



DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 167



Number 167 COLLECTION OF MARITIME PRESS CLIPPINGS ***Wednesday 06-09-2006**

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



THIS NEWSLETTER IS BROUGHT TO YOU BY :

VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000

(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



VLIERODAM, STRONG QUALITY IN LIFTING AND HOISTING EQUIPMENT.



The paddle steamer Empress of the North, seen in Skagway, Alaska.

Photo : Fraser Cunningham o/b Statendam ©

SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com

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

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS



The **APOLLOGRACHT** seen outward bound at the Westerscheldt River – Photo : Ricardo van Liere ©

PIRACY THREAT CONTINUES IN GULF OF ADEN

DESPITE a recent lull in piracy around the Somali coast it appears some gangs are still actively pursuing vessels at considerable distances off the coast. In its latest weekly report the ICC International Maritime Bureau notes that two speedboats approached a bulk carrier underway in the Gulf of Aden at 0045 LT a week ago Sunday. The crew mustered and took anti piracy measures. Fifteen minutes later boats moved away. A second attempt was made at 0430 LT when several speedboats approached and followed for 40 minutes but due to anti piracy measures they aborted attempt and fled.

Meanwhile Vietnamese authorities have had some success in countering piracy. A gang armed with AK-47 rifles attacked and boarded fishing boats from a speedboat off southern Kien Giang province. The pirates tried to take the fishermen into Cambodian waters but were intercepted by a Vietnamese patrol boat. Some pirates escaped but four were detained for investigation. The authorities recovered arms and ammunition from the pirates.

Elsewhere the IMB reports two incidents in Bangladesh, and one each in Indonesia, Ghana, Guinea and Brazil.

ANNUAL TUGBOAT RACE IN NEW YORK



The "14th Annual Tugboat Race and Competition" was arranged by the New York Harbor's "Working Harbor Committee" and the event was held on Sunday September 3rd, 2006. This was the first year that a spectator boat was available for the general public which really helped to get right up close to the tugs.

Photo : Stuart Warmink ©

For the first part of the competition the tugs lined up at Pier 86 (near the Intrepid Air Sea Museum) and then raced down to Pier 63 (near the Chelsea Water Park). An impressive sight, to say the least, with waves to match which soaked many a spectator!

Although it seemed an even match at first the almost brand new (at least compared to many of the other tugs) 8000 horsepower **Lincoln Sea** easily sprinted ahead at the end and won the race easily. The huge **Lincoln Sea** also fared well in the bow-to-bow pushing contest, barely emitting any smoke while her opponents tried mightily but went nowhere. There was also a rope throwing contest, and various "best..." awards.

Photo : Bob Hill ©

Even though it was just one day after the remnants of Ernesto soaked the region, the weather fully cooperated and helped make it a most memorable day. Of course, the real stars were the tugs of all sizes and ages that for the most part were just taking a little time out from their usual busy New York Harbor duties.





Photo : Stuart Warmink ©

The photo shows **"Coast Guard 109"**, **"Urger"**, **"Dorothy Elizabeth"**, **"Stamford"** and **"Hackensack"** heading South with the New Jersey side of the Hudson in the background.

Piracy Report 22-28 August 2006



25 incidents have been reported since 28.01.2006. Pirates are targeting ships preparing to anchor. Ships are advised to take extra precautions.

On August 27 2006 two speedboats approached a bulk carrier underway in the Gulf of Aden. Crew mustered, took anti piracy measures. Fifteen minutes later boats moved away. A second attempt was made at 0430 LT when several speed boats approached the vessel and followed for 40 minutes but due to anti piracy measures boats aborted attempt and fled.

On August 24 2006 at southern Kien Giang province, Vietnam the pirates armed with AK-47 rifles attacked and boarded fishing boats from a speedboat. Pirates tried to abduct them into Cambodian waters but were intercepted by a Vietnamese patrol boat. Some pirates escaped but four

were detained for investigation. Authorities recovered arms and ammunition from pirates.

On August 22 2006, 2.5 nm south of Conakry, Guinea, robbers in a motorized boat boarded a tug at anchor and stole stores. Crew raised alarm and robbers escaped.

Cougar Ace under tow to Portland

Cougar Ace, the MOL-operated car carrier that has been fully righted from its 80 degree-plus list, began the final stage of its journey to the US West Coast on Friday. The vessel is on a 10-day passage under tow by the Crowley Marine tug **Sea Victory** from Unalaska Island's Wide Bay, where salvage operations have been conducted for the past several weeks. Coast Guard spokesman Sara Francis added that a second seagoing tug, the *Gladiator*, will serve as escort.

The planned tow required approval by the USCG of two separate tow plans – one for the open ocean trip and a second for the Columbia River to the Port of Portland, where the Coast Guard and Class NK plan a thorough assessment of the ballast system that allegedly caused the severe list during ballast dumping operations. Capt Mark DeVries, captain of the port for Western Alaska and commander of Coast Guard Sector Anchorage, said in a statement that the vessel is stable and safe for transit. USCG inspectors have made thorough surveys of the ship. "The *Cougar Ace* has been properly ballasted and we have checked and secured all ballast tanks," he said. "We have adjusted the ballast to put the vessel within its established stability criteria. No additional ballast transfers will be conducted until the vessel reaches Portland and the Coast Guard and the class society can fully inspect the ballast system to certify that it is working properly and can again be used."

Siphoning of oil from sunken tanker considered

Siphoning the remaining 1.5 million liters of bunker fuel from the sunken oil tanker, M/T **Solar I** is being considered by the government to stop a catastrophic oil spill in the Guimaras Strait.

Defense Secretary Avelino Cruz, who is also heads Task Force Guimaras, told the "Kapihan ng Bayan" news forum at the Sulo Hotel on Monday, said siphoning, although more expensive, is the best option on how to recover the oil from the ill-fated tanker some 640 meters under the sea.

Cruz said this was also the recommendation from the crew of the Japanese salvage vessel, Shinsei Maru and Filipino experts who inspected the area.

Other options recommended are to refloat the vessel or entomb the tanker under the seabed. Siphoning the oil will be more costly, but it is the most ideal and this is the growing consensus among experts, Cruz said.

"This is the best we can do to assure the residents that the spill is under control," he said. Cruz said he expects a report from the salvage vessel team in two days. The **Shinsei Maru** left last Saturday for Japan after conducting an undersea inspection of the sunken oil tanker.

He said that if the plan to siphon off the oil pushed through, Fukuda Salvage and Marine Works, owner of **Shinsei Maru**, will undertake the operation.

A film footage taken by the Japanese ship's remotely operated vehicle (ROV), showed that only one of the ten tanks of the sunken oil tanker was busted, disgorging about 200,000 liters of bunker fuel.

The nine tank containers are intact, Cruz said. The vessel is lying about 640 meters underwater in an upright position. It sank on August 11 during stormy weather.

Cruz said oil was still sipping out from another tank, which he did not identify, but he said the ROV's robotic arms have tightened the ship's loose hatches to stop the leakage. Petron Corporation chartered the oil tanker from Sunshine Maritime Development Corporation to ship over two million liters of bunker oil from Limay, Bataan to Zamboanga.

Ship-to-ship LNG transfer

Exmar NV reports that the first commercial ship-to-ship (STS) transfer of LNG has taken place in the Gulf of Mexico.

A total of 20,650 cubic meters of LNG was successfully transferred from the **LNGRV Excelsior** (130,800 cu.m ,built 2005) to **Excalibur** (138,000 cu.m, built 2002).

As a result of this milestone in the LNG industry, says Exmar the operational flexibility of the regasification vessels it operates together with Excelsior Energy will be greatly enhanced.

Exmar is one of the largest independent operators of gas tankers in the world with a fleet of 50 ships ranging from 150,900 cu,m LNG carriers down to 10,500 cu.m semi-pressurized LPG/Ethylene carriers.

New Tugs Offer Cutting Edge Capability

The two innovative Carousel combi-tugs being built in Malaysia for Dutch salvage and towage company Multiship could revolutionize tug design, without the need for expensive technology, according to the Carousel system designer, Novatug. The tugs ordered in July this year from Malaysian shipbuilder Nautica Nova Shipbuilding & Engineering (NNSE) incorporate the unique Carousel towing system and will address directly the needs of big ships requiring escort facilities into harbours and rivers.

Rolf Kievits, general manager of Rotterdam-based Novatug, says, "The beauty of the Carousel construction is that the solution it offers is so logical, and relatively simple. Of course it requires engineering, design work and stress

calculations to ensure that everything is fail-safe. But the Carousel construction is in fact nothing other than a very clever and logical mechanical system which makes use of basic laws of physics and requires no expensive technology."

Comparing the time taken to build the Carousel tugs, as opposed to conventional tugs, Kievits says, "The Carousel system is an integral part of the design. There is no extra steelwork involved. The Carousel and winch, as elements of the towing equipment, will be built off-site and installed on the vessels at the yard. So there is no extra construction time involved." In terms of cost, Kievits said, "It is not possible to equate safety with pure financial cost, but our aim is to design and build the safest tug afloat at an affordable price. Of course the great advantage of the Carousel system is that it incorporates just one winch, as opposed to the two which other, conventional vessels would need to carry out the same task. Carousel also incorporates a more cost-effective propulsion lay-out which will result in long-term economies of maintenance and fuel consumption."

The Carousel design incorporates an integrated winch platform, together with appropriate finite element calculations to ensure that the entire structure is able to take its prescribed design load, fully independent of the ship, on the freely rotating Carousel and winch platform. The system for the tugs being built in Malaysia has been engineered to a 300-tonne design load. This includes the whole spectrum of horizontal and vertical loads the winch has to work with. For practical purposes, however, and to ensure safe operations when assisting other ships, the system as a whole is restricted to a 160-tonne working load.

In order to power the winch on a freely rotating Carousel, Novatug has designed a twin-diesel-engine power-pack to power the hydraulic system. Where maximum power is not required, this system can be operated at fifty per cent capacity by using only one of the two engines.

The winch has been specifically designed for harbour towage, escort work and coastal applications. It is a state-of-the-art hydraulic winch, manufactured by Rapp Hydeema of Norway, with full active escort capabilities. Kievits explains, "We had to find the right balance between the winch dimensions and the rope capacity, where we opted to use 72 mm Dyneema line of 200 m length. In the event that the tugs were required to undertake deep-sea work, however, a winch with additional wire capacity could be fitted to the **Multraship** tugs.

"In terms of maintenance requirements, the usual manufacturer service intervals are recommended. For the Carousel, we recommend that the bearings are checked at regular service intervals, which will probably mean an annual inspection of the load-runners." Kievits is excited about the marketing opportunities for the Carousel system. He says, "So far, we have fitted the system to a conventional tug which originally had a bollard pull of twenty tonnes, and we have the escort designs building in Malaysia for **Multraship**. I think it fair to say that these two examples will be at opposite ends of the spectrum in terms of what we are able to offer owners and operators." Although doubts have been expressed about the impact on crew safety of operating on board a vessel fitted with the Carousel system, Kievits says, "Given current restrictions on crew working on deck during manoeuvres, there is no real difference in this respect between a Carousel tug and a conventional tug."

The first of the two eighty-ton static bollard pull Carousel Combi-Tugs is due for delivery at the end of 2007, and the second, about three months later. The vessels will be among the most robust harbour and escort tugs in the world. They will be highly stable both statically and dynamically, and will therefore be of particular significance for large vessels making approaches to rivers and harbours. They are also especially fuel-effective, producing potential savings in this regard of between thirty and fifty per cent.

CASUALTY REPORTING

Crew safe as tanker sinks in Pacific

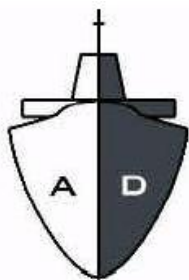
The 1,000-dwt tanker **Saint Vincent**, owned by New Caledonia-based Compagnie Maritime de Transport Pétrolier, sank off New Caledonia late on Saturday night as the vessel was heading back to Nouméa in ballast. The 10 crew members, who managed to escape from the sinking vessel on a lifeboat, were airlifted to safety in the early hours of Sunday. Two of them had minor injuries. The Saint Vincent sank in deep water, 50km off Lifou, and is said to be lying about 2,000m below the sea surface.

Initial reports suggest the tanker had suffered a blackout and an engine failure. Two distress calls were sent out by the crew as they gradually lost control of the vessel. One tug, the Tamanu and a Puma helicopter were sent out to the scene early on Sunday morning. After spotting one empty lifeboat, the helicopter found a second lifeboat with the entire crew on board. The Saint Vincent was acquired by CMTF last year to replace another ill-fated vessel, the tanker Konemu, which was declared a total loss after running aground on a reef in a bid to rescue a fishing vessel. The ship was deployed on local oil cabotage trade and was luckily empty when it sank. Local authorities say the risk of pollution in the area is very small. The **Saint Vincent** was built in Korea in 1995.

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

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

Het Amerikaanse Amfibie aanvalsschip **USS Kearsarge loopt vandaag (6 september) binnen voor een zesdaags bezoek aan Curacao.**



Het schip keert terug van een militaire oefening die bij Panama is afgewerkt, de **Panamax 06-exercise** en meert aan de Megapier aan. Op Curacao zal de bemanning, behalve de gebruikelijke Rest & Recreation, ook twee sociale projecten uitvoeren. Het honkbalveld bij Hòfi Augustin wordt opgeknapt, net

als een deel van het bejaardencomplex Huize Welgelegen (Habaai) van Stichting Birgen di Rosario. Donderdag geeft de Amerikaanse Consul, Robert Sorenson, een receptie voor genodigden aan boord van de **USS Kearsarge**. Het Amfibie aanvalsschip biedt plaats aan ruim 1000 bemanningsleden en ruim 73 officieren. Het is ruim 256 meter lang en 42 meter breed, werd in 1992 te water gelaten en kostte 353 miljoen dollar. De thuishaven is Norfolk, Virginia. Het schip is destijds onder meer ingezet bij de oorlog in Kosovo, in 1999. Aan de Prins Hendrikwerf ligt momenteel een

Britse marinetanker, de **Wave Ruler**, maar dat schip heeft weinig bemanning aan boord vergeleken met de **USS Kearsarge**.

Submarine fleet 'should go nuclear'

AUSTRALIA must consider commissioning a new fleet of nuclear-powered submarines, a submission to the nuclear taskforce says. The move will be necessary to deal with complex security pressures emerging within the region over the next two decades.

The former head of the navy's submarine team, Rear Admiral Peter Briggs, and one of Australia's top national security analysts, Allan Behm, claim the national debate on nuclear energy allows Australia to consider seriously the advantages of acquiring nuclear-powered submarines to replace the **Collins class**.

In a submission to John Howard's nuclear taskforce, they argue the current and emerging security imperatives of the region, which will require Australia's defence forces to respond to "short-notice contingencies" over the next 15 to 20 years, favour nuclear-powered fleets.

"Nuclear propulsion allows the submarine to proceed covertly at high speed ... and greatly reduces the risk of counter detection of the submarine." The men warn Australia will not be able to secure such a controversial shift in defence procurement policy without bipartisan political support.

Opposition Leader Kim Beazley was the architect of the Australian Navy's program that developed the **Collins-class** submarine while serving as defence minister in the Hawke government in the mid-1980s.

But Mr Beazley has declared his party will oppose any move by the Howard Government to develop a nuclear power industry in Australia.

"Without (the foundation of bipartisanship) any discussion about the need for nuclear power for Australia's submarine capability is likely to be poorly directed and at risk of derailing the fundamental need to start preparations for replacing this critical national capability," Admiral Briggs and Mr Behm say.

The controversial argument in favour of Australia considering nuclear-propelled warships is made in a submission to an inquiry headed by former Telstra chief Ziggy Switkowski.

The inquiry has published about 200 submissions considering arguments for and against Australia developing a domestic nuclear industry. It will report to the Government in November.

Veel belangstelling voor Koninklijke Marine op Wereldhavendagen

Foto's : Piet Sinke ©

Als twee Lynx-helikopters van de Koninklijke Marine laag boven de Wilhelminapier overvliegen, spoedt het publiek zich naar de Holland Amerikakade om een goed plekje te bemachtigen voor de spectaculaire demonstratie. De Koninklijke Marine pakte dit weekend flink uit op de Wereldhavendagen met tal van demonstraties en materieel en kon daarmee rekenen op flinke belangstelling.

Met twee helikopters demonstreerde de Marineluchtvaartdienst de manoeuvreerbaarheid van de Lynx- helikopter en de behendigheid van de vliegers. Ook lieten ze zien hoe reddingsacties op zee worden uitgevoerd. Zo liet de Unit Interventie Mariniers, voorheen de Bijzondere Bijstandseenheid, van het Korps Mariniers zien hoe een bevrijdingsoperatie van een gekaapt schip in z'n werk gaat. Hierbij werd het door terroristen gekaapte Duikvaartuig **Cerberus** veiliggesteld. Ook was er een 'search and rescue' actie, waarbij de Lynx helikopter twee drenkelingen uit het water haalde.



Op vrijdag 1 september 2006, bij het begin van het Rotterdamse evenement, meldten de eersten van vele duizenden bezoekers zich al vroeg, te voet of via het water, op en bij het festivalterrein vlakbij de Erasmusbrug. De activiteiten van de Koninklijke Marine concentreerden zich op en aan de Parkkade, waar ook de deelnemende KM-schepen afgemeerd lagen. Het luchtverdedigings- en commandofregat Hr.Ms. **Tromp**, het hydrografisch vaartuig Hr.Ms. **Snellius**, de onderzeeboot Hr.Ms. **Walrus** en het duikvaartuig Hr.Ms. **Cerberus** waren opengesteld voor het publiek.

De schepen trokken zoveel belangstelling, dat de wachttijden behoorlijk opliepen. Geen straf, vonden de meeste bezoekers, want er viel al wachtend genoeg te zien en te beleven.



In de expositietent op de kade waren diverse fotopanelen opgesteld en samen met het uitgestalde materieel kreeg het publiek een beeld over het werken bij de marine. De Duik- en Demonteer Unit was ook een ware publiekstrekker. "Wij noemen onszelf wel de vuilnismannen van de zee", legt luitenant-ter-zee 2OC Cees Mol de belangstellenden uit, aan de hand van een Engelse contactmijn en een Duitse invloedsmijn, "we ruimen oude bommen en andere explosieven uit de Eerste en Tweede Wereldoorlog, die nog in zee liggen, op." Even verderop, in de promotietrailer, kan het

publiek ervaren hoe het is om op de brug van een fregat te staan. "Best gaaf pap!", roept een jonge bezoeker. "Dit wil ik later ook gaan doen!"



Ook was er op de Parkkade bij de schepen een bivak ingericht door het Korps Mariniers. Daar konden de bezoekers zien hoe de zeesoldaten tijdens vredesoperaties, zoals bijvoorbeeld in Irak en Afghanistan, hun werkzaamheden verrichten. Met name de jonge bezoekers vonden het prachtig om mee te doen aan de vele activiteiten die het Korps Mariniers in diverse tenten had opgezet.

Zo was er een ware hindernisbaan, waar flink overheen gebanjerd werd en ook de klimtoren trok veel belangstelling. Aan de hand van de groene camouflagestrepen op menig kindergezigtje, kon je precies zien wie er al een bezoek hadden gebracht aan de mariniers.

Historic Ship to be Named in Portsmouth

HMS Clyde, the first ship to be built in Portsmouth Naval Base for nearly 40 years, will be named in a night ceremony at VT Shipbuilding's facilities on Thursday, September 7.

The Royal Navy's new 80m Offshore Patrol Vessel (Helicopter) will be named by Mrs Lesley Dunt, wife of Vice Admiral Peter Dunt, Director of Defense Estates.

When Mrs Dunt smashes the champagne bottle against the hull of the new ship, it will signal the start of a laser light and firework extravaganza that will fill the night air.

HMS Clyde is the first ship constructed in the Base since 1967 when the Leander Class frigate HMS Andromeda was built. The catalyst for this renaissance in shipbuilding was the move in 2003 of VT Shipbuilding to £50 million state-of-the-art facilities which are among the most advanced in Europe. VT is building sections of the Royal Navy's new Type 45 destroyer at Portsmouth but **HMS Clyde** is the first complete ship to emerge from the giant assembly halls at the site.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 167

The new OPV(H) will be the patrol ship for the Falkland Islands and will be officially accepted by the MOD next month before she is deployed to the South Atlantic next Spring – around the time of the 25th anniversary of the conflict.

VT Portsmouth Shipbuilding Facility Managing Director Francis Paonessa said: "This is a special moment for VT and Portsmouth. Our state-of-the-art facilities mean that the quality of the new build is among the best that we have produced in the long history of VT shipbuilding. **HMS Clyde** is a fitting ship to mark the return of shipbuilding to the Base and underlines Portsmouth's important role in today's Royal Navy."

HMS Clyde's Commanding Officer, Lieutenant Commander Simon Hopper said, "She's absolutely outstanding. She is an impressive ship with modern capabilities. The current Castle Class ships have an air surveillance capability but **HMS Clyde** has a state of the art air surveillance radar and more extensive armaments."

"The ship's capability will allow her to contribute fully to the work of the RAF and Army when she is on station." One of the unique features of the ship is that she is owned by VT Group and chartered to the Ministry of Defence for a period of five years. At the end of that period, the MoD can either extend the charter, return the ship or purchase her outright. The same principle is used for three similar **River Class** vessels already in service and built by VT. They are used for fishery protection work around the UK coast.

Working closely with the Defense Logistics Organization, VT is tasked with providing a full contractor maintenance service for **HMS Clyde**, allowing Lt Comm. Hopper, who lives in Southsea, and his crew the chance to concentrate on their operational role. He adds: "The support principle has already been tested with the SVHO and **River Class** ships but we are now taking this concept 8,000 miles away so it will be a totally new challenge. We will have a VT engineer embedded in the ship and he will be part of the ship's company."

Among the ship's enhanced features compared to the **River Class** is a flight deck capable of accepting helicopters up to the size of the new Merlin aircraft. Other enhancements include increased accommodation to cater for an embarked force, a 30mm gun, higher levels of survivability and air surveillance radar.

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :

RENERGI

COMBUSTION IMPROVER

>> **RENERGI** added to the fuel, changes the structure of the hydrocarbons within the fuel.

>> **RENERGI** will increase the efficiency of the combustion process.



Before using **RENERGI**



After using **RENERGI**

RENERGI will effectively lead to:

- > Reduced fuel consumption.
- > Cleaner turbochargers exhaust gas boilers and engines.
- > Extended maintenance intervals and reduced consumption of spare parts.
- > Lower emissions and substantially cleaner exhaust gasses.
- > Easy and simple dosing system.

WESTMARK bv

Postbox 1082
3920 EB Woudenberg
The Netherlands
Tel + 31 (0)33 461 4844
Fax + 31 (0)33 461 2461
E-Mail : info@westmark.nl

Volharding Delivers Boxship



Photo : Jens Grabbe ©

900 TEU container vessel, yardnumber 568 "**OOCL Sweden**" has been delivered, after succesfull seatrials by Volharding Shipyards.

Austal extends cooperation with GL

Australian fast-vessel builder Austal Ships Pty Ltd. has prolonged its long-standing technical and commercial partnership with classification society Germanischer Lloyd. The agreement was extended for the fourth time in the last eleven years. Germanischer Lloyd will continue to provide classificatory handling, technical advisory services and accompanying analyses of strength, dynamics and hydrodynamics for various Austal projects.

The agreement provides for a project-orientated plan approval service, onsite plan approval when necessary, and for the presence of experienced high speed craft surveyors on site. Austal has lately won a contract for two 88 meters long high speed catamarans for Turkey's Istanbul Deniz Otobusleri (IDO). Each catamaran has a capacity of 1,200 passengers and 225 cars and will have an average speed of 36 knots at 90% of maximum power. Germanischer Lloyd will class the newbuildings as part of the extended cooperation agreement.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl



The Spanish tug **REMO** seen at Horta (Azores)

Photo : Miguel N3ia ©

The tugs **REMO**, **AYTON CROSS** and **AFON CARADOG** are working in the salvage and removal operations of the grounded container vessel **CP VALOUR**.

Tetra takes a charter of Achiever

Seabrokers reports in the latest issue of its monthly newsletter Seabreeze that Tetra Technologies has chartered **Maersk Achiever** for a firm period of 12 months.

The vessel has been undergoing modifications in Fredericia, Denmark over the last couple of months. While at the shipyard, the vessel was modified with a heave compensated Hydramarine HMC 4490 crane which is rated at 200 tonnes at 1,500m.

She has also been outfitted with a mezzanine deck and additional accommodation.

Tetra will utilize the vessel to assist in subsea salvage and well intervention projects in the US Gulf that were damaged by hurricanes in 2005. After sea trials and transit time, the vessel is expected to arrive in the US Gulf late September.

AMERIGO EXPRESS

(Mediterranean Sea – US East Coast) expands to Turkish ports

CMA CGM is pleased to announce the revamping of its Amerigo Express Service. The **Amerigo Express** was the first line to link the US East Coast directly from West Mediterranean ports 10 years ago.

The line expands its coverage to the East Mediterranean Sea, through 2 weekly direct calls at Istanbul and Izmir in Turkey, and increases the capacity of its vessels, from 1600 to 2700 teus.



This upgraded service will deploy 6 vessels, instead of the current 5. Its call at Malta, the main Mediterranean hub of CMA CGM, will allow many connections with the other services of the Group, especially towards North Africa, Lebanon, Greece, the Black Sea and the Adriatic Sea.

The new rotation will be : Istanbul (Mardas) – Izmir – Taranto – Malta – Livorno – Genoa – Fos – Barcelona – Lisbon – New York – Norfolk – Savannah – Miami – Malta – Taranto – Istanbul, with very attractive transit times linking Turkey to the United States in 19 days.

With the upgrading of the Amerigo Express service, CMA CGM aims at meeting trade and client demands on the Mediterranean Sea / United States' fast growing markets to be able to offer its customers a higher performing range of services. The first vessel of the renewed service calling directly at Turkey will reach Istanbul on September 10th.

FIRST OLSEN BUYS SUEZMAX

FED Olsen group company First Olsen, jointly owned by Ganger Rolf and Bonheur, says it has bought a 1998-built suezmax for US\$76.5.

The company says the ship will be delivered by November 15 but has not identified the seller. Last year Olsen sold three of its suezmaxes for a total of US\$180m.

Kaliningrad Sea Channel Closed For Navigation

Due to strong gale the Kaliningrad sea channel is closed for navigation. As per information from Regnum news agency the dispatchers of Fish and Commercial ports of reported four foreign and one russian fish boat stay on the roads.

According to the Emergency Control Ministry press service information there is expected heavy rain, thunderstorm, gale - 18-23 m per second . 6th September - Western wind in the night, North-Western gale - 17-22 m per second.

Spirit of Tasmania III departs Devonport

The failed **Spirit of Tasmania III** has left Devonport in northern Tasmania for a new life.

The ship is sailing to Melbourne for the handover to its Mediterranean owner, Corsica Ferries. The State Government sold the debt-ridden ship for \$111 million, a \$6 million profit, after just two-and-a-half years on the Sydney-to-Devonport run.

The Maritime Union's Mike Wickham says the economic loss to business and tourism will be great. "[It's] very sad indeed, [I'm] certainly very disappointed and I think it's a day that Tasmania won't want to see for a long time to come," he said.

Dubai Cruising Hits High Gear

The rapidly expanding tourist destination of Dubai is preparing for its busiest cruise ship season yet with two ships planning to make Port Rashid their winter homeport and 10 others including "**Queen Mary 2**" scheduling visits.

The winter season starts in just two months when Silversea's "**Silver Whisper**" makes a two-day stop in Dubai on a repositioning cruise from the Mediterranean to Singapore.

Later that month, the "**Silver Cloud**" pauses midway through its repositioning, and sails an eight-night itinerary out of Dubai, calling in Bahrain, Oman, Fujairah, and Abu Dhabi. The "**Seabourne Spirit**" also visits Dubai in November while enroute from the Mediterranean to Singapore.



The **COSTA CLASSICA** – Photo : Piet Sinke ©

Then the week before Christmas, the "**Costa Classica**" and "**AIDAcara**" will arrive. The "**Costa Classica**" will spend the winter sailing seven night cruises that depart on Saturdays, while the "**AIDAcara**" will sail seven night cruises from Dubai on Fridays.

The two ships will sail the same itinerary featuring two nights in Dubai plus one-day stopovers in the ports of Fujairah, Muscat (Oman), Abu Dhabi and Bahrain.

Other ships scheduled to call at Dubai during this winter's season include the "**Silver Shadow**", "**Crystal Serenity**", "**Nautica**", "**Amsterdam**," and "**Oriana**". The "**Queen Mary 2**" is scheduled to call on March 11th.

The Dubai Cruise Terminal opened in 2001 at Port Rashid and is able to handle up to two ships simultaneously.

Charter agreement extension of MS Fantaasia

AS Tallink Grupp has extended the charter agreement of M/S **Fantaasia** with Compagnie Marocaine de Navigation until January 2007. By this agreement the Charterer received the optional right to further charter the vessel after the above mentioned deadline for up to two months.

Acergy S.A. Awarded \$150 million Offshore Installation Contract in Angola

Acergy S.A. announced that it had been awarded a contract by Cabinda Gulf Oil Company, a subsidiary of Chevron, for the installation of the export pipeline system on the Tombua Landana development offshore Cabinda, Angola. The contract, valued at approximately \$150 million, is for the installation and tie-in of two export pipelines that will connect the Tombua Landana drilling and production platform and the Benguela Belize oil and gas pipeline transportation system. Offshore installation is planned for mid 2008.

Bruno Chabas, Chief Operating Officer, said "Acergy is pleased to follow up the recent success of Benguela-Belize with this important export line from the Tombua Landana fields. We are committed to the success of Cabinda Gulf Oil Company's long term plans for both Block 14 and Block 0 in Angola."

Ice Cruises

A large cruise ship is set to sail into Antarctic waters, changing the face of tourism in the world's great wildernesses.



The "**Golden Princess**", which can carry 3,800 passengers and crew and weighs 109,000 tons, is 10 times bigger than most of the cruise ships that ply Antarctica's seas. Its first voyage in January will herald a new era in the commercial exploitation of the region.

Photo : Frits Janse ©

"It will alter the whole complexion of Antarctic tourism," a polar policy specialist at the University of Canterbury, New Zealand, and an official observer at Antarctic Treaty meetings, Alan Hemmings, said.

"This will undermine the ethos of small ships and small visitor numbers, which has prevailed until now." Once the domain of intrepid explorers such as Robert Falcon Scott, Sir Ernest Henry Shackleton, and Roald Amundsen, Antarctica is becoming increasingly crowded. An explosion in tourism, an American-built "ice highway" to the South Pole, an air link from Australia, and plans to establish more scientific bases are all part of a dramatic rise in human activity.

The number of tourists visiting Antarctica has leapt in the past 15 years to 30,000 from about 5,000. The arrival of big liners has prompted fears that, in the event of an accident, a rescue operation would be all but impossible in such an inhospitable environment.

A vessel like the "**Golden Princess**" is not ice-strengthened and will be operating in a part of the world where there is poor hydrographical information," Mr. Hemmings said. "You'd have to try to rescue nearly 4,000 people."

British delegates at an international Antarctic meeting in Edinburgh in June lobbied to prohibit giant liners from the continent. The head of the British delegation, Mike Richardson, said that, if one sank or ran aground, it would create an "unthinkable disaster" on the scale of the **Titanic** or the **Exxon Valdez**. Other Antarctic cruise ships are typically former research vessels carrying up to 250 passengers.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 167

A spokesman for California-based Princess Cruises, Julie Benson, said passengers aboard the 210-meter Golden Princess would "absolutely not" be exposed to any risk. The ship was fully equipped for the journey, she said.

"Princess maintains the highest safety standards for all our ships, wherever they may be deployed around the world."

She also denied that the liner would pose any danger to the environment. An environmental lobby group, the Antarctic and Southern Ocean Coalition, warns that "there is essentially no constraint on where you can go, what you can do, and how many of you can do it. ... Mass commercial tourism has now arrived in the Antarctic."

Flying to Antarctica may soon be an option — a privilege until now reserved for scientists. Australia has nearly completed a 2-mile-long ice runway near its Casey research station.

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP

MULTRASHIP Towage & Salvage
Scheldekade 48
4531 EH Terneuzen
The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.nl

<http://www.multraship.nl>



The **SMIT BISON** seen pushed back to the builders IHC after the World Harbour Days

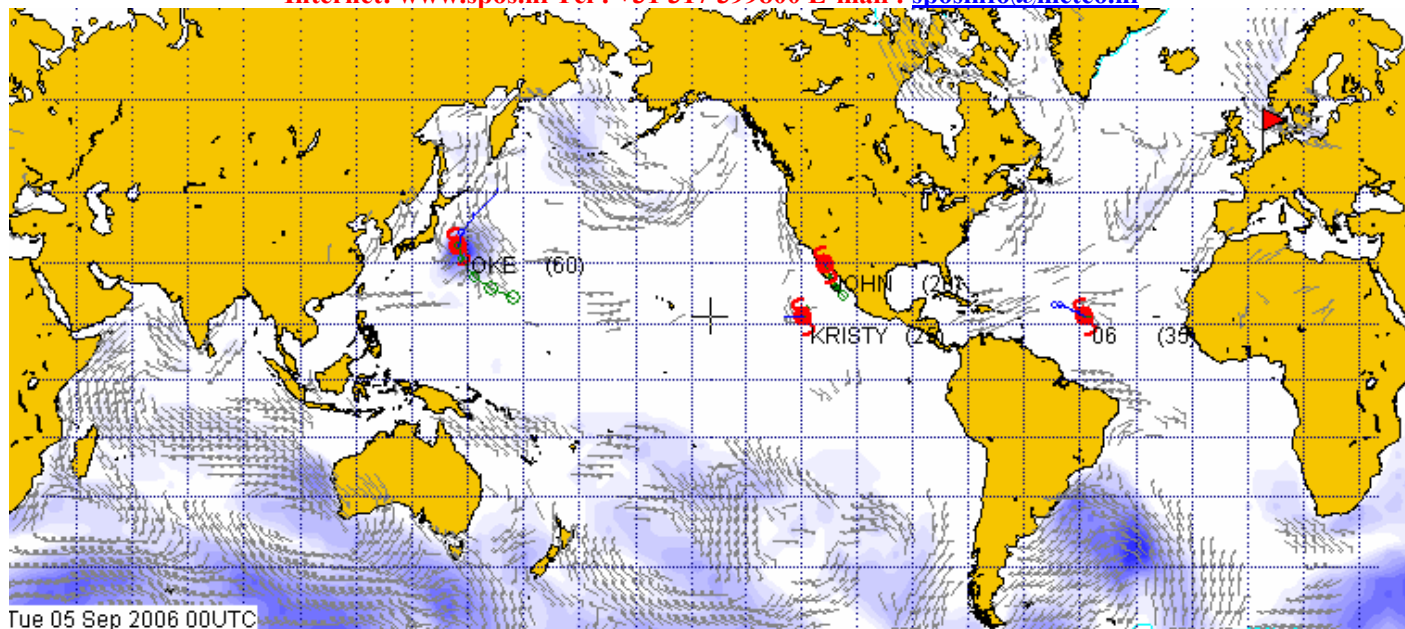
Photo : Michel Kodde ©

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: www.spos.nl Tel : +31 317 399800 E-mail : sposinfo@meteo.nl



Tue 05 Sep 2006 00UTC

Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

.... PHOTO OF THE DAY



The **GAVEA LIFTER** seen ballasting down in Saldanha Bay to discharge the **SEDCO 709**

Photo : Mike Meyer ©

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 167

The compiler of the news clippings disclaim all liability for any loss, damage or exense 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.