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Birdseye view of the TSHD VOLVO TERRANOVA seen rainbowing at the Maasvlakte 2 Project
Photo : Eric Hoogvliet (c)

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The IHC MERWEDE built **HOS IRON HORSE** departed from Huisman Schiedam for trials
Photo : Henk van der Heijden (c)

Ferry often sailed with watertight doors open

Safety probe reveals Transeuropa ro-ro vessel breached regulations

A ro-ro vessel operated by Transeuropa Ferries has been sailing between Ramsgate and Ostend with its watertight doors open, the Marine Accident Investigation Branch (MAIB) has found.

The MAIB was compiling a report into how a crew member on the **Eurovoyager** came to be crushed in an internal door, when "voyage data recorder (VDR) information showed that many doors were routinely left open at sea, which potentially compromised the vessel's watertight integrity".

The report added: "Not only did the crew fail to close doors after passing through, the indication on the door-operating console on the bridge, showing that the doors were open, was ignored. For a vessel operating in the Dover Strait, which is one of the world's busiest waterways, such practices were potentially very unsafe."

A spokesman for Transeuropa said: "The report is concerned with the doors in the engine room, it has nothing to do with the deck doors. But, yes, by leaving the engine room doors open, there was a breach of regulation."

"We have taken steps to stop this happening again." The VDR data showed that between 2003 and 2005, the vessel sailed at least four times with eight watertight doors open during the voyage to Ostend. It also sailed with the same eight doors open on 3 November last year, when the crew member became trapped, dislocating a shoulder and losing neurological functions in his left leg.

The MAIB report said the doors had been in remote mode - where they shut automatically when the opening handle was released - to ensure they remained closed while an EU ferry inspection took place.

There was no indication at the door to show it was in remote mode and the crew member attempted to pass through, releasing the handle in the process. This caused the door to close three times faster than is allowed on newer vessels and trapped him. According to Solas requirements, the remote mode should only be used in emergencies and for testing. **Source: ifw-net.com**



Very large model of the **GRAND PRINCESS** seen at the National Maritime Museum in London, the passengerliner will arrive Sunday September 6th at 09:00 Maas Pilot station bound for the cruise terminal at the Wilhelmina quay in Rotterdam.

Photo : Piet Sinke (c)

Geen schade na losbreken van Queen Mary 2



De aankomst gisteren morgen van de **Queen Mary 2** in Zeebrugge - **Photo : Tom Cocquyt (c)**

De **Queen Mary 2**, de grootste ocean liner ter wereld, is dinsdagnamiddag in Zeebrugge rond 16.30 uur losgeslagen tijdens een hevige windstoot. Dankzij de snelle interventie van twee sleepboten liep het schip geen schade op. Ook de passagiers bleven ongedeerd.



De **Queen Mary 2** met gebroken meereinden en de in het water gevallen gangway nadat de squall over Zeebrugge trok - **Photo : Jef s'Jegers (c)**

Door een korte windstoot knakten de voorste meertouwen van de **Queen Mary 2**. Daardoor kwam het schip dwars aan de kade te liggen. De trossen aan de achterzijde hielden stand. Twee sleepboten van de Unie van Reddings- en Sleepdiensten (URS) duwden het schip van ruim 350 meter lang opnieuw tegen de kade, zodat het geen schade opliep. Door het voorval en het opnieuw aanmeren van het cruiseschip loopt de afvaart van het schip, voorzien om 18 uur, enige vertraging op. Het schip vaart van Zeebrugge naar Rotterdam alwaar het schip volgens schema om 04:30 beloost zal worden en rond 07:30 in Rotterdam zal afmeren aan de Wilhelminakade

QE2 finds home in Cape Town

The world's most celebrated passenger liner, the **Queen Elizabeth 2**, is expected in Cape Town, its new home for 18 months as a floating hotel for the **2010 World Cup**.

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After weeks of speculation, the vessel's Dubai-based owners said that, after extensive negotiations with South Africa's national Tourism Department, it is confident that the **QE2** will steam into Table Bay and berth in Cape Town harbour in the next two months, and will remain here until at least December 2010.



The vessel was built in Clydebank, Scotland, and was launched and named on September 20, 1967, by Queen Elizabeth II, using the same pair of gold scissors her mother and grandmother had used to launch the **Queen Elizabeth** and **Queen Mary**, respectively. By the time the ship was retired in November, after 40 years of service for Cunard, the **QE2** had sailed more than six million nautical miles, carried 2.5 million passengers and completed 806 trans-Atlantic crossings.

The vessel's last voyage was from Southampton, England, on November 11 to Dubai, the home of its new owners.

Nakheel Hotels, part of Dubai World, bought the vessel in 2007 for \$100-million (R790-million). The state-owned tourism conglomerate planned to gut the vessel and transform it into a seven-star hotel and attraction at its man-made Palm Jumeirah island.

But the refurbishment has not yet begun, reportedly because of the global recession, prompting investigation into other possible uses. Manfred Ursprung, chief executive officer of QE2 Enterprises, said from Dubai yesterday: "Nakheel is delighted to receive the support of the South African Ministry for Environment and Tourism for hosting QE2 in Cape Town, South Africa.

In response to **QE2** fans the world over, it has been our intention for some time to provide a short-term opportunity to enjoy QE2 as a stationary hotel in her current condition before refurbishment begins. "After months of feasibility studies, it is clear that Cape Town, with its ready-made berthing facilities, provides the best opportunity for us to open QE2 to visitors as quickly as possible. In addition, the forthcoming 2010 Football World Cup makes a sensible business case for moving her there."

It is not known precisely where the 70 327 ton, 294m-long vessel will be berthed. Part of the reason for its journey to Cape Town is Dubai World's ownership of the V&A Waterfront, but its size will require it to be berthed in Cape Town's main harbour area. Ronel Bester, the national Tourism Department's spokeswoman, said Marthinus van Schalkwyk's ministry had given the plan its blessing.

"The Department of Tourism has decided, based on the inputs it received and from a tourism point of view, not to oppose the application for the berthing of the QE2 in Cape Town. "We are aware that the Transnet Board and the National Ports Authority will make a final determination regarding the viability of the berthing of the QE2.

"In the light of (this), we believe the Transnet Board and the National Ports Authority should take a decision based on their respective legal requirements and practical considerations, as well as those of other relevant departments and agencies," Bester said. A ports authority spokesman said a decision had not yet been taken. **Source : IOL.co.za**

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Malaysian Rescue

Malaysian marine police on Tuesday (21 July) rescued 16 crew members of a Malaysian ship and detained five Indonesian suspected pirates, officials said. Six masked men had boarded the PNG Express early on Tuesday in waters off Johor state, and tied up the ship's Malaysian captain and 15 crew - all of whom are Thai nationals - before robbing them of their belongings, said federal marine police commander Isa Munir.

However, less than an hour later, Malaysian marine police acting on a tip-off rescued the crew and gave chase to the fleeing pirates, he was quoted as saying. Isa said officers managed to detain five of the suspects, adding that a sixth escaped arrest by jumping into the sea.

"All the suspects are Indonesians with valid passports. "We managed to recover all stolen items along with four machetes, four masks and binoculars belonging to the suspects," said Isa. All crew members were unharmed during the incident, he said. **Source : ShipTalk**



The **BUGSIER 9** with the **JB-115** seen at Maaspilot station outward bound

Photo : Emile Ammerlaan ©

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Crew Concerns

The situation with German container ship **Hansa Stavanger** that had been seized by Somali pirates more than 3 months ago has become strained. According to Spiegel magazine, pirates took three Germans and one Russian to the shore. They have been in the depth of Somali territory. According to the magazine, pirates imitated reprisal, humiliated and starved them. Nearly all crewmen are ill and are on the verge of nervous breakdown.

All experts are sure the situation with Hansa Stavanger is very critical, UNIAN reports. The negotiations between Hamburg shipping company and unpredictable pirates on acid are arduous. Recently the sides were close to make a deal on ransom amounting to US \$2 or 3 but then it failed. The container ship **Hansa Stavanger** that was going from the United Arab Emirates to Kenya, was seized on April 4 720 km from the Somali shore. The crew consists of 24 people. Three of them – are the citizens of Russia. Two of them are the citizens of Ukraine and five people are from Germany. Source : **ShipTalk**

Stad stopt subsidie De Delft

Historisch schip De Delft krijgt van de gemeente Rotterdam geen subsidie meer. De stad vindt het niet nodig nog eens in de buidel te tasten, omdat het bouwproject aan de Schiehaven weer levensvatbaar zou zijn. Vorig jaar schonk de gemeente nog 100.000 euro aan het project, dat toen dreigde failliet te gaan.

Sinds 1998 wordt er door vrijwilligers gebouwd aan De Delft, een replica van een achttiende-eeuws oorlogsschip. Het schip moet een toeristische attractie worden. Vorig jaar bleek stichting De Delft in de financiële problemen te zitten. Ook bleek het lastig om de vrijwilligers aan te sturen. Het schip is nog lang niet af. Uit een haalbaarheidsonderzoek blijkt dat de financiële problemen eigenlijk niet zo groot zijn, zo schrijft burgemeester Aboutaleb aan de gemeenteraad.

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Sham sale voided



Insurers have emerged victorious in a major battle with Royal Boskalis Westminster over the near fraudulent sale of a valuable wrecked dredger to a Nigerian subsidiary.

The Dutch group secretly sold the wreck of the 60,000-dwt **WD Fairway** (built 1997) the world's biggest dredger estimated to be worth at least EUR 25m (\$35m) and maybe as much as EUR 75m (\$106m) even in its damaged state to wholly owned subsidiary, Nigerian Westminster Dredging, for just EUR 1,000 (\$1,400).

The intention was to frustrate underwriters' rights to the wreck gained as a result of a more than \$150m (\$212m) settlement of a constructive total loss claim. London high court judge, Justice Tomlinson, found that the sale of the WD Fairway fell within provisions relating to transactions defrauding creditors under Section 423 of the Insolvency Act of 1986 although this case did not involve insolvency.

The judge ordered that Boskalis Westminster transfer the **WD Fairway** to the underwriters so they can sell the wreck.

The intra-group sale was carried out clandestinely with the underwriters the plain victims according to the judge.

"In my view the facts fall squarely within the provisions of section 423. The transaction was at an undervalue. The consideration given was trifling and at best symbolic – EUR 1,000 in respect of a vessel for which Boskalis had only recently, in effect, offered EUR 25 million," said Justice Tomlinson.

"A purpose of Boskalis, and for the avoidance of doubt of Westminster International, in entering into the sale was to prejudice the interests of underwriters in relation to their claim to be entitled to assume ownership and possession of the vessel and to sell her," the judge added.

The trailer hopper dredger **WD Fairway** was struck amidships by the 9,200-teu containership **MSC Joanna** (built 2006) while operating off the Chinese port of Tianjin in March 2007.

The incident is the most costly navigational claim ever and has led to a major battle between the Boskalis Westminster group and underwriters led by the XL Capital vehicle, Dornoch, which provides the capital behind Lloyd's syndicate 1209 along with a string of other insurers including Royal and SunAlliance as well as Aspen Insurance.

Boskalis estimated the value of the wreck at EUR 25m but was unwilling to put the **WD Fairway** up for open market sale to establish the true value fearing it would be bought by a competitor. It was instead "sold" to a Nigerian subsidiary for a nominal sum.

The judge found Boskalis insurance manager Oscar Bus, to be expert in insurance matters and related legal issues and "unswerving and resolute" in the defence of his employers interest. He had handled two previous Boskalis total losses and was determined underwriters would pay the full CTL claim before the question of an agreed value for the wreck was resolved.

And the judge was clear that Bus would have known that by paying the full CTL claim underwriters gained an unfettered right to take possession of the vessel. Geoff Webster of US dredging specialist Venar Marine inspected the **WD Fairway** and found it in better condition than could be expected and against a background of a record number of

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major dredging projects underway around the world found the **WD Fairway** was a very desirable and valuable vessel even in its present condition.

He provisionally valued the vessel at EUR 75m although there is no secondhand market for mega or even jumbo dredgers as the four major dredging companies build and operate vessels for their full life of 25 or even 40 years. Webster recommended the vessel be put up for sale through international tender.

But Boskalis had privately sought a valuation from top Dutch dredge broker, Boogaard Sliedrecht, who put the value at EUR 25m to EUR 27m. Boskalis offered EUR 25m for the wreck but this was rejected as far too low by underwriters and Clarksons who were by then involved as the brokers who would potentially be involved in the sale.

Without a chance to inspect the WD Fairway the rival Van Oord dredging group gave a non binding indicative offer for the vessel of EUR 62m although this was withdrawn following an inspection.

"The underwriters are plainly victims of the transaction. If it stands it prevents them from exercising their contractual right to assume ownership and to sell the vessel on the open market so as to maximise recovery. The underwriters have been deprived of the chance of achieving a higher price than that indicated by the valuation which Boskalis says is a proper one. That conclusion is independent of but is reinforced by my finding that the vessel cannot reliably be valued so that no valuation so far put forward can be regarded as a proper or appropriate valuation," declared Justice Tomlinson.

The case is being fought in the English courts but applying the principles of Thai law, as the wreck is lying in a Thai dockyard, although Thailand has no law specific to marine insurance. Boskalis is pursuing a separate action against the underwriters alleging there was unreasonable conduct in the delayed acceptance that the WD Fairway was a CTL.

The 39,000 word judgment contains lots of legal argument about jurisdiction but also details of the events surrounding the valuation of the wreck of the **WD Fairway**.

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MAN ARRESTED IN US FOR HIGH SEAS KILLING

US FBI agents were taken out to a Carnival Cruise Lines Panama-flag cruise **Carnival Elation** last Thursday, 16 July, to arrest US citizen Robert McGill, for the killing of his wife on the high seas. The arrest was carried out on the basis of Title 18, USC Section 1111(b)—Murder Within the Special Maritime and Territorial Jurisdiction of the United States.

According to an FBI press release, on July 14 the ship's security staff responded to a report of a domestic incident between Mr McGill, and his wife, Shirley McGill. When they got to the scene Mrs McGill was dead.

Mr McGill was immediately detained onboard the ship. FBI Agents were subsequently transported to the vessel by a US Coast Guard cutter. An FBI Evidence Response Team (ERT) met the **Elation** at San Diego to collect evidence in support of the investigation. Carnival Cruise Line is said to be "providing full cooperation and support in this investigation".

The 2,052 passenger **Carnival Elation** is based in San Diego and was on a five-day cruise to Cabo San Lucas. The ship was in international waters at the time of the incident. **Source : Maritime Global Net**

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Chinese cargo ship sinks off Indian coast, authorities move to prevent oil spill

The Indian coast guard has responded to the threat of a possible oil spill along the Mangalore coast in South India following the sinking of Chinese cargo vessel 'MV **Asian Forest**' on Friday. The vessel was en route to Zhavgjiagang in China with a cargo of iron ore fines at the time of the incident and had 366 tonnes of fuel oil and 45 tonnes of diesel in its tanks. The 18-member crew from the vessel was rescued by the Indian Coast Guard vessel '**ICGS Sankalp**'.

Although there are currently no indications of environmental contamination, the coast guard has confirmed that it has deployed aircrafts to monitor the area and states that it is prepared to handle any situation that may arise. According to local news reports, the owner of the vessel and its insurers have agreed to expedite the salvage operation and have appointed Singapore based **Smit** and Company.

The causes behind capsizing of the vessel remain unclear at this point, however an investigation is underway.

Slim hope for 18 missing in Kiribati

Eighteen people who were lost overboard when a canoe capsized in the Pacific nation of Kiribati are unlikely to be found alive, a rescuer said yesterday. The double-hulled canoe was carrying 45 passengers from the capital Tarawa to the outlying atoll of Maiana for Independence Day celebrations when it capsized on July 13.

'We don't expect any survivors at the moment . . . We expect only to collect the bodies of the dead,' Tatai Tata, captain of a boat searching for the missing, told Radio New Zealand International.

The 17-metre canoe capsized during the attempted rescue of a crew member who fell into the water in rough conditions, officials said. Five people were able to swim ashore to raise the alarm.

Kiribati groups 33 coral atolls straddling the equator and spread over an ocean area equal in size to the continental United States. Earlier a New Zealand Air Force spokesman said 20 people had survived the capsizing, seven were confirmed dead and 18 were missing. New Zealand's air force helped in the search last week but withdrew at the weekend, the spokesman said. On Friday the air force plane conducted a six-hour search of the area but found only debris floating in the water. **Source: AFP**

NAVY NEWS



The "US Naval Hospital Ship **Comfort**" seen while passing Balboa port on her way to the Miraflores locks in the Panama-Canal. Obviously crossing from Pacific to Atlantic.

Photo : George de Haas (c)

India sees delay in French submarine delivery

Indian Defence Minister A.K. Antony told parliament Monday that he expected a delay in the scheduled delivery of six Franco-Spanish Scorpene submarines for the Indian navy. Antony's statement came as Prime Minister Manmohan Singh readied to flag off sea trials of India's first nuclear-powered submarine off Vishakapatnam port in southern Andhra Pradesh state.

Antony, replying to questions, blamed the expected delay on "problems in the absorption of technology" by a domestic shipyard assembling the attack submarines in western India. The first Scorpene was originally scheduled to be delivered in 2012 and one each in the next five years until 2017.

Antony did not provide a fresh timetable. In October 2005, India signed contracts worth 2.4 billion euros (three billion dollars) with Armaris, which is owned by France's Thales, and European defence firm MBDA to buy the six submarines.

The deal is a technology transfer agreement. French naval group Direction des Compagnies Navales (DCN) is producing key equipment unavailable at Indian shipyards. India's first nuclear-powered submarine, to be named **INS Arihant** (Destroyer of Enemies), is part of planned fleet of five such submarines which will offer India an underwater nuclear launch capability.

The 7,000-ton **Arihant** will put India alongside Britain, China, France, Russia and the United States in the club of nations with such vessels. **Source : google**

Ship catches fire near Gilmerton Bridge

Crews cut fuel line, igniting flames

WAVY.com has learned the fire onboard a former Navy ship was caused by diesel fuel that was ignited. Chesapeake Fire Captain Sam Gulisano says crews were cutting a pipe on the ship when diesel fuel inside spilled out. Sparks from another crew member working nearby ignited the flames.

Chesapeake fire crews battled the flames at Bay Bridge Enterprises in the 4300 block of Buell Street, near the Gilmerton Bridge on Monday. The company is cutting up the ship for scrap metal. Fire crews say fires onboard a Navy ship are rare.

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"Ship fires are dangerous," said Capt. Gulisano. "One of the most dangerous things we do when it comes to firefighting." Chesapeake Fire crews had their hands full working to put the massive fire onboard the 500-foot vessel.

"Ships by their nature are a huge confined space," added Gulisano. "There are a lot of confined spaces all throughout the ship. It's very easy to get lost. It's very easy to fall down one of the ladders." Several Bay Bridge Enterprise workers were on the ship when the fire started. Everyone got off okay. WAVY.com learned the ship is the **USS Milwaukee**, which was decommissioned in 1994.



ropes to guide us out of these structures," said Gulisano.

Chesapeake fire crews train for these situations. Officials say that training makes all the difference. **Source WAVY-TV**

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Keel Laid for 3rd National Security Cutter

The U.S. Coast Guard and Northrop Grumman laid the keel for the future Coast Guard Cutter **Stratton**, the service's third National Security Cutter, at 1 p.m., July 20. At Northrop Grumman Shipbuilding's Gulf Coast shipyard, Pascagoula, Miss., ceremoniously marking the beginning of Stratton's construction.

First lady Michelle Obama will serve as Stratton's sponsor. This is the first time a first lady has ever sponsored a Coast Guard cutter. As the sponsor the first lady will be involved in the life of the cutter. This is Obama's first formal association with a United States Coast Guard cutter and serving as Stratton's sponsor is an extension of her commitment to supporting America's men and women in uniform and their families.

"I am honored to serve as sponsor of the Coast Guard Cutter **Stratton**, named after one of the most extraordinary women to serve our nation in uniform," said Obama. "Every day, the United States Coast Guard keeps our families and communities safe at home and contributes to the defense of our nation overseas. This vessel will embody the strength of today's military and the enduring courage of our Coast Guard's men and women."

"The keel laying is a significant event in our surface acquisition program," said Rear Adm. Ronald J. Rábago, the Coast Guard's assistant commandant for acquisition. "We are especially proud and honored that this ship will be sponsored by the first lady. We are all pleased and impressed with the dedication of the men and women of the Coast Guard's

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Gulf Coast Project Resident Office and of the Pascagoula shipyard. Their commitment to excellence in producing the National Security Cutter class to meet the demands for Coast Guard missions is truly inspiring."

Each of the NSCs will be named for a Coast Guard "legend," including former commandants Adm. Ellsworth P. Bertholf and Adm. Russell Waesche, as well as Founding Father and first U.S. Secretary of the Treasury Alexander Hamilton. Stratton is the namesake of Capt. Dorothy Stratton who directed the Coast Guard's Women's Reserve, or SPARs, during World War II. Stratton was a professor and dean for women at Purdue University, Ind., and in 1942 she was the first woman accepted into the Coast Guard's Women's Reserve. She and her colleagues helped the Coast Guard live up to its motto Semper Paratus, "Always Ready" by working to ensure the service was ready for front-line sea duty in America's war effort. SPARs fulfilled many vital roles during the war and their efforts helped pave the way for women to serve throughout our Armed Forces.

The Coast Guard recently accepted the first NSC, **Bertholf**, which entered service following completion last year. Northrop Grumman Shipbuilding's Gulf Coast shipyard in Pascagoula is under contract to build three NSCs including **Waesche**, which is approximately 90 percent complete, **Stratton**, which is more than 20 percent complete, and **Hamilton**, for which the Coast Guard has procured long lead time material.

In contrast with older cutters the 418-foot long NSCs feature increased range and endurance (60 to 90 day patrol cycles); more powerful armament; larger flight decks; chemical, biological and radiological environmental hazard detection and defense; and improved Command, Control, Communications, Computers, Intelligence Surveillance and Reconnaissance equipment. These features enhance Coast Guard and U.S. Navy interoperability under the National Fleet plan. **Source : MarineLink**

Russian subs mapping the North-Atlantic

With the aim to map potential petroleum resources, Russian submarines participated in a research operation in the waters between the Norwegian Island of Jan Mayen and Iceland in June. According to the Norwegian newspaper Dagbladet, two of the submarines were nuclear powered. The submarines participating in the research mapping of the seabed were in both Icelandic, Norwegian and international waters in June this year. Interviewed by Dagbladet, Head of Icelandic Defence Agency Ms Ellisif Tinna Vigdisdottir, said the submarines were northeast of Iceland. The Defense Agency's website writes that the submarines were sailing in the North-Atlantic from The Faroe Islands in the south to Svalbard area in the north.

Neither the Norwegian nor Icelandic Foreign Ministries have officially reacted or made any statements against the Russian research mapping of potential oil- and gas resources in their economical zone.

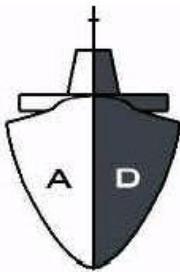
BarentsObserver.com wrote in May about Russia's newly adopted National Security Strategy that highlights the energy challenges. The strategy says that the Barents Sea and the Arctic are among the regions of upcoming international competition for energy resources.

According to the article in Dagbladet, two submarines are participating in the research activities while the two nuclear powered submarines had support tasks. The identities of the submarines are not known.

In June, BarentsObserver.com wrote that Russia's newest special purpose submarine, B-90 named **Sarov** was operating in northern waters. During the Cold War, Russia's Northern fleet operated several special purpose submarines aimed for underwater spy operations. It is not officially known if any of them are still in operation.
Source: barentsobserver.com

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Crisis claims Aboitiz-owned maker of high-speed boats

Work has stopped at the shipyard of fast-craft builder FBMA Marine, Inc. in Balamban town with the completion and delivery of the last two vessels to a buyer in the United Kingdom.

The Aboitiz-owned company is set to retrench an additional 89 workers effective July 26, the Department of Labor and Employment (DoLE) regional office here said. Only a skeletal work force of about 30 people in the administrative and accounting divisions remains.

Company officials, however, remain optimistic and have continued to solicit purchase orders. "We remain [committed to our] plan to invite new investors with orders to place in the yard," FBMA Chairman and Chief Executive Officer Roberto E. Aboitiz said in an e-mail.

Mr. Aboitiz confirmed that the last two high-speed catamarans built by FBMA have been delivered to customers.

The vessels were rolled out of FBMA's fabrication shop inside the West Cebu Industrial Park in Balamban last month. They arrived in Britain on July 11. They were built for Wightlink, which provides ferry services between the Isle of Wight and mainland UK. The vessels, both 41-meter high-speed catamarans, will be used for the Portsmouth-Ryde crossing.

Elias Cayanong, DoLE regional director, said FBMA had cited the lack of market as the reason for the second batch of retrenchment. The company, which had as many as 198 regular employees, first laid off 72 workers effective June 15.

Some of the retrenched workers have applied for jobs with bulk carrier builder Tsuneishi Heavy Industries (Cebu), Inc., also an Aboitiz unit in Balamban, which needs around 3,000 workers for its expansion.

Mr. Aboitiz said the firm's market had dried up. No orders have been placed since the middle of 2008. Prospective orders were dropped due to the credit crunch. Aside from high-speed catamarans, FBMA also specializes in building medium-speed ferries, patrol vessels and specialist work boats for European, US, Australian and Asian ship operators.

The company has been operating in the Balamban industrial zone since 1997.



The **SMIT BULLDOG** seen fitting out at the Damen yard, delivery is expected during August / September
Photo : Michel Kodde (c)

Another Conversion for Keppel Shipyard

Keppel Shipyard Ltd is close to completing the conversion of **FPSO Armada Perdana** for repeat customer Bumi Armada Berhad (Bumi Armada). A ceremony for the naming of the Floating, Production, Storage and Offloading vessel (FPSO) prior to its deployment in the Oyo field, 70km off the coast of Nigeria was held at the shipyard. The vessel is expected to deliver first oil in fourth Quarter 2009.

The Secretary to The Government Federation of Nigeria, Mr. Mahmud Yayale Ahmed, and Nigeria's Speaker of the House of Representatives, Mr. Dimeji Bankole were in attendance.

Mr Nelson Yeo, Executive Director of Keppel Shipyard said, "Keppel Shipyard is pleased to carry out the conversion of Bumi Armada's second FPSO, **Armada Perdana**. This achievement of delivering her successfully and safely, with a record of 1.8 million man-hours without lost-time injury, has been through the efforts of everyone working on the project. This conversion further strengthens the partnership between our two companies.

The vessel, which arrived in May last year, underwent fabrication, installation and integration of a 12-point spread mooring system, riser balcony, topside facilities and upgrade of accommodation and auxiliary support systems.

It now has a storage capacity of 1 million barrels of oil with water and gas injection capabilities included in its topside. It is also capable of processing 45,000 barrels of oil per day (bopd).

Keppel Shipyard's affiliation with Bumi Armada goes back into the last decade when it first converted the **FPSO Armada Perkasa** in 1997 for operation in the PM3 Field, Malaysia. It was recently upgraded further in 2007 for deployment in the Okoro Setu Field, Nigeria.

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The advertisement features a collage of ship images. At the top right is a white and red high-speed ferry labeled "TALLINK AutoExpress 2". Below it are two smaller ship images: one white ship with "BC Ferries" branding and another white ship with red and blue accents. The bottom right corner contains the website address www.redwise.com.

The world's ship delivery pioneer, Redwise, provides a top quality take-over, sailover, hand-over service for every type of vessel, wherever you need it delivered



Hawaii Superferry Moving to Virginia

The Hawaii Superferry's two vessels are being moved to a Norfolk, Va., shipyard under the custody of the U.S. Maritime Administration.

Court records show that Hawaii Superferry owes the Maritime Administration, the bankrupt company's main creditor, \$136.8 million. Mobile-based Austal, which built both ferries under a \$190 million contract, is owed \$22.9 million.

The Maritime Administration has said it plans to repossess and sell the vessels.

Maritime Administration spokeswoman Susan Clark couldn't say whether the Navy plans to look at the ferries while they're stationed in Norfolk. Defense Secretary Robert Gates has said the military wants to lease two high-speed ferries to fill the gap before the first of 10 transport vessels are completed starting in 2011. **Source : kgmb9**



The deep draft **CRUDESTAR** seen enroute Rotterdam - 7th Petroleum harbour
Photo : Eric Hoogvliet (c)

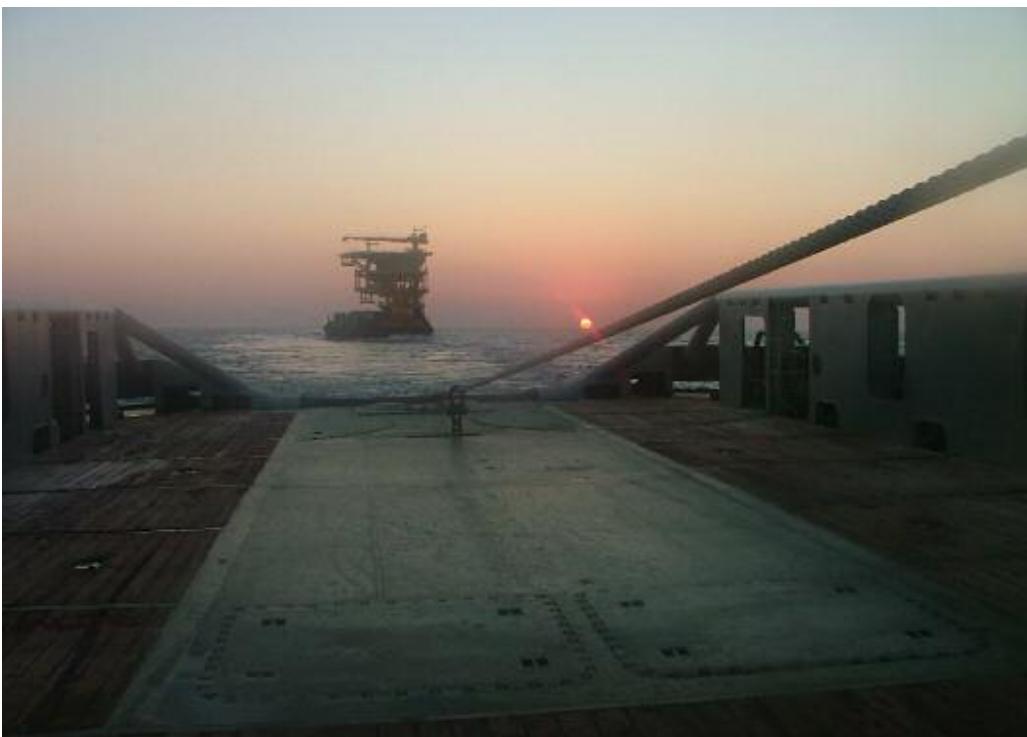
Harwich: Lifeboats out 6 times in 9 hours

HARWICH'S lifeboat crews were kept extremely busy with six calls in the space of about nine hours. The inshore lifeboat was called to a windsurfer with a broken mast, just off Felixstowe Ferry, at 3pm on Sunday.

The windsurfer was taken ashore to safety. 50 minutes later, crews were called to a small yacht drifting in the river at Pin Mill, Suffolk, after it encountered problems with its propellor. The yacht was taken safe and sound to its mooring.

At 5.25pm, the all weather lifeboat was launched to another yacht with a propellor problem, between HMS Ganges and the LV18 vessel, off Harwich. A survey boat nearby offered assistance and the yacht was towed to Ha'Penny Pier.

At 8pm, the inshore lifeboat was called to an angling boat with two people onboard, after its engine failed off Felixstowe. The boat was towed to safety at the Bristol Arms pub. Crews received their final call at 11.30pm following an incident at the Orwell Bridge, Suffolk. The inshore lifeboat recovered a man alive from the water and he was airlifted to hospital. **Source : Harwich & Manningtree Standard**



The **LAMNALCO MALLARD** seen towing the **MONTARA TOPSIDE** from Singapore to Darwin , with an average speed of 7,5 knots at 75% pitch all the way down to the South end of the Java Sea where the client had to request the vessel to slow down.

Photo : Bob Hamilton (c)

Novoship's new tanker NS Asia delivered

On Tuesday, 21 July 2009, the delivery ceremony of the product carrier **NS Asia** ordered by JSC Novoship (Novorossiysk Shipping Company, the Sovcomflot Group) took place at Hyundai Heavy Industries Co., Ltd., Korea.

The 111 682 DWT tanker **NS Asia** was built with fully coated cargo tanks to carry up to 4 different grades of cargo simultaneously including clean petroleum products.

NS Asia has the following specifications:

- Length on Average – 250.0 m

Distribution : daily 9150+ copies worldwide

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www.maasmondmaritime.com/Inschrijven.aspx

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- Breadth Moulded – 44.0 m
- Depth – 21 m
- Draft – 14.7 m
- Service Speed (open water) – 15.0 knots
- Main Engine Maximum Continuous Rating - 19 430 bhp (14 280 kW) at 105 rpm

NS Asia is the third vessel in the series of four Aframax-type product carriers ordered by Novoship in accordance with the company's Fleet Renewal Programme. The delivery of her sister ship **NS Africa** is scheduled for September while the first two ice-class vessels – **NS Arctic** and **NS Antarctic** – were delivered in the second quarter 2009.

The design and the operational characteristics of the vessels are in compliance with the ultimate requirements of Oil Majors as well as the requirements set by international and national conventions related to the safety of navigation and the protection of marine environment. DNV has issued the Clean Notation for **NS Asia** which means conformity to the highest industry ecological standard possible.

The new tanker has been built with consideration of existing major oil companies' projects and is intended for Russian cargoes. The Sovcomflot (SCF) Group believes its modern, well-maintained fleet is a significant competitive advantage in the global market. At present there are 24 new vessels on order representing 2.1 million deadweight tons at shipyards of Russia, South Korea and China. The vessels are scheduled for delivery by the fourth quarter of 2010.

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Super Ship Yacht Express Visits Northeast for First Time

Dockwise Yacht Transport's (DYT) Super Ship **Yacht Express**, will visit the Northeast for the first time ever when it stops in Newport, R.I., for two days next week. Not since the **Queen Elizabeth 2** last came to Newport in September of 2008 has there been a ship of such magnificence to grace Narragansett Bay. In fact, at 687.5 feet, **Yacht Express** stretches to more than 70% of the QE 2's length. Moreover, just as the QE 2 is said to be one of the last great trans-Atlantic liners, **Yacht Express** can claim to be the first and only purpose-built yacht transport vessel on the planet.

"While other transporters use cranes to lift yachts onto their decks, Yacht Express purposely 'sinks' to accommodate a float-on cargo of private luxury yachts, sailing and sport fishing boats," said DYT East Coast agent Ann Souder. "After she submerges her deck, she then rises to let the yachts—ranging in size from 24 to over 200 feet—ride high and dry. No problem, and no anxious moments for yacht owners and their dream yachts."

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Appearing more as a floating marina than an ocean liner while underway, the **Yacht Express** will arrive on Monday, July 27th. It will anchor just south of Goat Island and begin submerging that evening while clients board to sign paperwork and inspect their yachts, which have been transported here from Toulon, France. The unloading of several yachts and the loading of others will take place on Tuesday, July 28, and the ship will leave later that night for Ft. Lauderdale.

"It's an amazing process," added Souder about the submersion of the ship and the utilization of a swat team of experts—including a loading master, the ship's crew and scuba divers—for safety and efficiency, "somewhat like a

scene out of a James Bond movie, but it is one that provides the safest, most efficient way for boat owners to move their prized possessions around the world."



Photo : Onne van der Wal (c)

Souder explained that DYT, headquartered in Ft. Lauderdale, transports approximately 1,200 yachts on these "floating marinas" each year. Yacht Express is more than 130 feet longer than DYT's other carriers (which have been specially retrofitted to accommodate float-on/float-off yacht transport service and have visited Newport in the past) and features such added amenities as complimentary cabins for crew who are riding along, an atrium with a 180 degree view and lounge bar, an

outdoor swimming pool deck, restaurant and cinema, as well as conference, media and fitness facilities. It was built at the Yantai Raffles Shipyard, in China, with an aim to provide the fastest transoceanic yacht delivery service ever from Florida and the Mediterranean.

"**Yacht Express** completed her June, 2008 inaugural trip to the Med from Ft. Lauderdale in just 10 days at her 18-knot service speed," said Souder. "Normally that voyage takes two to three weeks for any yacht, depending on speed and weather. Shipping with DYT saves time plus a generous portion of wear and tear on a boat and its engine, not to mention it gives professional boat crews a much-needed break. And with the rising costs of diesel, the price tag for the service generally saves money in the long run."

For most owners, there is another consideration. DYT's schedule for its fleet of transporters connects the world's most exotic ports. If owners want their yachts delivered from Florida to the Mediterranean, Northern Europe, the Caribbean, the Pacific West Coast of North and Central America, or the South Pacific, and back, they can ship it with Dockwise Yacht Transport—worry free. Those interested in checking out Yacht Express while it is in Newport can best view it from Goat Island, Fort Adams or by boat (although boat operators are reminded to keep a safe distance from the vessel). To view a "How Does it Work" slide show, go to <http://www.yacht-transport.com/howdoesitwork>

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Handling Declines 5% at Port of Kiel

The Port of Kiel handled 2.36 million tons of cargo in the first half of this year, 5% less than in the same period of 2008. The above-average decline was recorded in the breakbulk sector, which was comparatively hard hit by the current economic crisis. Against this background there has been a positive handling trend in ferry traffic since the second quarter. In June breakbulk handling also reached the level of the previous month. Dirk Claus, Managing Director of the Port of Kiel (SEEHAFEN KIEL GmbH & Co KG), said "in the wake of a weak first quarter, one main contributor to handling which is now again showing a positive trend was our entry into the container handling sector. Given the general economic situation, we can be satisfied with this handling result".

Since mid-March, Kiel has operated a regular container service to and from Riga. The foundation of this is the transport of ferro-alloys, a valuable aggregate supplement for the west European steel industry. "Even if current handling volumes are not as high as expected due to the current economic situation, an important step has nonetheless been taken in the development of the port," said Dirk Claus. To make container handling possible, a high-capacity port mobile crane was specially acquired. Capable of lifting loads of up to 140 tons, the crane has an outreach of more than 50 metres. This means that it can load or unload all current types of ship operating in the Baltic across their complete breadth. As well as containers, the new crane also handles heavy cargo and project loads.

The handling of bulk cargo has also developed positively in Kiel. The export of agricultural products and the import of fuels are now both higher than they were last year. In the breakbulk sector, the operation of the new RoPax ship "Lisco Maxima" since May on the Kiel-Klaipeda route has made a big difference. "The new ship has the potential to switch a lot of Baltic cargo from the roads to the sea. In addition, the expanded capacity offered for passengers to the Baltic region has also already been well-received," Claus said. Kiel is also reporting increased passenger totals in the cruise sector, because of the ever-bigger ships now calling at the port. In the first half of the year about 760,000 passengers passed through Kiel. **Source : Port of Kiel**

DRAZO SOLD TO EQUATORIAL GUINEA



Photo : Richard Wisse (c) – www.richard-photography.nl

Former URS tugboat **Drado** was renamed **Rado** and reflagged to Saint Vincent at Terneuzen. Vessel was sold by **Martrade BV** of Sliedrecht to principals in Equatorial Guinea. **Martrade BV** hired **TOS** crew for the delivery voyage from Terneuzen to Mohammedia Morocco.

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The **RADO** seen departing from Terneuzen bound for Equatorial Guinea
Photo : Alain Dooms – www.tugspotters.com (c)

Le Havre's first half container volume slides 8pc

THE French Port of Le Havre handled 1.1 million TEU in the first half of the year, representing a decrease of eight per cent compared to the same period last year. The result put Le Havre ahead of rival Marseilles, which saw its first half throughput rise by three per cent to 435,400 TEU.

Le Havre's total cargo volume fell by 1.7 per cent during the reporting period to 38.2 million tons of cargo compared to the first six months of 2008.

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Key developments coming to Le Havre include the construction of an additional 2,100 metres of container quay this year as part of a US\$450 million project to increase container handling capacity to more than four million TEU, reports Newark's Journal of Commerce.

It attributed Le Havre's first half result to winning back cargo lost to European rivals Antwerp and Rotterdam a year ago when its dockers staged three months of rolling strikes to protest against privatisation.

In the first half of the year, the Antwerp's container traffic declined 18.5 per cent to 3.6 million TEU and Rotterdam's box volume decreased by 15 per cent to 4.6 million TEU. Antwerp's total traffic fell by 19.9 per cent to 77 million tons, while Rotterdam slid 13.4 per cent to 185 million tons. **Source:** schednet.com

VISIT ONBOARD THE MAERSK TRANSPORTER



The vessel is the seventh in the new T-class series of 10 vessels each with a price tag of USD 50 million. The **Maersk Transporter** is part of a renewal of the medium size supply and anchorhandlers with a bollardpull of 170 tons. The measurements of the vessel is 73.2 metres over all, 64.2 metres bp. Beam 20 metres and draft 8.4 metres.

Photo right : Bent Mikkelsen (c)

4,678 grosston, 3,559 DWT. Fitted with a double farther-and-son engine plant consisting of two MAN type 7L27/387 and two MAN-type 8L27/38 with a total output of 10,200 kW. Class: DNV.

Bent Mikkelsen visited the brand new anchor-handler **Maersk Transporter** at Esbjerg, Denmark. The vessel was delivered only last month from STX Norway Offshore AS at Brattvåg # 125, which casco from STX Tulcea, # 368 Romania, and towed to Norway for fitting out.

Photo left : STX



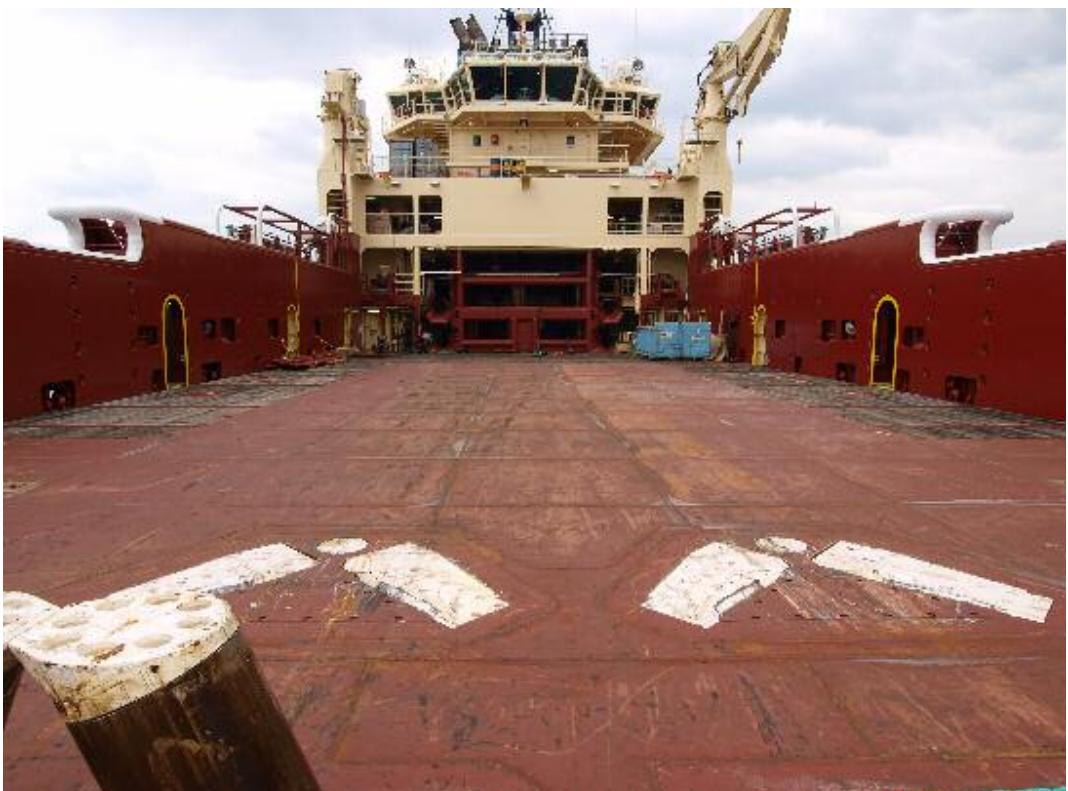


Photo : Bent Mikkelsen (c)

The arrival in Esbjerg was the vessel's second job. It is going to do a rig move of the jack-up rig **ENSCO 70** (ex **Dan King**), which has to be towed sea after a three weeks refit in Esbjerg. The refit of the rig is the second done in Esbjerg this year. The first one was the **Maersk Gallant** earlier this year. The rig stayed in Esbjerg for seven weeks in an operation.

High sulphur fuels in Rotterdam, the Netherlands

DNV Petroleum Services has tested seven HFO samples from Rotterdam with sulphur content ranging from 4.55% m/m to 4.64% m/m, which exceeded the maximum level of 4.50% m/m as specified in ISO 8217:2005. The samples came from deliveries stemmed between 30 June 2009 and 9 July 2009 and three suppliers were involved. Based on the fingerprint parameters, these fuels appear to have originated from the same source. The sulphur levels of the tested samples also exceeded the 4.50% m/m limit stipulated in MARPOL Annex VI Reg. 14. Use of such fuels is prohibited if the ship is trading inside the waters of countries that have ratified MARPOL Annex VI, or if the ship's Flag State has ratified MARPOL Annex VI.

From a technical perspective, elevated sulphur levels may contribute to increased corrosive wear of piston rings and liners if the feed rate and BN (Base Number) of the cylinder lubricant are not adequate. Please refer to the engine manufacturer's recommendations for optimum cylinder lubrication. This Bunker Alert does not necessarily reflect the overall fuel quality supplied in Rotterdam, but if your ship recently took bunkers in this port or the surrounding ports, or intends to do so, please ensure the fuel quality is known before use. DNVPS laboratories and regional offices span all time zones and can assist you with further commercial and technical advice. **Source: DNV Petroleum Services Piraeus**

.... PHOTO OF THE DAY



The helicopter which is used by the Dutch Pilot Services seen on deck of the deep draft tanker **CRUDESTAR** after delivery of the pilot for the trip to Rotterdam-Europoort

Photo : Eric Hoogvliet ©

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