

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194



Number 194 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 28-07-2008

News reports received from readers and Internet News articles taken from various news sites.

**SVITZER**  
OCEAN TOWAGE



### PARTNERS IN POWER

#### SVITZER OCEAN TOWAGE

Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands

Telephone : + 31 2555 627 11  
Telefax : + 31 2355 718 96  
E-mail: [oceantowage.sales@svitzer.com](mailto:oceantowage.sales@svitzer.com)



**The MAERSK PALERMO seen leaving the drydock at Damen Shiprepair in Schiedam assisted by KOTUG's ZP MONTELENA.**

**Photo : Wil Kik ©**

**IF YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE NEWS CLIPPINGS ?? PLEASE SEND THIS TO :**

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

## **CONTENTS**

### **EVENTS, INCIDENTS & OPERATIONS**

- **Coast Guard extends Mississippi River closure**
- **Ships idled after oil spill on Mississippi begin moving again**
- **Pirates seize 52,454 dwt bulker**
- **Filthy Pictures**
- **COSCO BUSAN PILOT TO STAND TRIAL**
- **DRAUGHT SURVEY WARNINGS**
- **Get Lost**
- **SINGAPORE TO AID INDONESIAN FERRY SAFETY**
- **Not So Bonny River**
- **UK GETS ONE VOICE**
- **Raised Voices**

### **CASUALTY REPORTING**

- **Excel Maritime Reports Grounding and Re-floating**
- **Doden door zinkende boot in Congo**
- **Gas Explosion**

### **NAVY NEWS**

- **US NAVY CUTS DDG 1000 PROGRAM TO 2 SHIPS ONLY**
- **Indian Navy to buy 37 anti-submarine helicopters**
- **New Ship Class Begins Logistics Operations in 7th Fleet**
- **Russian sub finally resurfaces in Providence Harbor**
- **Italian Navy: the "Todaro" submarine at the "JTDEX 08-4"**
- **Turkey to spend 2.5 billion Euros for submarines**
- **Expertise will aid submarine museum cash bid**

### **SHIPYARD NEWS**

- **Derecktor Shipyards Connecticut files for Chapter 11**
- **STX Wins \$212m Bulk Carrier Order**
- **NASSCO Begins Construction of Third Product Carrier Ship**

### **ROUTE, PORTS & SERVICES**

- **Van Oord awarded contract for quay wall in Dubai**
- **Robert Allan restructures**
- **Dredging of Saginaw River "to start late next month"**
- **NOL makes bid for Hapag-Lloyd container business**
- **CMB Reports Q2 Results**
- **Reclamation project planned in The Philippines**
- **GE to Power Royal Australian Navy's LHD Ships**
- **Rolls-Royce wins Specialist Vessel Order**
- **JSW group to invest 1500-2000 crore rupees for sea port**

## EVENTS, INCIDENTS & OPERATIONS

**A UNIQUE COMBINATION  
OF EXPERTISE**



**ALPHABRIDGE T  
INTEGRATED BRIDGE**

radar, chart radar, conning,  
ECDIS and AMS



**ALPHATRON**

**Werken bij Alpatron? [www.alpatronmarine.com](http://www.alpatronmarine.com)  
E-mail: [deepsea@alpatronmarine.com](mailto:deepsea@alpatronmarine.com)**



The **SEA ANGEL** seen discharging her cargo whilst anchored at the Chaophraya River (Bangkok)

Photo : Piet Sinke ©

## Coast Guard extends Mississippi River closure

The Coast Guard has extended the closure of the Mississippi River from mile marker 97, one mile north of the Harvey Canal, Gretna, La., to the Gulf of Mexico, which expands an area of nearly 100 miles. Nearly 420,000 gallons of number 6 fuel oil spilled when American Commercial Lines barge DM932, which was being pushed by the DRD Towing Company, L.L.C, tug boat Mel Oliver, and the chemical tank ship, Tintomara, collided at approximately 1:30 a.m. Wednesday.



More than 45,000 feet of containment boom has been deployed by contractors. Another 45,000 feet of boom was scheduled to be deployed today in the affected areas. All water intake facilities at risk have been protected by boom. Marshlands and environmentally sensitive areas have not been affected, but containment boom is being deployed.

The Coast Guard launched an HH-65C helicopter crew from Air Station New Orleans, the Coast Guard Cutter **Razorbill**, a 41-foot boat and a 25-foot boat from Station New Orleans, a 41-foot

Orleans, the Coast Guard Cutter **Razorbill**, a 41-foot boat and a 25-foot boat from Station New Orleans, a 41-foot

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194

boat from Station Venice, and a 26-foot vessel from the Aids to Navigation Team in Venice to respond to the spill.

Currently there are approximately 60 vessels waiting to transit throughout the river. The Coast Guard says it is working as quickly as possible to safely reopen the river to vessel traffic. The New Orleans Times Picayune reports that the closure "is likely to go on for days" and quotes a Port of New Orleans official as saying the river could reopen gradually, as it did after Hurricane Katrina, The Coast Guard will probably work as fast as it can to push the oil to one side and partially reopen the river, but having only one lane open may mean travel in one direction at a time.

The investigation revealed the tug boat, Mel Oliver, reported there were no properly licensed individuals on the vessel during the time the incident occurred.

Rear Adm. Joel R. Whitehead, commander of the Eighth Coast Guard District, has launched a formal investigation into the incident.

The National Transportation Safety Board has dispatched a Go Team to investigate the incident. NTSB Marine Safety Investigator Tom Roth-Roffy has been designated as Investigator-in-Charge and is leading a team of six investigators. NTSB Chairman Mark V. Rosenker traveled to New Orleans to serve as principal spokesman for the NTSB on-scene investigation. **Source : MarineLog**

# Ships idled after oil spill on Mississippi begin moving again

The first of 200 ships idled by an oil spill began crawling down the Mississippi River after the Coast Guard reopened it to traffic Friday, but it could be days before all the ships are cleared.

A 100-mile stretch of the river has been shut down since Wednesday, when a barge split open in a collision with the Liberian-flagged tanker **Tintomara**. About 419,000 gallons of oil spilled into the fast-flowing waterway; crews have sopped up about 11,000 gallons.

Ships will move based on economic priorities, Coast Guard Capt. Lincoln Stroh said. The Mississippi between New Orleans and Baton Rouge is dotted with oil refineries and grain operations. **Source : Statesman**



## Pirates seize 52,454 dwt bulker

**Somali pirates have reportedly hijacked their largest victim vessel yet.**

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194



According to news agency reports, pirates have seized the 52,454 Panamanian flag bulker **Stella Maris**. The Japanese-owned ship is registered to Turtle Marine Shipping Second S.A. and managed by MMS Co., Ltd. of Tokyo

The ship was delivered by Tsuneishi Shipbuilding Company in June 2007.

AFP quotes Andrew Mwangura of the Kenyan chapter of the Seafarers Assistance Program as saying the ship was hijacked on Sunday near Calula, in Somalia's northern region

of Puntland, said. The agency quotes Puntland presidential advisor Bile Mohamoud Qabowsade as saying "Thirty eight heavily-armed pirates stormed the ship sailing in the international waters in the Gulf of Aden."

## COSCO BUSAN PILOT TO STAND TRIAL

THE pilot of the containership **Cosco Busan** when it hit the Bay Bridge in San Francisco has failed in an attempt to avoid standing trial. A US federal judge rejected a submission by John Cota to dismiss three of the four criminal charges relating to November's San Francisco Bay oil spill.

About 54,000 gallons of bunker fuel into the bay. Mr Cota has been charged with two felony counts of making false statements, for allegedly giving incomplete and untrue information about his medical conditions and medications on annual medical examination forms in 2006 and 2007, and two misdemeanour counts for negligently polluting the bay in violation of the US Clean Water Act. **Source : Maritime Global Net**

## DRAUGHT SURVEY WARNINGS

MARINE mutual liability insurer North of England P&I club has warned its members to keep a closer watch on draught surveys to avoid costly cargo shortage claims.

Tony Baker, head of North of England's loss-prevention department cautions: "We have recently witnessed a number of incidents where draught surveys have been manipulated to show short delivery of bulk cargoes. Some of the resulting shortage claims have involved large sums of money ? particularly as the values of some cargoes have risen dramatically in recent months."

In the latest issue of its loss-prevention newsletter Signals, the club says masters in some regions are being asked to stamp and sign initial draught figures in such a way that allows a third party to falsify final draught results. "Subsequent allegations of shortage are then difficult to defend as they are supported by a signed and stamped draught survey, showing the master's apparent acknowledgement of final draughts at the load port," says risk-management executive Andrew Glen.

North of England has advised masters to place their signatures immediately adjacent to initial draught survey figures and add the remark 'for initial draught survey'. According to the club this should ensure that final draught results are subsequently re-submitted for signature.

North of England has also warned its members not to accept third-party surveys commissioned by shippers rather than conducting their own surveys. "It is the master's responsibility to ensure figures submitted by the shipper are a true reflection of the cargo loaded and discharged," says Mr Baker. "Article III, rule 3 of the Hague Visby Rules places an

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194

obligation on carriers to confirm that the figures declared on the bills of lading are a true representation of the cargo carried on board.” **Source : Maritime Global Net**

### Get Lost



A North Korean cargo ship which anchored off a popular South African tourist beach for three days while it waited for a 12000 ton load of maize to be bagged at East London harbour has been ordered to move further out to sea.

The **ZANG ZA SAN CHONG NYON HO** seen in Cape Town  
**Photo : Robert Pabst ©**

Making the most of recent summer-like conditions, the crew of the **Zang Za San** were apparently enjoying some fishing on Wednesday morning when they were told by SA Maritime Safety Authority officer Captain Peter Kroon to move 12 nautical miles out. After “days of not answering their radio”, East London-based Kroon said he was forced to travel to the resort and take a ski boat out to sea just to talk to them.

“They dropped anchor without permission...I went out and explained to the master, over the side of the boat, that he was a naughty boy and that he must bugger off over the horizon – which he did.”

Kroon said besides posing a danger to shipping, the vessel was also a potential environmental disaster if something went wrong and it had been wrecked. **Source : ShipTalk**

**M3** ride on a sea of creative solutions

www.m3marine.com.sg  
mail@m3marine.com.sg  
+65 6327 4606

Our Services      Sales & Purchase      New Build

### Filthy Pictures

A bail hearing has been set over until Monday (28 July) for two Filipino crewmen facing charges after a search of a ship turned up child pornography on laptop computers.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194

Customs officers went aboard the oil tanker, **M/T Negotiator**, that was in the Port of Halifax this week. Jose Ervin Mahigne Porquez, 37, and Ernesto Fadol Basanes, 43, both of the Philippines, were arrested Monday and charged with violating the Customs Act by smuggling prohibited goods.

The Canada Border Services Agency says one of the laptops contained pornographic pictures of boys and girls as young as eight years old. **Source : ShipTalk**



The **Fugro Commander** (ex **Multiship Commander**, ex **Mitra**) seen running trials after drydocking at Damen Shiprepair.

**Photo : Hans Hoffmann ©**

## SINGAPORE TO AID INDONESIAN FERRY SAFETY

SINGAPORE'S Maritime and Port Authority is to assist its Indonesian counterpart, the Directorate General for Sea Transportation (DGST), in the training of ferry safety and mishap management. The MPA is to help conduct a course for Indonesian maritime officials, which will culminate in a joint table-top ferry mishap exercise between the MPA and the Indonesian maritime body. This cooperation on training is expected to enhance the safety of ferry services plying between Singapore and the Indonesian islands of Batam, Bintan and Karimun.

The ferry safety and mishap management training programme represents an extension of the existing cooperation in maritime training between the MPA and DGST. Since 1996, more than 800 Indonesian officials have undergone training in programmes facilitated as well as conducted by the MPA, ranging from training of maritime trainees to executive-level diploma courses.

Both the training programme and ferry mishap exercise are part of on-going bilateral co-operation on capacity building to enhance navigational safety. The MPA says: "The joint ferry mishap exercise, based on a cooperative approach, will see the MPA partnering DGST to sharpen the operational readiness and validate the contingency plans of both sides to mitigate marine incidents." **Source : Maritime Global Net**

## Not So Bonny River

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194

Niger Delta militants abducted five Russians on board a Swedish vessel, the **Herkules**, offshore Bonny River Friday, security officials said.

The vessel was sailing to **Akpo oil field** when the militants seized it at 19 nautical miles offshore. It was on charter to Saipem, a subsidiary of ENI group of Italy. Local reports said that 11 Russians and one Ukrainian were on board the vessel when the militants attacked it from speedboats.

The militants took control of the vessel and steered it toward Sombereiro River, 15 nautical miles west of Bonny River, the reports said. The militants later freed seven of those on board and took five Russians hostage.

A spokesman for special troops deployed in the Niger Delta to provide security for oil facilities and workers, army Lieutenant Colonel Sagir Musa, confirmed the attack. Musa also said gunmen kidnapped a Filipino and a Nigerian Friday at the Borokiri area of Port Harcourt. No group had claimed responsibility or demanded any ransom for Friday's kidnappings.

Militants have been taking hostages and attacking oil production facilities to press their demands for a greater say in the exploitation of oil and gas resources from the Nigerian government.

Because they often release the victims after collecting ransom money, the government has dubbed them criminals who also steal crude oil in exchange for arms, ammunition and money.

One of the main militant groups in the Niger Delta, the Movement for the Emancipation of the Niger Delta, condemns such criminal acts, accusing those involved of not fighting the Niger Delta cause **Source : ShipTalk**



**NORDIC**  
HEAVY LIFT ASA

## A NEW HIGH IN HEAVY LIFTING

Nordic Heavy Lift ASA is a newly established, ambitious offshore transport & installation contractor to serve the oil and gas industry. Our key asset will be the vessel BOREALIS, with a skyscraping, nearly 150-metre crane, and scheduled for completion early 2010.

**ARE YOU A PIONEER? UP TO THE CHALLENGE? JOIN US!**

CHECK FOR SOME GREAT CAREER OPPORTUNITIES:  
[WWW.NORDICHEAVYLIFT.COM](http://WWW.NORDICHEAVYLIFT.COM)

## UK GETS ONE VOICE

THE shipping, ports and maritime business services sectors in the UK have formalised an agreement to work together and speak with a single voice on key strategic and practical issues of joint concern.

The grouping, to be known as "One Voice", will meet at a high level on a quarterly basis to provide a forum for discussion and action on relevant issues. A speedy consultation process has also been established to allow quick responses to issues when required.

The chairmanship of One Voice will rotate between the three sectors making up the grouping (business services, ports and shipping) with Richard Everitt, chairman of the UK Major Ports Group, taking the role for the first six months. The day-to-day secretariat will be undertaken by the Chamber of Shipping. One Voice will speak as a single group on



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194

agreed issues, either through the Chairman of the day or through the individual member organisation which is most concerned with the issue.

The participating organisations – at least initially – will include the Baltic Exchange, the British Ports Association, the Chamber of Shipping, the Federation Council of the Institute of Chartered Shipbrokers, Maritime London and the UK Major Ports Group. Others may be invited to join in due course.

The objectives of One Voice are to:

- \* unite and represent the UK's maritime services cluster (shipping, ports and business services) – working through and with its constituent organisations
- \* seek recognition as such by Government, international audiences and the outside world
- \* identify together common strategic goals, try to reach common positions among the constituent organisations on key high-level issues, and (once agreed) maintain the discipline of a single voice in discussions with the relevant audiences
- \* build greater political and policy weight behind the positions taken by these vital sectors, thereby expanding their individual and collective influence
- \* take advantage of new opportunities to build consensus between the partners and dispel any confusion which may have resulted in the past from the projection of several different (even if parallel) messages on the key high-level issues
- \* facilitate closer working between the participating organisations, thereby increasing their effectiveness and enabling their professional resources to be used/shared better in the future.

"The aim is to achieve greater influence and simplify relationships with UK Government, MPs, officials, other UK maritime-related sectors, international organisations and associations, and other relevant points of influence," said Martin Watson, president of the Chamber of Shipping. "The UK Government openly states that it sometimes has difficulty identifying whose voice should be considered truly representative on some specific sectoral and cross-sectoral issues."

"Many associations represent the interests of the wider maritime sector," commented Michael Drayton, chairman of the Baltic Exchange. "This is in stark contrast to the close-knit public profile of, for instance, the aviation industry. In the past, our message to government has been diluted by the number of groups speaking. We are determined to work effectively together to secure the long-term future of UK-based shipping and wider maritime services by making sure the government receives and understands our messages clearly."

Increased coordination of the maritime sector is expected to be matched by a greater cohesion within government and especially with the key departments and agencies that work with maritime businesses, including the Departments for Transport, for Business Enterprise and Regulatory Reform, and for Environment, Food and Rural Affairs, and the Maritime and Coastguard Agency.

The two ports associations, UKMPG and BPA, will be relocating to the Chamber building in the autumn. This will give rise to obvious practical opportunities to work with the ports groups even more closely – not least on training matters. Richard Everitt said: "The One Voice initiative on top of the action we are already taking to develop co-working between ports and shipping sectors is, I believe, unparalleled elsewhere in Europe. I look forward to chairing the One Voice group over the next six months." **Source : Maritime Global Net**

## Raised Voices

Organisations from across the world's shipping industry this week issued a vigorous joint protest over the continuing unjust detention of two merchant ships' officers from the tanker **Hebei Spirit**. The Hong Kong registered vessel was struck by a crane barge last December outside the South Korean port of Taean, which led to an oil spill. Captain Jasprit Chalwa and Chief Officer Syam Chetan were recently acquitted of all charges of violating the nation's ocean pollution law by a South Korean court.

The round table of international shipping associations – BIMCO, International Chamber of Shipping, International Shipping Federation, INTERCARGO and INTERTANKO – as well as the ITF, the International Group of P&I Clubs, and the Hong Kong Shipowners' Association made the statement on Tuesday. In it they conveyed their concern to the

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194

Korean authorities over news that the courts had decided to continue to detain the ship's officers, pending further hearings, despite their acquittal.

The statement said that the criminalisation of seafarers could not be supported, "nor unjust, unreasonable and unfair treatment that is contrary to the principles agreed to worldwide in the United Nations' International Maritime Organization (IMO) and International Labour Organization (ILO) Guidelines on the Fair Treatment of Seafarers in the Event of a Maritime Accident."

"We appeal to the government of the Republic of Korea to take the necessary action to ensure that the seafarers are immediately permitted to return to their homes," the statement read. **Source : ShipTalk**

### CASUALTY REPORTING

## Excel Maritime Reports Grounding and Re-floating

Excel Maritime Carriers reported that the vessel **M/V Angela Star**, has run aground while entering the port of Hoping, Taiwan. At the time of the grounding, the vessel was under towage and had two pilots on board. The vessel has been re-floated without outside assistance and has been safely moored at a discharge berth. No engine or steering gear failure, injuries or pollution have been reported.

Following discharging, the vessel will sail to a yard for permanent repairs. The vessel is currently estimated to remain off hire for approximately 45 days with an estimated total cost from the incident to the Company, including loss of hire, expected to be \$1.4 million or \$0.03 per share, which will be realized in the third quarter of this year.

The **M/V Angela Star** is a 73,798 dwt bulk carrier built in 1998 in Japan. At the time of the incident the vessel was carrying a load of coal and was serving under a time charter at \$26,500 per day for a period of 24-26 months, commencing on October 2006. **Source : MarineLink**

## Doden door zinkende boot in Congo

Zeker 42 passagiers van een gezonken boot zijn vrijdag verdrongen in de rivier Oubangui in de Democratische republiek Congo. Meer dan honderd mensen zijn nog vermist. Dat heeft een plaatselijk radiostation laten weten.

Reddingswerkers hebben 22 opvarenden levend uit het water gehaald. Op de boot zaten Congolezen en inwoners van de Centraal Afrikaanse Republiek. Het schip raakte een steen in de rivier, waarna het zonk. Het incident gebeurde nabij Gbongi, 600 kilometer ten noorden van Mbandaka.

In Congo zinken regelmatig boten. De rivieren worden niet geïnspecteerd, de boten worden slecht onderhouden en veelal zijn de schepen overvol beladen met passagiers.

## Gas Explosion

At least eight people were killed by a gas explosion aboard a tanker undergoing repairs in a dockyard near Athens, sparking violent demonstrations by dockworkers over safety standards on Friday (25 July). Workers clashed with riot police outside Greece's Merchant Marine Ministry in a protest at what they say are regular violations of safety procedures at the state-run Perama dockyard west of Athens. They have called a three-day strike.

Merchant Marine Minister George Voulgarakis told reporters an investigation into the cause of the accident was under way and two people responsible for safety issues had been arrested.

Rescue crews were searching the Panamanian-flagged **Friendship Gas** tanker for more missing after the blast late on Thursday caused by workers using acetylene torches. It was unclear whether any more workers were killed by the explosion. "We don't know exactly how many are missing because records of how many people were working were

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194

not kept and they seem to have been either unregistered or illegal workers," a police official, who declined to be named, said.

At least four people were taken to hospital with injuries after the fire. In July 2007, two workers were killed in a similar incident in Perama. A statement by the umbrella public sector workers union on Friday said that lack of safety measures and the impunity of shipowners had turned dockyards into a "permanent deathtrap for workers".

### NAVY NEWS

## US NAVY CUTS DDG 1000 PROGRAM TO 2 SHIPS ONLY

Bowing to reality, the Navy is capping the whoppingly expensive DDG 1000 program at just two ships. Instead it will reactivate the DDG51 class program.



Although there has as yet been no public pronouncement of the decision, the Secretary of the Navy has informed members of the Senate and House that the Navy plans to cancel the DDG1000 program after completion of the first two ships.

The decision has led to some back-biting between two Maine legislators. Republican Senator Susan Collins, a champion of the ship, called the decision to cut the program "a blow to Bath Iron Works" and said it was "was triggered by the decision of the House Armed Services Committee to eliminate funding for the DDG-1000 program, which prompted a review within the Department of Defense on the future of the new destroyer program. Unfortunately, Maine currently has no member on the House Armed Services Committee to advocate for programs critical to BIW's workforce."

U.S. Representative Tom Allen, a Democrat who gave up his seat on the Armed Services Committee, said, he'd been notified by CNO Admiral Gary Roughead, that after capping the DDG 1000 class with construction of just two vessels the Navy will reactivate the DDG 51 class with an initial commitment to order 9 additional ships through Fiscal Year 2015.

"The Navy's decision to cap the DDG 1000 program and revive the DDG 51 program was related to the strategic limitations of the DDG 1000 in responding to future threats," said Allen, adding that "Senator Collins' suggestion that the decision was triggered by the House action is completely inconsistent with what Admiral Roughead said to me today about the strategic limitations of the DDG 1000."

Though the DDG does, indeed, have strategic limitations, most analysts have little doubt that the major factor in capping the program is its gigantic cost--probably upwards of \$5 billion a ship. **Source : MarineLog**

 Transport & Offshore Services	<b>Crewing Solutions</b>	<ul style="list-style-type: none"><li>• Ship Delivery</li><li>• (Inland) Shipping</li><li>• Offshore</li><li>• Dredging</li><li>• Shore Based Jobs</li></ul>
		
<a href="http://www.tos.nl">www.tos.nl</a>	TOS Rotterdam (+31)10 – 436 62 93	E-Mail <a href="mailto:info@tos.nl">info@tos.nl</a>

## Indian Navy to buy 37 anti-submarine helicopters

The Indian Navy is all set to strengthen its air fleet by acquiring 26 Sea King anti-submarine and troop carrying helicopters and 11 Kamov-28 choppers.

The Defence Ministry will soon issue the request for proposal (RFP) to procure these 37 anti-submarine helicopters. The contract for choppers is worth Rs.14, 500 million

The ministry has finalised global tenders to acquire troop carrying and anti-submarine helicopters as well as to upgrade its fleet of Sea King and Kamov-28 helicopters, a senior naval officer said.

He also said that the delivery of 12 single-seat MiG-29K and 4 two-seat MiG-29KUB would start by the year-end. They will be later deployed on the **Admiral Gorshkov** aircraft carrier being refitted in Russia.

The first batch of four aircraft for the Navy is likely to fly into the naval air station at Goa. The officer also said that the Navy is also looking for its own Airborne Early Warning Aircraft.

The navy operates 14 Sea King and 12 Kamov anti-submarine helicopters. In addition, the Sea Kings are also used for reconnaissance, search and rescue operations, and for ferrying personnel and supplies.

Meanwhile, in a major drive to modernise the armed forces and expand aviation wings of the Services, the Defence Ministry today issued a RFP to procure 197 helicopters. The proposed procurement is worth Rs.30, 000 million. The armed forces will modernise their helicopter fleet by 2010 by replacing the age-old Cheetah and Chetak, which have been in service for last 40 years. (ANI)

## New Ship Class Begins Logistics Operations in 7th Fleet

Military Sealift Command dry cargo/ammunition ship **USNS Richard E. Byrd** entered the waters of the U.S. Navy's 7th Fleet, marking the first Lewis and Clark-class multi-product combat logistics support ship in service to the 52 million-square-mile region. Byrd replaces MSC combat stores ship **USNS Niagara Falls**, which has been forward deployed supporting 7th Fleet since 1994.

Though the entry into the fleet's territorial waters was unceremonious, it signals a significant change for Logistics Group Western Pacific, also known as Commander Task Force 73, which will operationally control the ship while in theater.

The 689-ft.-long underway replenishment vessel, known as a T-AKE, replaces the current capability of the Kilauea-class ammunition ships and Mars-class combat stores ships, and it also possesses the capability to refuel ships at sea. Byrd has a crew of 124 civil service mariners working for MSC as well as a military detachment of 11 sailors who provide operational support and supply coordination. When needed, Byrd can also carry a supply detachment. **Source** : **MarineLink**

## Russian sub finally resurfaces in Providence Harbor

The Russian missile submarine **Juliatt 484** rose from under the water, its bow majestically breaking through the surface of Providence Harbor to gasps and cheers from the American military crews who have worked for a year to raise it.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194

The sub rose suddenly, shooting from the harbor floor to the surface in perhaps 10 seconds, 6 full hours after salvage teams had started pumping water out of it.

Frank Lennon, president of the Russian Sub Museum, summed up his reaction in one word: Wow. "I wasn't prepared for how fast it came up. I thought it would come up slowly, but it just went 'whoom,'" Lennon said. "But it's up, and it's up just the way they planned. Wow."

At noon yesterday, military dive and salvage teams began pumping out some of the 575,000 gallons of water inside the submarine, as their final push to raise it. Water, some of it murky and black, plumed out of pumps at the bow and stern of the museum ship, which sank at its mooring at Collier Point Park in April 2007.

It was a long day of incremental progress, as military engineers halted to check their work at each step. They pumped water out, then one by one released the six guide wires anchoring the submarine. Then they pumped again, absorbent sponges soaking up the pungent, oily water that had been rolling around the sub for 15 months. By late afternoon, enough water had been pumped out that the bow of the ship broke the grip of the mud and shook off the harbor floor.



With the aid of eight inflatable pontoons buried beneath the submarine, the rest of the boat rose.

"I was absolutely thrilled. It was just pure excitement. After all of this hard work, to see it just rise out of the water, to see it come up like this, was amazing," said Petty Officer First Class Eric Lippmann, one of the Navy divers stationed to help raise the submarine.

The military had hoped to raise the submarine last week, but the operation was delayed three times because of weather and concerns that the pontoons would not support the boat's weight.

The delays are little surprise, Lippman said. This is the first time an operation like this has ever been undertaken. Submarine raisings are extremely rare, and a Russian submarine in an American harbor takes the task from difficult to outlandish.

"There's not a lot of people telling us how to do this," Lippmann said.

There is still no word on what happens now, according to Lennon. After some time safely afloat, the sub will need three or four days of airing out — its innards are overgrown with sea life — before a true examination can be done and the cost of restoration determined.

"As of today, all of our options are still open," Lennon said. "We're not being unrealistic — this sub's been underwater. There's been corrosion, there's been deterioration, we just don't know how much." It's possible that it could be reused as a museum, if a partner can be found to help restore it, though it will definitely not return to its current location at Collier Point Park. It's also possible it could end up back underwater as a reef. The museum received a call this week from Australia, asking if it could be brought to the Great Barrier Reef to serve as an underwater dive attraction. If neither restoration nor a reef option pans out, it will probably end up as scrap.

The military financed the submarine salvage as a training operation for its dive and salvage teams. Last fall, divers arrived to attach cables to the submarine and secure it for the winter, leaving it resting on its side in 40 feet of water in Providence Harbor. The military returned in May and soon used hydraulic motors to pull the ship upright

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194

Over the last month, Army and Navy dive and salvage teams pumped water out of the sub and then tunneled underneath to place pontoons called "belly bands" below it. When inflated, these helped give the submarine the buoyancy it needed to rise out of the water. Juliett 484 was commissioned by the Soviet Union in 1965 and served in the Soviet Baltic and Northern fleets as a ballistic missile submarine until its decommissioning in 1994.

It was then converted into a restaurant in the North Sea. When that venture failed, it was sold to a group in St. Petersburg, Fla. In 2001, the submarine was used in the filming of the Cold War thriller **K-19: The Widowmaker**, starring Harrison Ford. It opened as a museum in 2002. The submarine came to Providence as a museum ship in 2002. It sank in a storm at its Collier Point Park berth in April 2007, after hatches were left open, the military has said. It has since become something of an international curiosity. Russian and American television have done segments on the stricken submarine, and former crew members have sent e-mails and letters from all over the former Soviet Union.

A half-hour after the sub broke the surface, Lennon and Ken Johnson, another of the old Navy men who run the sub museum, gathered on the dock to celebrate the moment. They broke out their last bottle of K-19 Vodka, issued in Russia on the 100th anniversary of Russian submarine service in 2006. With their submarine finally visible behind them, they drank to the sight. **Source : The Providence Journal**

## Italian Navy: the "Todaro" submarine at the "JTFEX 08-4"

"The '**Todaro**' submarine left the Mayport harbour, Florida, to participate at the 'Joint Task Force Exercise 08-4', named 'Operation Brimstone': one of the most important international drills that will take place in the Atlantic until July 31. The submarine, at the end of exercise, will be displaced in Norfolk, in Virginia, for a planned stop.

The participation of '**Todaro**' is part of an intense training program with US Navy to refine the operating procedures in underwater sector, to carry out a series of test to verify the systems' performance and equipments in different environmental condition, to interact with complex naval groups in various operating scenario.

The submarine, of the U-212A class, left Italy last May 23 to conduct some activities in the Atlantic Ocean for a period of about six months. The '**Todaro**', at the end of the operating commitment, will take part to the celebrations of '**Columbus Day 2008**', on October in New York, representing Italy with its own naval flag. The submarine, led by the lieutenant-commander Mauro Panebianco, is composed of 30 crew-members". **Source : Avionews**

## Turkey to spend 2.5 billion Euros for submarines

German HDW/MFI won the tender Turkish Navy Command held for purchasing six submarines. Project's total cost is 2.5 billion Euros.

Naval forces held a tender for purchasing six submarines which are state-of-the art products owned by few countries all over the world. U-214 submarine won the tender of 2.5 billion Euros; the submarine can stay under water for 50 days and has a capacity of navigation for 20 thousand kilometers. 40 crew members will work in the submarine. The submarines will be produced in Gölcük and the first submarine will be delivered in 2015. 15% of the tender will be paid in advance and the remaining amount will be paid with loan.

## Expertise will aid submarine museum cash bid

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194

A Southsea design firm is painting with a broad palette. Design Image, based in Kings Road, has served customers ranging from the Ministry of Defence to The Apprentice's Ruth Badger.

Its word-of-mouth reputation has seen it score deals from Somerset to Manchester, but now staff have unveiled the results of a contract much closer to home – a series of Hollywood-style computer-generated images of the last remaining Second World War submarine in Britain.

The project is part of a bid to help Gosport Submarine Museum raise around £6m over two years to help spruce up and repair **HMS Alliance**, the museum's top attraction. In a bid to inspire people to donate, Design Image has produced realistic three-dimensional pictures of the vessel and the planned work to the museum.

The firm is the product of husband-and-wife duo Adrian and Michelle Notter. Adrian, a director, said: 'The idea was to produce a brochure which we could circulate to businesses in the area, and a smaller one for visitors. But there's always been the view that the CGI we've worked on will be made into very large panels, creating a kind of mini-exhibition if you like, and showing a bit about the history and why the restoration work is important.'

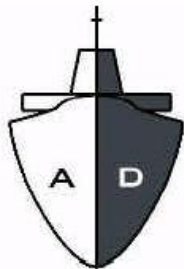
It opened in August 2005 and quickly grew the business, trebling the turnover of the business in the first year, and now doubling the 2007 figure.

Although the most recent contract is significant for the firm, Adrian said there was a sentimental reason behind it as well. He said: 'The whole contract was something we wanted to do anyway. We're a Portsmouth-based firm, and I grew up here. I believe very strongly in it, and I've a personal interest to do the best job we can for them.'

'I used to go with my father when I was small, and I'd take my kids when they were younger. It's a really hands-on museum.' **Source : The News**

## SHIPYARD NEWS

### ANGLO DUTCH SHIPBROKERS bvba



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

## Derecktor Shipyards Connecticut files for Chapter 11

Derecktor Shipyards Connecticut has filed for Chapter 11 bankruptcy protection, but said Monday the reorganization is not expected to idle the 250 workers at the Bridgeport yard, according to a report in The Connecticut Post.

The report says that Derecktor filed a bankruptcy petition in U.S. Superior Court in Bridgeport Friday. It quotes Bridgeport Mayor Bill Finch as saying Derecktor executives have assured him the filing "is merely a legal proceeding meant to help the boat maker work out a contract dispute with a customer."

"We don't think this Chapter 11 will have any impact on the company at all," Finch said. He said the city will continue to support Derecktor's expansion, which could add 100 more jobs at the shipyard. The Connecticut Post report says

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194

the bankruptcy filing was only for the company's Bridgeport operation, and Derecktor petitioned the court to allow it to continue paying its 250 workers. Derecktor has operations in New York and Florida.

"The company has been engaged in lengthy negotiations to resolve issues relating to one of its contracts," Paul Derecktor, the company president, said in a news release quoted by the Post. "Unfortunately, the resolution of those issues were made impossible to achieve outside of the bankruptcy process."

Derecktor would not comment to the newspaper about which contract it was having disputes over.

However, a search of court filings shows that Gemini II Ltd., represented by Holland & Knight LLP, filed suit on July 14 against Derecktor Shipyards Connecticut in U.S. District Court for the Southern District of New York alleging breach of contract in relation to the construction of a 145 ft sailing catamaran.

## STX Wins \$212m Bulk Carrier Order

South Korean shipbuilder STX Shipbuilding won a \$211.8m order to build two bulk carriers for an undisclosed European firm. The vessels will be delivered by mid-2010. **Source : MarineLink**

## NASSCO Begins Construction of Third Product Carrier Ship

General Dynamics NASSCO began construction of the third ship in its series of nine product carriers. The shipyard is scheduled to lay the ship's keel in November and deliver the ship to U.S. Shipping Partners in the fourth quarter of 2009.

In August 2006, General Dynamics NASSCO received a \$1 billion contract from U.S. Shipping Partners to build the nine ships, which are designed to carry petroleum and chemical products in Jones Act trade between U.S. ports. The ships will be double-hulled, 183 meters (600.4 feet) in length and can carry cargo weighing up to 49,000 tons.

U.S. Shipping Partners previously announced that the third ship will be named **Sunshine State**, in honor of the state nickname of Florida. **Source : MarineLink**

## ROUTE, PORTS & SERVICES



**Seamanship**  
Whatever the ship. Wherever delivered.

GLOBAL SHIP DELIVERY & CREWING



**REDWISE MARITIME SERVICES B.V.**

Amersfoortseweg 12-E

3751 LK Bunschoten-Spakenburg

The Netherlands

Phone : +31 (0) 33 42 17 860 (24 hr)

Fax : +31 (0) 33 42 17 879 - [info@redwise.nl](mailto:info@redwise.nl)

**[www.redwise.com](http://www.redwise.com)**



## Van Oord awarded contract for quay wall in Dubai

Van Oord has been awarded a contract to build a 5.5km quay wall on the Deira Islands in Dubai. Van Oord has already received an award for a 3.5km quay wall for the same project.

The new order brings to 9km the length of quay wall that Van Oord will build on the Deira Islands.

Three rock-dumping pontoons will be deployed to carry out the project, which will take approximately 65 weeks to complete and is valued at approximately Euros 60 million.

The Deira Islands are part of the Deira Development, which is among the largest land reclamation projects in the world. **Source : Dredging News Online**



Wagenborg's **WATERSTROOM** seen operating in the port of Delfzijl (Groningen Seaports)

**Photo : Pieter van der Wal ©**

## Robert Allan restructures

Here's a refreshing change from the trend that has seen too many independent naval architectural consultancies swallowed by various corporate maws. Robert Allan Ltd., Vancouver, B.C., says it has just completed a long-planned re-structuring that, it says, "will ensure long term continuity of the high quality design and independent engineering service to the marine industry for which Robert Allan Ltd. has become so well known throughout its 78-year history. "

The company is Canada's oldest privately owned consulting naval architectural firm

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194

Effective July 2008, Robert G. Allan has been appointed as Executive Chairman of the Board and remains at the helm.

A core group of senior employees have become shareholders of Robert Allan Ltd., and will become increasingly involved in the company business. This important first step, says the company, will ensure that the company continues in its tradition of offering completely independent consulting services to its clients, and recognizes the key role that the employees have played in the recent significant expansion and successes of Robert Allan Ltd.

The new organization will establish the culture of employee ownership and facilitate the succession from generation to generation. Assuming the position of President will be Ken Harford, P. Eng., who has been a key figure in the company for the past twenty years, most recently as Vice-President of Marine Engineering. Hans Muhlert, a 37-year veteran at Robert Allan Ltd., remains as Vice-President of Naval Architecture.

The other new shareholders in the company have been acting as Project Managers and have become increasingly well known to our clients and the industry as the company has expanded into a world-wide business.

They are Todd Barber, P. Eng.; Grant Brandlmayr; Mike Fitzpatrick; Darren Hass, P. Eng.; Brig Henry, P. Eng.; Xuhui (Bill) Hu; Jim Hyslop; Dr. Oscar Lisagor, P. Eng.; James McCarthy, P. Eng. and Derek Noon.

The company says the "new roles and responsibilities of these key personnel will be defined and announced in the coming months, as we work to shape the company to ensure that all of our clients' needs for quality, ingenuity, and independent design services will continue to be met for generations to come." **Source : MarineLog**



**Exceptional Transport Management**  
Heavy Marine Transport, Offshore Transport and Installation, Onshore Projects

For more information, please visit our website:  
**[www.dockwise.com](http://www.dockwise.com)**



**DOCKWISE**

## Dredging of Saginaw River "to start late next month"

Mlive.com reports that a project to dredge the navigation channel in the Saginaw River from Bay City south to Saginaw is on track to begin in late August, according to the Saginaw County public works commissioner.

The US Army Corps of Engineers plans to bid out the work soon, and award a contract by August 20th, said Lynn Duerod, a Corps spokeswoman in Detroit.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194

The work will clear 200,000 cubic yards of silt that has built up while local and federal officials have tried to develop a site for the spoils, a process that has been going on for more than 20 years. A US\$5 million, 200-acre Dredged Material Disposal Facility has since been built on the Bay-Saginaw county line in Frankenlust and Zilwaukee townships, a facility that is designed to accept spoils for 20 years.

The same report said the Corps also is lining up US\$3.8 million worth of dredging money for 2009, to clear out a backlog of silt in the lower river, Bay City to the mouth, and in Saginaw Bay. The US\$3.8 million was included in an Energy and Water Appropriations bill that cleared a US Senate committee on July 11th. **Source : Dredging News Online**

## CMB Reports Q2 Results

Belgian shipping group CMB reported a 144 percent rise in second-quarter net profit, and said prospects for the rest of the year were healthy.

The dry bulk specialist said in a statement that net profit totaled \$211.2m in the second quarter. The firm, which reported a small loss in the first quarter, said its full first half result was 133.4 million euros, down from 148.2 million euros in the same period of last year. The company confirmed it would propose a gross interim dividend of 1.0 euro a share to the board of directors, who meet on Aug. 26.

CMB said its Bocimar unit had contributed 139 million euros to the consolidated result for the first half of 2008, compared with 146 million euros in the first half of last year. It said the result benefited from the sale of vessels for a capital gain of 99 million euros, up from 89 million euros in the first half of 2007. **Source : CMB**

## NOL makes bid for Hapag-Lloyd container business



An empty **OTTAWA EXPRESS** seen departing from Antwerp  
**Photo : Ronny Baut ©**

Singapore's Neptune Orient Lines Limited (NOL) has submitted what it calls "an indicative non-binding bid" to acquire the Hapag-Lloyd container shipping business. A completed transaction would result in the integration of NOL's container shipping business APL with Hapag-Lloyd. The combination would create the world's third-largest container carrier.

NOL says "it is at this stage premature to state whether the indicative non-binding bid will lead to a definitive transaction. Any agreement would be subject to, among other steps, due diligence, acceptance of final bid, regulatory approvals and NOL shareholders' approvals. Details of the proposal are confidential and commercially sensitive. NOL shareholders are in the meantime advised to exercise caution when dealing in the shares of NOL." **Source :** [MarineLog](#)

## Reclamation project planned in The Philippines

Work on a new reclamation project at the port of Dumaguete City in The Philippines is expected to commence later this year, say local press reports, with the contract already awarded to a local contractor.

Philippine Ports Authority port manager Renato Tolinero said all construction requirements have been complied with, including the acquisition of an environmental compliance certificate. The total area to be reclaimed is 1.5 hectares for additional berthing and storage facility. **Source :** [Dredging News Online](#)



## GE to Power Royal Australian Navy's LHD Ships

GE Marine announced that it will supply the Spanish shipbuilder, Navantia, Madrid, with two LM2500 aeroderivative gas turbines. The LM2500s will power two new Royal Australian Navy (RAN) Landing Helicopter Dock (LHD) amphibious ships. In February 2007, Navantia and Australia's Tenix Group announced the two companies will jointly construct the two new LHD vessels. Navantia will oversee the ships' design and construction, power plants and platform control system. The Tenix Group will handle the construction of the superstructure and the bulk of the fit-out at its Melbourne facility.

The two Canberra-class LHD ships – to be named **HMAS Canberra** and **HMAS Adelaide** – will rely on one LM2500 gas turbine in a COmbined Diesel Electric And Gas turbine (CODLAG) configuration with diesel engines. The new LHD ships are expected to carry 1,000 personnel, six helicopters and 150 vehicles, and replace both **HMAS Manoora** and **HMAS Kanimbla**. GE will manufacture the=2 OLM2500 gas turbines at its Evendale facility, and will deliver the gas turbine-generator sets in August 2009 and November 2010. The RAN is slated to launch the first LHD in March 2009, with commissioning in January 2013. The second LHD will be launched in October 2010, with commissioning to follow in June 2014. **Source :** [MarineLink](#)

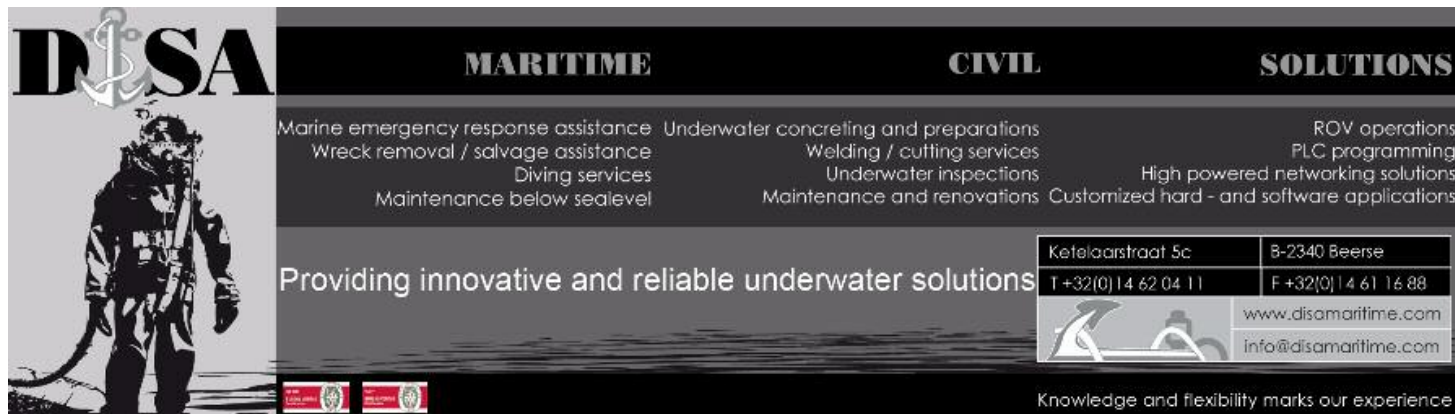
## Rolls-Royce wins Specialist Vessel Order

Rolls-Royce has won a \$33.4m follow-up order to design and equip a specialist well intervention vessel. The latest order, from Island Offshore, follows the successful delivery of the first well intervention vessel, Island Wellserver, in March this year.

The new 130 m long UT 767CDL vessel, which will drill in ultra deep waters, offers single cabins for 97 crew members. As with the UT 767CD Island Wellserver, the vessel meets cruise ship standards for noise and vibration. The vessel, to be delivered in 2011, will be built at Aker Yards, Langsten, Norway. In addition to design, Rolls-Royce will also deliver

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 194

four main engines, propulsion, deck machinery and automation systems. The contract brings the total number of Rolls-Royce UT Design offshore vessels under construction worldwide to 120. Around 650 of these ships have been built or ordered since the mid 1970s. **Source : MarineLink**



**DISA** **MARITIME** **CIVIL** **SOLUTIONS**

Marine emergency response assistance  
Wreck removal / salvage assistance  
Diving services  
Maintenance below sealevel

Underwater concreting and preparations  
Welding / cutting services  
Underwater inspections  
Maintenance and renovations

ROV operations  
PLC programming  
High powered networking solutions  
Customized hard - and software applications

Providing innovative and reliable underwater solutions

Ketelaarstraat 5c B-2340 Beerse  
T +32(0) 14 62 04 11 F +32(0) 14 61 16 88  
www.disamaritime.com  
info@disamaritime.com

Knowledge and flexibility marks our experience

## JSW group to invest 1500-2000 crore rupees for sea port

JSW group plans to invest 15-20 hundred crore rupees in five years to set up a deep sea port in Orissa, a top official said on Friday. The port will handle coal and finished steel products, Sajjan Jindal, vice chairman and managing director of JSW Steel Ltd, told reporters.

The port will be built by the group's unlisted firm, JSW Infrastructure and Logistics Ltd. The deep sea port will also help handle the steel maker's products made in West Bengal. In January, JSW Steel said it will invest 150 bn rupees through its unit, JSW Bengal Steel Ltd, for a 6-mn-tonne steel plant in West Bengal. Set to commence operations from March 2011, it also includes a 300 MW captive power unit.

Construction of the plant will start from November, Jindal said. To be funded by equity of 50 bn rupees and debt of 100 bn rupees, its initial capacity would be 3 mn tonnes a year, which will scaled up in due course, he added.

**Source : IndiaTimes**

## MOVEMENTS



The **Sczcecin** seen in Santos - **Photo : Silvio R. Smera ©**

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



Ballast Nedam's **SVANEN** seen at the Rhyl Flats in the Irish Sea

Photo : Jonathan Webb - [www.webbaviation.co.uk](http://www.webbaviation.co.uk) ©

The compiler of the news clippings disclaim all liability for any loss, damage or expense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.