

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 005



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

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On Salvador Roads, the **Guardsman** (ex Smit Manta) was spotted.

Photo : Jan Berghuis – Retriever ©

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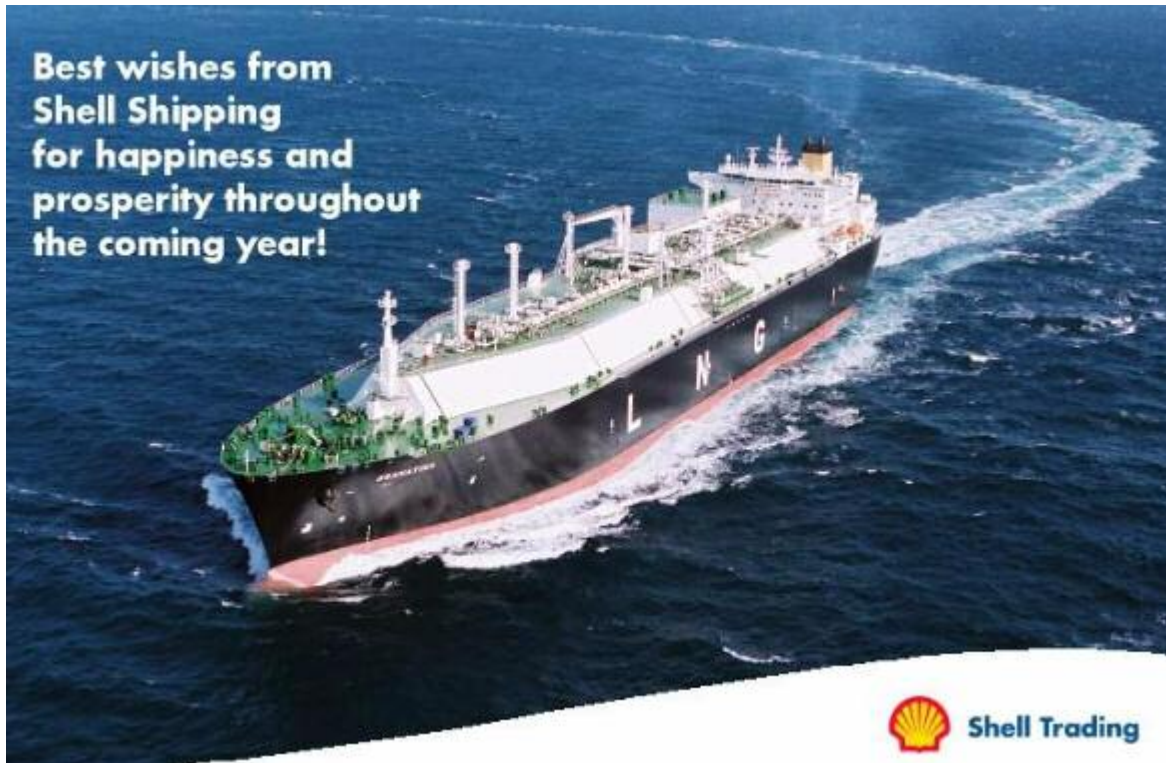
EVENTS, INCIDENTS & OPERATIONS



The **DREAM** finally departed from Dubai – Photo : Reinier Meuleman ©

Ships Ready to Repair Undersea Cables

Taiwan's Chunghwa Telecom Co. said two repair ships will soon start fixing undersea cables damaged last week by an earthquake off the island's coast that resulted in a major disruption to telephone and Internet links across Asia. The two ships will take two to three weeks to complete their task, said a senior official at Chunghwa Telecom, Taiwan's largest telecommunications company, the International Herald Tribune reported. One of the ships is Japanese registered and sailed to Taiwan from Japan. The other, British registered, sailed to Taiwan from the Philippines, he said. Both are specially equipped to repair undersea cables and had to complete other repair work before setting out for Taiwan. The Dec. 26 quake "measured at magnitude 6.7 by Taiwan's Central Weather Bureau and 7.1 by the U.S. Geological Survey" snapped undersea cables off Taiwan, cutting telecommunications across the region and leaving companies scrambling to reroute traffic through satellites and cables that were not damaged. By the end of January or early February, all major cables serving Hong Kong and other countries in the region should be fully repaired, said another official.



New Tug Put to Work on First Day of Job

It didn't take long for the state to make use of a new rescue tug stationed at the northwestern tip of the Olympic Peninsula. Just before midnight on New Year's Eve, a wooden fishing vessel with two men and hundreds of gallons of fuel on board was reported drifting near Cape Alava, the scenic beach in Olympic National Park about 10 miles south of Cape Flattery. The new tug, owned by Crowley Marine Services and named **Gladiator**, was not scheduled to take over from a Foss Maritime tug until midnight. But it had arrived at its new station by 11 p.m. and responded when the call came in. The **Gladiator** towed the disabled vessel into Neah Bay and turned it over to the Coast Guard, the state Ecology Department said Monday in a statement. The state had expected Foss Maritime to keep a tug stationed at Neah Bay through the winter, but Foss said it could not because of a shortage of tugs in the region. Crowley Maritime Corp. of Jacksonville, Fla., responded by agreeing to provide a tug for \$8,500 a day, plus fuel, effective Monday. A rescue tug has been stationed at Neah Bay for the past eight winters. The vessel assists disabled ships to prevent them from drifting onto rocks and possibly spilling oil.

It's the first line of defense for the state's inland waters, with the next available resources 60 miles into the Strait of Juan de Fuca at Port Angeles. Since 1999, the rescue tug service has assisted 30 disabled ships. State lawmakers provided Ecology \$1.4 million with the goal of providing about 200 days of rescue tug service this winter.

Vietnamese Arrive Home

Eleven Vietnamese sailors who were rescued after their ship sank off Argentina last month arrived in Vietnam Monday (01 Jan).

They were among the 34 sailors on board the South Korean **207 Insung**, a 975-ton fishing vessel, when it sank 370 kilometers off the coast of Argentina in stormy weather on December 20.

Four crew members – three Koreans and a Chinese – were killed, while two Koreans are considered missing.

Upon learning the news of the accident, the Vietnamese embassy in Argentina arranged for a consul visit and joint efforts with the South Korean embassy in Argentina and other relevant Argentinean agencies to perform necessary procedures for the Vietnamese sailors to return home.

Another Re-float Attempt

Another attempt is being made to re-float a stricken cargo vessel which ran aground near a harbour. The "**MV Emsland**", laden with 1776 tonnes of timber, got into trouble shortly after it left the Port of Montrose, in Angus, on 29 December.

All attempts to re-float the 270ft vessel have so far failed. The Maritime and Coastguard Agency has set up a salvage control to cut the risk of pollution from the 33 tonnes of marine diesel on board the ship.

Fred Caygill, of the MCA, said: "Every effort is being made to recover the vessel and its bunkers with minimal impact to the environment. "Salvage experts are now in place and are assessing the plans to carry out the task ahead of them whilst awaiting the arrival of some specialist marine craft which will carry equipment to the grounded vessel."

The **Emsland**, which has been taking water into two of its ballast tanks, ran aground on the Annat Bank in the River South Esk.



CHAPEAU VOOR ROGER VAN DER KRAAN

Roger van der Kraan heeft tijdens de nieuwjaarsreceptie van de gemeente Maassluis uit handen van burgemeester Koos Karssen de Chapeau ontvangen.

Buiten zijn betrokkenheid met het lokale nieuws, zet Roger zich al jarenlang in voor alles wat met Maritiem Maassluis te maken heeft zoals de **ELBE**, de **FURIEADE** en de **Stichting Sleepboothaven**.

Photo : Jan Steehouwer ©

QE2 Reveller Goes Overboard

Passengers and crew members on the **QE2** were being questioned by police 02 Jan after a woman vanished during a £2,000 new year cruise. It is feared that the 62-year-old German woman, who has not been named, disappeared overboard on New Year's Eve.

The alarm was raised on Sunday (31 Dec) when she was reported missing by her husband as the vessel sailed from Madeira to Southampton. When it docked at 8.20am yesterday, officers boarded the ship and spoke to some of the liner's 1,900 passengers and 1,000 crew.

It is understood the seas were relatively calm when the woman was last seen. She was travelling with her family and friends. Cunard spokesman Eric Flounders said: "Cunard regrets that a female passenger on the **QE2** was reported missing on December 31 en route from Funchal, the capital of Madeira, to Southampton."

He said the ship had retraced its route to where it had been at the time the missing woman was last seen.

The Lisbon and Falmouth rescue services had been informed, together with the UK Maritime and Coastguard Agency (MCA), and an aerial search had been started. The ship had resumed its journey to Southampton.

The **QE2** set sail on the 16-night Atlantic cruise on December 17.

Detective Inspector Dean Gower, of Hampshire police, said: "It is too early at this stage to speculate as to exactly what has happened, but we do not believe there are suspicious circumstances."

Although the passenger went missing in international waters, Hampshire police have jurisdiction for such inquiries as the vessel is registered in Southampton.



The **CAPE COD** seen assisting a HAPAG container vessel in Bayonne.

Photo : Rob Bellinger ©

Ferry survivors found on oil rig

A 6-year-old boy and 11 men who were on an Indonesian ferry that sank last week with more than 600 others aboard were rescued Wednesday from an offshore oil rig, navy officers said.

The survivors, who were weak after spending more than four days in the Java Sea, were picked up about 200 kilometers (120 miles) from where the ferry sank after drifting in heavy waves, said Navy spokesman Lt. Col. Tony Syaiful.

The survivors said little as they arrived at a port in the coastal city of Surabaya before being taken to hospital for checkups, witnesses said. "I am happy I can save the life of my boy," said Suyatno, the father of the 6-year-old. Suyatno, who gave a single name, said his wife was still missing.

It was not clear when the 12 people rescued Wednesday reached the unmanned rig or how they managed to stay afloat. Authorities say 628 people were on the ferry when it sank late Friday during a violent storm en route from Indonesia's section of Borneo island to the main island of Java.

At least 212 people have been found alive so far, most of them plucked from life rafts or clinging on to debris, but some 400 remain missing in still-heavy seas, said Navy Col. Jan Simamora, the head of the search and rescue mission.

"We are trying our utmost to find more," Simamora told The Associated Press. "We still hope that those in lifeboats are still alive."

People who have something to keep them afloat can survive for days in Indonesia's warm tropical waters.

At least two survivors said that many of the victims were trapped in the ship when it sank. Simamora said only 12 bodies have been recovered, though others have been spotted.

Survivors recalled the horror of the boat's last minutes and the struggle to stay alive afterward. "I just prayed that God would give me life and thought about my 4-month-old baby," said Ribut, a plantation worker who arrived at Surabaya hospital Tuesday. He said he ate or drank nothing for three days, apart from one sip of sea water.

Evi Susilowati, a 23-year-old computer student, was the only woman on a raft with 30 men.

She was tasked with rationing out the craft's supply of drinking water and sago palm flour, which ran out after two days. On the final day, two exhausted people fell from the raft.

"We could not save them," said Susilowati, whose mother and father are still missing. "They were young men; I just hope they survive." Relatives of the missing have converged on hospitals and ports along Java's coast, hoping their loved ones will turn up alive.



The **SIGAS MONARCH** seen arriving in Rotterdam

Photo : Rik van Marle ©

Chilean navy seeks California sailor adrift on disabled yacht

The Chilean navy launched a search for a Southern California sailor adrift in his storm-battered boat off the tip of South America while trying to circumnavigate the globe, officials said Wednesday.

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Ken Barnes, 47, of Newport Beach, Calif., set off from Long Beach on Oct. 28 in a 44-foot ketch called the Privateer in hopes of sailing around the world. His longtime girlfriend, Cathy Chambers, said he called her Tuesday on his satellite phone to say he was in trouble.

The U.S. Coast Guard and Chilean maritime officials also picked up signals from Barnes' distress beacon Tuesday afternoon and believe he is about 500 miles off the Pacific coast of Chile.

Barnes told Chambers he had lost engine power and steering and had two broken masts and broken hatches, she said. The Privateer was also taking on water in 40-knot winds and 25-foot swells, he reported.

On Wednesday morning, a Chilean navy search aircraft flew over the area where the Barnes' disabled yacht is believed to be, but clouds and rain kept the plane from spotting the yacht, navy press officer Paula Paredes said by telephone from Punta Arenas, nearly 2,000 miles south of the capital of Santiago.

Weather conditions in the area were expected to improve by Thursday. Barnes told his girlfriend in another brief phone call that he'd heard planes overhead until the pre-dawn hours Wednesday.

Paredes said the navy also dispatched a tugboat to the western entry to the Straits of Magellan on the tip of South America, and ordered a trawler and a merchant boat already there to join the search. None of the boats was expected to reach Barnes before the weekend, however.

Paredes said Barnes "is alive and well and keeping satellite telephone contact with relatives in California."

According to Barnes' Web site, he "continue(d) to ride out the storm with disabled Privateer" on Wednesday and anticipated that the Chilean navy would drop communication and support equipment to him.

Chambers said Barnes has called her several times since, for no more than a minute each time. He last called around 5 a.m. PST Wednesday, she said.

"We need someone out there right away to get to him. He has supplies but I don't know how many of them are good and how many aren't because now there's water in the boat," said Chambers, who was keeping vigil in the couple's Newport Beach home with Barnes' family.

Barnes first reported his emergency to the U.S. Coast Guard, which contacted the Chilean navy.

"I do know from reviewing his Web site that he was well-equipped for the journey he was making. He had all the survival gear on board," said Coast Guard spokesman Lt. Tim McGhee.

On his Web site, Barnes wrote that he planned his trip for several years.

"For many years, probably from the age of 10, I have liked the solitude of sailing, the adventure, the adrenaline associated with the chance encounter of the unknown," he said.

HAITIAN SLOOPS



These wooden sloops, their design reminiscent of the lateen rigged fast sloops favored by the pirate brethren of the Spanish Main, are essentially the backbone of the Haitian merchant navy. The fleet probably numbers 50 or so craft and at times up to 15 of these are seen laying in Nassau harbor. Outbound cargos are charcoal and plantains, however contraband and the carriage of illegal aliens fuels the trade. Inbound are old bed mattresses, used cooking oil, plastic pails, scrap construction materials and other essentials for this poverty-stricken country.



The boats pictured are probably less than 5 years old and cost about \$25K to build. Navigation on the 7-10 day passage from Cap Haitian to Nassau is a perilous affair, and wrecks of these craft litter all the islands fringing the Exumas Sound and Old Bahamas Channel. The Captains are skilled navigators, plying the trade without any navigation equipment at all. None carry running lights. Sails are usually built of canvas, however a growing number of sail makers use cloth salvaged from advertisement banners imported from Miami. These boats actually sail very well and are often observed making 7.5 knots.

**Photo's / text : Captain Mark
Pertuiset - Nassau, Bahamas ©**

CMA CGM wants Comanav

French liner shipping giant CMA CGM has confirmed it is seriously interested in taking over the soon-to-be-privatised Moroccan shipping company Comanav. The French carrier has been seeking to expand its presence in North Africa for some time, and has already considerably enlarged its profile in Morocco. It currently operates five liner services to Morocco and carried over 62,000teu on these routes last year. After sealing partnership deals in the ship agency and stevedoring sectors, CMA CGM entered ship owning last year through the purchase of the Moroccan company Dextramar, which operates the container vessel Argana. Last year the French line also obtained a stake in the second container terminal of Tangiers' new box port, which will be run in partnership with Comanav, MSC and Eurogate. In the stevedoring sector, CMA CGM is about to take a stake in a new company, SOMAPORT, recently created by

Comanav. Control of Comanav would include both the Moroccan operator's liner network and its ferry services to Spain, Italy and southern France. It is not clear at this stage whether the French carrier, which has no experience in ferry trades, would retain this activity. Other parties said to be interested in Comanav include French group Veolia Transport and Geneva-based MSC.



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CASUALTY REPORTING



Gold River has run aground at about 1820 hrs on 2nd Jan while transiting the channel to berth at Douala (Cameroon) with pilot on board, as she suffered a blackout.

Photo : SMIT Salvage

Storms Claim More Casualties

Another ship has sunk as it was hit by high waves in the waters of East Nusa Tenggara province in Indonesia, killing one of its four crew members, the Antara news agency reported Wednesday.

The cargo ship sank Tuesday (02 Jan), but a search and rescue team could only locate it on Wednesday, Antara quoted Sentianus Medi, an official responsible for disaster in East Nusa Tenggara province, as saying.

"Search and rescue team saved three crew members and found the body of a dead crew member," the official said.

A fishing boat also went on missing in the waters last Saturday, one of the fishermen found dead.

Bad weather was blamed over several other ship accidents, including the **Senopati Nusantara** with 628 passengers on board, which sank after being pounded by heavy waves for more than 10 hours as it neared the end of a two-day journey from Kalimantan Island to Central Java.

Officials said bad weather was the cause of the accident in which 212 survivors have been recovered and some 400 others still missing

Containerschip ramt spoorbrug bij Dordrecht

Een containerschip heeft woensdagavond rond 20.30 uur de spoorbrug over de Oude Maas tussen Dordrecht en Zwijndrecht geraamd. Het trein- en waterverkeer is daarom enkele uren stilgelegd. Volgens de politie heeft het schip twee tot vier containers verloren. Die zijn in de Oude Maas gezonken.

Het binnenvaartschip en de lading waren 11 meter hoog. De ruimte onder de brug was slechts 10,88 meter. Daardoor ramde het schip de brug en schoven de bovenste containers van de boot af. De containers waren leeg.

Bij het incident is niemand gewond geraakt. De schade aan de spoorbrug, bleek mee te vallen. Hierdoor kwam het treinverkeer rond 22.30 uur weer langzaam op gang.

Newbuild slams Kiel locks

An just-delivered Odfjell chemical tanker on the way to pick up its first cargo did millions in damage entering the Kiel Canal -- one of three such incidents in a week.

Szczecin launches an Odfjell newbuilding. German media report that the brand-new, 40,000-dwt chemical tanker **Bow Sirius** (built 2006), bound directly from delivery at Szczecin, smashed the newly-repaired lock gate at the eastern entrance of the Kiel Canal at Kiel-Holtenau.

The Holtenau canal entrance reportedly has no more spare lock gates left after the 2 January incident and will have to be closed down for some time if another such accident should occur. Current repairs cut the canal entrance's capacity to a single lock for ships over 125 metres and are expected to take at least two days. Local authorities expect damages to run into the millions of euros.

The NIS-registered **Bow Sirius** has protection-and-indemnity (P&I) insurance cover with Gard.

Another such accident had just occurred less than a week ago on 27 December with the Scorship Tankers 37,000-dwt chemical tanker **King Edward** (built 2004), putting the lock out of action for nearly a day. Also in this case, authorities expect a seven-figure repair bill.

The Marshall Islands-registered **King Edward** has P&I cover with Steamship Mutual. Then again a third lesser allision occurred at the eastern end of the canal, at Brunsbittel, with a Russian general cargoship named **Orenburg**. Several Russian-flag vessels of that name are known but the vessel that allided with the locks may be Polyaris Shipping's 6,000-dwt Orenburg (built 1994), which trades in Northern Europe.

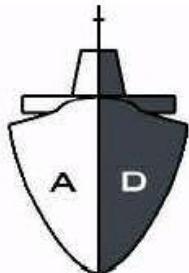
In the **Bow Sirius** incident, German police are quoted as ruling out alcohol or technical flaws. They believe the ship's Filipino captain misunderstood the advice of pilots upon approaching the canal and proceeded forward instead of reversing. The ship's bulbous bow reportedly punctured the gate and also deformed the freshly redelivered gate's steel.

"Never seen anything like it. The only good thing about it is that there aren't any mussels stuck on it yet," said one lock worker quoted in the local Kieler Nachrichten.

NAVY NEWS

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The **Almirante Cochrane** (ex-HMS Norfolk) is now running trials out of Portsmouth.

Photo : Gary Davies ©
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Samsung Heavy Expects Fewer Ship Orders

Samsung Heavy Industries said that orders this year for its vessels and offshore platforms may fall as much as 21 percent as demand weakens from three consecutive years of records, Bloomberg reported. New contracts may drop to between \$10 billion and \$12 billion from an all-time high of \$12.6 billion last year, reports indicated. Even the low end would be the second-highest level of new business in the company's history. Samsung Heavy and other yards in South Korea, home to the world's largest shipyards, took almost half of the orders last year in the world's \$100 billion ship industry, as increased demand for fuel and global trade prompted shipowners to expand their fleets. Backlogs are at their highest ever, representing more than three years of work for the South Korean shipbuilders.

Hyundai Heavy faces increased prices for steel plate used to make ship hulls and a won that has risen against the dollar, reducing the value of its dollar-denominated contracts when converted into the South Korean currency, the statement said. The won rose 8.8 percent last year, the third-biggest increase among the 15 most actively traded currencies in the Asia-Pacific region. In October, Dongkuk Steel Mill, the third-biggest South Korean steel maker, raised the price of steel plate by 8.5 percent to 635,000 won a ton, Samsung Heavy said. The order backlog at South Korean yards reached a record \$90.3 billion of vessels at the end of September, the South Korean Ministry of Commerce, Industry and Energy said Oct. 25.

Veertien miljoen euro geëist van Maas Shipyards

Schuldeisers vorderen in totaal veertien miljoen euro van het failliete Maas Shipyards in Waterhuizen. Tot de 105 schuldeisers behoren het ministerie van Economische Zaken en een Scandinavische scheepswerf. Eigenaresse Doesburg van Maas Shipyards trekt negen van de veertien miljoen euro in twijfel.

Maas Shipyards ging in maart 2005 failliet. Honderd mensen kwamen op straat te staan. De vakbond weet het faillissement aan wanbeleid.

Hyundai Heavy expects record sales but orders to decline

Hyundai Heavy Industries, the world's largest shipyard, expects sales to rise to a record this year as it builds more vessels ordered when ship prices rebounded from a 10-year low.

Sales will probably climb 21 per cent to 15.2 trillion won (\$125 billion) from 12.6 trillion won last year, the Ulsan, South Korea-based company said in a statement on Tuesday.

Orders for ships, engines and other products may fall 4.7 per cent from last year's high, to US\$18.1 billion. Hyundai Heavy and other South Korean yards took almost half of last year's orders in the world's US\$100 billion ship industry, swelling their backlogs and enabling them to charge peak prices.

The company now plans to sell unprofitable units and trim expenses to protect earnings from falling orders, rising costs and a strengthening currency, Hyundai Heavy said.

'While we expect to meet our targets for this year, we face a lot of uncertainties with higher raw-material costs, a strong won and growing competition from Chinese shipyards,' chief executive officer Choi Kil Seon said in the statement.

South Korean yards took almost half of last year's orders in the world's US\$100b ship industry. The price of steel plate to make hulls for vessels has almost doubled to about US\$600 per ton since 2003 because of a surge in demand from shipyards and increased costs of iron ore used to make steel products.

The South Korean shipyards are seeking to minimise risks from a stronger won, which reduces the value of dollar-denominated contracts when converted into the local currency.

The won climbed 8.8 per cent last year, the third-biggest gain among the 15 most active Asia-Pacific currencies.

Sales are set to rise as Hyundai Heavy and other yards build more vessels from orders received in 2004 and 2005, when ship prices rose by as much as 56 per cent, according to Clarkson Plc, the world's biggest ship broker. It takes about two years to build a vessel.

This year's expected increase in revenue is close to last year's 22 per cent, the fastest pace of growth since the company began publishing earnings in 1997. Increased demand for fuel as well as growing global trade has encouraged shipowners to expand their fleets.

Hyundai Heavy received US\$19 billion worth of orders for new vessels, offshore platforms and other products last year.

Of that total, shipbuilding contracts rose 39 per cent to US\$11.47 billion. The company also said that it will invest 750 billion won in facilities, without giving a comparative figure for 2006.

Samsung Heavy's orders may fall 21%

Samsung Heavy Industries Co, the world's third-largest shipyard, said this year's orders for its vessels and offshore platforms may fall as much as 21 per cent as demand weakens from three consecutive years of records.

New contracts may drop to US\$10 billion to US\$12 billion from an all-time high of US\$12.6 billion last year, the Seoul-based company said in a statement on Tuesday. Even the low end would be the second-highest level of new business in the company's history.

Samsung Heavy and other yards in South Korea, saw backlogs at their highest ever, representing more than three years of work for the South Korean shipbuilders. 'Shipowners will likely put out fewer contracts for new vessels because they already ordered so much last year,' said Jerry Kang, an analyst at Korea Investment & Securities Co in Seoul. 'Still, the South Korean shipyards will likely win more than their annual shipbuilding capacity.'

'We will work to improve our quality and technology to make vessels that are more fuel efficient, increase productivity and reduce costs to become more competitive,' Samsung Heavy president Kim Jing Wan said in Tuesday's statement.

Dongkuk Steel Mill, South Korea's third-biggest steelmaker, in October raised the price of steel plate by 8.5 per cent to 635,000 won (\$1,049) a ton, Samsung Heavy said.

The order backlog at South Korea's yards reached a record US\$90.3 billion of vessels at the end of September, helping to keep them busy for more than three years, the Ministry of Commerce, Industry and Energy said Oct 25.

Mississippi Shipyard Brings Recruits from India

Signal International, an oil rig construction and repair company with yards in Mississippi and Texas, has begun receiving 290 temporary guest workers from India to fill first-class welder and fitter positions at its Pascagoula shipyard.

More than 200 have arrived, according to company officials, with the remainder to come early this month.

The company cited widespread shortages in skilled manpower on the Mississippi and Texas coasts following hurricanes Katrina and Rita as the reason it decided to go outside the United States to recruit. [Related Pictures](#)

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It used a federal guest worker program known as H2B, where the U.S. Department of Homeland Security issues a visa after a comprehensive background check of the workers, according to the company. Once granted, the guest workers may come to the United States and work for 10 months.

Dick Marler, president and CEO of Signal, said the company would likely need guest workers until the Mississippi Gulf Coast returns to normal. Indian workers have been used elsewhere in the United States working in shipbuilding and heavy manufacturing and have a reputation for being pleasant and hard-working, said Marler. "I believe they will contribute positively to the company's growth and to the local economy in Pascagoula."

Marler said, "We are fortunate that the U.S. government has such a program that allows us to supplement our work force during a time of emergency created by Hurricane Katrina."

During their stay in Pascagoula, Indian workers will be housed on-site at Signal in a facility constructed specifically for them. The guest workers are on Signal's payroll as full-time employees. They receive the same pay as all other Signal craft personnel and are taxed similarly, according to the company. They also pay for their room and board during their stay with Signal.

Their company quarters includes a cafeteria, recreation lounges, laundry and bunkhouse for sleeping. Signal was hit hard from both the hurricanes and lost craftsmen in its two shipyards in Pascagoula and four shipyards in the Orange and Port Arthur area of Texas, according to company officials.

The company specializes in offshore drilling rig construction and overhaul or repair as well as heavy marine fabrication.

It was in a full hiring mode prior to Katrina and was attracting an adequate number of workers, the company said, but the hurricanes scattered the work force. The company found that lack of housing on the Coast and an abundance of opportunities to work for competing companies rebuilding the storm damaged communities and infrastructure made recruiting particularly difficult. Signal continues to aggressively recruit local workers, the company said.

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Carnival Signs Letter of Intent for New Ship

Carnival Corporation & plc announced that it signed a letter of intent for a new 116,000-ton ship for its P&O Cruises brand. The new vessel, which will have 3,076 lower passenger berths, will be built by Italian shipbuilder Fincantieri at its Monfalcone yard, at an estimated all-in cost of euro 535 million. The ship is scheduled for delivery in spring 2010.

Externally, the vessel will be similar to P&O Cruises **Ventura**, which is scheduled to enter service in spring 2008, but the new product features and interior design will be announced at a future date. This latest ship order will bring the total number of vessels in the P&O Cruises fleet to seven, including five existing ships, as well as the new Ventura, which will be Britain's largest cruise ship when it enters service in April 2008. The new ship will further enhance P&O Cruises reputation as the only company building cruise ships specifically for Britain. With the announcement, Carnival Corporation & plc has 20 new ships on order, 14 of which are being constructed by Fincantieri.

The building slot at Fincantieri being utilized for this new P&O Cruises vessel will result in a modification to the delivery date of the 130,000-ton newbuild for Carnival Cruise Lines announced in mid-December 2006. The Carnival vessel will now enter service in spring 2011 instead of summer 2010 as previously announced.

VT extends patrol vessel charters

VT Support Services, part of VT Group, the former Vosper Thornycroft, has agreed an extension to the charter of three offshore patrol vessels to the U.K. Ministry of Defence for a further five years.

VT will continue to guarantee the availability of **HMS Tyne**, **HMS Severn** and **HMS Mersey** on fishery protection duties for a total of 960 days a year after the extension of the Contractor Logistic Support (CLS) agreement. The contract extension will be worth approximately \$98.4 million.

VT Support Services Managing Director John Davies commented: "Asset availability contracts are a major element of the Defence Industrial Strategy and the three River Class vessels are a prime example of how successful this approach can be in providing the customer with value for money...We are delighted to extend the contract on the River Class ships.

Port of Montreal has record year with more than 25 million tonnes of cargo

The Port of Montreal handled more than 25 million tonnes of cargo last year, an increase of 3.3 per cent from 2005 and its best-ever performance.

The 2006 tonnage is "outshining" the record of 24.9 million tonnes reached in 1980, the port said Wednesday in a statement. Petroleum products, grain and container traffic, which represents nearly half of the port's total tonnage, contributed substantially to the traffic increase.

Container traffic reached some 11.4 million tonnes or an increase of 2.1 per cent compared to 2005 and a fifth consecutive year of growth.

Also on Wednesday, the captain of the **Glory** was awarded the annual gold-headed cane as the first ocean-going vessel to enter the Port of Montreal in 2007. The container ship **Glory** entered the port's downstream limits at Sorel, just east of Montreal, on Jan. 1 at 13 minutes after midnight.

Capt. Oswald Pascal Saldanha, 38, of India, was on his first assignment as a captain on the voyage between Portugal and Montreal. The vessel left Lisbon on Dec. 21. The gold-headed cane presentation was the 168th time it was presented to the captain of the first ship to arrive in the port. The Bermuda-flagged **Glory** will head to Valencia, Spain, on Friday.



Green Pin®

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Cruise Ship Departs Guam for Legends of the Pacific Tour

The **Spirit of Oceanus**, the largest and most extravagant vessel in the Cruise West fleet, left Guam on Wednesday, December 20, for an eighteen-day cruise of the Pacific islands. The cruise, called Legends of the Pacific, will venture to several islands in Yap and Chuuk, and also visit Pohnpei, the Solomons, and Vanuatu before making its final stop in Fiji.

The tour is the cruise line's second excursion through the Pacific. The first voyage took place in March of this year and visited the same islands in reverse order, finishing in Guam. The Legends of the Pacific tour happens twice a year with the next trip scheduled for March 2007. According to Ana Marie Franquez of PacTours, who are the local coordinators for Cruise West, the passengers flew in to Guam from all over the United States and many stayed a few days at the Hyatt Regency Guam before boarding the Spirit of Oceanus for the rest of their Pacific adventure. During the few days the passengers are on Guam, they took tours of historic and scenic sites, including the Plaza de España and many cultural locations.

Flensburger Gets Orders for RoRos

Cobelfret NV of Belgium, has exercised two options for Flensburger's ConRo 220 type. The new vessels measure 641 ft. The first vessel will be delivered in November 2010, and the second vessel in February 2011. Since 1998 FSG has acquired 38 contracts for Ro-Ro Ferries



The **BLUE MARLIN** seen in the Suez canal December 4th – photo : Jaap van de Meeberg ©

Amsterdam Port Area sets new record

This year, the Amsterdam Port Area – which consists of the Ports of Amsterdam, Zaanstad, Velsen/IJmuiden and Beverwijk – will have handled 84 million metric tons of cargo. This preliminary figure would mean a growth of over 12 percent in comparison to last year, when the cargo throughput reached 75 million metric tons.

The Port of Amsterdam accounts for the lion's share of the growth in this port area. In 2006, transshipment in Amsterdam is expected to rise to approx. 64 million tons – an increase of about 10 million tons or almost 20 percent. And 2005 was already a good year for the Port of Amsterdam with a growth of 3.7 percent in comparison to 2004.

On December 20, Hans Gerson – Managing Director of the Port of Amsterdam – gave his Christmas speech to staff working for this port authority. He told them that the growth achieved can be attributed in particular to oil products and containers. The amount of oil products handled has risen from over 16 million tons in 2004 and 19 million tons in 2005 to more than 24 million tons in 2006 – up by 26 percent in comparison to 2005. And container transshipment is expanding at a mind-boggling pace; volume has skyrocketed from more than 65,000 TEUs to 300,000 TEUs. That constitutes an increase of about 360 percent!

Likewise, the number of ships calling at the Port of Amsterdam has gone up considerably. In 2005, the Port of Amsterdam served 5,115 ships, and the number for 2006 is expected to be 5,700 ships.

(If you look at the entire Amsterdam Port Area (so including Beverwijk, Velsen/IJmuiden and Zaanstad), the number of ships served has also risen substantially. In 2005, these ports welcomed 8,731 ships. Over 2006, that number is expected to rise to about 9,300.)

The number of river cruise ships visiting the Port of Amsterdam has grown from 771 in 2005 to 984 in 2006. The number of sea cruise ships welcomed in Amsterdam in 2006 is expected to reach 110, which is roughly the same as last year. Importantly, the number of passengers carried on both river cruise ships and sea cruise ships has gone up from 266,000 in 2005 to 320,000 in 2006. These large groups of tourists bring substantial economic benefits to the city of Amsterdam.

The amount of land leased by companies active in the Port of Amsterdam has jumped from an annual average of 25 hectares in recent years to an estimated 65 hectares in 2006. Among the important developments are Oiltanking (6.5 hectares), Greenmills (9 hectares) and Rietlanden (28.7 hectares).

Of course, the operating result achieved by the Port of Amsterdam has benefited from the growth in cargo throughput, which means more income from port fees. Moreover, the expenses made by the Port of Amsterdam have stayed within budget. The operating result has risen from over EUR 21 million in 2005 to approx. EUR 28 million – up by almost 30 percent

The Port of Amsterdam expects to see next year that the growing container sector will have a snowball effect on all sorts of logistical activities. This is already reflected in a growing demand for plots of land in the Port of Amsterdam among logistic-services providers and property developers. The port authority has created the Atlas Park to meet this demand. The Port of Amsterdam will continue to develop into a major logistics hub serving Europe. The port is also of growing importance for the local economy and jobs market.

Ship's electrical problems dampen cruise experience

A Christmas week cruise on the Norwegian Majesty, a liner which visits Charleston 26 times a year, ended on a hot, sour note when the vessel lost electricity. The liner limped into port Saturday with electrical problems and no air conditioning. NCL Corp., the Florida company that operates the ship, canceled a weeklong cruise scheduled to leave that night.

The company said two power-producing engines shut down off Florida on Friday and generators were used to power the ship. But there was no air conditioning for the final night at sea as temperatures climbed into the 90s, passengers said. Kevin Johnson, a Charleston resident who paid \$2,000 for the cruise, said he took pictures of passengers sprawled in stairwells and doorways.

The company has offered passengers a 20 percent discount off a future cruise. It also offered full refunds and half off another cruise this year to those who had booked for the cruise that was canceled.

There have been other problems with the ship's Charleston routes in recent months. The liner cut port calls short on at least three trips because it was slowed reaching its destination on only three of its four engines.

Company spokeswoman AnneMarie Mathews said the electrical problems were not related to the earlier problems. "It has kind of been a rough patch for Norwegian Majesty," Mathews said. "But hopefully our guests out of Charleston realize that it is what it is, and hopefully things will be fine in the future."

She said the company expected the ship to be repaired in time for another cruise leaving Charleston this weekend.

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The combined purse seiner and pelagic trawler "**Norderveg**" leaving Aalesund to start this year fishing season.

Photo : Oddgeir Refvik ©



De m.s. **Rijnborg**, een ijsversterkt open hatch container schip met een containercapaciteit van 1720 TEU, van Wagenborg Shipping onderweg vanaf de werf IHC Holland Dredgers BV naar zee, gezien vlak voor de passage van de hef en de Koninginnebrug in Rotterdam.

Foto : Huberta Buitenhuis

De gegevens van de **Rijnborg** zijn:

Lengte over alles 176 meter, lengte tussen de loodlijnen 166,50 meter, breedte 23,70 meter, holte 11,00 meter, diepgang 7,70 meter en een DWT van 16450 ton. De voortstuwingsinstallatie bestaat uit 2x Wärtsilä 6L46F motoren die zorgen voor een dienstsnelheid 20 knopen.



Photo : Jan Oosterboer ©

OLDIE – FROM THE SHOEBOX



The **Atlantic Crown**, after a contact at full speed with a growler at the North Atlantic, in drydock at Wilton Fijenoord. March 1975.

Collection : Hans ten Katen Sr.

AIRCRAFT / AIRPORT NEWS

Passagiersrecord voor luchthaven Charleroi in 2006

Op de luchthaven van Charleroi (BSCA) zijn in 2006 in totaal 2.166.360 passagiers geregistreerd. Dat is 16 procent meer dan in 2005 (ruim 1,87 miljoen passagiers) en een nieuw record, zo meldt Brussels South Charleroi Airport. De groei wordt verklaard door de opening van twaalf nieuwe routes vorig jaar. De Ierse lagekostenmaatschappij Ryanair voegde vorig jaar negen nieuwe bestemmingen toe vanuit Charleroi. Wizz Air opende een route naar het Sloveense

Ljubljana. Er kwamen ook twee luchtvaartmaatschappijen bij: Blue Air (met vluchten op het Roemeense Boekarest) en Jet4you (Casablanca).

"Met meer dan 25 bestemmingen per week, waarvan negen hoofdsteden, en meer dan twee miljoen passagiers per jaar, versterkt de luchthaven van Charleroi Brussel Zuid opnieuw haar positie als tweede luchthaven van België", zo luidt het in een persbericht. Het totale aantal bewegingen steeg in 2006 met 8,5 procent tot 66.404.

Vietnam Airlines vanaf 2007 in handen aandeelhouders

Vietnam Airlines wordt vanaf 2007 geprivatiseerd. Dat heeft de Vietnamese regering besloten. Ook mogen tot 2011 enkele andere staatsbedrijven, zoals de nationale papier- en staalconcerns, geprivatiseerd worden. Door aandeelhouders de kans te geven te investeren in Vietnam Airlines hoopt de overheid een economisch slagvaardiger bedrijf te creëren.

Vietnam Airlines heeft geldreserves van bijna 360 miljoen dollar. De maatschappij voert regionale en internationale vluchten uit met Airbus A320's, A321's, Boeing 777-200's, ATR42's en Fokker 70's.

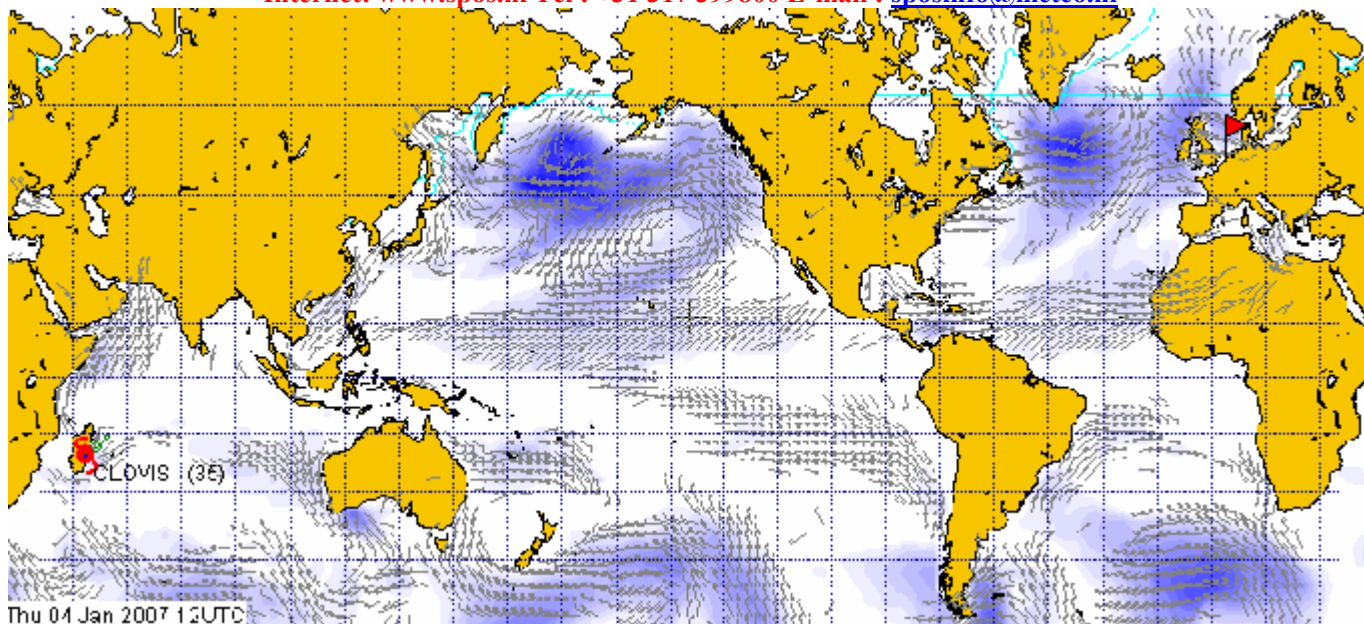
Eind 2004 maakte de maatschappij bekend vier Boeing 787 Dreamliners aan haar vloot toe te voegen om het internationale netwerk verder uit te breiden.

MARINE WEATHER

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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 500 vessels today.

.... PHOTO OF THE DAY



The **WAPPEN von MUNCHEN** seen leaving the port Cape Town – Photo : Glenn Kasner ©

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