

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 014



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

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The TOISA POLARIS seen enroute Rotterdam

Photo : Robert Smith ©

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EVENTS, INCIDENTS & OPERATIONS



The **FAIRMOUNT SHERPA** and **FAIRMOUNT SUMMIT** seen towing the **GAVEA LIFTER** loaded with the jack up rigs **GILBERT ROWE** and the **ROWAN PARIS** whilst approaching Dubai

Photo : Pim Korver FILM+VIDEO ©

MarAd Reports High Occupancy Rates on Cruises

The US Maritime Administration (MarAd) said that occupancy rates on North American cruises remains high. The rate for the third quarter of 2006 was 112% (this is calculated by comparing the actual occupancy rate with the assumed occupancy rate of two persons per cabin).

Insufficient ballast water stranded Server

SSG-TØNSBERG. Too little ballast water may have been the main reason why the Cypriot flagged handy, geared bulker MS **Server** of 33,000 DWT was blown ashore at Fedje north of Bergen on Friday and broke up and spilled 370 tonnes of fuel oil. The vessel was in ballast from Årdalstangen in the Sogne Fjord bound for Murmansk, but hit 7 too 8 metres waves once it cleared the coast. The crew of 25 was hoisted to safety by rescue helicopters. According to manager Nicolas Wilmot at Gard, the **Server** was like an eggshell, without the ability to manoeuvre and the propeller was in thin air from time to time. The vessels lost power through inefficiency of the propeller and drifted toward the coast. Vessels often take on too little ballast water to save on fuel, even though this in contrary to international regulations. A court of enquiry is to sit in Bergen today. However it took the Norwegian Coastal Administration (Kystverket) until Sunday morning to get all the equipment in place, but blamed the severe weather for not starting the cleanup operation sooner. After the vessel broke in two right across the main fuel oil tank, the aft section remained on the rocks, while the bow section was towed to the offshore base Ågotnes, just north of Bergen. Violent winds and seas has now dispersed the oil drifting off the coast, and the real cleanup work is expected to start today or tomorrow when the wind eases of a bit.



The loaded **GAVEA LIFTER** – Photo : Pim Korver FILM+VIDEO ©

Bangladesh bans 'toxic' ship

Bangladesh banned Sunday an allegedly 'toxic' oil tanker from being dismantled in the country after it was bought by a local shipbreaker, an official said.

'We have banned the MT **Apsheron's** entry into Bangladesh waters as we have found its name on Greenpeace's list of 50 hazardous ships,' the director general of the government's shipping department, A.K.M. Shafiullah, told AFP.

'The owner must decontaminate the ship outside Bangladesh, show proof of this to us and only then we will allow the ship to be dismantled in our shipbreaking yards,' he said.

The ban came a day after environmental activists said the 8,000-tonne vessel had been bought by local shipbreaking firm Pakiza Enterprise and was on its way to Bangladeshi waters.

It allegedly contains 'huge amounts of toxic material like asbestos, heavy metals, black oils and several types of toxic waste', said Mohammed Ali Shaheen of the environmental group Young Power in Social Action (YPSA).

The ship appears on a Greenpeace watchlist of 50 vessels it says are due to be dismantled soon and which should be decontaminated before scrapping.

The international environmental group monitors the vessels and asks owners to give pledges that the necessary decontamination procedures are carried out.

The department of shipping also banned Sunday the oil tanker MT **Gudermas** from entering Bangladeshi waters after a shipbreaker sought clearance, said Shafiullah.

Bangladesh last year banned the asbestos-lined, French-built **Blue Lady**, also known as the SS **Norway**, from being broken up in the country.

Up to 80 large ocean-going ships are dismantled each year at 32 yards operating on beaches at Sitakundu, 30 kilometres (18 miles) north of Chittagong, Bangladesh's second biggest city.

The industry directly and indirectly employs some 300,000 people but campaigners criticise the lack of safety procedures and equipment at the yards



Big Class Action

Lawyers have begun preparing the ground for one of the largest class actions heard in the UK, concerning over 400 tonnes of allegedly highly toxic waste dumped in the Ivory Coast from a cargo ship chartered by a London-based company.

The legal team will start taking statements from thousands of witnesses. At least 10 people died and more than 40,000 sought medical advice after suffering from sickness and nausea, diarrhoea, vomiting, breathlessness, headaches, skin damage, and swollen stomachs. Hospitals, health centres and the Red Cross were overwhelmed after noxious fumes drifted over the city. Amid angry protests and panic, the government temporarily collapsed.

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According to Leigh Day, the British law firm which arrived yesterday in Abidjan, Ivory Coast's economic capital, up to 5,000 people may sue those to blame. Waste from the oil tanker **Probo Koala** was dumped on rubbish tips, poured down drains and left at roadsides, in abattoirs and in lagoons, claimed Ivory Coast and the UN Environment Programme. Water supplies were contaminated and fisheries and schools closed. Half the 18 dumping sites have still not been decontaminated.

The waste is now being taken to France for disposal but yesterday the UN said Ivory Coast was unable to pay and called on rich countries to help fund the estimated \$30m clean-up bill.

"One of the world's poorest countries is having to pay for the recovery, shipment and decontamination of toxic waste originally produced thousands of miles away in the industrialised world," said Unep spokesman Nick Nuttall in Nairobi, Kenya. "The Ivorian government is being forced to choose between paying hospital bills and the costs of decontamination." The "**Probo Koala**", chartered by the London-based arm of the shipping giant Trafigura, docked at Amsterdam on July 2 on its way to Estonia having crossed the Atlantic via Gibraltar. Trafigura agreed with Amsterdam Port Services, a specialist firm, that APS would remove the contents of its ship's slop tank for ?17,000. APS claims it was told that the waste was conventional and began to unload.

According to APS, the smells were so pungent and unusual that the Dutch stopped the operation and asked for more money to treat the waste. After a dispute, it is alleged Trafigura ordered the material to be pumped back onto the vessel which then set off for Abidjan, via the Canaries, Togo, and Nigeria, arriving on August 19. A local company, Tommy, was employed to remove the waste. But sources in Abidjan claim they had no experience of toxic waste disposal. The waste was put into at least 12 tanker trucks. It is thought the drivers then took it to rubbish tips, only to be stopped by residents concerned about the smell. The drivers allegedly then dumped the waste around the city.

Allegations that the waste had high levels of caustic soda, as well as a sulphur compound and hydrogen sulphide, have been strongly denied by Trafigura. In a statement, the company says: "The **Probo Koala** offloaded 528 cubic metres of 'chemical slops' - spent caustic soda, gasoline residues and water. The slops were the result of normal maritime gasoline trade operations and did not contain active hydrogen sulphide ...

"Hydrogen sulphide would have caused immediate serious illness to the ship's crew and the workers at the petroleum berth where the slops were offloaded. There were no such illnesses. What happened to the slops after they were offloaded from the ship, and the circumstances of the deaths and injuries which have been linked with them, are matters for the Ivorian investigations."

Martyn Day, of Leigh Day, said: "Although the events took place thousands of miles away it is right that this British company is made to account for its actions by the British courts." Trafigura has sanctioned an independent inquiry, chaired by the former Scottish minister Lord Fraser of Carmyllie.

KNRM helpt schip met motorproblemen



De piepers van de vrijwilligers van KNRM Station Urk gaven zondagmiddag om 16.37 uur voor de eerste keer officieel alarm in het nieuwe jaar. Het binnenvaartschip '**Sagitta**' uit Katwijk aan Zee kampte met motorproblemen nabij de UK 12. eenmaal ter plaatse stapten twee vrijwilligers over op de '**Sagitta**' waarna besloten werd om een sleepverbinding met de '**Koningin Beatrix**' tot stand te brengen. Gezien de weersomstandigheden, zuidwest 5 tot 6, werd besloten om niet naar de dichtbijgelegen haven van Urk te varen, maar terug te keren naar Lelystad waar het met veevoer geladen schip, dat met twee personen onderweg naar Sneek was, eerder deze middag de Houtribsluizen gepasseerd was.

Collega binnenvaarder '**Ecliptica**' uit Lemmer nam hierop de sleep over, terwijl de KNRM'ers aan boord bleven om hand- en spandiensten te verrichten. Toen het konvooi ter hoogte van

het Commissarislicht voldoende lij had, nam de '**Ecliptica**' de vleugellamme collega langsij, waarna de vrijwilligers van de KNRM weer huiswaarts keerden. Om kwart over zeven werden de beide boten afgemeld bij Kustwacht en RAC Flevoland en konden de mannen zich te goed doen aan koffie met krentenbrood



The **EVA DANIELSEN** seen moored in the port of Harlingen
Photo : Sipke Hogendorp ©

CASUALTY REPORTING

Ship and ferry collide off Sicily; two dead

The high-speed ferry **SEGESTA JET** carrying about 150 commuters collided with the container ship **SUSAN BORCHARD** off the coast of Sicily on Monday evening, killing at least four people and injuring about 70, eight seriously, Italian authorities said.

Port authorities said the collision took place in the Straits of Messina between Sicily and the Italian mainland, one of the busiest waterways in Italy. Officials coordinating the rescue operation said the four dead were crew members aboard the ferry, which was travelling from the city of Reggio Calabria on the mainland to Messina in Sicily on a regular afternoon commuter run at rush hour.

Television pictures showed the ferry with a large gash in its side. Some of the injured suffered burns from a fire that started after the collision. Several were trapped in the wreckage of the ferry until rescuers arrived to free them.

Officials said more than 41 people were taken to hospital in Messina on the Sicilian side of the straits and more than 25 on the mainland side in Reggio Calabria.

About eight were in critical condition. The collision took place at about 1715 GMT in a narrow section of the straits, which range in width from 3 to 16 km (1.8 to 10 miles).

Port officials said the container ship was flying the flag of Antigua.

Grain And High Winds

A large grain ship ripped loose of its moorings and ran aground in the Prince Rupert harbour, Canada early Monday morning (15 Jan), as high winds hit the area.

There were no reports of injuries and the crew of the "**Pacific Paradise**" is safe, said a spokesman for the Rescue Co-ordination Centre in Victoria, Troy Haddock.

Haddock said winds of 75 km/h hampered efforts to pull the 225-metre bulk carrier off the rocks to safety. He added, "The Coast Guard is on scene. However, the vessel that we have on scene is unable to assist a vessel of this size".

However, seven tugs that were called to the scene managed to get the vessel, which has a capacity of 74,000 tonnes, off the rocks a short time later.

Two other grain ships in the harbour were dragging their anchors in the heavy wind, which is expected to subside later in the day.

Haddock said the **Pacific Paradise**, which is registered in Monrovia, has been checked over since it ran aground, and there are no signs of any damage or leaks.

VANS QUEEN ADRIFT AT THE TYNE

A probe has been launched after a car carrier drifted down the Tyne during recent high winds. The "**Vans Queen**" broke free from the Tyne Car Terminal at Jarrow as strong winds battered South Tyneside on Thursday (11 Jan) afternoon.

A rope securing the 11,000-tonne vessel snapped and the 120m-long car carrier drifted sideways down the Tyne.

Although the ship's master regained control of the vessel, the Vans Queen drifted near the large DFDS passenger ferry the "**Queen of Scandinavia**".

Harbourmaster Mike Nicholson, who was personally involved in the operation to control the ship, used by Nissan as a car carrier, said: "We always look into incidents of this nature and have asked for a report from the master of the vessel.

"Information will be supplied to us as to why the vessel broke free as it did."

The ship's engines were employed to keep the **Vans Queen** in the centre of the river and away from danger. Eyewitness Geoff Main, managing director of engineering firm Tyne and Wear Marine, Tyne Dock, South Shields, said it was "quite worrying" to watch the large car carrier heading in the direction of the DFDS Seaways International Ferry Terminal at Royal Quays, North Shields.

A DFDS spokesman said: "We were alerted to the incident and have entered into a dialogue with the Port of Tyne."

With the aid of a tug and pilot, the **Vans Queen** was kept in the main channel of the river, to avoid collision with other vessels.

The car carrier was reportedly heading for Amsterdam with vehicles on board when it broke away from the Jarrow terminal at about 3.40pm on Thursday.

Registered in Liberia, the "**Vans Queen**" was not damaged in the incident, but the vessel was adrift on the Tyne for about a quarter of an hour.

South, North Korean boats collide north of border, fishermen left missing

South and North Korean boats collided on the northern side of the maritime border Monday evening, sinking the North's vessel and leaving three fishermen missing.

The South Korean vessel, 1,538-ton **Hyunsung-ho**, was on its way back after loading sand from a North Korean port when it collided with the 5-ton fishing boat, the maritime police said.

Greek bulker grounds off Latvia

Severe weather in the Baltic Sea has grounded a Greek-owned bulk carrier off the coast of Latvia.

Three-metre-high waves and gusting winds over 100km per hour are hampering efforts to re-float the 26,300-dwt **Golden Sky** (built 1985) which grounded on a sandbank about one mile off the northeast coast of Latvia over night.

A spokesperson for the ship's owner, Samios Shipping of Piraeus, says that there is some damage to the ship which is "totally grounded" and a water ingress to the engine room, but the extent of the damage is as yet unknown.

The spokesman said the company has signed a Lloyd's Open Form (LOF) with a salvage company but did not wish to reveal the identity of the company which is currently arranging for vessels to be dispatched to the scene.

There are no injuries from the fully Filipino crew of 24 onboard with eight officers choosing to remain on board. Earlier a Latvian Air Force helicopter evacuated 16 crew members with the Samios spokesman maintaining that the remaining crew members are "not in any imminent danger".

The ship was en route to an undesignated Indian port from Ventspils with 25,000 tonnes of mineral fertiliser. There are also 466 tonnes of fuel oil and 45 tonnes of diesel fuel onboard.

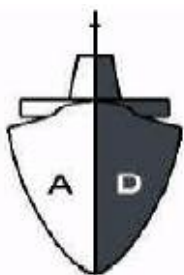
The Greek spokesman said that there had been many sublets of the vessel and was unable to name the current charterer. Severe storms have battered the North Sea and Baltic region in the past few days with one ship grounding off Norway and another coming close to striking two gas rigs off the east coast of the UK. High winds have cut power in large parts of Latvia while southern Sweden has been hit by severe flooding.

The Cyprus-flagged **Golden Sky** is classed by Bureau Veritas and has insurance cover with the West of England.

NAVY NEWS

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USS Stennis to deploy Tuesday to the Gulf region

The **USS John C. Stennis** is leaving its homeport at Naval Base Kitsap in Bremerton for a mission in the Gulf region.

The Nimitz-class carrier and approximately 32-hundred sailors are scheduled to leave Tuesday, sailing first to San Diego where it will pick up its air wing. The **Stennis** and Fort Lewis' 4th Brigade, 2nd Infantry Division were part of President Bush's order for more troops in the Middle East. The 4th Brigade is scheduled to leave in April, a month earlier than planned. (---) The **Stennis** is a nuclear-powered carrier that arrived in Bremerton in January 2005. It replaced the **USS Carl Vinson** for an estimated 10-year stay. It is the centerpiece of the **John C. Stennis Carrier Strike Group**, which is commanded by Rear Admiral Kevin Quinn.

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Damen's latest newbuilding is the **ABEILLE MALABATA** seen during trials

Photo : Huib Trommel ©

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Frontline Ltd. Develops Heavy Lift Activity

In line with the strategy decided by the Board, Frontline Ltd. is currently in the process of establishing a separate entity to develop the company's heavy lift activity. Such a company will include up to six single hull Suezmax vessels. Five of these vessels are on long term leases from Ship Finance International Limited, and a deal is subject to reaching a mutually acceptable solution with Ship Finance International Limited for a purchase of these vessels. One vessel is currently being converted to a heavy lift vessel at Cosco shipyard in China and will be completed in April 2007. One further firm contract has been signed for a second vessel to be delivered in August 2007, and optional conversion contracts are in place with the yard for up to four more vessels. The new company which will be named Sealift Ltd., has recruited former Chief Executive Officer of Dockwise Transportation N.V. Bert Bekker to be the CEO of the Sealift management organization. Frontline is currently investigating the possibility to bring in outside investors in Sealift. It is the intention that Frontline will remain with minimum 33% of the equity. Frontline expects a final clarification around the possible spin off of Sealift and the financial consequences of the transaction to be communicated to the market within this week.



The **EMILIA** seen arriving in Cape Town – Photo : Glenn Kasner ©

Costa Serena to be Inaugurated in Marseille

Costa Serena, will be inaugurated in Marseille on May 19, 2007. The inaugural festivities will be held on May 19 in the port of Marseille and will include an official ceremony in accordance with maritime tradition, as well as an inaugural show, in accordance with Costa's grand tradition of inaugural events. The Costa Serena (112,000 gross tons with a total guest capacity of 3,780) is the twelfth member of the Costa fleet, Europe's largest and most advanced, and is currently under construction at Fincantieri's Genoa- Sestri Ponente shipyard. The ship is due to enter service at the end of May. The announcement was also accompanied by news confirming Costa's encouraging operating performance. Costa carried a total of 880,000 passengers in 2006, compared to 870,000 in 2005; the passenger/days rose to 6,900,000, while the ship occupancy rate increased by 2% to reach 107%.

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Like her sister ship, the **Costa Concordia**, which was inaugurated in Italy in July 2006, the **Costa Serena** will be the



largest vessel flying the Italian flag. She will be 112,000 gross tons and 290 meters in length, and feature 1,500 cabins with a total guest capacity of 3,780. Currently under construction at Fincantieri's shipyard in Genoa Sestri Ponente (Italy), the **Costa Serena** is due to enter service at the end of May 2007. In addition to the **Costa Serena**, Costa has commissioned 3 more ships - all from Fincantieri - which will enhance its fleet, Europe's largest and most advanced. Costa's fleet currently comprises 11 ships with a total capacity of approximately 20,500 lower berths in double occupancy cabins. The Sestri Ponente yard will build a third sister ship to

the **Costa Concordia** and **Costa Serena**, whose name is yet to be announced, due for delivery in summer 2009. Meanwhile, two 92,700-ton sister ships will be built in Marghera, one due to enter service in Spring 2009 and the other in March 2010. These 4 new orders amount to a total investment of almost 2 billion euros by Costa Crociere, as part of a fleet expansion and upgrading program worth almost 4.5 billion euros, which began in 2000. By 2010, when the last of the new-builds is delivered, the Costa fleet will be 15 strong and have total capacity of over 30,800 passengers.



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Farstad Shipping continues charter with Petrobras

Farstad Shipping ASA has recently secured charters for **Far Sailor** and **Far Senior**, both extended for 2 years with Petrobras in Brasil in direct continuation of their current charter which expires in May 2007.

Far Sailor (AHTS, UT 722, 1997) and **Far Senior** (AHTS, UT 722 L, 1998) have both been extended for 2 years with Petrobras in Brasil in direct continuation of their current charter which expires in May 2007.

Saipem has declared their option to charter AHTS **Far Sovereign** (UT 741, 1999) for 210 days in 2007 with start-up during April 2007.

The newbuild t.b.n. **Far Spirit** (PSV, VS470) has been chartered by BP Angola for a period of 2 years plus 1 year option. **Lady Melinda** (MPSV, UT 755, 2003) will act as a front runner for the new vessel being built by West Contractors in Norway which is due for delivery end March 2007. **Lady Melinda** started the contract with BP this month.

Upon **Far Spirit's** arrival in Angola, **Lady Melinda** will mobilize to Australia to enter into a contract with Woodside Energy Ltd for a period of approx 6 months.

Lady Grete (PSV, UT755 L, 2002) is presently working for Woodside Energy Ltd in Kenya and will in June 2007 start on a 3 years contract (plus 1 year option) working for Reliance in India.

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The **LADY SANDRA** seen in drydock in Singapore – Photo : Piet Sinke ©

Lady Sandra (AHTS, KMAR 404, 1998) is expected to finish her existing contract with Shell Malaysia in May 2007. The vessel will then mobilize to Australia to start on a 13 month plus option contract supporting a exploration drilling program for Peak. **Lady Gerda** (AHTS, 1987) has been awarded a charter contract by Esso Australia for approx. 6 months plus options supporting drilling operations in Bass Strait.

The contracts represent a total value of approximately NOK 725 million. The contract coverage of the Farstad fleet is approx. 90% during 1st half year of 2007 and approx. 60% for the 2nd half of 2007. The contract coverage for 2008 is approx. 35%. These figures do not include charterers' options to extend certain contracts.

Farstad Shipping has a fleet of 48 vessels (27 AHTS, 21 PSV) and 13 vessels under construction. (8 AHTS, 1 CSV, 4 PSV). Two AHTS (1980-built) are committed on sale and will be delivered to new owners during 1st Quarter whilst 6 newbuilds are scheduled to delivery during 2007.

COSCO wins order for semi submersible

COSCO Corporation (Singapore) Limited has announced that its 51%-owned subsidiary, COSCO Shipyard Group has signed a Letter of Intent ("LOI") with Marine Accurate Well ASA (Maracc) to build a GM4000 semi submersible vessel designed for well intervention services. The contract value is estimated at US\$200 million).

The formal contract which is expected to be signed in China later this month has an option for Maracc to exercise for additional three such new vessels.

The GM4000 is a semi submersible vessel designed for well intervention services including a wide range of capabilities like through tubing rotatory drilling and coiled tubing drilling. It is the first purpose-built well intervention unit capable of operating on the Norwegian Continental Shelf all year round.

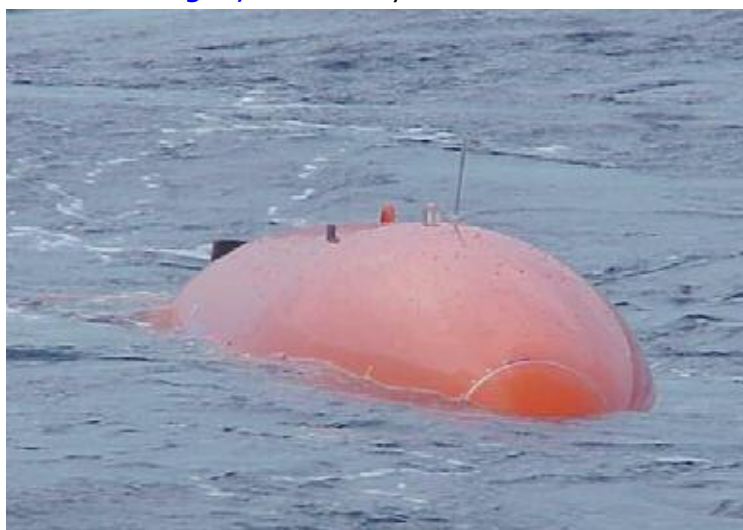
Mr. Ji Hai Sheng, Vice Chairman and President of the Company and Vice Chairman of COSCO Shipyard Group said, "Our successful investments in offshore marine engineering capacity and capability upgrade over the last two years are beginning to pay off tremendously. Having secured a steady flow of high-value contracts with reputed international oil & gas and offshore marine engineering companies, we are committed in our efforts to continue to deliver world-class products and services to our world-class clientele like Maracc."

Mr. Oyvind Jordanger, Chairman of Norwegian based Maracc said, "We are expecting strong growth in the market for well intervention services in the years to come due to the increasing number of subsea oil & gas wells in production. Conventional drilling rigs traditionally used for well intervention work are experiencing full utilization in exploration and development work. We have chosen COSCO as our trusted partner to meet our demands in this regard due to their high quality standards and strong capability and capacity to take on such technically demanding projects."

The vessel will be built at the Group's COSCO Zhoushan shipyard. The project is expected to take approximately 34 months. Listed on the main board of the Singapore Exchange, COSCO Corporation is the listed subsidiary of China Ocean Shipping (Group) Company, the largest shipping group in China.

Third time around the world is a charm with C&C's AUV Fleet

C & C Technologies, Inc. recently announced that its autonomous underwater vehicle (AUV) fleet has completed



over 82,000 kilometers of deep-water mapping since beginning commercial operations in January 2001. Thomas Chance, President of C & C Technologies, Inc., commented on C&C's success, "This is more than twice around the world. Imagine traveling that distance at 3.8 knots!"

Now the company has brought a third AUV on line. "The data from the new AUV is a magnitude better." Chance predicts that, by the end of 2007, C&C's AUVs will have surveyed far enough to encircle the globe a third time.

Chance credits C&C's worldwide leadership in deepwater AUV operations to the company's employees, "Our depth of talent and dedication in the field and office is just incredible. From our

R&D staff, to our field crews, to our staff in final processing and reporting, these people are unstoppable!" Chance also credits C&C's success to its clients. "We could not have done it without them. Some clients have been tough on us in the past, but they have helped make C&C the success we are today."

C & C Technologies, with more than 350 employees worldwide, provides a variety of survey services including Globally-corrected GPS services, marine construction surveys, high-resolution geophysical surveys, geotechnical laboratory testing and land surveys. For more information, please contact Jay Northcutt at (+1) 337-210-0000, visit C & C's website at <http://www.cctechnol.com>, or send email to info@cctechnol.com.

Irish Ferries wins lay-off payout

Irish Ferries will bank a big compensation payment for laying off Irish workers on its ships.

In a move that has angered unions and opposition politicians, it will receive EUR 4.3m (\$5.56m) from the government to offset redundancy costs relating to more than 500 staff who were replaced last year with cheaper eastern European labour, the Irish Times reported.

Minister for Enterprise, Trade and Employment Micheal Martin told the ferry operator that the state would pay out the rebate under provisions in the social insurance scheme that allow companies to claim back 60% of the cost of statutory redundancy payments. "I'm reacting with utter disbelief that Minister Martin would use over EUR 4m of taxpayers' money to subsidise the replacement of Irish workers with foreign workers," said David Begg, general secretary of the Irish Congress of Trade Unions.

There was no comment from Irish Ferries. Workers went on strike over the redundancies, but the owner said it had no choice in a tough market. A government spokesman said new legislation would come into force before the general election to prevent non-seafaring companies from using public money to displace their workers with cheaper staff.

Samskip goes to Zeebrugge

Icelandic boxship owner Samskip is to help develop terminal operator PSA HNN's shortsea ambitions at Zeebrugge in Belgium. The shipowner will use the existing facilities there to expand its intra-European operations, with the first call due on 18 January.

The weekly service will connect Zeebrugge and Irish ports. PSA HNN sees the move as vital to establishing its shortsea box credentials, while Samskip took advantage of spare capacity and room for growth at the port.

MOVEMENTS

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From Thursday 18th to Monday 22nd January the **USS NITZE DDG 94** (the 16th Flight IIA ARLEIGH BURKE) - class guided missile destroyer is visiting Valletta to berth @ Pinto 4+5 wharves.



The **ONEGO EXPLORER** seen moored along the river Tyne
Photo : Kevin Blair ©



The **DARIUS** seen moored in Douala
Photo : Alexander Gorter ©



The **CORAL PAVONA** seen in the port of Antwerp

Photo : Gert Berghuis ©

AIRCRAFT / AIRPORT NEWS

Aandeel Airbus op wide-body vliegtuigmarkt daalt naar veertig procent

Het aandeel van Airbus op de wide-body vliegtuigmarkt is in 2006 gedaald van 45 naar 40 procent. Deze afname is te wijten aan de tegenvallende verkoop van de A330/A340-serie van Airbus en de problemen rond de A380 die het afgelopen jaar aan het licht kwamen. Dat meldt de Financial Times Deutschland.

Het totaal aantal vliegtuigorders dat de Europese vliegtuigbouwer ontving daalde van 1055 in 2005 naar 800 vorig jaar.

Airbus zal pas woensdag (17 januari) het officiële ordertotaal van 2006 bekendmaken. Boeing maakte eerder al bekend in 2006 1044 orders te hebben geboekt.

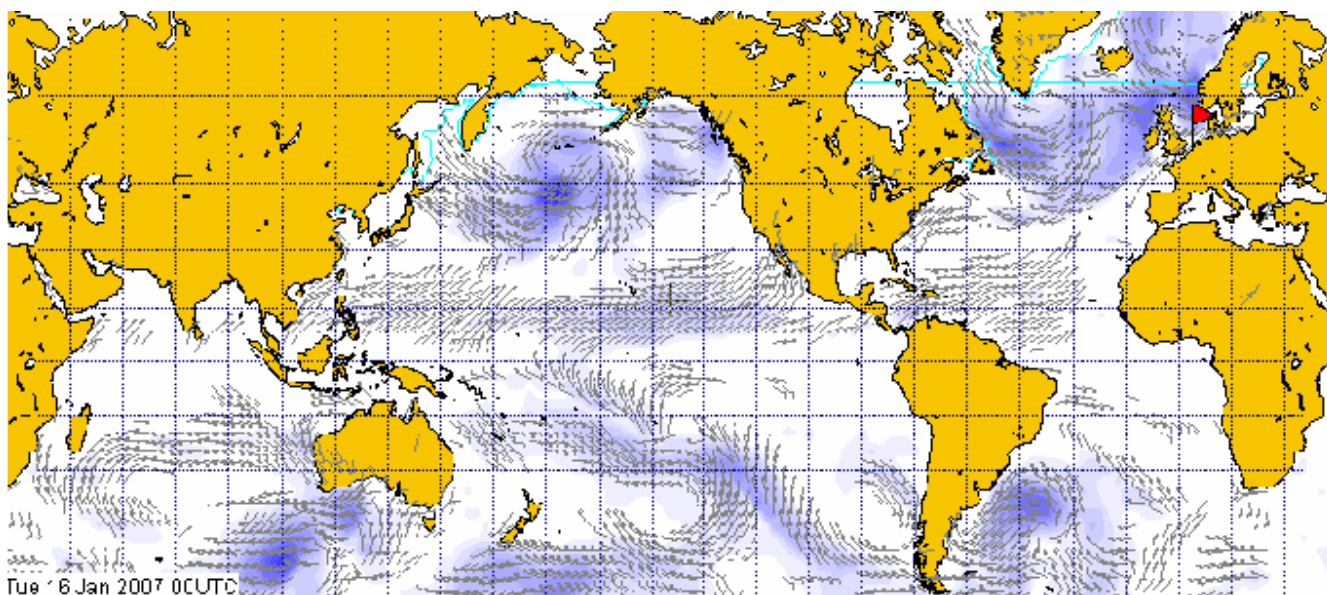
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

.... PHOTO OF THE DAY



The tug **CABO BLANCO** seen under construction for **COSMOS agencies** at the SIMA shipyard in Callao (Peru)
Photo : Piet Sinke ©

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