

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 138



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**The RT ZOE seen in Hamburg
Photo : Johan de Graaf ©**

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EVENTS, INCIDENTS & OPERATIONS NEW CRANE SHIP FOR SEAWAY HEAVY LIFTING



Artist impression of the new to build Crane vessel for **Seaway Heavy Lifting**, The new ship will be a state of the art crane vessel available to the clients worldwide. A unique feature of the vessel will be an innovative hull shape, for which a patent is pending, which will enable her to have a transit speed of 14 knots, combined with exceptional working characteristics for a monohull design. This combination will contribute to a further successful execution of

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projects. Lift heights of 102 m for the 5,000 mt main hook and 134m for the 800mt auxiliary hook enables the vessel to undertake an impressive range of projects from dual hook upending of large jackets to heavy deck installations. The installed DP3 system also enables the vessel to be employed for the installation of large and heavy subsea structures, TLP/Spar foundations and topsides.

Key features: 5000-mt fully revolving crane, High sailing speed, DP 3 , Exceptional working characteristics



The **KASYMBORG** – Photo : Marco Lugthart ©

The **KASYMBORG** is built as the **SHOALWORKER** during 2001 for Damen Marine Services in Gorinchem (The Netherlands) , in 2002 the vessel was sold to Maritime Craft Services (Clyde) Ltd., Largs-U.K., 11-3-2002 she was renamed in **MCS MARLENE**, earlier this year the vessel was sold again , now to Noordereems B.V., Delfzijl, and operated by Kon. Wagenborg, she was slightly converted at the Visser B.V. Shipyard in Den Helder to be able to execute the works in the Caspian Sea and renamed in **KASYMBORG**.

April 10th the **KASYMBORG** departed with destination Bautino in Kazakstan,
(info : Hans van der Ster)

Boxship grounding 'pilot error'

The 2006 grounding of the container ship **New Delhi Express** in New York harbour is being blamed on the controlling pilots by a federal investigative board. The National Transportation Safety Board report, said the probable cause was "the error of the docking pilot in not using all available resources to determine the vessel's position as he navigated the Kill Van Kull waterway." It added that a contributing cause was the failure of both pilots to practice good bridge resource management. The 15 April 2006 accident occurred when the Hong Kong-flagged vessel was entering the port in thick fog and just after a docking pilot took control of the ship from the Sandy Hook pilot that brought the 4,253-teu ship into the harbour. The Hapag-Lloyd-operated vessel struck a submerged ledge, took on water through a hull breach caused by the impact and ran aground in the waterway, the report stated, adding that two of the three tugs assisting the ship were also damaged. There were no fatalities or injuries. Following its investigation, the NTSB suggested that the USCG move a buoy and urged state boards that supervise pilots to "require harbour and docking

pilots to take part in recurrent joint training exercises that emphasize the concept and procedures of bridge resource management.”

Recruitment headache for Norway

Young Norwegians no longer want to go to sea, fewer of those already at sea plan to stay for long, and many who stayed are being lured into the offshore or non-maritime sectors. In the run-up to Nor-Shipping, Fairplay has heard from BW Gas, the Oslo-based LNG and LPG carrier specialist, that the intake of Norwegian cadets was reduced substantially some years ago after it had emerged that only 14% of the 1,000 cadets enlisted between 1990 and 2000 were still with the company at the turn of the millennium. Most had gone ashore or transferred to offshore where the pay is better and the breaks longer. Filling the gaps with citizens of non-European Economic Area countries would mean tackling issues such as work and residential permits plus cultural issues as well, says BW Gas chief executive Jan-Haakon Pettersen. Filling future senior-level vacancies will be a real problem in five years' time, he adds. Golden Ocean CEO Herman Billung admits he is worried by the dwindling number of Norwegians with sea experience available for work in the operations department. Meanwhile Utkilen CEO Geir Mjelde calls on companies themselves to tackle the issue of recruitment, not just leave it to the Norwegian Shipowners Association, which is doing a good job promoting the industry. Fairplay magazine publishes an in-depth assessment of Norwegian shipping in its 7 June issue.



The **GOUVERNEUR** seen moored in La Pallice , La Rochelle (France)

Photo : Renier van den Bichelaer ©

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Redders KNRM naar Zweden

Een groep van vijf redders van het KNRM-station Noordland/Burghsluis is woensdagochtend vertrokken voor een reis naar Zweden. De groep vertrok rond negen uur met de reddingsboot **Koopmansdank** naar de conferentie van de International Lifeboat Federation.

Deze bijeenkomst wordt slechts een keer in de 4 jaar georganiseerd. De conferentie is met name bedoeld om kennis uit te wisselen, gezamenlijk te oefenen, fondsen te werven en nieuwtjes uit te wisselen.

Omdat de Zweedse reddingsmaatschappij SSRS dit jaar 100 jaar bestaat vindt deze conferentie dit jaar plaats in Göteborg.



Boven : De **FRANS HOGEWIND** van station Paal 8 op Terschelling

Foto : Piet Sinke ©

De Zeeuwse reddingsboot is de eerste dag gevaren naar Terschelling. Donderdag zijn de redders samengevoegd met de bemanning van de collega reddingboot **Frans Hogewind** van station Paal acht in Terschelling.

De totale reis neemt 26 uur in beslag. Per reis wordt er twee keer overnacht. Als alles volgens planning verloopt komen de redders vrijdag weer aan bij het reddingsstation naast de Roompotsluis op Neeltje Jans.

CASUALTY REPORTING

Attempt to refloat stranded tug

The operators of a tug which is beached on Tasmania's North West Coast will attempt to refloat it at high tide late this morning. The 330-tonne tug broke its mooring and was washed ashore at Burnie yesterday morning.

Heavy seas yesterday hampered efforts to refloat the boat which is carrying 20,000 litres of diesel fuel.



**The tug boat
aground at Burnie**

**Photo :
Paul Taylor ©**

The Tasmanian Environment Department says the tug is in a stable position and there is little risk of a fuel leak.

The Managing Director of North Western Shipping and Towage, Graeme Phillips, is

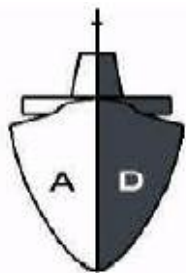
confident the tug can be successfully refloated.

"We've got a very strong tow line and with the assistance probably of another tug we think we'll be able to achieve it," he said

NAVY NEWS

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The Dutch frigate **F 831 VAN AMSTEL** seen in the Ijmuiden locks outward bound from Amsterdam

Photo : Cor van Niekerken ©

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The hull of the newbuilding **SEVEN SEAS** just after been launched seen enroute Rotterdam where the superstructure was lifted onboard (see below), the **SEVEN SEAS** is under construction at the **DE MERWEDE shipyard** for Subsea 7
Photo top : Aad van Zon © - below : Michel Kodde ©



At the Heysehaven the superstructure was lifted onboard the **SEVEN SEAS** by the sheerlegs **MATADOR 3**
Photo : Jan Oosterboer ©



NGSS gets \$2.4 billion LHA 6 contract

Northrop Grumman Ship Systems, Pascagoula, Miss., is being awarded a \$2,400,000,000 fixed-price incentive modification to a previously awarded Navy contract for the detail design and construction of the LHA 6 Amphibious Assault Ship.



The LHA 6 will replace one of the aging LHA 1 class of amphibious assault ships. Like its predecessors, it will be able to operate as the flagship for an expeditionary strike group. Ships of this type may also play a key role in the Maritime Pre-Positioning Force (Future). Northrop Grumman has built five LHAs as well as seven USS Wasp (LHD 1) class ships. The Pascagoula shipyard is currently building an eighth LHD, Makin Island.

LHA 6 design modifications optimize aviation operations and support activities.

It will launch tilt-rotors, helicopters, and fixed wing, short take-off vertical landing aircraft in support of amphibious operations.

Removal of the well deck provides for an extended hangar deck with two wider high bay areas, each fitted with an overhead crane for aircraft maintenance. Other enhancements include a reconfigurable command and control complex, a hospital facility, additional aviation fuel capacity, and numerous aviation support spaces.

These changes equip the ship to be an integral part of joint, interagency and multinational maritime forces. It will be configured to support landing force elements as well as various naval amphibious command and control and support organizations.

The LHA 6 will be a variant of the LHD 8 Amphibious Assault Ship currently under construction by NGSS and will have enhanced aviation capabilities. Work will be performed in Pascagoula, Miss. (95 percent) and New Orleans, La. (5 percent), and is expected to be completed by August 2012.

Keppel FELS Secures Order for \$191m Jack-up

Keppel FELS Limited (Keppel FELS), the wholly-owned subsidiary of Keppel Offshore & Marine Limited (Keppel O&M), has secured a contract from PetroVietnam Drilling Investment Corp (PVD Invest) to build a \$191m jack-up drilling rig. The contract was secured following Keppel FELS's successful delivery of PV Drilling I, a high quality jack-up drilling rig, two months ahead of schedule in March 2007. Like PV Drilling I, the new rig will also be built to the KFELS B Class design. To be named **PV Drilling II**, it is slated for delivery in the fourth quarter of 2009.

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The **UNION KODIAK** seen showing her capabilities at the Westerscheldt River

Photo : www.maritimephoto.com

RNLI to name new training boat Robert S Ellsmoor

The official naming ceremony of the RNLI's crew training boat, '**Robert S Ellsmoor**' will take place on Friday 8 June, 1.45pm at the RNLI Lifeboat College in Poole.

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Named after Mr Robert Ellsmoor, originally from Hoylake, Merseyside, the boat is based at the RNLI Lifeboat College in Poole and has the crucial role of training the charity's volunteer lifeboat crews.

Guy Richards, All Weather Lifeboat Training Manager, explains the role of the boat. 'The training boats are specifically designed to train our volunteers and can accommodate seven people overnight, meaning crewmembers can complete training, including their Royal Yachting Association (RYA) examinations for which they have to spend three to five days at sea.

'The boats also have dedicated training consoles featuring electronic displays, radar, and multi-function classroom areas where lifeboat crews can learn navigation techniques and collision avoidance – both these training boats would not be here without the generous donations of members of the public.'

Robert Ellsmoor helped fund the boat. Born in Hoylake, he has a strong bond with the RNLI – he joined the Merchant Navy in 1955 and later worked on ferries between Holyhead and Dun Laoghaire, in Ireland, where he regularly took part in rescue exercises with the RNLI and Coastguard.

This is the second RNLI training boat – the '**Ian and Anne Butler**' entered service in the middle of last year. These boats cost in the region of £450,000 each, all of which comes from generous donations and legacies.

Guy concludes: 'As a charity, the RNLI relies on public support to provide its crews with the best possible training, equipment and lifeboats, to carry out its work of saving lives at sea. Today, on average, our volunteer lifeboat crews around the United Kingdom & Republic of Ireland will rescue 22 people and without training, these volunteers cannot become lifesavers.'

Balearia to take over Buquebus



The **PATRICIA OLIVIA** of **BUQUEBUS** seen departing from Algeciras
Photo : Piet Sinke ©

Spanish ferry operator Balearia has sought approval from the Spanish competition authority to take over rival Buquebus. Both companies provide services between Algeciras and Ceuta, the Spanish enclave in North Africa. Balearia has declined to disclose the price details of the bid. However it is understood that Buquebus has agreed to the deal. Balearia's targeting of Buquebus follows Acciona Trasmediterranea's purchase of Euroferry in March 2006. Since then operators have complained that Tramed has secured a dominant market position. If Balearia's take-over of Buquebus goes ahead, it will allow the company to compete with Tramed head-to-head on services from Algeciras to Ceuta.

108,920 bhp Marine Engine Completes Successful Trial



Hyundai Heavy Industries Co. Ltd. (HHI) announced that it has successfully completed a trial run with what is reported to be the world's biggest electronically controlled marine engine, the Hyundai-Wärtsilä 14RT-flex96C-B. The trial was viewed by officials representing the shipowner and the classification societies at HHI's engine shop on May 29, 2007.

The 14RT-flex96C-B engine has 14 cylinders and a maximum capacity of 108,920 bhp. It will be equipped in 8,000 TEU containerships for Hyundai Merchant Marine Co., Ltd.

The RT-flex engine uses a common rail system to reduce fuel consumption at low speeds and NOx emissions through the electronically controlled fuel injection point, along with the fuel volume. It is equipped with remote speed control, a safety monitor, and an observation system.

HHI has played a large role in the trend towards larger sized containerships by building the world's first 98cm bore cylinder engine, the HYUNDAI-MAN B&W 7K98MC in August, 1999, and the world's first and largest electronically controlled marine engine, the HYUNDAI-MAN B&W 12K98ME in January, 2000.

HHI will mark a production milestone of 70 million bhp low-speed marine engines in November, 2007.



The Swedish sail trainer **ALVA** was spotted at the Boudewijn Canal between Brugge and Zeebrugge
Photo : Henk Claeys ©

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World's smallest lifeboat is the above seen Swedish **RESCUE RUNNER**, in the Swedish waters 25 of this boats are active, operating from the beach and onboard the larger lifeboats

Photo : Pim Korver FILM + VIDEO ©

MMA Training Ship Arrives in Sicily

Maine Maritime Academy's (MMA) training ship, **State of Maine**, arrived earlier today in Palermo, Sicily, a port-of-call not originally on the itinerary of the college's annual two-month training cruise. The rescheduled port visit was necessitated by the ship's 3-day diversion to Siracusa, Sicily, due to an onboard medical emergency experienced by the ship's master, Captain Laurence Wade. Wade was hospitalized for additional medical care at a local facility. According to Captain Jeff Loustaunau, MMA's commandant of midshipmen, the remainder of the itinerary of the training cruise remains unaffected by the substitution of the port of Palermo for a previously scheduled visit in Odessa, Ukraine. While at anchor in the port of Siracusa, shipboard officials determined that it would not be practical or possible to complete the transit to the port of Odessa given the need for ship staff to accompany Captain Wade. The ship remained at anchor until Tuesday evening, May 29, when the family of Captain Wade arrived and assumed direct oversight of his care. During this time, shipboard staff was able to rapidly secure alternate port-of-call arrangements at the nearby port of Palermo, Sicily, located on the west coast of the island. The ship will remain in Palermo until Sunday, June 3. Loustaunau also added that Captain Wade's emergent medical crisis was an unexpected personal health event that did not have implications for impacting the health of others aboard the vessel. This was confirmed by

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a preliminary and subsequent diagnosis by the ship's onboard physician and Italian doctors. The diversion did not impact the amount of required at-sea experience obtained by the students participating in the training cruise.

The vessel remained on cruise status and daily duties and instruction continued as part of the unexpected delay. The ship is currently under the command of the former chief mate of the vessel, Captain Brendan McAvoy. The Southern European port of Split, Croatia, located on the Adriatic Sea will be the final port of call in the Mediterranean Basin. The ship is expected to dock in Split on June 8. Following a trans-Atlantic crossing, the ship will call in the Canadian port of Halifax, Nova Scotia, June 24-27, and will make a brief stop in Rockland, Maine, for a family day sail on the return leg to Castine.



The last container crane depart the Nordhafen of Bremerhaven bound for Cuxhaven

Photo : Henk Theissen ©

MOVEMENTS

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The Stand-By vessel **THOR BEAMER** seen arriving at the Tyne
Photo : Kevin Blair ©



The **MONTE SARMIENTO** seen departing the port of Rotterdam
Photo : Alexander Meijers ©

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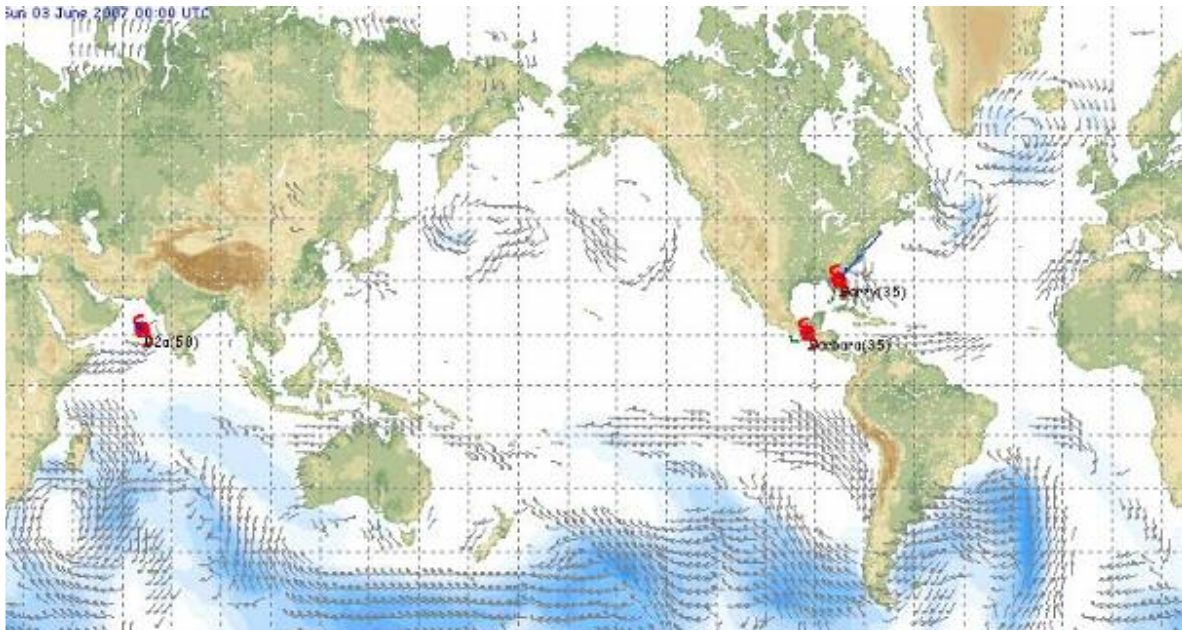
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The **MONTE SARMIENTO** seen approaching the "Maeslant Flood barrier" outward bound from Rotterdam
Photo : Peter Elsinga ©

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