VOSTA LMG cutting and pumping technology. The cutter ladder will be fitted with the VOSTA LMG patented T2 designed teeth which are based on the existing VOSTA LMG T4 and T6 designs, but recently specifically developed for smaller cutter dredgers.

The main characteristics of the dredge are a length over deck of 60m, total length of 73m, discharge pipeline diameter of 750mm, dredging depth of -3 to -20m, cutter power of 750kW, and a total installed power of 6,310kW.

Accommodation is provided for 15 people. The dredge is being built and tested in Malaysia, by VOSTA LMG and its partner Vantage Co. **Source : Dredging News Online**



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Hyundai Mipo wins \$602 million ship orders from Europe

Hyundai Mipo Dockyard Co Ltd said on Monday it had received ship orders totalling 570.1 billion won (\$601.9 million) from Europe.

The South Korean shipbuilder disclosed the contracts to make eight ships in filings to the local stock exchange, without naming the partners. **Source : The India Times**

ROUTE, PORTS & SERVICES Eimskip-topman stapt op

Eimskip-topman Baldur Gudnason is met onmiddellijke ingang opgestapt. De tweede man van de IJslandse rederij, Stefan Agust Magnusson, neemt de rol van CEO tot nader order over. Gudnason beweert in een verklaring dat hij bij Eimskip, dat de laatste jaren aan de weg heeft getimmerd in het wereldwijde koelvervoer, alles heeft bereikt wat hij zich ten doel had gesteld en dat het tijd is voor 'andere projecten'. **Bron : Nieuwsblad Transport**



Starclass Yacht transport organized the transport of a classic house boat from Rotterdam to Stockholm and used **MV Trans Frey**, which is under charter of the Swedish Shipping company Transatlantic. The golden oldie was loaded Saturday at the Mammoet Yard in Schiedam, and the dimensions are 33 x 6.70 meters with a weight of 116 tons. The boat was built around 1930 for an owner of a dredging company in the south of Holland, so he could stay close to the works. The vessel will now be converted into a hotel barge with about 10 classic but comfortable rooms, and she will be based at the island of Oaxen.

Photo : **Ferdinand Harts** ©



The **OPDR LISBOA** seen during her first call to Hamburg

Photo : **Michael Brakhage** ©

Chinese port hits world record for container discharge

A new world record in container handling at North China's main port of Qingdao makes the SA port system's handling speed of 12-15 containers per hour per crane appear rather feeble.

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Off-loading 1 094 TEUs from the container ship Xin Dan Dong, the average speed per crane was 94.9 containers per hour – a discharge rate of just under 38 seconds per box.

Using six cranes, the vessel discharge rate was 486.2 containers per hour. Qingdao port, the major foreign trade gateway in North China, is expected to handle more than 300-million tonnes and 10-m TEUs in 2008.

Source : cargoinfo.co.za

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Wärtsilä Lips Changes Name

Wärtsilä Lips, Inc., based in Chesapeake, Va., and a wholly-owned subsidiary of Wärtsilä Corporation (Helsinki, Finland), announced that effective February 6, 2008, it will operate under the name Wärtsilä Defense, Inc. The corporate name change helps channel the focus of Wärtsilä Defense to homeland defense and naval clientele within the United States and supports the global market segmentation approach announced September 26, 2007, within the Wärtsilä Corporation, Ship Power organization. Source : MarineLink



The 336 mtr long **MSC CANDICE** seen enroute Antwerp during her maiden voyage

Photo : Johnny van de Velde © - www.shipphoto.net

Dry-bulk vessel scrapping set to rise

SCRAPPING of aging ships that carry coal, iron ore and other commodities may rise because of an increase in new vessel deliveries starting this year.

Only eight dry-bulk ships were scrapped globally last year while 88 new vessels were delivered, resulting in a 2.6% increase to 3,164 ships across the world, Precious Shipping managing director Khalid Hashim said in a filing to the Thai stock exchange

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Precious Shipping is Thailand's biggest sea transportation company by market value. The Baltic Dry Index, an overall measure of commodity shipping costs, rose to a record in November and more than doubled to 7,070 points last year from 2006. The strength in bulk-shipping rates has discouraged shipping lines from scrapping aging vessels. "It is impossible to escape the conclusion that for the most part, the ever greater age of more and more ships will lead to an upswing in deletion rates in the near future, regardless of the profitability of the underlying markets," he said.

For cape-size ships with 175,000 tonnes cargo capacity, Hashim said 13% of the supply would be more than 22 years old and were likely to be scrapped during 2008 to 2011 should freight rates reached low enough levels.

A total of 47 new cape-sizes are scheduled for delivery this year, 139 in 2009 and 263 in 2010. He said a total of 436 panamax-size vessels of 70,000 tonnes capacity each were contracted for delivery from 2008 through 2010.

"About 228 ships will be over 24 years by 2011 and may be scrapped between 2008 and 2011," he said.

He added that some 1,141 smaller handy-size ships would exceed 27 years old by 2011 and would be likely be removed for demolition this year through 2011 should freight rates drop sharply. About 332 new handy-size vessels will be delivered between 2008 and 2010. Handy-size ships can each carry 10,000 to 39,999 tonnes of cargo.

"Precious Shipping will need to sell or scrap 26 of its ships, which are more than 20 years old, over the next five to seven years," said Hashim. The Bangkok-based shipping company has 44 ships and has contracted to acquire 18 new ones from ABG Shipyard Ltd, India's biggest shipbuilder.

"We will continue to be on the lookout for the right opportunities for additional fleet renewal as we would like to achieve an annual fleet strength of between 50 and 70 ships within the next few years," he said.

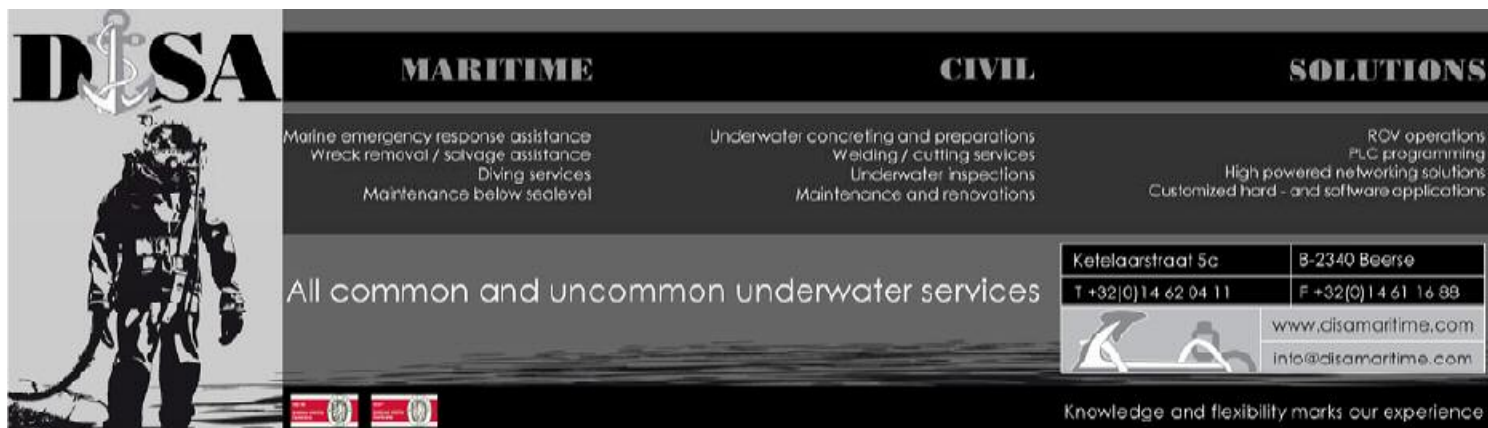
He said Precious Shipping had obtained credit facility from a group of local and international banks amounting to US\$500mil, which it can use to purchase second-hand vessels. **Source : thestar**



The 2004 built, D' Amico Fratelli owned, crude oil tanker **Mare Tirrenum**, 59,574gt, seen February 17th 2008 at Hound Point to load crude for Coryton Oil Terminal, Thames Estuary. - **Photo : Iain McGeachy ©**

Turks call off search for lost ship

Turkish maritime authorities have abandoned the search for the crew of the Rezzak, which disappeared a week ago. They informed the Indian Directorate General of Shipping that there was now no hope for the 25 Indian sailors on board the 5,104dwt, Panama-flagged general cargo ship, which went missing in the Black Sea on 18 February. "We didn't receive any distress call DSC, Radio, Inmarsat System or EPIRB from Rezzak," the Turks said. "The vessel's life rafts have been seen at position 42 04.9N 033 52.7E at 0850 GMT by a Turkish merchant vessel. SAR activities were commenced on 19 February, with activities executed by one frigate, one SAR aircraft and five boats from 19 February 2008 0900UTC to 23 February 2008 1600 UTC." Nothing was found except a life raft bearing the former ship name Asean Energy and several life buoys. In Mumbai, angry relatives of the missing sailors said they would "lay siege" to the city office of the hiring agency – Pelican Marine. **Source : Fairplay Lloyds daily news**



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Liberty Ship vs. Victory Ship



The WWII Victory Ship "**American Victory**" Looking good at her museum berth in Tampa Florida.

Photo : Team Veendam ©

A Liberty ship's maximum speed was 11 knots, making her easy prey for submarines, so early in 1942, the US War Shipping Administration commissioned a design for a faster, 15-knot ship. Vessels in this new class were to be known as "Victory" ships (officially a VC-2) and were 455 feet in length, slightly longer than Liberty ships, and 62 feet wide. Cross-compound steam turbine engines with double reduction gears were designed to deliver 6,000 or 8,500 horsepower, and could make up to 17 knots, significantly faster than a Liberty. Victory ship profiles would feature a sleek, "raked" bow, a raised forecastle, and a "cruiser" stern, markedly different from a Liberty ship profile.

Victory ships were strengthened to avoid fractures in hull plates and ship sides, a problem which often plagued Liberty ships. Armament for the new ship class was similar to that on Liberty ships, and included one 5-inch stern gun, one 3-inch bow antiaircraft gun and eight 20-mm machine guns at various locations on main, boat and bridge decks for protection from enemy attacks. Victory ships were designed specifically to allow for easy modification after World War II into other types of cargo carriers, special uses and even passenger ships.

The first Victory ship, the SS **United Victory**, was launched on February 28, 1944, and like Liberty ships, production line techniques were used to build the vessels. The next 34 Victory ships were named for each of the member Allied nations participating in World War II. The subsequent 218 were named after American cities, the next 150 after educational institutions; the balance received miscellaneous names.

Regardless of their differences, both Liberty and Victory class ships and tankers were vitally important to America's war efforts on both fronts during World War II and decisively contributed to the ultimate Allied victory. The U.S. merchant

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fleet played a major role in winning the war, transporting an estimated 85% of the troops, ammunition and supplies used to support Allied war effort in both the European and Pacific theaters. Victory ships also played a significant role during the Korean War and the Vietnam War, transporting thousands of refugees to freedom and carrying material, equipment and ammunition to these areas.

Victory ships were at the forefront of the resurgence of the United States as a world economic power and became the “workhorses” of American waterborne commerce after the war. To carry American goods around the world in support of the Marshall Plan, private firms chartered hundreds of Victory ships. Hundreds were sold or leased to foreign countries for use as freighters and some were converted for passenger service. Others were converted for use as satellite and radar tracking ships for the U.S. Navy; the U.S. Army converted several Victory ships into troop transports. Some may still remain in commercial service today, more than 50 years after the first Victory ship slid down the slipway.

Victory and Liberty ships were crewed by members of the U.S. Merchant Marine and defended by an all-volunteer group of U.S. Navy sailors called the Navy Armed Guard. The operation of these ships during World War II came at great human cost: The Merchant Marine suffered more loss of life, by percentage of their ranks, than any other branch of service; the Armed Guard lost thousands. US Merchant Mariners and the Navy Armed Guard are truly the forgotten heroes of WW II.



The Car carrier **GREEN DALE** seen leaving the Zeebrugge locks – **Photo : Henk Claeys ©**

Seattle investigates chemical spill

The cause of a three-tonne spill of di-methyl carbonate from the **Hyundai Patriot** on 22 February is under at Seattle. The industrial solvent was spilled at Terminal 5 when the ship was discharging a tank containing the chemical and the valve system on the tank was damaged. It was estimated that about US 600 gallons were spilled onto the pier while 100 gallons may have spilled into Duwamish West Waterway. The US Coast Guard, the Seattle Fire Department and the Washington State Department of Ecology responded to the incident. The waterway was closed and a portion of Seattle's Terminal 5 was forced to suspend operations until the clean-up was complete. The incident is now under investigation by the coast guard and the Department of Ecology. **Source : Fairplay Lloyds daily news**

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The **XIN BEIJING** seen arriving in Rotterdam-Europoort
Photo : **Dave van Spronsen** ©



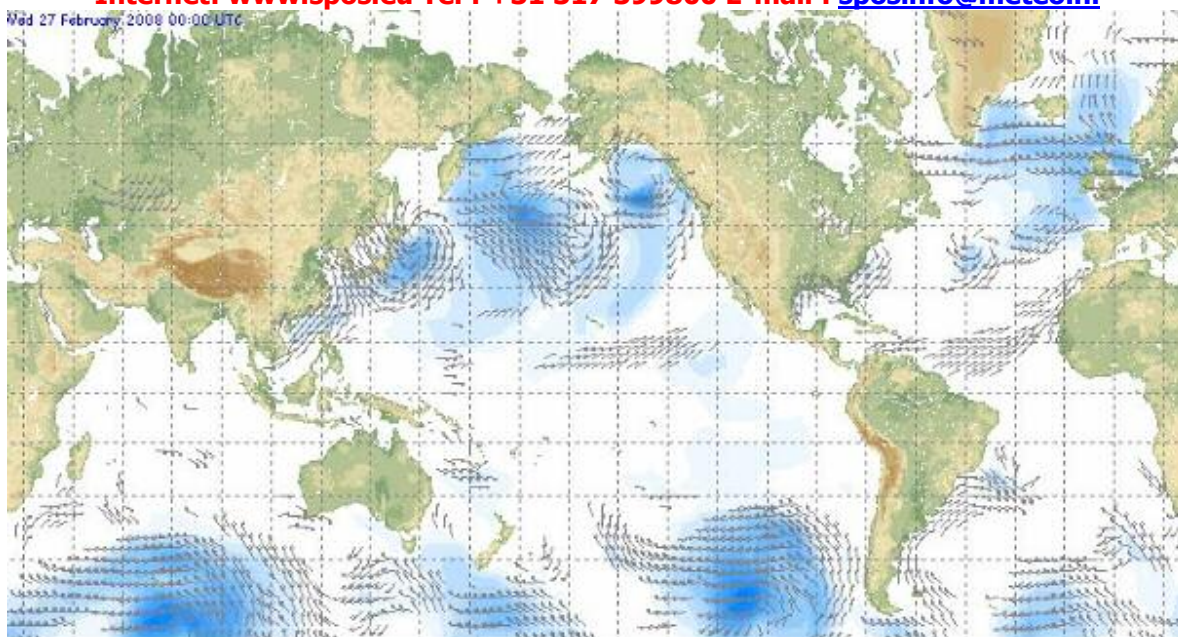
KOTUG's **RT ANTONIE** seen operating in the port of Bremerhaven
Photo : **Bas van Hoorn** ©

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The **VOS SATISFACTION** seen operating at the North Sea
Photo : Flying Focus ©

BOEKBESPREKING

Door : Frank NEYTS

“Klassieke Zeiljachten”.

Uitgeverij De Alk & Heijnen Watersport gaf samen met de Vereniging Klassieke Scherpe Jachten een prachtig boek uit onder de titel “**Klassieke Zeiljachten. Schoonheid uit het verleden**”. Het boek geeft een rijk geïllustreerd beeld van klassieke zeilboten die in Nederland en onder Nederlandse vlag in het buitenland varen. Stuk voor stuk zijn ze een voorbeeld van de geschiedenis van de pleziervaart in Nederland. Aanleiding tot dit boek is het vijftienvingjarig bestaan van de Vereniging Klassieke Scherpe Jachten (VKSJ) in juli 2007.

De VKSJ heeft tot doel de instandhouding van het klassieke scherpe zeiljacht in de ruimste zin van het woord, ook in de vorm van het verzamelen en verspreiden van kennis over klassieke schepen met dit boek. Door de verhalen van eigenaren maakt de lezer kennis met de wereld van het klassieke scherpe jacht. Naast een beeld van het verleden, wordt ook getoond hoe de booteigenaren anno 2007 omgaan met hun klassieke bezit. Een dynamisch beeld, want de jachten worden vooral actief gebruikt, afgezien van diverse restauratieprojecten.

“**Klassieke Zeiljachten**” (ISBN 978-90-5961-058-3) werd als hardback uitgegeven en telt 256 pagina's. Het boek kost 39.90 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Erembodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com.

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