

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 007



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The ELEANORA MAERSK seen fitting out at the Odense shipyard in Denmark.

Photo : B . Johannsen ©

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EVENTS, INCIDENTS & OPERATIONS



Mine warfare ship **USS Gladiator (MCM 11)** sits on the deck of **Condock V**, a Heavy Lift Vessel contracted by Military Sealift Command (MSC), during a brief port visit while transiting the eastern Mediterranean Sea. MSC chartered **Condock V** after receiving a request to transport **Gladiator** from Texas to Bahrain. Moving the mine countermeasures ship in this manner prevents the wear and tear of an open-ocean voyage. The 1,300-ton **Gladiator** was loaded onto **Condock V** in early December in a process called "float-on," which is used for cargo too large to lift by crane. A second mine countermeasures ship is scheduled to be transferred via heavy-lift on another Condock ship in the near future.

Coast Guard Medevacs 18-Year-Old From Cruise Ship

A Coast Guard Air Station Clearwater rescue crew medically evacuated an 18-year-old male from a cruise ship 250-miles southwest of Clearwater Beach, Fla. Tyler King, fell 20 ft. from the cruise ship's mast to the deck. King landed on his head causing head trauma, a hematoma behind the eye and a broken bone in his face. The Coast Guard received a call from a doctor on board the 739-ft. Carnival cruise ship **Fantasy**, home ported in Miami, Fla., reporting the male's condition and requesting Coast Guard assistance. Coast Guard Air Station Clearwater launched an HH-60 rescue helicopter and a C-130 search plane to assist in the medevac of King. The rescue crews arrived on scene and hoisted King into the rescue helicopter. King was transferred to Tampa General Hospital.

Pilot's License Suspended Following Damage to LNG Facility

An administrative law judge has suspended Pilot John C. McCarthy III's license Friday for eight months, with additional 12 months probation, after ruling that the Coast Guard proved its case of negligence and misconduct against him. The judge's decision stemmed from a March 14, 2006, incident on the Savannah River where the tank vessel **Charleston**, piloted by McCarthy, passed the liquefied natural gas facility on Elba Island at a speed in excess of 14 knots during an LNG transfer. The surge resulting from the vessel's speed caused an emergency dock shutdown, cargo hose separations, the collapse of a gangway, and mooring lines to part. All emergency equipment at the LNG facility functioned as designed and no LNG was released as a result of the damage. Following a comprehensive investigation, the Coast Guard pursued action against McCarthy's license due to concern that his negligence posed a hazard to navigation and based on the pilot's past history, which included three previous proved charges for negligence. In addition to the action taken against McCarthy, the Coast Guard determined the Captain of the tank ship **CHARLESTON** was also negligent in his role and was issued a letter of warning in lieu of suspension or revocation. The Coast Guard is responsible for navigational safety on the Savannah River and enforces a Regulated Navigation Area to ensure the safety and security of LNG operations. As a result of this case, the Coast Guard has further clarified guidance for the port. Namely, inbound and outbound vessels transiting past a moored LNG ship must actively communicate with them to determine the need to deploy stand-by towing vessels as emergency situations arise. The Coast Guard routinely reviews its guidance for LNG operations with input from the port community to account for changing conditions and to ensure continued safe and secure LNG operations.



DISNEY SHIP SEX ASSAULT ARREST

A MAN has been arrested in the Bahamas after a young teenage girl alleged that she had sexually assaulted on Monday on board the 83,308 gt, Bahamian-flag Disney cruise ship **Disney Wonder**.

The 13-year-old said a man approached her, telling her that he wanted to show her something. She told authorities that she refused his offer and the man threatened to throw her overboard.

Disney said in a statement "Safety and security of our guests is our highest priority, and we immediately contacted the FBI about the situation."

Cruise line to pay more than \$1 million to widow of missing man

Royal Caribbean Cruises agreed Thursday to pay more than \$1 million to the widow of a Connecticut man who vanished on their honeymoon cruise nearly two years ago.

Jennifer Hagel Smith insisted this was no payoff -- and vowed to continue searching for her husband, George Smith.

"My single goal continues to be to find answers regarding how George died," Smith said in a statement. "Reaching a settlement in this case in no way shuts down the investigation."

But Smith's decision to take the money reportedly has caused a rift with her in-laws, who oppose the agreement because Royal Caribbean does not admit to any liability in George Smith's disappearance. The in-laws contend the 26-year-old was murdered and have accused the cruise line of trying to cover up the crime.

Neither side of the family returned calls for comment last night. But Son Pham of International Cruise Victims, which advocates for the families of missing cruise ship passengers, said he was aware of the rift and not taking a position on the settlement.

"We have all been through similar tragedies," said Pham, whose parents disappeared while on a Caribbean cruise two years ago. "It's tough for the whole family and it's a private thing. We don't want to interfere with that."

George Smith vanished from the **Brilliance of the Seas** as it plied the Aegean Sea on July 5, 2005. Bloodstains were found running from the balcony of his cabin to the lifeboats, and a hand print was discovered on the side of the ship. But his body was never found.

"The cruise line informed us that George's disappearance was an accident, and it insinuated to the public that it was his fault," the widow said later. Royal Caribbean denied the allegation.

Under the settlement, which was reviewed by The Associated Press and still requires approval by the Greenwich Probate Court, the Florida-based cruise company will pay \$950,000 to Smith's estate and reimburse his widow up to \$110,000 for legal costs.

DANIELLE DISCHARGED IN ROTTERDAM



Mv **Daniella** carried a mudmodule for the **Black Ford Dolphin** project from Singapore to Keppel Verolme in Rotterdam. In Singapore vessel was loaded with the assistance of the **Asian Hercules** and for the discharge in Rotterdam the assistance of the sheerlegs **Matador**, **Matador 2** and the **Matador 3** was needed.

Photo's:
Laurens Govers
Kahn scheepvaart BV
©

Loaded to the bridgedeck

Hamburg police got immediate action today after a no-sail order for the 5,042-teu **Maersk Durham** (ex-P&O Nedlloyd **Dover**, built 2005). Harbour police officials allegedly smelled something amiss when clearing the boxship for departure. They decided to have a closer look.

According to a police announcement, the 53-year-old master's blood tested out at 1.88 promille alcohol while the 55-year-old first officer could boast no more than 1.11 promille.

After police forbade the vessel's departure on the grounds that its officers were in no shape to navigate, a new captain was immediately supplied, said the police announcement. The ship departed Hamburg before the police had even written their press release. Reference sources list the ship as managed by Hamburg's Claus-Peter Offen.

Rescued U.S. sailor recovering on Chilean ship

An American sailor who spent three days adrift after a storm dashed his round-the-world voyage was headed toward land Friday after being rescued in treacherous waters off the southern tip of South America.

"I'm OK," Ken Barnes told his family by satellite telephone. Barnes, 47, waved as a navy plane guided the **Polar Pesca 1** fishing vessel across calm waters. An inflatable boat with four men aboard approached his yacht early Friday some 500 miles from the western entry to the Straits of Magellan.

A Chilean navy plane spotted the crippled 44-foot ketch after Barnes fired a flare Wednesday evening. At first the pilots only saw the flare, then spotted the sailor wearing a yellow jacket behind the splintered stub of a snapped mast.

The trawler was expected to reach land Sunday, and Barnes will be flown by helicopter to Punta Arenas, Chile's southernmost city. Family members said they expected him back home in Southern California by Wednesday.

"He is in good general condition, but the first thing upon his arrival will be a complete checkup at a hospital," said navy Capt. Ivan Valenzuela, maritime governor of Punta Arenas.

Barnes' only injury was a long gash in his right thigh, but Valenzuela said the wound had been treated and covered.

Aboard the fishing vessel, Barnes took a shower, ate soup and was treated by paramedics, said the ship's owner, ChilePesca, in an e-mail to The Associated Press. His family said he had gotten some sleep.

His yacht, the *Privateer*, was heavily damaged by a storm with strong winds and 40-foot waves that thwarted Barnes' attempt to become the first American to circumnavigate the world in a solo, non-stop voyage from the West Coast. He left California on Oct. 28.

After his rescue, Barnes spoke briefly to relatives gathered at his condo in Newport Beach, Calif. "I love you. I'm on the fishing boat headed for Punta Arenas, and I'm OK and everything's OK," he said in a calm voice.

His mother, 21-year-old twin daughters and longtime girlfriend huddled around the phone, trying to make out his words over a broken connection that lasted less than two minutes. "I've taken a shower and everything feels better," he told them.

Barnes later told a group of reporters in a brief radio conversation from the fishing vessel that he knew the risks when he started the trip. "I lost my boat, but I preserved my life," he said.

"The boat rolled 360 degrees. I was inside the boat, if I would have been outside, I wouldn't be here today," he said. "But like I say, I went around with the boat as everything else did inside the boat. The batteries ended up in the sink, all the tools, the floorboards, one of them came up and broke in half."

The U.S. Coast Guard and Chilean maritime officials monitored signals from Barnes' distress beacon on Tuesday, minutes after he called his girlfriend on his satellite phone to report he was in trouble. "Once on board the trawler, he contacted us by radio," said plane pilot Capt. Cesar Delgado. "He repeatedly thanked the Chilean navy for its help." Barnes wore a survival suit and ate Pop Tarts and granola bars while waiting to be rescued, his family said. "He was very well equipped," Valenzuela said.

The navy captain said the yacht was abandoned in the ocean. "It was badly damaged, its two masts broken, and had also meter-high flooding," Valenzuela said. "It will probably sink very soon, and Mr. Barnes himself told us he has no interest in recovering it."

Unlike some countries, Chile typically pays all expenses for maritime rescue operations, and navy representatives on Friday said there was no indication Barnes might be billed.

Back in Newport Beach, Barnes' mother, June Dee Linn, broke into tears of relief after learning that her son had been rescued. "I'm just picturing him on the ship and being grateful that he's been picked up," she said. Barnes' sister Teri Ashurst said: "I was very fearful of this trip, but I was very supportive of his quest. It's his dream, not mine."

Man loses leg in ferry crash

A 72-year-old fisherman was clinging to life on Friday after suffering a heart attack and losing his leg in a horror collision with a ferry in Sydney Harbour, Australia.

The man and his 37-year-old son were thrown from their dinghy into waters off Dawes Point after the off-duty 230-passenger Sydney Ferries **RiverCat Dawn Fraser** ploughed into them on Friday morning, AAP reported.

The crew of the 1992-built vessel realised the dinghy had been hit and radioed for assistance before being ordered to continue on to Circular Quay. Another Sydney Ferries ship, the 400-passenger **Charlotte** (built 1985), stopped to render assistance. The older man was rushed to hospital where his right leg was amputated. The severity of his injuries also triggered a heart attack.

He remained in a "very, very critical condition" in intensive care earlier on Friday. His son was discharged. Police believe the father's leg somehow became caught on the side of the RiverCat. They are investigating the possibility morning glare may have affected the ferry crew's vision.

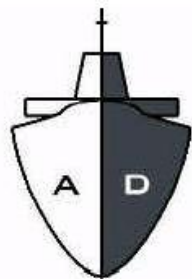
The heavy traffic on that particular stretch of the harbour would be a "consideration" for investigators, authorities said.

After speaking to investigators, the crew and captain were sent home to recover from the distress of the incident.

NAVY NEWS

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Navy Takes Delivery of New Orleans LPD 18

The Navy accepted delivery of the second in the LPD 17 class of amphibious transport dock ship on Dec. 22. The acceptance of the future **USS New Orleans**, marks the culmination of millions of hours in conceptual planning, design, construction, and testing of this advanced amphibious warship. **New Orleans** recently completed Builder's and Acceptance Trials during which the shipbuilder, Northrop Grumman Ship Systems, successfully demonstrated this new warship's tremendous range of capability. Main propulsion, engineering and ship control systems, mission and combat systems, damage control, food service and crew support systems were exercised. The ship earned satisfactory scores for the major demonstrations characterizing the ship's performance which led to the Board



of Inspection and Survey's recommendation to accept the ship. Accepting delivery of **New Orleans** for the Navy, Capt. Dexter, Supervisor of Shipbuilding Gulf Coast, noted, "There is still work to be done before **New Orleans** joins the fleet, however today starts the Navy's ownership of this exceptionally versatile amphibious warship. I know that the Sailors and Marines who sail her will appreciate the state-of-the-art features designed into her." New Orleans will support the Navy-Marine Corps "mobility triad" of air-cushioned landing craft (LCAC), Expeditionary Fighting Vehicles, and MV-22 Osprey tiltrotor aircraft in future Expeditionary Strike Groups. Integrating dozens of unique systems with state-of-the-art technology, the ship will be technically adaptable for deployments in the next few years or for future requirements 40 years from now. USS New Orleans will be the first West Coast homeported ship of the San Antonio class. With her unusual profile, characterized by the distinctive Advanced Enclosed Mast/Sensor System masts, USS New Orleans will look like no other warship when she arrives in San Diego this spring. Internally, the ship's Shipboard Wide Area Network, variety of firefighting systems, sit-up berths and advanced command and control capabilities will also make her a distinctive amphibious ship. Most significant will be New Orleans ability to embark, transport, and land 800 troops and nearly 25,000 cubic feet of combat vehicles and weapons. The next milestones for the ship will be transfer of custody to the Prospective Commanding Officer, Cmdr. Brad Skillman, and his crew's who will move aboard in January 2007. The Navy will then commission **New Orleans** in March 2007 in her namesake city. In 2007 the Navy is also scheduled to commission sister ship **Mesa Verde (LPD 19)**, and Northrop Grumman will launch **New York (LPD 21)** and lay the keel for the future **San Diego (LPD 22)**. Currently, five ships of the class are in construction or in pre-fabrication at the Gulf Coast shipyards

Sailor Brain Drain

Skilled personnel are leaving the South African Navy in alarming numbers. Sailors with technical qualifications are being lured to the private sector, while so-called lower-deck lawyers are gnawing away at discipline and morale among those who remain.

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Navy sources in Simon's Town have revealed that a shortage of skilled personnel is hampering the efficient running of the service, including its new ships, and that discipline has nosedived.

The navy declined to provide figures, but one senior source said that 147 skilled personnel had resigned since the end of October. A military union official alleged that 256 juniors had been retrenched in the past three months.



The engine room control room onboard a **MEKO A200 frigate** of the South African Navy

Photo : Piet Sinke ©

Senior navy sources have criticised the quality of recruits attracted to the service, saying that many who joined were looking for a job rather than a career.

A navy spokesman, Cdr Brian Stockton, admitted that skilled personnel were being lured away by better salaries and working conditions in the private sector and that sailors demanded to live ashore rather than aboard their ships.

Officers and senior non-commissioned officers, who spoke on condition of anonymity, said they felt they had no future in the service and were unable to apply proper discipline for fear of a backlash from junior ratings.

The Chief of the Navy, Vice-Admiral Refiloe Mudimu, has confirmed in a statement that the loss of skilled personnel was a concern. He said that the problem was not unique to the navy, but was being felt throughout the SA National Defence Force.

"With our advanced technologies we are looking for students with mathematics and science, but so is the rest of the country," he said. "But I am satisfied that we are attracting the right kind of recruit into our Military Skills Development Programme. In that regard, I am more than satisfied that we are achieving our aims."

Mudimu denied that the exodus was a new phenomenon, saying that 2006 had been no different to any other year.

However, Xolani Jacobs, the General Secretary of the SA Security Forces Union in the Western Cape, alleged that the SANDF as a whole, including the navy, was continuing to retrench staff, including black soldiers.

Retrenched staff were not being given the full 30 days' notice to leave their posts in some cases, and 256 naval ratings had been told to leave by the end of 2006, he said. Jacobs claimed that black staff were being retrenched owing to the influence of white colonels who dominated the SANDF's middle management and undermined the authority of black generals.

A senior non-commissioned officer said that several of his highly experienced, technically qualified shipmates had taken retrenchment packages or had found other jobs. He felt that his future was bleak.

Most senior NCOs had families and responsibilities and could not afford to move without security, he said.

Navy sources who spoke out about discipline said that the unionising of sailors was at the heart of the problems. They said that a lack of prompt action against ill-disciplined staff was rooted in resistance, which at times turned violent. That was led by so-called lower-deck lawyers, who incited others to claim rights not allowed under the Military Discipline Code.

SHIPYARD NEWS

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Paper: Keppel-Fels Offers Lowest Price to Build P-55

The consortium led by Brazilian-Singapore shipyard Keppel-Fels offered the lowest price at US\$1.65 billion to build the **P-55** semi-submersible platform for federal energy company Petrobras, newspaper Valor Economico reported. The Atlantico Sul consortium led by Brazilian engineering company Camargo Correa offered US\$1.81 billion.

The offers were opened during a public ceremony in Rio de Janeiro, the newspaper reported.

Petrobras' tender commission is studying the offers, a Petrobras spokesperson told BNamericas, declining to give further information. Petrobras would not comment on the tender prices and process.

The **P-55** is projected to have capacity to produce 180,000b/d from the deepwater Roncador field in the Campos basin. The **P-55's** commercial operations are scheduled for 2011, according to company information.

New owner for Cammell Laird

The former Cammell Laird shipyard in Birkenhead, UK, has been bought by the owners of the Mersey Docks and Harbour Company.

Peel Holdings acquired the 52-hectare site from Reddington Finance for an undisclosed sum. Reddington had been leasing part of it to Northwestern Shiprepairers and Shipbuilders under a 15-year agreement, which will not be affected.

Peel, which also owns Liverpool John Lennon Airport and the Manchester Ship Canal, plans to expand its port business while retaining the site's industrial heritage. A spokesman said the site provided Peel with an ideal opportunity' to continue the expansion of its port business in Merseyside.

He added: "Peel intends to retain the industrial heritage of Cammell Laird and invest for growth and employment in various industrial and port activities for the site. About 14 tenants already occupy the site and they will be unaffected by the change in ownership." Cammell Laird went bust in 2001 with debts of £150m (\$291m), caused partly by the collapse of a £50m deal to lengthen Italian cruise ship **Costa Classica**. The firm had already built the hull section and was waiting to fit it when the ship's owners pulled out.

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Crowley Christens the Marty J

Crowley Maritime Corporation yesterday christened the **Marty J**, the first of three Heavy Lift 455 Series barges, which have been under construction at Gunderson Marine in Portland, Oregon. The three 400-foot by 105-foot-wide deck barges are being built to be utilized for project work in the offshore energy industry in the Gulf of Mexico. The addition of these vessels will expand and keep current Crowley's fleet for customers of the company's marine services business segment. During a ceremony held at Gunderson Marine on Northwest Front Avenue, Nicole Murphy, sister of Fontain Martin "Marty" Johnson III, christened the barge.

The **Marty J** was so named as a tribute to Johnson, a nine-year Crowley employee who died while on a salvage assignment onboard the **Cougar Ace** in July of last year. The senior naval architect, had worked on many high profile projects for Crowley including the **Ehime Maru**, the set down of the **Osprey**, a nine-month project in the Sakhalin Islands and the **Victoria M** salvage with the U.S. Navy as well as the design of these new heavy lift barges. "We are pleased to offer the **Marty J** into service in support of the deepwater exploration projects of our customers in the petroleum industry," said Tom Crowley, Jr., chairman, president and CEO. "The naming of this vessel serves as a tribute to one of our former employees who made such an impact on his co-workers, this company and the industry in which he was involved. We hope that his legacy will continue in these American-flagged vessels that he helped to

design." Crowley's new Heavy Lift 455 Series 400-foot by 105-foot-wide barges with 25-foot side shells will provide both the capacity and deck strength needed to accommodate the favored larger units for offshore exploration and development. The barges offer increased stability for loads up to 4,200 pounds per square foot in order to carry the larger offshore structures now being planned and engineered for deepwater projects. The barges will also be suitable for use in other regions, including Alaska, where Crowley has regularly performed summer sealifts to the North Slope. Crowley expects to take delivery of the Marty J from the shipyard in about 10 days.

BG Group orders dual-fuel LNG ships

The first LNG carrier orders announced in 2007 have been placed by Britain's BG Group plc. It said yesterday that it has signed an agreement with Samsung Heavy Industries Co Limited of South Korea for the delivery of two new-build dual-fuel diesel electric (DFDE) LNG ships. The new ships will each have a cargo capacity of 170,000 cubic-meters and are scheduled to be delivered in 2010.

Martin Houston, Executive Vice President and Managing Director, North America, Caribbean and Global LNG, said: "Today's agreement demonstrates our commitment to build and operate LNG carriers of the highest standard. I am delighted that we will continue our long-term relationship with Samsung. These two new vessels will replace some of our chartered ships, will improve our fleet's performance and provide us with increased flexibility in meeting the growing demand by our customers for clean burning natural gas."

Samsung will build, equip, launch and deliver the ships using the GTT Mark III membrane cargo containment system. The specification will be a new design of 170,000 m3 (cargo capacity) and will provide maximum flexibility for access into re-gasification terminals around the world. The design incorporates hull modifications and DFDE propulsion technology, which is expected to substantially improve operating efficiency and reduce air emissions compared to conventional steam turbine technology.

BG Group already has four 145,000 cu.m LNG tankers under construction at Samsung, scheduled for delivery in 2007 and early 2008.

KALMAR TO DELIVER 247 TERMINAL TRACTORS TO SINGAPORE

SSG-GOTEORG. Kalmar Industries has won an order to deliver 247 terminal tractors to PSA Singapore Terminals, the world's largest container hub. The first delivery is expected in the summer of 2007 and the order will be completed by the end of the year. The terminal tractors will be designed in the US where the first machines will also be manufactured. The majority of the tractors will be assembled at Kalmar's Shanghai facility.

"Close cooperation between Kalmar's factories in the USA and China will also play a vital role in our ability to supply the machines built to the customer's specifications and in a timely manner.", Mr Leif Wallin, president of Kalmar Trailer Handling, says in a press release



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Havenbedrijf Rotterdam viert jubileumjaar

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Het Havenbedrijf Rotterdam gaat de Rotterdammers, het personeel, het bedrijfsleven en gemeenten dit jaar trakteren. Het bedrijf bestaat 75 jaar en heeft een aantal feestelijke activiteiten aangekondigd: van een nieuwe cultuurprijs tot een voetbaltoernooi.

Het jubileumjaar bestaat in hoofdzaak uit publieksevenementen en een klein aantal besloten festiviteiten, zoals feestavonden voor de 1.250 personeelsleden.

Samen met Codarts, de hogeschool voor de kunsten, en het Nieuwe Luxor Theater heeft het havenbedrijf de Prix du Port in het leven geroepen. Het is een muzikale talentenjacht voor studenten van de conservatoriumafdeling van Codarts. De beste studenten van de afstudeerrichtingen klassiek, jazz, pop, wereldmuziek en muziektheater strijden 21 april om de Prix du Port, een prijs waaraan een geldbedrag en een beeldje zijn verbonden.

Voetballiefhebbers komen 3 en 5 augustus aan bod tijdens het Port of Rotterdam Tournament voor clubs uit havensteden. Het havenbedrijf is in onderhandeling met Liverpool en het Hamburgse HSV. Feyenoord en de Chinese club Shanghai Shenhua zijn al zeker van deelname. Verder staan 18 zogenoemde voetbalclinics voor pupillen op het programma onder leiding van Ben Wijnstekers en Peter Houtman.

De geschiedenis van de Rotterdamse haven staat centraal op de fototentoonstelling Port Images in het gebouw Las Palmas op de Wilhelminapier. Daar vestigt zich dit jaar onder andere het Nederlands Fotomuseum, dat de tentoonstelling samenstelt. Ook Nieuwsblad Transport verhuist naar dit voormalige werkplaatsengebouw van de Holland Amerika Lijn.



The jack-up rig **MAERSK GUARDIAN** seen enroute Rotterdam-Botlek
Photo : Lidian ©

EUROSEAS SELLS OLD HANDYSIZE

PITTAS family-owned, Marshall Islands-based Euroseas is selling its handysize bulk carrier **Ariel** for US\$5.35m.

The company says that the 1977-built, 33,712 dwt **Ariel** will be sold for \$5.35m, resulting in a capital gain of about \$3.4m.

Aristides Pittas, Chairman and CEO of Euroseas commented: "Our strategy of reducing the average age of our fleet continues with the sale of our oldest vessel the M/V "**Ariel**." Following the sale of the M/V "**Ariel**" our average fleet age will be reduced to approximately 17 years. As we move into 2007, we will remain committed to expanding our fleet by taking advantage of market opportunities and grow our company by focusing on age and size segments which we believe maximize our return on equity."

Following the sale Euroseas will have a fleet of 8 vessels, including two panamax bulk carriers, one handysize bulk carrier, one intermediate container ship, one handysize container ship, two feeder container ships and a multipurpose dry cargo vessel.

Nedlines stopt veerdienst IJmuiden-Harwich

De rederij Nedlines heeft besloten de veerdienst IJmuiden-Harwich niet te continueren. De veerdienst is het afgelopen jaar meerdere malen door pech achtervolgd. De laatste keer was in maart van dit jaar, toen het gecharterde schip **MV Envoy** op de terugtocht naar IJmuiden wederom motorpech ondervond.

De reparatiewerkzaamheden die uitgevoerd moeten worden, zullen naar verwachting pas in maart 2007 afgerond kunnen zijn. Het schip is dan bijna een jaar uit de vaart.

De aandeelhouders van Nedlines zijn van mening dat de veerdienst hierdoor dermate lang niet operationeel is geweest dat de markt geheel opnieuw bewerkt zal moeten worden. Feitelijk betreft het dan een compleet nieuwe start. Dit lijkt partijen vooralsnog niet haalbaar en op dit moment niet realistisch.

Nedlines BV is een samenwerkingsverband van rederij Doeksen Transport Group BV, financieel investeerder Schelling Investments BV en Bart Cunnen. Directeur Fons Scheltema was niet bereikbaar voor een verdere toelichting op het besluit.

Bollinger delivers ATB to Bouchard

Bollinger Shipyards, Inc. of Lockport, Louisiana and Bollinger Gretna L.L.C., Harvey, Louisiana have delivered the articulated tug/barge (ATB) unit, tug **LINDA LEE BOUCHARD** and barge **B. No. 205** to Bouchard Coastwise Management Corp., Melville, N.Y., one of the largest operators of double hull ATB units in the United States.



"The delivery of these vessels from our three new construction locations during a difficult time for the South Louisiana region, says a lot about the dedication from the Bollinger workforce and our customer Bouchard, who continues to show support to Bollinger with additional building programs," said Donald "Boysie" Bollinger, chairman

and CEO of Bollinger. "

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The double hull, ocean going asphalt, residual fuel oil **Barge B. No. 205**, built at Bollinger Gretna meets the requirements of the Oil Pollution Act of 1990 and is rated for 110,000 BBLs of product in sixteen cargo tanks.

B. No. 205 measures 430 feet long, with a 79 foot beam and a depth of 34 feet, and is constructed with a flat deck, as are all Bouchard double hull vessels.

The barge is certified ABS +1 Oil Tank Barge, USCG Manned Ocean Service, US flagged for grade A and lower petroleum products. The vessel is outfitted with three John Deere cargo pump engines, three SC Engineering cargo pumps and three John Deere generator units.

Product temperature is maintained with two 12-million BTU thermal fluid heaters, and tank gauging is monitored with a Bergan Radar system. The vessel is equipped with vapor recovery. T

Engineering, fabrication and construction of the barge were a joint effort between three Bollinger locations. Bollinger Lockport engineering provided design support. Bollinger Marine Fabricators provided panel construction. Bollinger Gretna built the unit.

The barge is the fourteenth OPA'90 barge in the Bouchard fleet. The oceangoing tug **LINDA LEE BOUCHARD** is named for the wife of Morton S. Bouchard III, president and CEO of Bouchard Affiliates (Bouchard Transportation Co. Inc., Bouchard Coastwise Management, and newly formed, Bouchard Ocean Services).

The 6,140 HP, 130-ft x 38-ft x 22-ft vessel is outfitted with an Intercon Coupler System and tow winch. The vessel is certified by American Bureau of Shipping (ABS) for Oceans trade, ABS Class +A1+AMS Full Oceans and SOLAS.

The main engines are two EMD 16/645/F7BA turbo charged units rated at 3,070 horsepower each. The four generators, (three primary and one emergency) are powered by John Deere Tier II compliant engines rated at 99 kW and 65 kW, respectively.



The **TRANSSHelf** seen in the "offshore put" (Rotterdam-Europoort) after discharging her cargo

Photo : Crew KNRM lifeboat George Dijkstra ©

Spirit of British Columbia to Undergo \$1.9m Refit

The **Spirit of British Columbia** will be undergoing its annual maintenance refit from January 8 through February 9 inclusive. The vessel will undergo annual inspection and servicing of all lifesaving equipment, main engine upgrades, steering gear maintenance, installation of some new galley equipment, thorough cleaning of the passenger accommodation areas, car decks and machinery spaces. The refit is a regular maintenance procedure conducted approximately the same time each year. During the refit period, the **Queen of Esquimalt** will provide service on the Tsawwassen – Swartz Bay route and will be based at Tsawwassen. The **Spirit of Vancouver Island** will continue its regular service on the route based at Swartz Bay.



URAG's **TURM** seen moored in Den Helder
Photo : Lourens Visser ©

REORGANISES ITS LINER TRAFFIC

SSG-TALLINN. AS Tallink Grupp is making several changes in order to replace the **Meloodia** and **Fantaasia**, which it has chartered out. The **Vana Tallinn** will sail on two return voyages per day on the Tallinn-Helsinki route instead of the **Meloodia** until the new fast ferry **Star** is deployed on the route in April. The **Vana Tallinn** will begin sailing on the Tallinn-Helsinki route after the Christmas cruises from St. Petersburg finish on 9 January. The **Tallink Autoexpress 2** will remain in service while the season for the other two fast ferries ended before Christmas.

Only the **Regal Star** will be operated on the Paldiski-Kapellskar, but without passengers, which means that the only alternative for passengers will be the Tallinn-Stockholm route. The three Superfast ferries will change ports in Finland. On 1 January, the first of the Superfast ferries called at Vastra Hamnen in Helsinki instead of Hango. The three ferries will leave for Rostock late in the evening and arrive in Helsinki early in the morning after which they will continue to Tallinn. Since Estonia is not a signatory of the Schengen Agreement, the passengers will have to go through passport control in Helsinki.

MOVEMENTS

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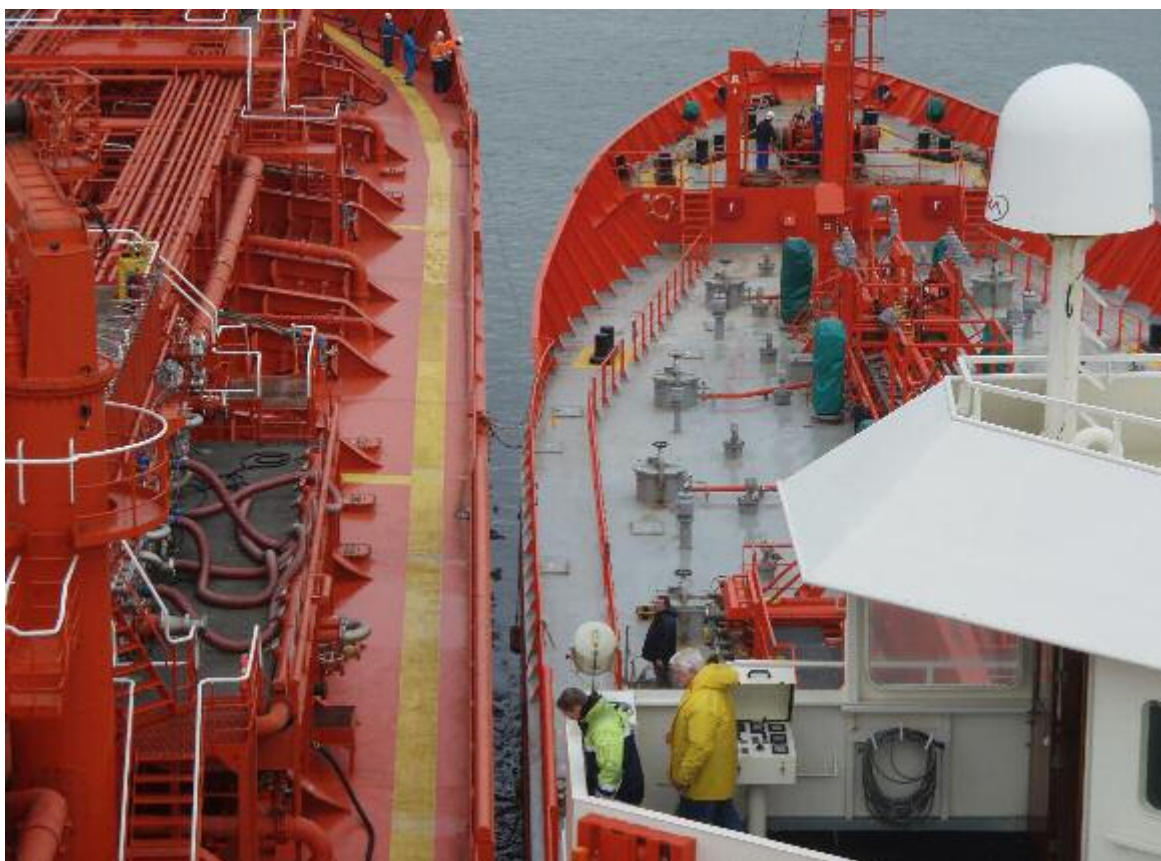
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The **JACOBUS BROERE** seen mooring alongside the **JO SYCAMORE** in Rotterdam-Botlek

Photo : Gert Berghuis ©



The 1998 built **CSAV NEW YORK** outbound from Tilbury Northfleet Hope passing Gravesend Jan 4th 2007

Photo : Ken Smith ©

AIRCRAFT / AIRPORT NEWS

Man op Schiphol aangehouden met 8 paspoorten

De marechaussee heeft donderdagmiddag op luchthaven Schiphol een man aangehouden met acht paspoorten op zijn lichaam geplakt. Bij een controle, vlak voordat hij op het vliegtuig naar Istanbul stapte, werden de documenten ontdekt. Het gaat volgens de marechaussee om zeven Zweedse en een Fins paspoort. Onderzoek heeft uitgewezen dat de identiteitsbewijzen echt zijn. Zeker vier van de Zweedse documenten stonden als gestolen geregistreerd. De man zit vast en de marechaussee zoekt uit wat bij van plan was met de paspoorten.

Volgens een woordvoerder van de marechaussee is het redelijk zeldzaam dat iemand zoveel echte paspoorten probeert te smokkelen. „We pakken vaak mensen die met een vals document de grens over proberen te komen, maar dit gebeurt niet vaak.”

Luchtvaartmaatschappijen mijden Bristol

Verscheidene luchtvaartmaatschappijen, waaronder ook de KLM, hebben zaterdag in totaal meer dan honderd vluchten naar de Britse luchthaven Bristol geannuleerd of omgeleid. Dat heeft de Britse omroep BBC gemeld.

De maatschappijen, zoals ook easyJet en British Airways, stellen dat het gebruik van de landingsbaan onveilig is bij nat weer. De net opnieuw geasfalteerde baan is veel te glad. De maatschappijen reageren op twee incidenten in de afgelopen week waarbij toestellen tijdens de landing moeilijk konden remmen en moesten uitwijken op de baan. Een woordvoerder van de luchthaven heeft gezegd dat er nog aan de baan wordt gewerkt, maar dat er van een onveilige situatie geen sprake is.

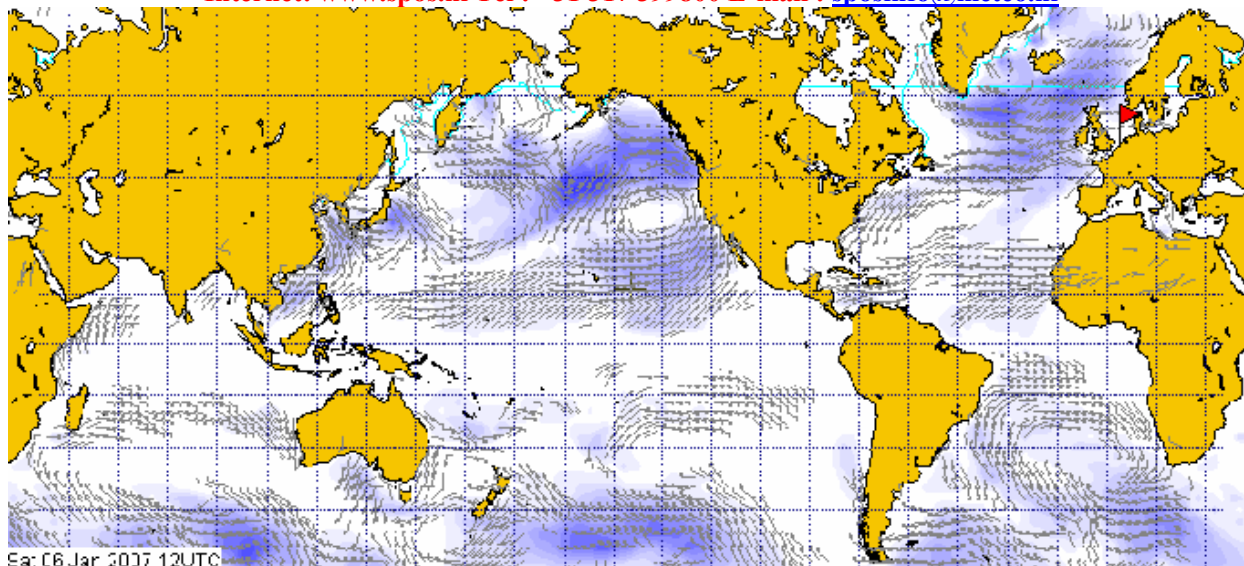
De KLM heeft zaterdagmiddag een vlucht laten uitwijken naar Cardiff. De vlucht die voor zaterdagavond laat gepland staat vliegt wel naar Bristol. „In Bristol hebben ze nu groeven in de landingsbaan gemaakt, zodat het regenwater beter weg kan. We kunnen daar weer veilig landen”, aldus een woordvoerder van de KLM. De luchthaven blijft gewoon open voor luchtmaatschappijen die Bristol niet mijden bij nat weer, aldus de BBC. Het gaat dan onder meer om Ryanair en Aer Arran. Bristol handelt per maand meer dan 7000 vluchten af en verwerkt meer dan een half miljoen passagiers.

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



Sailors assigned to the amphibious assault ship **USS Bataan (LHD 5)** man the rails January 4th as the ship gets underway at Naval Station Norfolk for a regularly scheduled deployment. **Bataan Expeditionary Strike Group (ESG)** is deploying to conduct maritime security operations in support of the ongoing rotation of forward-deployed forces

Photo : US Navy ©

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