

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 137



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The new South African fisheries research vessel "Helen Khuzwayo" was lowered into the water at the Cape Town syncrolift

Photo : Glenn Kasner ©

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EVENTS, INCIDENTS & OPERATIONS

Christening of two more Rotortugs in Germany

KOTUG is proud to announce that the last two out of a series of four Rotortugs have been christened by Kotug International B.V. during a small ceremony in the port of Hamburg last weekend.



The **RT ZOE** seen moored in Hamburg – Photo : Piet Sinke ©

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The 65 tons bollardpull **RT Antonie** and **RT Zoë** were built at the ASL Marine Shipyard in Singapore through Kooren Shipbuilding and Trading B.V. the holder of the successful Rotortug patent. The **RT Antonie** is named after the nephew of Kotug's CEO Ard-Jan Kooren and was christened by sponsor lady **Anne Lusher**, wife of **Martin Lusher**, partner with SSY in London and representative for Kotug International B.V. The **RT Zoë** is named after the sponsor lady **Zoë** Kooren daughter of Ard-Jan and Chrisje Kooren.

The **RT Antonie** is the 7th tug in the Kotug fleet in the port of Bremerhaven. The **RT Zoë** replaced a less powerful tug of Kotug's fleet of 4 tugs in the port of Hamburg and is the most powerful and maneuverable tug in that port.



From left to right: **Antonie van Doorn**, **Ard-Jan Kooren**, sponsor lady **Zoë Kooren** and sponsor lady **Anne Lusher**.

Nederlandse loods van Pelican vrijgesproken

door Harmen van der Werf

De Nederlandse loods die in juli 2003 betrokken was bij het ongeval met het containerschip **Pelican 1** in het Nauw van Bath, is door de kantonrechter in Middelburg vrijgesproken.

Tegen de man was twee weken geleden door de officier van justitie 5000 euro boete geëist, waarvan 2000 euro voorwaardelijk. De officier van justitie verweet de loods nalatigheid. Hij zou te snel en te dicht langs de kant hebben gevaren. De **Pelican 1** kwam in aanvaring met de **Maersk Bahrein** en moest bij Bath tegen een zandplaat worden gezet om te voorkomen dat het schip zou zinken. De berging duurde een week.

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Het Openbaar Ministerie deed onderzoek naar de toedracht en besloot de kapitein en de loods te vervolgen. De kapitein aanvaardde een schikkingsvoorstel van 4000 euro boete en kocht zo rechtsvervolg af.

De Nederlandse loods liet de zaak wel voorkomen. In het geval van de **Pelican 1** is 'niet wettig en overtuigend bewezen' dat de loods schuldig is, oordeelt de Middelburgse kantonrechter. Het OM beraadt zich nog over het instellen van hoger beroep.

WESTERDAM RESCUES 8 REFUGEES



HAL's **Westerdam** rescued 8 Algerian refugees. The **Westerdam** was sailing from Palma de Mallorca to La Goulette, Tunisia when around 20:30 a small boat in distress was spotted 35 NM from the nearest land. The Fast rescue boat was lowered into the water and necessary help was offered to the 8 men. After contact with the Tunisian Coast Guard and clearance from customs the 8 men were taken onboard the **Westerdam**. **Westerdam** continued her voyage after the rescue was successfully concluded and arrived on schedule in La Goulette where the 8 men were handed over to the local Authorities.

The 8 refugees were trying to make the crossing from Annam, Algeria to Sardinia. They were at sea for several days after running out of fuel. Two of them were in a poor medical condition and suffering from dehydration and hypothermia. – **Photo : Crew Westerdam ©**

AUSSIE SELF-HANDLING ROW

THE International Transport Workers' Federation (ITF) has waded into a row over the use of ship's crew to discharge cargo at Port Kembla, Australia.

The Italian-owned, Maltese-registered bulker **Capo Noli** is at the centre of local and international protests after the crew were told to use the ship's cranes to unload gypsum. According to the IT, the **Capo Noli** is on its first visit to

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Port Kembla on a charter for Canada Steamship Lines - CSL, and replaces an Australian-flagged and crewed ship. It is not, says the ITF, a self-discharging vessel.

The ITF alleges that the Filipino crew were asked to unload using the ship's equipment "in direct violation of the terms of the ITF approved IBF agreement covering the ship, which states that neither ship's crews nor others on board can be asked to carry out cargo handling work without the prior agreement of the local dockers' union".

"ITF unions worldwide are appalled by this incident" said ITF General Secretary David Cockroft. " Dock workers have a very important role in supporting seafarers' rights - but they also have the right to decent work and safe conditions. The ITF stands fully behind the MUA and the community in Port Kembla in their fight for fair treatment for dockers as well as seafarers."



Three divers rescued in Dublin Bay

Three divers who were missing when a strong flood tide swept them away from their safety boat were rescued by the Dun Laoghaire RNLi lifeboat last night on Dublin Bay. The three, who had been diving at The Muglins close to Dalkey Island signalled for help by firing a red flare which was spotted from the shore. Dublin Coastguard dispatched RNLi lifeboat and Irish Coastguard Rescue helicopter based at Dublin Airport to the scene shortly after 7.30 pm.

The lifeboat located the divers a mile north of The Muglins. None needed medical attention and were returned to their boat. It is the second consecutive day the coastguard had to rescue someone from Dublin Bay after a speedboat got into difficulties on Monday.

Fewer 'ghost ships' to be recycled

Able UK, which had won a contract to dismantle up to 13 vessels at its facility in Graythorp, Hartlepool, said a contract with the US government had been renegotiated. It means that nine US Reserve Fleet ships originally destined for the UK will no longer be broken up on Teesside.

The company said it still wished to recycle the four ships that were currently moored on the River Tees, if permission was granted. Peter Stephenson, chairman of Able UK, said: "We are pleased that we have been able to agree with the United States Department of Transportation Maritime Administration that our contract for the recycling of the four vessels continues.

"It is disappointing that, after all the efforts of so many people, the opportunity to bring the additional work, which would have been generated through the other nine vessels, has been lost due to the delay." Able UK originally signed a deal to dismantle 13 ships at a dry dock facility in Hartlepool. The first of the "ghost ships" arrived on the River Tees in November 2003 but a catalogue of planning and legal hurdles has delayed the remaining nine vessels, currently moored in the James River in Virginia, leaving for the UK.

The plan has been dogged by debate over the environmental impact it will have on the surrounding area and wildlife, with campaigners concerned about potentially toxic elements of the ageing navy ships. Last year, Hartlepool councillors threw out planning applications by Able UK to decommission the vessels at its Graythorp yard.

Virus outbreak hits 92 aboard Star Cruises ship

Hong Kong health authorities are investigating an outbreak of gastroenteritis caused by norovirus that affected 92 people on a cruise ship that arrived in the SAR Wednesday. Star Cruises' **Gemini**, carrying 1,106 passengers and crew, is on a 22-day voyage around Asia. It departed from Singapore last Sunday, calling at ports in Thailand and Vietnam before docking in Hong Kong at 9am Wednesday. There were no Hong Kong citizens on board for the trip from Singapore.

According to the Department of Health, four crew members and 88 passengers - 44 males and 44 females - aged from three to 83 years had probably contracted a norwalk-like virus with symptoms such as diarrhea, vomiting and fever.

Chief port health officer Henry Kong Wing-ming, who boarded the ship to conduct an initial investigation, said he was satisfied with the hygiene conditions in the kitchens and restaurants. He said none of the 92 people required hospitalization and 74 had fully recovered after treatment by the ship's doctor. The others were in stable condition. Samples were collected from several passengers and some of the high-risk foods such as salads, sandwiches and cheese had been destroyed.

A Star Cruises spokesman said a doctor and two nurses on board were still treating 18 people suffering from diarrhea and vomiting. She added the first few cases of gastroenteritis were reported last Friday while the vessel was in Ho Chi Minh City. A Taiwanese couple surnamed Li, who had boarded the ship in Singapore, said they were canceling the rest of the trip and would instead fly to Taiwan. Mrs Li fell ill for two days and said she suspected it was the clams she had eaten on board.

A number of Hong Kong passengers, who were joining the cruise, said they were not worried about the outbreak. However, the ship was thoroughly disinfected before it left Hong Kong for Halong Bay in Vietnam late Wednesday.

The Star Cruises spokesman said that extra precautionary measures were being taken, including the compulsory use of hand sanitizers and the constant sanitization of public areas as well as cabins. "The thorough disinfection of the ship during the cruise, and especially the frequently touched surfaces such as handrails and elevator buttons, will be carried out during the rest of the cruise," the spokesman said.

Gastroenteritis outbreaks on cruise ships are common. Early this year an outbreak on the **Queen Elizabeth 2** was reported to be "unusually large" with about 17 percent of its more than 2,600 passengers affected.

In April the **Caribbean Princess** was also hit by the stomach bug, leaving 79 passengers and four crew members ill. According to medical literature, norwalk-like viruses can cause inflammation of the stomach and intestines leading to nausea, vomiting and diarrhea. Norwalk gastroenteritis is normally transmitted by the fecal-oral route via contaminated water and food. Shellfish such as undercooked clams and oysters and salad ingredients are most often associated with the stomach flu. Patients are rarely admitted to hospital except for the very young or old who normally have weakened immune systems.

VAN DER WEES CONTRACTED TO TRANSPORT THE AFON CADNANT



The tug **AFON CADNANT** was loaded onboard the **Van der Wees** transport barge **LASTDRAGER 27** in Dreumel and transported to Dordrecht where the **LASTDRAGER 27** submerged and the tug was floated off, upon the successful floating-off operation the **AFON CADNANT** was transported back to Dreumel for final outfitting.



Photo's : Peter Vink – Van der Wees ©

Cruise ship damaged in Alaska grounding heading south for repairs

The cruise ship **Empress of the North** must head south for repairs to the damage done when it hit a charted rock near Juneau earlier this month. Its Southeast Alaska cruises already have been canceled through June 23.

The Ketchikan shipyard, where the sternwheeler has been in dry dock for the past week, has another obligation and cannot complete the work, Alaska Ship & Dry Dock general manager Bob Burke said today. Workers are repairing the

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Seabulk Nevada, an oil spill response vessel that serves oil tankers in Prince William Sound, Burke said. That vessel has been out of commission since it struck a rock near the mouth of the Kenai River at the end of March.

"The complication is we already had a casualty here that we had to take off the dry dock in order to stabilize the Empress, but we have to finish the other casualty first and that extends the time too far out," Burke said.

He said a second dry dock is under construction but it will not be in service for at least two more months. Burke said the shipyard will do a portion of the **Empress of the North's** permanent repairs and stabilize the vessel for its passage south by the middle of next week.

Built in 2003 in an old-fashioned sternwheeler style, the **Empress of the North** is owned by Seattle-based Majestic America Line, a subsidiary of Ambassadors International Inc. Spokeswoman Ann Marie Ricard did not have information on the extent of repairs or whether they will be made in British Columbia, Oregon or Washington state, but said she would know more about the schedule for getting the ship back in service in the next few days.

The company has canceled its sailings through June 23 so far. That's a total of six cancellations since the May 7 accident. She said passengers affected by the cancellations may rebook another trip later this season or be fully reimbursed. Passengers also are offered a 25 percent credit on future voyages with any ships in the company's fleet.

The 360-foot ship ran aground on the submerged portion of a charted rock about 45 nautical miles from Juneau, forcing the early morning evacuation of 206 passengers and a portion of the 75 member crew.

The impact ripped several holes in the ship's hull and damaged one of the propellers used in steering the ship. The National Transportation Safety Board and Coast Guard are investigating. The ship has been involved in two other groundings along the Columbia River in recent years. In November 2003, the ship developed steering problems near The Dalles, Ore., and ran aground, causing minor injuries to a passenger and two crew members.

In March 2006, it again ran aground on a sandbar near Washougal, Wash., while trying to avoid a barge. Nearly 200 passengers were evacuated.

Smit content met verdrag over scheepswrakken

Smit Internationale is tevreden met het internationale verdrag dat in Nairobi is gesloten over het opruimen van scheepswrakken. "We verwelkomen het verdrag. Door betere regulering worden eigenaren straks verplicht hun scheepswrakken op te ruimen, en nu is het vaak onduidelijk wie er verantwoordelijk voor is", aldus Hans van Rooij, managing director van Smit Salvage.

Het Nairobi Internationaal Verdrag inzake de Opruiming van Scheepswrakken zorgt ervoor dat kuststaten meer bevoegdheden krijgen om scheepswrakken in de exclusieve economische zone (EEZ) snel en adequaat te verwijderen. De EEZ is het gebied tussen de territoriale wateren en de lijn van tweehonderd mijl vanaf de kust.

Het verdrag is voor Smit Internationale ook commercieel aantrekkelijk, zo laat Van Rooij weten, die tevens voorzitter is van de internationale overkoepelende bergingsorganisatie ISU. "En dit kan onze workload vergroten. Dus het heeft wel degelijk een positieve kant voor Smit, immers hoe meer wrakken hoe meer werk."

Met het verdrag wordt een internationaal juridische leemte opgevuld waardoor naast het opruimen van scheepswrakken door de kuststaat ook kan worden opgetreden tegen schepen en lading die het scheepvaartverkeer, het mariene milieu of andere kuststaatbelangen in gevaar brengen.

Ook voor Nederland is dit verdrag van belang, omdat incidenten met schepen vaak plaatsvinden net buiten de territoriale wateren op de Noordzee. Dit veroorzaakt vaak problemen met het opruimen van de scheepswrakken omdat de opruimbevoegdheden in de EEZ niet duidelijk zijn vastgelegd. Ook ontbreekt het nu vaak aan mogelijkheden om de

opruimkosten te verhalen. Het nieuwe verdrag moet nog door ten minste tien lidstaten worden ondertekend voordat het in werking kan treden. Tot november 2008 hebben zij de tijd dit te doen.

\$100,000 to Have Vessel Released

A Dubai-based owner has been forced to shall out \$100,000 as a ransom to secure the release of its vessel which was hijacked off Somalia almost four weeks ago, reports TradeWinds.

The 3,742-gt general cargo vessel "**Mariam Queen**" was released on the weekend having been held by Somali pirates since 3 May. A spokesperson for the vessel's owner, Al Hufoof Shipping, confirmed that it had paid "around \$100,000" to have the vessel released. None of the mixed crew of 16 onboard has been harmed while the vessel has not been damaged. Now the vessel is making its way to Mogadishu to discharge its cargo and then it will set sail for Dubai.

CASUALTY REPORTING

Crew rescued from trawler fire off Erris coast

A crew of five Donegal fishermen were airlifted to safety after their trawler caught fire off the Mayo coast (Thursday) morning. The alarm was raised shortly before 10am when a fire broke out in the engine room of a vessel which was 20 miles off Erris Head. The crew managed to confine the blaze to the engine room, and contacted the emergency services.

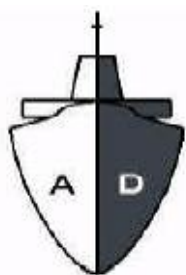
The Sligo-based coastguard helicopter was dispatched to the scene and airlifted the crew from the 22-metre trawler. It's understood the men were taken to Burton Port. Throughout the rescue mission, the Ballyglass Lifeboat and a number of other local fishing vessels stood by.

Eddie Diver of Ballyglass Lifeboat told the Mayo Advertiser that seven men from the local service went out to the scene and assisted rescue efforts. Mr Diver said there were concerns for a time that the trawler might explode due to the presence of fuel tanks on board. All five crew of the burning trawler are understood to be safe and uninjured.

NAVY NEWS

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Canada needed to start buying new ships years ago

Canada's ports serve as gateways to more than 100 economies across the world. Twenty per cent of our trade with the United States goes by sea. Ninety-seven per cent of Canada's exports to all other countries flow across ocean trade routes.

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Many of Canada's frontier oil reserves are offshore, and our fisheries still generate more than \$4 billion in export income annually. Canadians have a vested interest in protecting our nation along our coasts and on the high seas. Yesterday I made the case that Canada must have a robust navy, both to protect our territory and our interests abroad, but also to help forge relationships with like-minded countries advancing common interests around the world.

But that navy, which is an afterthought to most Canadians (and to most Canadian voters), is beginning to disintegrate in a number of vital areas. Only frigates and destroyers are large enough to allow our navy to operate in Canada's most severe sea conditions. Beyond our waters, frigates and destroyers constitute the basic building blocks of the navies of medium-sized countries like Canada that sail in common cause in coalitions with allies. Only frigates and destroyers allow Canada to make meaningful contributions to multi-national naval operations, and to take a leadership role in command and control when it's our turn.

To refit and replace such ships on a timely basis requires starting many years in advance of having them operational -- this process can take well over a decade. The three destroyers will "rust out" by 2012, when they will be 40 years old. That doesn't mean the navy won't keep sending them to sea, but it does mean that maintenance costs become prohibitive.

There are no approved plans to replace these destroyers. Such plans would naturally flow from an overall defence capability plan, that has been due for more than a year now but that the government seems to have shunted aside as it focuses on surviving Afghanistan.

Without destroyers, Canada will lose its command-and-control capacity at sea, meaning the ability to co-ordinate the progress of two or more ships. This would assign us the role of perpetual followers of someone else's navy.

Even if Canada were to purchase destroyers from other countries, they would have to be reconfigured to fit into Canadian operational systems, and this would take time. Even if the government were to act quickly -- which it has shown no signs of doing -- a leaked draft of the defence capability plan suggests that the time to assure Canada's continued command-and-control capacity at sea has already passed, and that there will be a gap of five to eight years when the current destroyers become inoperable.

Canada has 12 frigates. They were commissioned between 1992 and 1996, which means the early ones are now due for their mid-life refits, and the later ones soon will be. These ships need to be modernized in order to make a useful military contribution during the second half of their lives.

The process of getting budgetary approvals, soliciting and examining bids and other procurement protocol takes time, which means that the process for refits should have been started by now. It hasn't been. The process for replacing these frigates should also be in the works. Again, it isn't. If something isn't initiated soon, some future government is going to find itself without a frigate fleet. Naval sources predict the possibility of a future gap of several years without these essential vessels if re-ordering is not done immediately.

Which brings us to submarines. Submarines excel at defending, and at surveillance and intelligence gathering. Even with modern technology, they are very difficult to detect. The mere presence of submarines defending our coasts is a deterrent to potentially hostile vessels.

Canada's four submarines, purchased from the British nine years ago, are in the process of being refitted so they can fire Canadian-designed torpedoes. By 2009, three of them should finally be ready. A fourth -- the **Chicoutimi** -- is supposed to gain this capacity at some later date. There will need to be orders in place to replace these subs by 2015, or Canada will lose its submarine capacity.

On the whole, Canadian naval vessels are so old that in many cases spare parts are no longer available. Many ships are in such a tenuous state that every time one puts to sea, the navy must invest the time and energy in transferring parts from other ships remaining in port.

The one area where the government appears willing to make an investment is on smaller "arctic patrol vessels," to conform to its promotion of the idea that it should be a navy priority to defend Canadian sovereignty in the North.

The truth is that issues of sovereignty are going to be decided politically or legally -- Canada isn't going to blow any U.S. or British ships out of the water. Nevertheless, the government focus is on putting the navy into Arctic waters while our east and west coasts lie largely undefended.

Canadians need to understand what is happening here. At a time when emerging Asian countries are building up their navies, Canada is on the brink of allowing its navy to disintegrate. The minister of defence is an army man. The chief of the defence staff is an army man, and so is his vice-chief. Perhaps that has something to do with the fact that government military purchases announced over the past year are so army-oriented.

Or perhaps it is simply panic that we will fail in Afghanistan.

The political consideration is that there is no immediate political payoff in rebuilding a country's navy. The benefits would accrue to Canadians long after the current government is gone. Whatever the reason, Canadians should be paying attention. A maritime nation without a navy is like a king not wearing any clothes: sovereignty undressed.

Korea's First Aegis Destroyer Launched



Hyundai Heavy Industries (HHI) completed and launched Korea's first 7,600-ton class Aegis destroyer. The launching ceremony for the ship was held May 25, 2007. In attendance were President Roh Mu-hyun, First Lady Kwon Yang-sook, Minister of Defense Kim Jang-soo, Chief of Naval Operations Song Young-moo, Chairman of the Korean Joint Chiefs of Staff Kim Kwan-jin, commissioner of the Defense Acquisition Program Administration Lee Sun-hee, Mayor of Ulsan Park Maeng-woo, CEO of HHI Choi Kil-seon, and 350 other guests at HHI's Special and Naval Shipbuilding Yard in Ulsan, Korea.

The destroyer was named **Sejongdaewang-Ham** after the legendary king of the Chosun Dynasty who strived to protect his people and his kingdom by fortifying that nation's defenses.

Navy Secretary Names New Combat

Secretary of the Navy Donald Winter announced on May 29 his decision to name the Navy's newest underway replenishment vessel, **USNS Amelia Earhart (T-AKE 6)**. The name honors **Amelia Mary Earhart** for her courage, vision, and groundbreaking achievements, both in aviation and for women.

Amelia Earhart's name became a household word in 1932 when she became the first woman -- and second person -- to fly solo across the Atlantic, on the fifth anniversary of Charles Lindbergh's feat, flying a Lockheed Vega from Harbor Grace, Newfoundland to Londonderry, Ireland. That year, she received the Distinguished Flying Cross from the Congress, the Cross of Knight of the Legion of Honor from the French government, and the Gold Medal of the National Geographic Society from President Herbert Hoover.

In January 1935 **Earhart** became the first person to fly solo across the Pacific Ocean from Honolulu to Oakland, Calif. Later that year she soloed from Los Angeles to Mexico City and back to Newark, N.J. In July 1936 she took delivery of a Lockheed 10E "Electra," financed by Purdue University, and started planning her round-the-world flight. The primary goal of the T-AKE program is to provide effective fleet underway replenishment capability at the lowest life cycle cost. To meet that goal, the ship will be designed and constructed to commercial specifications and standards and certified/classed by the American Bureau of Shipping, U.S. Coast Guard, and other regulatory bodies. All of the new

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ships will be operated by the Military Sealift Command. They are being built in San Diego by General Dynamics NASSCO.

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The latest newbuilding from Damen shipyards **MARINECO TOONAI** commenced yard trials
Photo : Jan Verhoog ©

Dubai Drydocks bids for Pan United

Dubai Drydocks has launched a S\$650M (\$425M) takeover bid for Pan United Marine, Singapore's third largest shipbuilding, ship repair and conversion yard. The offer price of S\$2.38 per share represents a premium of 15% over

the average share price in the last month. Describing the move as its first major overseas acquisition, Dubai Drydocks said it has made a voluntary conditional cash offer for all issued and paid-up ordinary shares of PUM. "Irrevocable undertakings" have been received from controlling shareholders of PUM, who own up to 70% of the stock. They include PUM chairman Henry Ng and his family, who control about 38% and OCBC Trustee Limited, which owns over 30% of the total shares. "It is our aim to position Dubai Drydocks World as a dominant player in the international market," Sultan Ahmed Bin Sulayem, chairman of Dubai World Group, the parent of Dubai Drydocks, said while explaining the reason for the takeover. Singapore listed Pan United Marine has an outstanding orderbook about S\$574M and operates yards in Singapore and Batam in Indonesia.

Sembawang Shipyard to build crane vessel

Sembawang Shipyard Pte. Ltd. has won a \$221-million contract to build a 5,000-metric-ton (5,511.5-ton) DP-3 heavy-lift crane vessel for **Nordic Heavy Lift ASA** subsidiary **Avonway Ltd.**, based in Cyprus.

Sembawang will design, construct, outfit, and commission the vessel based on the design from **Sea of Solutions BV**. The contract requires engineering, construction, outfitting, and commissioning a new 13,500-metric-ton (14,881.2-ton) hull to be built in China.

The DP-3 heavy-lift crane vessel will be equipped with a 5,000-metric ton (5,511.5 ton) heavy-lift **Huisman** mast crane and will have accommodations for 220-400, Sembawang says.

The contract comes with an option for a second vessel. Delivery is scheduled for March 2010.

Heave-compensated helideck to be delivered to PGS

Through its subsidiary TTS Offshore Handling Equipment AS in Alison, Norway (former ICD Projects AS), TTS Marine has landed a contract worth approximately Nkr14 million with PGS for delivery of a motion compensated helideck.

The helideck is for the PGS newbuild Ramform Sourvereign, which is being built at Aker Langsten. Delivery will take place in the first quarter of 2008.

The system will compensate for wave induced rolling movement and will increase the weather window available for safe landing of helicopters in rough sea. This will ultimately increase the vessel's uptime and overall profitability.

Austal hands over first Hawaii Superferry

Austal USA reports that the first 107-meter vehicle-passenger catamaran built at its Mobile, Alabama, facility has been handed over to the Hawaii Superferry Corporation and will now transit to the Hawaiian Islands to commence service later this summer.



The ferry, which received the name "Alakai" in a traditional Hawaiian ceremony, successfully completed sea trials in the Gulf of Mexico in April.

"Sea trials went very well and we are extremely pleased with the capabilities of this vessel," said

Austal's Chief Operating Officer, Dan Spiegel. "It's truly remarkable to experience the power and control of this

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catamaran. Completing sea trials in only five days and achieving or surpassing all performance parameters specified for the vessel is an excellent result."

At 90% MCR (maximum engine power) the ferry achieved 40 knots (two knots above contractual requirements) with operating deadweight onboard and an installed active Ride Control System. The ferry consistently averaged 42.5 knots at 100% MCR during the course of trials.

Though sea trials went well, the Coast Guard's detailed inspection and certification for this first-of-its-kind U.S.-built vessel appear to have taken a little longer than anticipated. On May 24, Hawaii Superferry president and CEO John Garibaldi announced that the Alakai's entry into service, originally planned for July, would be pushed back by at least one month, quoting the time needed for the "extensive inspection process."

"We extend our deepest appreciation to Austal for their commitment to meeting the highest performance, safety and construction standards for which the company is known," said Garibaldi. "The Alakai is an outstanding vessel and we are looking forward to welcoming the Alakai and her crew when she arrives home and to launching service this summer."

With a second identical vessel under construction, Hawaii Superferry plans to use Austal fast ferry technology to establish Hawaii's first high-speed vehicle-passenger service.

With a draft of 11 ft 8 in and a beam of 78 ft each 349 ft 4 in catamaran can carry 866 passengers and up to 282 cars (or a combination of 28 40-ft trucks and 65 cars).

With speeds up to 40 knots, Alakai will provide services connecting Honolulu to Maui and Kauai in three hours and from Honolulu to the Big Island in approximately four hours.

The second ferry will begin service in early 2009. With the entry into service of the second vessel, the company will offer two round trips per day between Maui and Oahu and one round trip per day between Kauai and Oahu and the Island of Hawaii and Oahu will be offered.

Main engines: 4 x MTU 20V 8000 M70 / 4 x 8,200 kW / 10,996 hp Propulsion: 4 x KaMeWa 125 S11 Service speed: 40.0 knots, 90% MCR @ operational deadweight and with active Ride Control System

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The new P 105 type **BOURBON PEARL** was launched in Zhejiang, China on May 16th
Photo's : Bennie Slock ©



Sealift / Dockwise take delivery of first of series of 6 semi-submersible heavy transport vessels

After the recent merger with Sealift Ltd, the OTC listed company, the new heavy lift vessel "**Transporter**" joins the fleet of Dockwise. The **Transporter** is the first of a series of 6 vessels to be converted from single hull tankers into heavy lift vessels.

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These 6 new vessels, the last one currently scheduled to be delivered by the end of 2008, will enable Dockwise to strategically match the fleet of 22 vessels to best serve the different markets. Specifically, Dockwise will be able to provide clients with an unmatched flexibility of different types of vessels resulting in reduced risk and added opportunities for scheduling and contracting for the different clients.

The vessel successfully completed its submerging test and sea trials and was delivered to the owners on May 30th 2007. The heavy transport vessel is designed to transport high-value and complex cargoes and has a cargo carrying capacity in excess of 35.000 tonnes. With an unobstructed deck area of 44.5 x 130 meter, the vessel is well suited to carry semi-submersible and jack-up drilling units as well as offshore structures.

This vessel has been converted at the COSCO ship yard in Nantong, China. As the entire midsection is newly constructed and then fitted to the bow and aft part of the single hull tanker, the vessel is considered by the classification authorities to have an economic life of around 10 years, resulting in a remaining economic life of 20 years. The conversion has been very smooth and provides a learning platform for the conversion of the remaining 5 vessels, to be converted at Cosco shipyards.

To ensure the most effective way of operating the vessel, Dockwise has appointed Anglo Eastern Ship Management to provide technical- and crew management for the vessel. As such, the new vessels will operate under identical management systems as the existing Dockwise vessels. Crews, superintendents and other personnel will therefore be completely familiar with all operating procedures to ensure the safe operations.

Since the merger, Dockwise has been able to secure several contracts, building the backlog of this vessel.

New containership for OOCL christened

Orient Overseas Container Line (OOCL) say they are proud to announce the Thursday, May 24th christening of the seventh of its eight 5,888-TEU vessels, built by the Imabari Shipbuilding Group.

The newbuilding was named the m.v. **OOCL Oakland** by Mr. Nobuhiro Ishikawa, Managing Executive Officer of Mizuho Bank, Ltd. Mrs. Mayumi Hasebe, wife of Mr. Tetsuya Hasebe, Director of Tokei Kaiun Ltd., cut the champagne cord for the vessel.

The m.v. **OOCL Oakland** will be deployed on the in Pacific North West Express (PNX) under OOCL's Trans-Pacific Trade.

The m.v. **OOCL Oakland's** port rotation is: Singapore / Laem Chabang / Shekou / Hong Kong / Kaohsiung / Vancouver / Seattle / Pusan / Kaohsiung / Hong Kong / Shekou and back to Singapore in a 42 day round trip.

Orient Overseas Container Line (OOCL) is a wholly-owned subsidiary of Hong Kong Stock Exchange-listed Orient Overseas (International) Ltd. Headquartered in Hong Kong, OOCL is one of the world's leading container transport and logistics service providers, with more than 230 offices in 58 countries. Linking Asia, Europe, North America, the Mediterranean, the Indian sub-continent, the Middle East and Australia/New Zealand, the company offers transportation services to all major east/west trading economies of the world. OOCL is one of the leading international carriers serving China, providing a full range of logistics and transportation services throughout the country. It is also an industry leader in the use of information technology and e-commerce to manage the entire cargo process.

"DON'T PANIC OVER LOST RECORDS" FILIPINO SEAFARERS ARE TOLD

THE Philippines Maritime Industry Authority (Marina) says that seafarers do not need to panic after 260,000 blank record books, required by seafarers leaving the country to work on the international fleet, were destroyed in a blaze.

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When news broke that the books had gone up in flames at the blaze at Philippine President Lines building, Manila, early on Wednesday, seafarers rushed to the scene. .

However Marina administrator Vincente Suazo said that the authority had around 10,000 reserve books kept at other Marina offices that would last for two to three months. Marina has set up temporary offices across the street and urged seafarers not to rush in straight away..

Marina also lost its records on casualties and cancelled licenses but Mr Suazo said that these could be reconstructed from those kept by other local offices.

LOUIS DREYFUS ARMATEURS BUYS FAIRMOUNT

LOUIS Dreyfus Armateurs is buying Dutch-based ocean towage specialist Fairmount for an undisclosed sum.



The **FAIRMOUNT SHERPA** seen leaving port of Cape Town Wednesday 30th of May with the semisubmersible rig "**Essar Wildcat**" under tow. The Owners of the "**Essar Wildcat**" carried out maintenance works for 30 days and preparing the rig for immediate use offshore Kakinada. During this period the **Fairmount Sherpa** was stand-by for immediate departure.

Photo : Fairmount Marine ©

The two companies have worked together over the past two years since the starting the joint operation of the **Gavea Lifter** semi-submersible heavy transportation barge. Fairmount was established 30 years ago by Henk van den Berg. And now operates five 200 tonne bollard pull tugs, all delivered since 2005, as well as two semi-submersible barges capable of lifting 50,000 tonnes.

A statement says: "The skills of Fairmount teams, combined with this modern fleet, enable Fairmount to serve the most exacting clients. With LDA as a partner, Fairmount will further develop its activities and investments. Negotiations with leading shipyards for two new semi-submersible barges and several tugs (in the 280 tonnes bollard pull class) are already in progress."

Nieuw schip voor Rederij Noordgat

Rederij Noordgat laat een nieuwe snelle reddingboot bouwen, die de naam **Hurricane** zal dragen. Het schip is ontworpen door De Vries Lentsch, die ook alle snelle reddingboten van de KNRM heeft ontworpen. De Hurricane wordt 18 meter lang, 6 meter breed en heeft een diepgang van 0,85 centimeter. Het schip is zelfrichtend en maakt voor de voortstuwing gebruik van 2 MTU 1500 pk motoren en 2 Kamewa FF500 waterjets. Verder is het schip uitgerust met 1 Volvo 200 pk hulpmotor, brandbluspomp 260m3/uur 13 bar en een 1 brandblusmonitor. De Hurricane is voorzien van de laatste technische snufjes en volledig ingericht voor het vervoer van twee patiënten op brancards. De actieradius van het schip bij economische vaart (30 knopen) is 900 zeemijl en bij volle kracht (45 knopen) heeft het schip een actieradius van 720 zeemijl. In de brandstoftanks is ruimte voor 9.000 liter gasolie. Het is de bedoeling dat de Hurricane medio september operationeel wordt.

New seismic company orders four vessels

Newly formed Eastern Echo has ordered four seismic vessels of the Ulstein SX124 design to be built at Barreras shipyard in Vigo, Spain. First delivery is scheduled for the end of 2008 with the remaining ships during 2009.



These will be the first seismic vessels of Ulstein design and will be built with the Ulstein X-BOW. All four are to be equipped for 3D seismology and are to have up to 10 streamer winches each.

"Most of the main equipment is also delivered by Ulstein Design," says Lars Ståle Skoge, sales manager for Ulstein Design. "The contracts amount to approximately NOK 400 million (\$66 million). "Many of the project's financial backers are Norwegian, as are many of Ulstein Design's subcontractors. Ulstein Elektro has extensive system deliveries and ODIM will be supplying a complete handling solution for seismic equipment."

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"We are convinced this will be a good design for us, particularly with regard to the environment", says Peter Zickerman of Eastern Echo. "It is very important to us that the crew have good, safe working conditions, and we believe this design will be an important contribution towards that end."



Lewek Penguin seen at Pan United shipyard in Singapore, just completed her seatrials
Two x Rolls Rolls 5548 HP and 160 T Bollard Pull, full complement for 40 , DP-2

Photo : Capt. Jelle de Vries ©

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EC APPROVES DUTCH WATERWAYS SUBSIDY

THE European Commission has authorised Dutch State aid which aims to encourage the development of inland waterway transport by improving theuroso.6m.

The objective of the project is to develop an innovative, multi-purpose, lightweight, composite inland shipping vessel. The ship will be able to maintain and expand the waterways currently used by the existing fleet of 'smaller' conventional steel ships. This new type of ship is called "the CompoCaNord". Due to its low weight, the ship has a smaller draught, which results in higher speeds or lower fuel consumption, while it can also navigate at low water levels. The result of the research will be available to the industry in general.

P 4 CHRISTENED IN ROTTERDAM



In Rotterdam the new police patrol vessel **P 4** was christened and taken into service.

Photo : Michel Kodde ©

Petro-Canada Charters Two AHTS Vessels from Deep Sea Supply

Deep Sea Supply has entered into new charters with Petro-Canada Trinidad & Tobago Limited for the AHTS Vessels "**Sea Wolf**" and "**Sea Panther**" for an estimated period of 6-8 months.

The expected commencement date is approximately October 1, 2007. The total contract value for the two vessels is estimated to USD 15-20 mill. The vessels will go on hire direct from their present charters with EOG Resources. They will continue to operate in Trinidad & Tobago.

Boskalis Extends Container Port at Panama Canal Entrance

Boskalis extends container port at Panama Canal entrance Dredging company Royal Boskalis Westminster has won a contract for the extension of the container port of Balboa, Panama, at the Pacific mouth of the Panama Canal. The work is expected to be completed in 15 months. The contract is worth approximately \$67.1m. The project will be executed for Panama Ports Company S.A., a member of the Hutchison Port Holding Group of Hong Kong. The work includes the construction of additional port area, a retaining rock dike and a link structure to the existing berths 16 and

17. Boskalis will deploy its American trailing suction hopper **Stuyvesant**, a large backhoe and a few transport barges for this job. The civil works will be executed by the Panamanian partner Intercoastal Marine Inc.

This project relates to the growing container transport through the Panama Canal, that will be deepened and expanded with additional sets of Post-Panamax-Locks in the coming years. Main drivers of the container transport market are the growth of the global economy and international trade volumes. Royal Boskalis Westminster nv is an international group with a leading position in the world market for dredging services. Its core activities are the construction and maintenance of ports and waterways, land reclamation, coastal defense and riverbank protection. The company holds important home market positions in and outside of Europe and targets all market segments in the dredging industry. It also has positions in strategic partnerships in the Middle East (Archirodon) and in offshore services (Lamnalco). Boskalis has a versatile fleet of over 300 units and operates in over 50 countries across five continents. Including its share in partnerships, Boskalis has approximately 8,000 employees.

Seaspan International order 6,500 bhp tug

As part of its fleet revitalization program, Seaspan International Ltd., North Vancouver, B.C., has just placed an order for what it calls a "Titan of a tug."



The new Robert Allan Z-Tech 7500 series design will generate more than 75 tonnes of direct bollard pull. Speeds will exceed 12.5 knots ahead and 12.2 knots running stern first.

"This tug will be capable of generating in excess of 120 tonnes of line pull in the indirect mode, which is significant for effective escorting maneuvers," says Doug Towill, Seaspan's VP, Marine Services. "We will service both our Vancouver Harbour and Roberts Bank shipdocking customers with this new ZDTech tractor tug, as well as any other escort opportunities in our local waters."

Seaspan says the 6,500 bhp tug will be outfitted with "the most environmentally efficient engines available, which exceed all standards."

Vancouver Shipyards, in North Vancouver, will commence construction on this exciting new venture in October 2007 with completion scheduled for September 2008. Seaspan and Vancouver Shipyards are both members of the Washington Marine Group.

The newbuild will be the largest, most powerful tractor tug to service the B.C. coast and will be the new flagship of Seaspan's shipdocking fleet, which currently incorporates seven tractor tugs and seven conventional shipdocking tugs dedicated to its local customer base.

Foreign groups set sights on Subic port

THREE foreign companies have expressed interest in joining the June bidding for the 30-year operation of the new container port inside the Subic Bay Freeport, the Subic Bay Metropolitan Authority (SBMA), said.

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Armand Arreza, SBMA administrator, declined to name the companies but said they are Asian and European companies. "Although it is early, these groups have already expressed interest in joining the auction. But we can't disclose (their names) at this time," Arreza said, adding the agency will accept bids by end-June.

The three companies, however, will have to face a Swiss challenge from the Razon family-led Subic Bay International Terminal Holdings (Subic Holdings), which holds a right of first refusal on the project.

The new port, located at the Cubi Point, has 14 hectares and is capable of holding 300,000 twenty equivalent units (TEU). The facility is expected to process 100,000 to 150,000 containers by the end of the year. Processing however is expected to shoot up to 250,000 by next year.

The SBMA has already drafted the terms of reference for the auction and set the minimum bid at around \$1.5 million covering the annual lease and concession. It also provides for a 10 to 14 percent revenue sharing per container for the SBMA. Arreza said the new container port is expected to raise revenues of as much as P300 million or \$6 million every year. If SBITC decides to forego its right, the company would still operate the 16-hectare Naval Supply depot, which would be transformed into a general cargo and container terminal and is expected to earn P5 billion a year including wharfage fees, Arreza said

Shipyard Contract Signed

Nautilus Minerals Inc. said that the Jan De Nul Group has signed the shipbuilding contract with La Naval, in Sestao Northern Spain for the construction of **Jules Verne**, a 626-ft. vessel to be used as the ship for Nautilus's deep sea copper and gold mining project, the Solwara 1 Project, located in the waters near Papua New Guinea.

This contract follows the commencement of manufacturing for the key components of the ship which included the award of five 4500 kW main diesel engines to the MAN Diesel Group in November 2006, dynamic positioning thrusters to Wartsila Nederland B.V on 19 January 2007 and rudder propellers to SCHOTTEL-Antriebstechnik GmbH on 15 February 2007. Model testing of the vessel hull will be completed by the Maritime Research Institute Netherlands (MARIN) in the near future.

It is said that the shipyard will begin steel fabrication in November 2007 and the construction is estimated for completion third quarter 2009. As part of the contract, the shipyard will be responsible for equipping the vessel with specialist subsea mining equipment and associated handling systems necessary for the recovery of ore material. With this progress on the vessel Jules Verne and the advancement of preliminary designs for the specialist subsea equipment, Nautilus maintains its target, subject to timely PNG government approval, to commence commissioning for mining operations at the end of 2009.

Port of Rotterdam Halal-Proof - First in Europe

Two companies operating in the port of Rotterdam, VAT Logistics (refrigerated and ordinary goods) and Eurofrigo (frozen goods), have secured a major contract for the storage and distribution of halal products, which comply with strict Muslim food laws. At the World Islamic Economic Forum (WIEF), held last weekend in the Malaysian capital Kuala Lumpur, the two companies were acknowledged as halal-certified partners, reports the Port of Rotterdam press service.

This makes the port of Rotterdam the first in Europe with companies capable of handling foodstuffs in an 'halal-proof' manner. The contracts signed in Kuala Lumpur will provide VAT and Eurofrigo with a new goods flow of between 400 and 500 containers a month.

Odfjell Opts Not to Take ChemTanker Option

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In connection with the newbuilding program for eight stainless steel chemical tankers at the Polish shipyard Stocznia Szczecinska Nowa, Odfjell had options to contract for another two sisterships to be delivered in 2010. These options had to be confirmed by the end of May 2007.

As a result of very high stainless steel prices and the weak US Dollar, the price for these two optional ships has increased substantially compared to the other eight ships in the series. As a result, the company did not pick up the options for the two additional vessels. The eighth and last ship in the series is scheduled to be delivered around June 22, 2007.

Halim Mazmin to buy more ships

Halim Mazmin Bhd intends to expand its fleet by purchasing four vessels this year. The company has close to RM300mil in cash reserves from the sale of previous ships when prices soared to record levels.

Executive chairman Tan Sri Halim Mohammad said the company would consider buying second-hand vessels of not more than five years old. It plans to buy bulk carriers and medium-range tankers. Since end-2005, it has been operating with four ships, comprising two clean product tankers and two container ships.

"We remain on the sidelines for the moment while waiting for a window of opportunity for the company to take advantage of attractive prices for acquisition and a more stable freight market condition," he said after the company AGM yesterday.

Prices of dry bulk, container ships and medium-range tankers have hit the roof. Halim said, a second-hand cape-size vessel of 170,000 deadweight tonnes (dwt) was priced above US\$100mil, while a new building ship of similar dwt cost about US\$80mil as it would take a few years to be delivered. The company has inspected a few ships and the purchase may be through a joint venture or on its own. It also plans to dispose of two clean product tankers when the price is right.

Halim Mazmin's turnover of RM39.31mil for financial year ended Dec 31, 2006 (FY06) dropped 28% from RM54.66mil in FY05. The lower turnover in FY05 was due to the sale of two vessels. Net profit for FY06 was RM5.38mil compared with RM79.03mil in FY05. If the one-off gain on disposal of vessel for RM72.77mil was adjusted, the net profit from normal operations was RM6.26mil in FY05.

The group also declared a first and final dividend of 5 sen per share of 50 sen each for 2006, with dividend payout estimated at RM15.68mil compared with RM18.91mil in 2005. In a filing with Bursa Malaysia yesterday, the company said for the quarter ended March 31, it registered RM9.16mil in turnover and net profit of RM710,000.

MOVEMENTS

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The tugs **IRIANA (ex SMIT Bermuda)** and the **YRIS (ex SMIT Barbados)** seen in action for Terminales Maracaibo in Puerto de la Cruz (Venezuela).

Photo : Mark de Jonge ©

Verwachte E.T.A. tijden aan de Maascenter:

2-06 04:00 uur Taucher O. Wulf + Seeponton 5 bestemd voor Wilton
2-06 12:00 uur Anglian Prince bestemd voor Wilton
2-06 15:00 uur Ada D bestemd voor de Werkhaven
2-06 15:00 uur En Avant 7 bestemd voor Dordt
3-06 11:00 uur Frigga bestemd voor Dordt
5-06 08:00 uur Captain Michalis bestemd voor het Calandkanaal

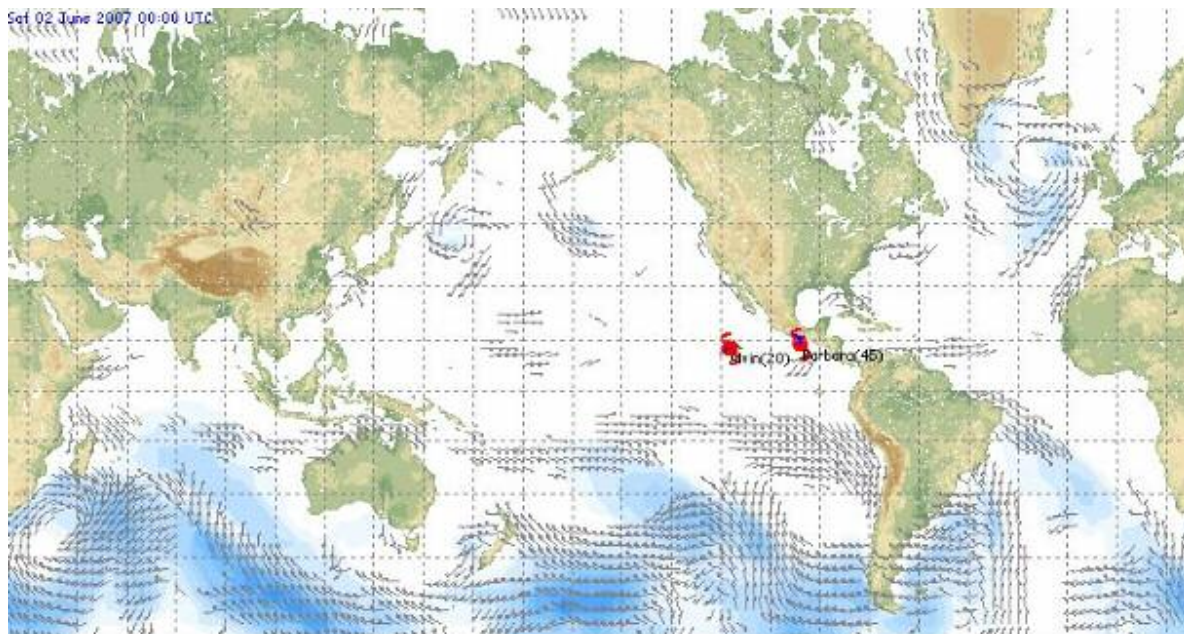
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.... PHOTO OF THE DAY



The **CORNELIUS MAERSK** seen moored in Rotterdam-Europoort
Photo : Paul Lammers ©

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