

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 035



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**SVITZER**  
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**The HARMS tug JANUS seen pulling on the grounded ZHEN HUA 10  
Photo : Piet Sinke ©**

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## EVENTS, INCIDENTS & OPERATIONS



The KNRM Hoek van Holland lifeboat **JEANINE PARQUI** seen assisting with pulling lines between the **Zhen Hua 10** and the assisting tugs.

Photo : Piet Sinke ©

## Ice class tug hijacked off Somalia

An ice class tug has been hijacked by Somali pirates while on its delivery voyage.

The owner, Svitzer, announced Sunday that the **SVITZER KORSAKOV** was attacked by pirates off the coast of Somalia on Friday, February 1st and is now at anchor in Somali waters. As a result of direct contact with the vessel it is understood that all six men are unharmed. Svitzer says that appropriate measures are in place to seek the safe release of the crew, and their families continue to receive support. We ask that the sensitive nature of information surrounding this incident is considered and emphasize that discretion will be of the utmost importance to the safety of the crew.

Six crew members on board. A British Master, an Irish Chief Engineer, a Russian Chief Officer and three Russian crew members.

The 34.5 m ice class tug was newly built in a shipyard in St. Petersburg, Russia and at the time of the hijack was on delivery passage to work at Sakhalin Island, situated between North West Japan and Russia. Source : MarineLog

## Large hole found in side of damaged cargo ship

Surveyors examining the damaged cargo ship **Horn Cliff**, which nearly capsized in a storm off Ireland, have found an 18 inch hole in its side, the coastguard said today. The 13,000 tonne vessel is presently anchored in Falmouth Bay, Cornwall, after the storm that left her captain seriously injured when the ship lurched violently from side to side in the force 10 gale that hit on Friday. She lost 90 containers during the drama but that let the ship return upright during what one passenger said was a horrible experience.

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A Maritime and Coastguard Agency surveyor has boarded the vessel to carry out an initial assessment and assist the crew. A spokeswoman said: ``The vessel has an 18 inch hole on its port side and there has been some water ingress. Ballast water was pumped out of the ship today to bring the hole clear of the water.

``The ship has lost its anchor and work has been carried out today to moor the ship as securely as possible.

``Heavy duty mooring equipment has been supplied to the vessel and has been deployed." Severe weather is forecast for tomorrow with storm force winds, so work will be hampered until the weather improves.

Yesterday morning the captain and six passengers were airlifted by Royal Navy helicopter after the RAF failed to rescue them on Friday evening in force nine gales. The captain had suffered spinal injuries and internal bleeding during the storm.

One woman passenger suffered head injuries and a German man suffered a broken shoulder and broken ribs when they were thrown across the floor of the ship's bridge when three waves hit the ship.

The injured were taken to the Royal Cornwall Hospital at Treliske and three, including the captain, are still there today.

Source : Belfast Telegraph

## Liberia - Cocaine Discovered in Ship

The government of Liberia and UNMIL over the weekend publicly destroyed 90 barrels of narcotic drugs valued at half a billion United States Dollars. French Navy patrolling international waters arrested the huge consignment of drugs and brought it to Liberia.

The 90 barrels of cocaine were seized in a ship, identified as "**Blue Atlantic**," which was flying the Liberian flag. The ship was loaded with a consignment of what experts termed as 'first class pure cocaine.'

According to the navy crew, they arrested the ship 550-kilometers deep sea near Liberia's water and the head of the crew said the reason why the ship was brought to Liberia was because it was flying the Liberian flag.

He said this was in accordance with international Maritime law that such vessel be turned over to the country whose flag it is flying. The captain said they spent close to three months tracing the ship after they were alerted that a ship was traveling with huge consignment of cocaine.

The French Ambassador in Monrovia told Liberian security officials that The **Blue Atlantic** was heading for the West African State of Nigeria.

He stated further that the ship had initially encountered mechanical difficulties at sea prior to its seizure and that several phone calls were made by the ship's crew but were never heeded to until late January when French Navy forces intercepted a communication through satellite phone.

According to the Captain of the French navy, a specially designed instrument was used to determine the ship's position. He said the Blue Atlantic had nine crewmembers that are all Ghanaians with the 90 barrels of cocaine on board. Each of the 90 barrels contained 18-19 parcels and each parcel is valued at 17,000 Euro.

Speaking shortly following the turning over ceremony, Justice Minister Philip A.Z. Banks said the ship might have been heading for Liberia, as a communication was received from the ship previously and wanted an emergency docking at the Liberian Port in early January but that was not done. Experts say the cocaine is about 2.4 tons and valued half a Billion United States Dollars.

Upon the arrival of the dangerous drug at the Free Port of Monrovia, the government of Liberia, in collaboration with UNMIL officials, took control of the drug from the French Navy following a brief signing ceremony.



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Following hours of elongated debate on how sure the cocaine would be annihilated, officials from the Environmental Protection Agency (EPA) advised that the drug be dumped into the ocean.

Prior to the EPA advise, security officials argued that the drug be burnt but EPA staff present at the Freeport vehemently resisted the suggestion.

Meanwhile latest report reaching this paper says the cocaine burnt at the Freeport of Monrovia following series of consultations by stakeholders does not augur well with the EPA and has therefore denounced the flagrant act, terming it 'non-environmental friendly.' **The Inquirer (Monrovia)**



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## NIEUWE SLEPERS VOOR ISKES



Iskes Towing & Salvage BV maakt bekend dat op 21 januari 2008 de kiel is gelegd voor twee nieuwe zuster schepen. Deze twee 80 tons sleepboten zullen worden gebouwd door de Scheepswerf Gebr Kooiman BV In Zwijndrecht.

**Links : Jim Iskes met Jos Blom van Scheepswerf Gebroeders Kooiman B.V.**

Het is algemeen bekend dat eigenaren Ben Iskes en Jim Iskes de kwaliteit van hun boten in een hoog vaandel hebben staan. Dit is dan ook één van de redenen dat er voor de firma Kooiman is gekozen. Het is algemeen bekend dat Kooiman bouwt met hoge kwaliteit en graad van afwerking. Middels deze opdracht

is een mooie samenwerking voor de toekomst ingezet.

Er is het begin gemaakt voor de bouw van de twee 80 ton ASD Multi Purpose Seagoing Tugboats, genaamd "**Brent**" en "**Ginger**", onder het toezien van de Heer E. Blom (Kooiman) en de Heer J. Iskes en de Heer D. Martens (technical manager Iskes), die speciaal voor deze aangelegenheid was ingevlogen vanuit Turkije (nieuwbouw Triton voor Iskes)

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De schepen worden gebouwd volgens onderstaande korte specificatie:  
Het betreft een dubbelschroef Z-drive knikspant sleepboot met hekkrol, type: Ramparts 3200W Class ASD tug, ontworpen door Robert Allen LTD met een trekkracht van 80 ton. Het schip wordt gebouwd volgens de eisen van Germanischer Lloyd en zal volgende klassering krijgen: + 100 N5 M E1 Tug, + MC E AUT-N, IWS, FiFi 1 (total monitor capacity 2,400 m3/h) with water spray en gaat varen onder de Nederlandse vlag.

De communicatie apparatuur is geschikt voor vaargebied A3. De accommodatie is geschikt voor 7 personen, verdeeld over 5 hutten.

Hoofdafmetingen:  
Lengte over alles : 33,1 m  
Breedte (over alles) : 13.6 m  
Holte : 5,4 m  
Diepgang voor navigatie : 6,1 m

Voortstuwing:  
Hoofdmotoren: 2x ABC motoren type 12VDZC 2650 kW bij 1000 omw/min  
Voortstuwing: 2x Wartsila azimuth thruster, type LCT CS275-S 7WN-K, CPP met verstelbare schroef van 2600 mm

Hulpwerktuigen:  
Hulpmotoren, geleverd door Sandfirden:  
2x SCANIA DI-12 62M, 280kW bij 1500 omw/min (met 250 kVA Stamford generatoren)  
1x SISU type 420DSRG, 70kW bij 1500 omw/min (havenset)  
Sleeplieren: 2x dubbele trommel, elektrisch gedreven: Ridderinkhof  
Voor: type AMW-E-193, trekkracht 80 ton en 250 ton houdkracht  
Achter: type TW-E-800, trekkracht 80 ton en 250 ton houdkracht met havendraad en zeedraad trommel  
Tuggerwinch, trekkracht 10 ton  
Kraan: hydraulische knikboom marine kraan : Promac AK40 E4.  
Boegschroef: VOITH / AIR elektrische in-lijn boegschroef 200kW, type ILT850-160, 3 ton stuwkracht

De Schepen zullen eind 2008 worden opgeleverd .



The **NOORDAM** seen arriving in St. Thomas.

Photo : **Johnny Bravo** ©

## Ireland - Six boats detained over fish landings

Officers from the Sea Fisheries Protection Authority (SFPA) detained six Irish-registered vessels last month for the alleged illegal landing of fish.

The vessels were detained for a series of alleged offences at locations in Wexford, Cork and Dublin.

SFPA chairman Peter Whelan, said that the alleged illegal landings and marketing of fish only serves to "depress the price" for legitimate fisherman. "It is disappointing that a number of fishermen continue to operate outside of the requirements of the legislation."

The SFPA said that on Thursday, January 10th, the Ronan Ross was detained with a catch valued at €21,000 at the port of Ringaskiddy by the Naval Service. The vessel was held on suspicion of illegally fishing herring, and the skipper was charged by gardai.

Two days later the Rony was detained at Kilmore Quay with a catch valued at €1,280 on charges of failing to give advance notice of their intention to land a quantity of monkfish in excess of 150kg. The skipper was cautioned by SFPA officer, and a file sent to the DPP.

The Maarten Luther was detained with a catch valued at €15,000 on failure to give advance notification of their intention to land both cod and monkfish. The ship was detained on January 17th in Rosslare.

On January 24th an unregistered local fishing vessel, the Charlotte Kate, was detained in Co Waterford after it had been potting for shrimp. The skipper of the fishing vessel has been cautioned by a SFPA officer, and a file is to be sent to the Director of Public Prosecutions.



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The Richard Mary was detained with a catch valued at €1,200 at Cobh on charges of under-recording of fish, failure to record the full catch in the logbook, and failure to provide a boarding ladder. The master of the vessel was cautioned by a SFPA officer, and a file has also been sent to the DPP. Finally the Celtic Ross was detained in the Irish Sea and then escorted to Howth on Tuesday, January 29th, for contravention of the sea-fishing boat licence in regard to crewing regulations. **Source : ireland.com**

# UK / Scotland - Rats from stricken ship pose threat



Environment minister Mike Russell said he was "very concerned" about the damage rats from a grounded trawler could cause on a remote island.

The **Spinning Dale** smashed into rocks off St Kilda, and its 14 Spanish crew members were winched to safety by a helicopter in a dramatic rescue.

The National Trust for Scotland has expressed concern that rats could escape from the stricken boat on to the island in the Western Isles, and be a threat to its unique wildlife. **Source : ukpress.google**

# New attempt to stop spillage from grounded ferry



Salvage workers resumed their attempts to prevent an oil spillage from a stricken ferry that ran aground off the Lancashire coast.

**Photo : Mark Davies ©**

Hugh Shaw, the transport secretary's representative for maritime salvage and intervention, said the Riverdance - carrying 100 tonnes of heavy oil - was listing at 60 degrees.

"The priority is still to get the fuel oil out from the bunker tanks," he said.

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Shaw added that salvage experts hoped to set up a system of pipes into the ship, which is stranded off Blackpool. Water could then be pumped into the empty ballast tanks, reducing the list. Helicopters and lifeboats scrambled to the ferry at around 7.30pm on Thursday night after it was hit by a freak wave. The last of the crew were winched off early on Friday after the ship ran aground.

Shaw said a salvage team had gone on board the vessel yesterday, adding: "They managed, in the short space of time they were on, to do a little bit more work. "It is extremely dangerous for them on board with that listing. A lot of the [cargo] trailers have shifted, so there is concern, but they are still trying to do the best they can with the vessel."

He said poor weather conditions had hampered the salvage operation. The Blackpool Gazette reported that there were also concerns that the ship could cause flooding problems for local residents after being grounded near a main sewage pipe.

# Bad weather keeps sea cable repair ship in Abu Dhabi

Bad weather has prevented a repair ship from setting off to mend one of three broken undersea cables providing Internet services to parts of the Middle East and Asia, an Indian-owned cable operator said. FLAG Telecom, a wholly-owned subsidiary of India's No. 2 mobile operator Reliance Communications said on its Web site a ship loaded with spares was waiting in Abu Dhabi port to sail to a break in its FALCON cable, which was cut off the coast of Dubai on Friday.

"However due to bad weather, the port authorities have not permitted any ships to sail. As soon as weather clears, the ship will sail to the repair ground," FLAG said in its latest update, which it said was for 0600 GMT on Feb. 2. A spokesman for Reliance Communications was unable to give a more recent update. Undersea cable connections were initially disrupted off Egypt's northern coast on Wednesday, affecting Internet access in the Gulf region and south Asia, and forcing service providers to re-route traffic.

The initial breaches were in segments of two intercontinental cables known as SEA-ME-WE-4 and FLAG Europe-Asia.

FLAG said a repair ship loaded with spares had set sail from Catania in Italy and was expected to reach the FLAG Europe-Asia cable repair ground by Feb. 5. It said Oman Telecommunications Company had provided it with some capacity to restore services. The third cable, FALCON, was reported cut at 0559 GMT on Friday, 56 kms (35 miles) from Dubai on a segment between the United Arab Emirates and Oman.

FLAG said that with the help of Integrated Telecom Company, it had arranged part of the restoration capacity for FALCON over land between its landing stations in Al Khobar and Jeddah in Saudi Arabia.

Some of the circuits of Qatar Telecom that were severely affected by the Falcon break had also been restored, it added. Reliance Communication's main competitor Videsh Sanchar Nigam Ltd had said on Friday it had restored a majority of its internet connectivity into the Middle East and South Asia within 24 hours of the breakdown, using other SEA-ME-WE cables, off Egypt. The International Cable Protection Committee, an association of 86 submarine cable operators dedicated to safeguarding submarine cables, says more than 95 percent of transoceanic telecoms and data traffic are carried by submarine cables, and the rest by satellite. One of the biggest disruptions of modern telecoms systems was in December 2006, when a magnitude 7.1 earthquake broke nine submarine cables between Taiwan and the Philippines, cutting connections between southeast Asia and the rest of the world.

Internet links were thrown out in China, Hong Kong, Singapore, Taiwan, Japan and the Philippines, disrupting the activities of banks, airlines and all kinds of email users. Traffic was rerouted through other cables, but it took 49 days to restore full capacity. - **Reporting by Janaki Krishnan; Edited by Charlotte Cooper and Sanjeev Miglani - africa.reuters**



## Schip op Maasvlakte eindelijk vlot

Het Chinese vrachtschip **Zhen Hua 10**, dat vrijdagochtend vastliep voor de Rotterdamse Maasvlakte, is maandag op dinsdag nacht vlotgetrokken.



**Alexander Sinke**, zoon van de leider van het SMIT bergings team aanboord van de **Zhen Hua 10**, op het duin nabij de Slufter met op de achtergrond de aan de grond gelopen **Zhen Hua 10** - Foto : **Elizabeth Sinke** ©



Foto's boven en rechts : **Alexander Sinke** ©

Op hoog water lukte het sleepers van het bedrijf Smit om met vier sleepboten het bijna driehonderd meter lange gevaarte uit het zand te trekken.

Mede dankzij de inzet van de Duitse zeesleper **Janus** is het schip losgekomen uit de zandbank waarin het hopeloos was vastgelopen. De eerdere pogingen, door 3 sleepboten faalden omdat door de aflandige wind er een verlaging was van 30 cm op het hoog water,



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De **Zhen Hua 10** trok de afgelopen dagen honderden dagjesmensen naar de Maasvlakte. Velen vinden het pikant dat Smit een Duitse sleper heeft moeten inhuren om de klus geklaard te krijgen. De splinternieuwe **Janus**, die eigendom is van Harms Bergung uit Hamburg, is in zijn eentje bijna net zo krachtig als de drie sleepboten van Smit bij elkaar.

De **Zhen Hua 10** lag voor de kust voor anker toen het door een storm lossloeg. Daardoor dreef het gevaarte richting kust. Het liep daar vast op een zandbank. Wonderwel kapseisde de voormalige tanker, met aan boord 33 Chinese bemanningsleden, niet. Enkele kranen zijn bedoeld voor een nieuw te bouwen containerterminal op de Maasvlakte. ironisch genoeg een paar kilometer van de plek waar het schip hopeloos vastliep.



Net als afgelopen weekeinde bracht de sleepoperatie heel veel mensen op de been. In de middaguren stonden van en naar het Slufterstrand lange files. Een helikopter die boven het pechschip cirkelde, zorgde voor nog meer spektakel. Aan boord van de helikopter zat een medewerker van Smit die afgezet moest worden op de Duitse zeesleper om zijn collega's daar te assisteren.

**Foto :**  
**Nico Ouwehand ©**

De **Zhen Hua 10** met als deklading vijf enorme en 2 kleinere containerkranen, begon te bewegen om 01:07

uur op dinsdag morgen terwijl de 4 sleepers er volle kracht op stonden terwijl de hoofdmotor ook volle kracht meedraaide, nadat het schip weer dreef is er begonnen met het controleren van de tanks op lekkage, dit werd gelukkig niet geconstateerd waarna is begonnen met het innemen van de ballast water, de autoriteiten en de kustwacht zijn ingelicht over de situatie, na toestemming te hebben gekregen is er koers gezet naar Maaspilot station waar loods **Richard van Houwelingen**, welke snel thuis was opgeroepen, met de tender **Apollo** aanboord werd gebracht, het schip is veilig afgemeerd door diverse havenslepers en onder vakkundig leiderschap van loods Richard in de Yangtze haven waar binnenkort zal worden begonnen met het lossen van de 3 kranen welke voor Rotterdam bestemd zijn, andere kranen aanboord zijn bestemd voor Bremerhaven en Denemarken.

**Richard bedankt !!**

Bron : Algemeen Dagblad / edited

# Australian Customs ship crew offered permanent work

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An industrial dispute involving the crew of a Customs ship is over after the vessel's owner agreed to offer them permanent employment and a union-negotiated collective agreement. A group of 11 sacked crew members had been staging industrial action since the **Triton II** returned to Darwin from a routine patrol late last month.

The crew refused to leave the 98-metre armed vessel, which is leased by the Australian Customs Service as a prison ship to detain suspected illegal fishermen, claiming they were being replaced by cheap, non-unionised, foreign labour.

The crew endorsed a deal brokered over two days of negotiations in Sydney between the owners of the vessel, Gardline, the Maritime Union of Australia (MUA) and the Australian Institute of Marine and Power Engineers (AIMPE).

Speaking from on board the **Triton II**, MUA assistant national secretary Mick Doleman said the entire crew had been offered full-time permanent employment with Gardline.

The non-union collective agreement would also be disposed of, with the MUA to begin negotiating the terms of its replacement on Monday, he said. "It's an absolutely fantastic, we basically got everything we wanted," Mr Doleman told AAP. "Having said that, the seafarers ... now want to get on with their work in a professional manner, develop a cooperative relationship with the employer and put this sorry episode behind them."

The positive settlement of the dispute was an enormous relief for the 11 men and their families and justified their decision not to back down, he said. "They have been vindicated ... they weren't wrong, the stance they took was completely correct, as evidenced by the fact the company has agreed to engage and employ them permanently," Mr Doleman said.

The union official praised Gardline's UK management for "taking the trouble" to come to Australia and negotiate with the MUA and for their readiness to find a solution to the dispute.

Mr Doleman said the crew was already back at work, preparing to set sail at 4pm (CST) for Singapore for dry dock.  
Source : [news.theage.com.au](http://news.theage.com.au)

## UK Commandos engaged for ship naming Superliner Ventura

Cruise firm P&O is taking no chances with the naming of its new superliner **Ventura** later this year. The company is to employ a crack squad of Royal Marines to ensure the traditional bottle of champagne breaks.

Sailors believe it is a sign of bad luck if the launching ceremony bottle remains intact on impact. In April, actress Dame Helen Mirren will command a team from RNAS Yeovilton in Somerset, to abseil down the ship, smashing the bottle against the hull.

P&O Cruises is understood to be keen to avoid a repeat of the awkward situation when the Duchess of Cornwall launched rival Cunard's new luxury ship the **Queen Victoria** in December. Camilla launched the champagne bottle against the side of the 90,000-tonne liner, but it did not break. Three weeks later scores of passengers on board the **Queen Victoria** were taken ill with a highly contagious stomach bug.

Dame Helen said: "It is the first time I have ever named a ship - let alone one of the size of P&O Cruises **Ventura**."

Royal Marines display team commanding officer, Lt Col Steve Richards, said: "This is a rather unusual assignment for our lads, but well within their capabilities. "They are very keen to assist Dame Helen with the launch - they will not let her down." At 115,000 tonnes, **Ventura** will be the largest liner ever to be built specifically for the UK market, carrying nearly 3,600 passengers and 1,200 crew at full capacity. The naming ceremony will take place in Southampton on 16 April, ahead of the ship's maiden cruise to the Mediterranean. Source : **BBC NEWS**

## BOX LOSS WARNING



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COINCIDENTALLY, just as the reefer vessel Horncliff was losing its container deck cargo in the Western Approaches, marine mutual liability insurer, the North of England P&I club reported in the latest issue of its loss-prevention newsletter Signals that container damage and loss “continues to be a problem”.

“Container losses and collapsed stows in heavy weather continue to occur,” says the club’s head of loss-prevention Tony Baker. “Such weather is not altogether unexpected and it has highlighted a number of areas of poor practice that need to be rectified if the industry is to keep a lid on spiralling claims costs.”

The club points out that container claims can be particularly expensive. In 2006/7 North of England reported 16 cargo claims estimated in excess of US\$1m; only two related to container losses but these accounted for 30% of the total value.

Mr Baker says there are four principal factors behind recent incidents: failure of automatic twist-locks in lashing systems; failure to stow and secure containers in accordance with the ship’s cargo securing manual; mis-declared overweight containers; and failure to anticipate and minimise the effect of heavy weather.

“All of these factors can be resolved if shipowners and their officers take a more diligent approach to stowing and securing containers,” says Baker. “Problems with fully automatic twist-locks are well-documented and stack heights should be reduced or heavy weather avoided until suspect equipment is replaced. If heavy or high-cube containers form part of the mix, there shouldn’t be a problem if stowage and lashing is done in accordance with the cargo securing manual. Making proper use of the ship’s planning software, and understanding any shortcomings, is also crucial.”

He adds: “Mis-declared overweight containers may be spotted by crane strain gauges and can possibly be prevented by closer shore-side monitoring of container stuffing. And finally, with the extent and increased accuracy of weather information and weather-routeing systems today, it should be possible for container-ship masters to amend voyage plans to minimise the effect of heavy weather.” **Source : Maritime Global Net**



## 2 dead, 1 missing after South Korea cargo ship collision

A South Korean cargo ship sank Monday after a collision with a tug boat off the country's west coast, leaving two crew dead and one missing, the Coast Guard said.

Three other crew members were rescued after a 600-ton freighter collided with a 270-ton tug boat, said Coast Guard official Cho Young-chol.

Coast Guard officials were investigating the cause of the Monday afternoon accident in waters near the western port of Incheon, he said. Ten Coast Guard vessels were dispatched to the site to find the one missing.

The accident occurred a day after a similar collision in waters near the southern resort island of Jeju that left one fisherman dead and two others still missing. **Source : Inquire**



Tuesday 5th February at the Laboratory wharf while the Italian ro/ro ship **JOLLY BLU** was discharging & loading trailers an accident happened & a stevedore got injured with broken ribs.

Photo : Lawrence Dalli - Malta Ship Photos ©

## Two dead after tugboat sinks off shores of N.L.

Two men transporting a tugboat off the shores of eastern Newfoundland died after their vessel suddenly took on water and sank, the Canadian Coast Guard said Friday.

Search and rescue officials responded to the scene in Trinity Bay after receiving "a very garbled and distorted mayday call" Thursday night, said Kevin Barnes, a maritime search and rescue co-ordinator.

The bodies of the men, one 68 and the other in his mid-30s, were found floating in the frigid waters about 12 kilometres from shore, Barnes said. They were wearing survival suits. "Both survival suits had considerable water inside the suits," Barnes said.

"Somehow water got in, which reduces the thermal ability of the suits to keep you alive." The 15-metre steel tugboat, **Check-Mate III**, went down north of Baccalieu Island after leaving Wesleyville, N.L. The men were ferrying the boat, which had just been sold to someone in Nova Scotia, to St. John's when they were forced to abandon ship, Barnes said. A Cormorant helicopter, a Hercules aircraft and two vessels were dispatched to the scene. The coast guard vessel George R. Pearkes brought their bodies Friday morning to St. John's. Source : CTV.ca

## Ship sinks off Iran

Seven crew members rescued by passing trawlers as unidentified Iranian vessel falls victim to stormy seas. Seven crew members were rescued after their vessel sank off southern Iran at the weekend.

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The unidentified Iranian cargo ship sank off Bandar Dayyer on Saturday night after its engine room became flooded in stormy weather, Iran's official state news agency IRNA said on Monday.



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## NAVY NEWS

### Hospital ship plans humanitarian mission

The San Diego-based hospital ship **Mercy** will travel to the western Pacific Ocean and Southeast Asia this summer, Navy officials have announced.

It will be the vessel's third humanitarian mission in four years. As part of a project titled "Pacific Partnership 2008," the **Mercy** will carry medical, dental and engineering teams to several countries, the Navy said. The ship's military crew will be joined by members of some civilian charities and participants from other nations.

The trip follows a similar voyage by the **Mercy** in 2006 and one by the San Diego-based amphibious assault ship **Peleliu** last year.

Such humanitarian assistance has been elevated as a "core mission" for the Navy, according to the service's revamped maritime strategy. Navy officials have said they expect to conduct at least one ship-based humanitarian trip each year.

## NAVAL MOVEMENTS IN MALTA

From Thursday 7th - Monday 11th the Spanish Navy F100 Class Aegis Frigate **SPS MENDEZ NUNEZ F 104** is visiting Valletta to berth @ Pinto 1 wharf. - **CANCELLED**

From Saturday 9th - Tuesday 12th the Royal Navy Invincible Class aircraft carrier **HMS ILLUSTRIOUS R 06** is visiting Valletta to berth @ Pinto 4 + 5 wharves. (Onboard the ship will carry Ground Attack Harriers flown by Royal Navy & RAF pilots from the Naval Strike Wing & No 1 (Fighter) Squadron RAF, both part of the UK's Joint Force Harrier. Also onboard will be Merlin ASW helicopters from 814 Naval Air Squadron) - **POSTPONED BUT COMING END OF FEBRUARY**

From Saturday 9th - Tuesday 12th the United States Navy Arleigh Burke Class destroyer **USS COLE DDG 67** is visiting Valletta to berth @ Magazine Wharf - **POSTPONED BUT COMING END OF FEBRUARY**

From Saturday 9th @ 1330hrs - Wednesday 13th the Royal Navy Hunt Class mcmv's **HMS CHIDDINGFOLD M 37 & HMS ATHERSTONE M 38** to berth @ Pinto 3 alongside



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 035

From Sunday 10th @ 1300hrs - Wednesday 13th the repair maintenance ship **RFA DILIGENCE** to berth @ Pinto 2 to visit Valletta.

These 6 ships are forming part of a TASK GROUP & other units included are - **HMS EDINBURGH D 97** (Type 42 Batch 3 Destroyer); **HMS WESTMINSTER F 237** (Type 23 Frigate); **HMS TRAFALGAR S 107** (Trafalgar Class nuclear powered submarine); **RFA WAVE KNIGHT A 389** (Wave Knight Class Fleet Tanker); **RFA FORT AUSTIN A 386** (Fort Grange Class Replenishment Ship); **RFA BAYLEAF A 109** (Appleleaf Class Support Tanker) & **FS JEAN BART D 615** (Cassard Class Destroyer).

From Friday 15th - Monday 18th the United States Navy Oliver Hazard Perry Class frigate **USS JOHN L HALL FFG 32** is visiting Valletta - **CANCELLED**



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## Canada - Repairs to used sub hit \$1-million, navy says

Fixing a dent in one of Canada's used submarines cost more than twice as much as the navy predicted.

When technicians in Halifax discovered the dent in HMCS Victoria more than five years ago, the navy estimated it would cost \$400,000 to fix. The actual cost of the repair was \$1,039,494.

A spokesman for Defence Minister Peter MacKay said Canadian taxpayers are picking up the tab for the damage.

Source : [theglobeandmail](http://theglobeandmail)

## German Naval Ships visit Ghana

A German Naval Task Group, consisting of two Frigates and an Auxiliary vessel, is visiting the Tema Harbour from Monday, February 4, to February 6, 2008 as part of its annual programme to intensify international relations.

A statement from the Embassy of the Federal Republic of Germany on Monday, said the three ships -- Air defence Frigate Hamburg, the multi purpose Frigate Koeln and the Auxiliary vessel Berlin, which formed the training task group of the German Navy, would spend five months, touching three continents and visiting 18 harbours in 13 different countries.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 035

The group has a total crew of 600, led by its commanding officer Captain Michael Budde, who would lead them around Africa to participate in numerous exercises with host countries. While in Ghana, Captain Budde would call on the Chief of Naval Staff, the Tema Metropolitan Chief Executive, Traditional chiefs and the Harbour Master.

A group of Officer Cadets from the vessels would also visit the Kofi Annan International Peacekeeping Training Centre to engage their Ghanaian counterparts in sport activities and discussions. The Vessels would leave the Tema Harbour for the Walvis Bay in Namibia on February six, the statement said.

Source : Myjoyonline



The banner features the TOS logo (Transport & Offshore Services) in the top right corner. The main text reads "TOS, Transport & Offshore Services" and "world wide supplier of nautical/technical personnel". Below the text is a row of five images: an offshore oil rig, a hand holding a mobile phone, a large orange container being lifted, a cargo ship at sea, and a person in a high-visibility yellow jacket with the TOS logo. At the bottom, contact information is provided: "www.tos.nl TOS Rotterdam (+31)10 - 436 62 93 E-mail info@tos.nl".

# India - Deaths on board INS Jalashwa due to gas leakage, says Navy

The deaths of five Navy personnel on board a refurbished ex-U.S. Navy ship on Friday were caused by inhalation of toxic gas that leaked from a compartment, and not by an explosion or a fire as some reports said.

"Further inputs indicate that the accident was the result of the inadvertent inhalation of H<sub>2</sub>S [hydrogen sulphide] gas by the repair party carrying out maintenance in one of the compartments of the ship," said navy spokesperson Nirad Sinha.

The ship, recently bought from the U.S., was engaged in an exercise with other Navy units between Visakhapatnam and Port Blair. A team was trying to trace the source of the leakage when they were overpowered by the fumes.

V.R. Krishna Rao, D.R. Kumar Chaitanya, Ramesh Kumar Nayak, Deepak Shivran and Narendra Yadav died on the spot. Their bodies have been brought to Port Blair from where they will be airlifted to the mainland by the Air Force aircraft. Lt. Cdr. Sweth Gupta, Lt. Ruchir Prasad and naval electrician Yatish Pawar were incapacitated and have been hospitalised.

A court of inquiry has been ordered and it could examine whether the leakage was due to a slip up while the ageing Austin class LPD (landing platform dock) ship was being refurbished in the U.S. The accident could also decelerate moves to buy a second LPD — **USS Nashville** — from the U.S. The ship's renovation had been affected by cost and time overruns "because there was more work than anticipated," a senior U.S. military officer said recently.

He was part of a team that had visited India to "understand" New Delhi's requirements for military hardware over the next five years.

The second biggest ship in the navy's inventory after the aircraft carrier **INS Viraat**, the acquisition of **INS Jalashwa** (earlier **USS Trenton**) improves the Indian armed forces ability to quickly land a large contingent of troops.

After buying the **USS Trenton**, India continues to look at the U.S. for military platforms for better troop transportation ability. The Cabinet Committee on Security recently cleared an Indian Air Force proposal to acquire all-weather 24-hour troop transportation aircraft from the U.S. in a deal estimated at about \$1 billion.

Coincidentally, the last serious accident at sea also occurred on an amphibious warfare vessel in the same month two years ago. Five sailors aboard **INS Magar** were killed in an explosion while dumping expired ammunition in the sea off the coast of Visakhapatnam. A naval submarine recently had a close shave with a merchant vessel but it returned to the port with no casualties and a damaged antenna. **Source : hindu.com**

## **Six Indonesian marines killed in drill**

An ageing amphibious tank sank in stormy seas during a military training exercise, killing at least six Indonesian marines and leaving one missing, a navy spokesman says. The accident occurred in the Java Sea on Sunday, the final day of a week-long naval exercise involving dozens of Russian-made amphibious tanks, submarines and warships, said Rear Admiral Iskandar Sitompul.

The 45-year-old assault tank sank after encountering three-metre waves off Java island's eastern coast. "The crew could not control the tank because of the high waves and strong currents," Sitompul told reporters after the bodies of the six arrived at Jakarta's air force base for a military ceremony.

One other marine was missing and nine others survived, escaping through the exit when the tank capsized, he said. **Source : Theage.com.au.**

## **SHIPYARD NEWS**

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## **Tewaterlating a.s. vrijdag 8 februari.**

Op vrijdag 8 februari 2008 zal om 14.30 uur bouwnummer 315 te water worden gelaten bij **BARKMEIJER SHIPYARDS** te Stroobos.

Het schip is in aanbouw voor de **Bock Maritiem** uit Alkmaar en is het eerste schip dat op de zojuist gerenoveerde helling van Barkmeijer te water zal worden gelaten. Het betreft een zeegaand droge lading schip met een lengte van 100 meter, een breedte van 15,20 meter, een laadvermogen van 5850 ton en een snelheid van 14 knopen. Het bijzondere van dit nieuwe, door Barkmeijer ontwikkelde, scheepstype is dat het één lang enkel ruim heeft met een lengte van 66 meter.





The **Seafox 6**, safely moored alongside New Castle Quay, Australia on February 3<sup>rd</sup> 2008.

Photo : Workships ©

## Island Constructor is launched

The ship is majestic. While inside the 40-metre-high dock hall at Ulstein Verft, she spanned nearly to the ceiling, while

several metres of her stern was sticking outside the hall gate.



Before she was launched yesterday, it was therefore hard to form a true impression of the ship, but finally she has arrived in free air.

The largest ULSTEIN X-BOW® ship to date, the Island Constructor, was launched Sunday.

"It is an impressive ship, and world-class innovation," states Ulstein Verft project manager Runar Muren.

The ship will be delivered to Island Offshore at the end of

May. The vessel is first of the ULSTEIN S series, and she will be fitted with a large tower in order to carry out state-of-the-art well intervention offshore. The ULSTEIN SX121 is also the largest ULSTEIN X-BOW® ship to date, measuring 120.2 metres long and 25 metres wide.

From the beginning of 2008 through the end of 2010, Ulstein Design will deliver 20 ULSTEIN X-BOW® ship designs to seven shipowners.

## ROUTE, PORTS & SERVICES

### Another cruise ship to move in

A 550-passenger cruise ship will be based for a season at Adelaide's Outer Harbour for the first time early next year, in what the South Australian government says is a coup for the state. The **MV Funchal**, owned by Classic International Cruises, will arrive in late January 2009, visiting local attractions like Kangaroo Island and Port Lincoln during its stay.

Tourism Minister Dr Jane Lomax-Smith said having a major passenger ship based here would provide ongoing economical benefits to the state. "The decision by CIC to base the **MV Funchal** here during next year's cruise season will undoubtedly contribute to tourism expenditure and have a positive economic impact on both Adelaide and key regions," she said in a statement.

"It will also offer international, interstate and South Australian visitors their first opportunity to experience our stunning coast on a cruise ship. "Cruise ships have a huge following around the world and it is a market that South Australia can take advantage of, and one that can have long-term flow-on effects for the state."

South Australian Tourism Commission chief executive Andrew McEvoy told ABC Radio the ship would be based at Outer Harbour for a season, which was about a month and a half. "We've always thought the Southern Ocean waters of Australia was worth cruising to and we've managed to convince someone to agree with us," he said. **Source :** [smh.com.au](http://smh.com.au)

## EVERGREEN AND MAERSK IN ASIA-EUROPE SLOT SWAP

MAJOR container lines Evergreen and Maersk say they have agreed a co-operative agreement on Asia-Europe services commencing March, 2008. The deal comprises an exchange of slots between Evergreen's China-Europe-Mediterranean (CEM) service and Maersk's Far East to Europe (AE2) service. The CEM service rotation '**Ital Contessa** 0453-014W / 0453-014E' is as follows:

Kaohsiung – Ningbo – Shanghai - Yantian – Hong Kong – Tanjung Pelepas – Suez Canal – Le Havre – Hamburg – Rotterdam – Thamesport – Port Said (Suez Canal) - Tanjung Pelepas - Kaohsiung.

The AE2 service rotation '**Grete Maersk** 0806 / 0807' is as follows:

Pusan – Kwangyang – Dalian – Xingang – Qingdao – Shanghai – Suez Canal – Bremerhaven – Rotterdam – Felixstowe – Suez Canal – Salalah - Pusan.

Evergreen Marine Corporation's President, Jack Yen said: "Evergreen is a big believer in the benefits of slot-sharing arrangements and joint services. We expect both Evergreen and Maersk to see significantly upgraded service coverage and more efficiently utilised capacity on the crucial Asia Europe trade route as a result of this slot exchange agreement. Moreover, we expect the agreement with Maersk to further positively impact on Evergreen's performance in terms of operating costs." **Source : Maritime Global Net**

<p><a href="mailto:info@nexumcm.nl">info@nexumcm.nl</a> <a href="http://www.nexumcm.nl">www.nexumcm.nl</a> <b>Contact : Ad de Kock</b> <b>M: +31 .653.813178</b></p>	 <p><b>NEXUM</b> Contract Management • Mediation</p>
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## Azamara gives deluxe cruising experience

Last May, Celebrity Cruises introduced a new brand: **Azamara Cruises**. From the start, the new line set itself apart from other cruise lines in several ways, including ship size, onboard experience and shore excursions.

It even created a new classification it called deluxe, positioning itself between premium, the category where Celebrity is usually listed, and luxury. In October, Janet Papilla, vice president, Boscov's Travel, sailed on the Azamara Journey, one of the two ships in the fleet. **Source : The Patriot news**



Seacontractor's **SEA ALFA** commenced trials in Rotterdam – Europort  
The new tug will be christened in Flushing February 15<sup>th</sup>

**Photo ; Jan Oosterboer ©**

## Conversion of a Navy frigate to a super luxury Giga yacht

Imtech Marine & Offshore involved in major refit former S-frigate into Giga yacht in United Arab Emirates

Recently Imtech Marine & Offshore (IM&O) celebrated a major and unique order received, concerning the conversion of a former Royal Netherlands Navy S-frigate to a super luxury Giga yacht (141 metres) in the United Arab Emirates.

The order consists of a customer tailored renewal of the complete electrical, automation, navigation and communication installations and is a substantial addition to Imtech's Marine & Offshore orderportfolio.



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The Swift 141 project concerns a major refit of a former S-class frigate from the Royal Netherlands Navy, **ex Hr. Ms. Piet Heyn, (now F02 Al Emerat)**. This frigate was sold in the period 1997 –1998 to the United Arab Emirates Navy. Since then The Dutch Industry has supported the UAE Navy with consultancy advice and mainly spare parts. In the past years there have been several surveys on board of the frigate in order to provide the UAE navy with a proposal to upgrade and modify this ship to current technical status and standards.

Also there has been interest from several Navies to buy this ship. In the summer of this year Imtech Marine & Offshore and the owner representative decided to work together on converting the former **Hr. Ms. Piet Heyn** into a high quality Giga yacht with an overall size of about 141 meters. After concluding a ship survey, the contract was finalized and signed on 1 November 2007. **Source : MarineNorway**



## Official Signing Ceremony for CMA CGM in Malta

**The Maltese government extends CMA CGM's concession in Malta to 65 years.**

At an official ceremony held today in Malta, the Maltese government granted CMA CGM, the world's third largest container shipping company, an extension of its terminal concession held through its subsidiary Malta Freeport Terminals Ltd. in the Port of Marsaxlokk.

CMA CGM was awarded a 30-year concession to operate and develop Malta Freeport Terminals in October 2004. Since then, the Group continued to develop its presence in Malta by expanding operations, increasing its investment and creating numerous jobs. The Group's evident commitment prompted the Maltese authorities to extend CMA CGM's concession to 65 years.

The agreement to extend the concession was signed today in Malta, by the Hon. Austin Gatt, Malta's Minister for Investments, Industry and IT, and CMA CGM President J.R. Saadé, in a ceremony attended by the Prime Minister of Malta, Dr Lawrence Gonzi. This agreement marks the beginning of an ambitious expansion and modernisation programme targeting the Port's infrastructure and equipment. These developments come in response to increasing international traffic, and will enable the berthing of vessels exceeding 13,000 TEU.

This sizeable investment programme includes important dredging works, expansion of the yard as well as installation of the most modern equipment. It will boost the Terminal's capacity to three million TEUs and help create 500 jobs in the years to come.

The largest shipping operator in Malta with 14 weekly services, CMA CGM will continue to operate Malta Freeport as a common user facility and bolster its transshipment activities given that the Port is strategically located at the crossroads of some of the world's greatest shipping routes serving Asia, the Middle East, the Aegean, Adriatic and Black Seas along with the European Continent. **Source : CMA-CGM**

## Hapag-Lloyd Orders Vessels

Hyundai Heavy Industries (HHI) has confirmed it has bagged a six-ship order from German giant Hapag-Lloyd. Seoul-listed HHI says it will bank KRW 793.9m (\$843m) from the 8,750-teu sextet.

Delivery of this latest batch is slated for May 2011, reports TradeWinds. The relatively high price for the vessels reflects the high specifications being requested by Hapag-Lloyd. **Source : SeaNews**

## Dredge New York towed to Brooklyn Navy Yard

The US Coast Guard has announced that the 200ft dredge **New York** has completed necessary minimum repairs, and has been moved to the Brooklyn Navy Yard in Brooklyn, New York.

The hull was damaged following a collision with the 669ft **Orange Sun**, north of Shooters Island in Newark Bay, New Jersey, at about 1.50pm on January 24th. Workers from Randive Incorporated installed a steel framed box in the winch room reinforcing the hull and allowing for more stability.

Contracted divers also removed and made minor repairs to the dredge vessel's three spuds. The spuds were damaged from the impact of the collision and were holding the vessel in the ground.

The repairs needed to make the vessel capable of transit to the Brooklyn Navy Yard took seven days. The vessel will complete permanent repairs before being put back into full service.

Five crew members from Great Lakes Dredge and Dock accompanied the **New York** during its 13-mile transit to the Brooklyn yard. Several marine assets also assisted in the transit, including the Great Lakes Dredge and Dock vessels McCormack Boys and the Melvin Lemmerhirt, and the commercial tug Launch **North Star**.

The Coast Guard Cutter **Ridley**, an 87ft patrol boat from Montauk, and Sector New York personnel were also on scene during the entire transit to ensure safety. **Orange Sun**, owned by Arctic Reefer Corporation in Monrovia, Liberia, and operated by Atlanship Switzerland, left the Southern Bay Ridge Anchorage at 12.30am January 28th, and continued its outbound voyage to Florida, after a specified classification society verified that it was fit for route and service.

The vessel will enter a dry dock in Florida where it will conduct any needed repairs as a result of the incident.

A unified command with representatives from the Great Lakes Dredge and Dock LLC (the owner of New York), Coast Guard Sector New York, New York Department of Environmental Conservation (NY DEC), New Jersey Department of Environmental Protection (NJ DEP) and Orange Sun was formed to monitor the repair and recovery of the damaged dredger on the day of the incident.

"Were happy to have completed the salvage and transit operations safely and we're looking forward to expediting our repairs and returning the New York to work as quickly as possible," said Chris Gunsten, contract manager for Great Lakes Dredge and Dock.

"The entire operation from the first report being received by Sector New York's Vessel Traffic Center to the completion of a tricky dredge transit this morning demonstrates how successful a unified command structure can function when people of good will come together to ameliorate what could have become an environmental nightmare," said Captain Robert O'Brien, Coast Guard Captain of the Port of New York.

"This two week old case illustrates the effectiveness of the Coast Guard's new operational command structure when all its components-operations, marine safety and state-of-the-art communications equipment are co-located in one unit. Response time, coherence and mission success are greatly enhanced."

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"Sector New York will work closely with all its port partners to learn from this collision and be even more effective in future maritime events," said O'Brien. The cause of the collision is under investigation. **Source : Dredging News online**



## Maersk to cut 200 Danish seafarer jobs

A.P. Moller-Maersk today announced that it is to replace about 200 Danish chief stewards and ratings aboard its Danish flagged container and tanker vessels. They will be replaced with international crew.

The company statement says that, "in order to return to profitability, A.P. Moller - Maersk is focusing on being competitive and cost effective."

"We regret having to dismiss these chief stewards and ratings who have served the company well for many years," says the statement. "The layoffs are a result of the internationalization of the seafarers which has been going on for some years, and reflect the fact that international crew have proven their capabilities and abilities to offer a qualified alternative to the Danish chief stewards and ratings. Today we have to hire seafarers based on cost competitiveness."

Most of the dismissals of ratings will take effect within six months. For the chief stewards, the process will be ongoing into 2009, and during this time Maersk says it will make every effort to find other possibilities within its Group for the affected chief stewards.

Negotiations with Danish seafarer organizations on conditions are taking place. Maersk says the changes do not impact the recruitment of Danish cadets and that "we still need to employ all the cadets we can get." **Source : MarineLog**

## New Gas powered Ship

In a few weeks time, the Icelandic whale watching ship Elding will become the world's first hydrogen-powered commercial ship, transporting Iceland one step further from fossil fuels.

Hydrogen will initially only be used to power the vessel's lighting system, but it marks an important first step in Iceland's goal of converting their entire transportation system to hydrogen by the year 2050.

Because the lights on Elding will run on hydrogen fuel cell, the ship will be able to do away with the loud diesel auxiliary engine currently in use. Not only is the use of the hydrogen good for the environment, it's also good for the ship's whale watching clients.

In the past, when the crew sighted a whale, the ship's main engines were stopped in order to let tourists hear the sounds of the whales swimming and blowing water. However, the sound of the auxiliary engines often marred the experience.

Ship owner Vignir Sigursveinsson said: "When we have the hydrogen machine, the boat will be completely soundless, which will make the experience of seeing the whales in their natural habitat even more magical."

The 155 person vessel will be offering whale watching trips from April for just €43 and providing information on the viability of hydrogen power at sea. Jon Bjorn Skulason is the head of the venture which put hydrogen fuel aboard the Elding, a venture which includes academia, the government and Icelandic industry. "We think, with the testing we're

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doing over the next two or three years, our society will be quite well prepared to accept this technology on a larger scale,” Skulason said. **Source : ShipTalk**



The **CSO WELLSERVICER** seen at the Damen Shiprepair yard in Schiedam  
**Photo : Jan Simons ©**

## MOVEMENTS



The **Akademik Ioffe** seen cruising in the Lemaire Channel, Antarctic Peninsula.  
**Photo : Steve Weller o/b Prinsendam ©**

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



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The **Audacia** on her first passage through the Suez Canal.

**Photo : P.B. ©**

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