

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 018



**Number 018\*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 20-01-2007**

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

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**The MINERVA II seen departing from the port of Callao  
Photo : Percy Alfaro ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **HYUNDAI 60** seen anchored off Singapore  
Photo : John Bruinsma ©

## Container ship 'MSC Napoli' being towed to safety in UK waters

The operation to salvage the vessel has now started and the ship may be towed to Lyme Bay.

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After discussions between the French Authorities and the UK's Secretary of State's representative Robin Middleton and salvors, the decision was taken to tow the vessel to a position in Lyme Bay as the preferred destination where a salvage operation can take place in relative safety.



The **Abeilles Bourbon** from France is towing the vessel and the MCA Tug, **Anglian Princess** is escorting the tow.

**Smit International**, the contracted salvors are mobilizing maritime salvage equipment from Holland to Lyme Bay.

The vessel is carrying 2,394 containers; only a small proportion of the cargo is classed as hazardous according to the International Maritime Dangerous Goods Code. These products consist of some retail perfumes, industrial and agricultural chemicals. This is a typical loading pattern for this type of

ship. Robin Middleton, Secretary of State's Representative for Salvage and Intervention and leading the MCA Salvage Response Unit said

"I have been working closely with the French Government and the salvors to carry out a risk assessment of the various options available to us.

The most favorable option is to tow the vessel to a sheltered location where the salvage operation to remove the containers or make out temporary repairs can be carried out.

The Maritime and Coastguard Agency Counter Pollution and Response branch will be working with the Salvage Consortium and other agencies to minimize any risk of pollution or damage to the environment.

"The Marine Accident Investigation Branch is investigating this incident as the vessel is registered within the UK."

## Finger Pointing Begins

An accident in the galley of the doomed vessel "**Server**" played a role in its eventual grounding off western Norway over the weekend.

Attempts were being made Tuesday (16 Jan) to get more oil out of its wreckage to contain a worsening oil spill.

Clean-up crews had an oily mess on their hands, as they struggled against stormy weather to control an oil spill on Norway's west coast. The bulkship **Server** continued to break up in rough waters north of Bergen.

The waters in the sound around the lighthouse (Fyrsundet) at Fedje, north of Bergen, were brownish-black this week after more heavy bunker oil seeped from the **Server's** wreckage. Only about 135 of the 585 tons of oil on board the Server had been recovered as of Monday night.

One of the vessel's fuel tanks remained intact, and emergency workers said they'd try to transfer its contents over to containers during the course of the day. It was possible to move the tank into calmer waters to conduct the transfer.



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There was a threat of more pollution, however, from tanks at the stern of the vessel, which continued to be buffeted by stormy winds. They were believed to contain more than 100 tons of oil and diesel, and likely aren't intact.

"As long as the weather is this bad, it's impossible to do anything with them," said Ane Eide Kjærås of the Norwegian National Coastal Administration, which is in charge of the oil spill clean-up operation.

Seabirds were struggling in the oily water, and the fate of most of them was dire. Even small amounts of oil on their feathers can destroy their natural insulation, meaning they'll freeze to death.

Ornithologists feared more than 1,000 birds could be killed by the oil.

The bulker, in the fleet of Greek shipping company Dalnave with Avena Shipping of Athens as its registered owner, had been inspected by Norwegian classification society Det Norske Veritas (DNV) as late as last Wednesday when it was in port at Årdalstangen.

The vessel then sailed empty from Årdalstangen to Murmansk but the voyage was interrupted by a galley accident on board. The vessel's cook accidentally cut off a finger and the captain decided to take the vessel in towards land at Fedje to get medical help for the injured crew member. One of the vessel's insurers suggested the [Server](#) didn't have enough ballast water in its tanks to keep it low enough in stormy seas.

"The captain couldn't keep the ship on a westerly course out from Fedje," said Nicolas Wilmot of Gard, the so-called P&I club that holds the vessel's protection and indemnity coverage. The Server's speed fell, at times its propeller was reportedly out of the water and the captain lost control, ending with the grounding.



## Smashing Filipino Labour Record

For the first time in the history of the overseas employment of Filipino seafarers, 260,084 Filipino sailors were deployed abroad last year, breaching the annual average of 250,000.

Labor Secretary Arturo Brion said the 2006 figure represents a 4.9 percent growth over the 247,983 figure of 2005.

The labor chief said the increase in deployment resulted in increased remittances through banking channels.

During the first 10 months of 2006, Brion said Filipino seamen sent home a total of \$1.589 billion, or a 16.4 percent growth over the \$1.365 billion during the same period in 2005.

"Pending the Central Bank's final report, it is likely that the total seafarers' remittances will approach the \$2-billion level in 2006," he added.

Brion said he also received a report confirming that the Philippines has maintained its good standing in the global List of Parties to the International Maritime Organization's 1978 Standards of Training, Certification, and Watchkeeping as amended.

He said this means that the country is still the world leader for quality and highly skilled maritime workers as it continues to adhere to global standards set and enforced by the IMO

## Vaartuigen bestrijden olie in Rotterdamse haven

Twee oliebestrijdingsvaartuigen zijn vrijdagmiddag in de Rotterdamse haven aan het werk gegaan om de olie te verwijderen die donderdag in het water lekte. Het gaat om een kleine boot van het Havenbedrijf Rotterdam en een grotere van Rijkswaterstaat. Dit schip kan beter de hoge golven aan.



De vervuiling ontstond doordat het containerschip **CMA CGM CLAUDEL** uit de trossen waaide. Het schip ramde vervolgens een steiger van de Maasvlakte Olie Terminal (MOT). Daardoor werd een pijpleiding opengescheurd en stroomde olie de haven in. Ook op de kade en op het strand van Hoek van Holland ligt

olie.

Het grootste deel van de olie is gebleven waar die was en is goed geïsoleerd, aldus de woordvoerder. Het gaat om een oppervlakte van een paar honderd vierkante meter. Uit luchtfoto's van Rijkswaterstaat bleek dat ook water buiten de 8e Petroleumhaven is vervuild. Er liggen olieslierten op het water van het Beerkanaal, de Europahaven en bij het Calandkanaal. Schepen die door het gebied varen, krijgen een inspectie. Als er olie op de romp zit, spuiten de bestrijdingsvaartuigen die er met een hogedrukspuit af en zuigen ze die meteen van het water op.





Het opruimen ging vrijdagmiddag door tot het donker. Zaterdagochtend gaan de vaartuigen weer aan het werk om de olie van het water af te halen. De grotere, geïsoleerde olievlek wordt later opgeruimd.

De Milieudienst Rijnmond heeft in verband met de olievervuiling 135 klachten gekregen tussen donderdag- en vrijdagavond. De klachten komen van mensen in Vlaarding, Schiedam en Rotterdam, zei een

woordvoerder vrijdagavond. Omdat de wind naar het zuidwesten draait, verwacht de milieudienst de komende tijd klachten uit Delft en de regio Den Haag.

## Salvage Operations for Barges to Begin Next Week

Salvage operations to recover two barges stranded in the Ohio River won't begin before Monday, when high water recedes, the U.S. Coast Guard said, according to the Courier Journal. River Salvage Co. of Crescent, Pa., has been hired to secure the two barges that broke loose early Tuesday when cabling or a coupling snapped just after the tow had cleared McAlpine Locks. Two runaway barges were secured, but one remains partly submerged on the Indiana shore midway between the Sherman Minton and K & I bridges, and another is partly underwater and lodged at the McAlpine Dam. Both are out of the commercial channel and aren't impeding river traffic. One of the stranded barge's cargo of salt spilled in the river, while the other barge lost about 1,450 tons of liquid fertilizer. The high water diluted the spillage, and there was no environmental damage, the Coast Guard said. U.S. Environmental Protection Agency staff members, who were initially on the scene to monitor the spill, are no longer on site, the Coast Guard said.

## Man Sentenced in Vessel Scuttling Case

A Gloucester man was sentenced in federal court for towing his charter boat off the coast of Gloucester and sinking it in a commercial fishing area. United States Attorney Michael J. Sullivan; Michael E. Hubbard, Special Agent in Charge of the Environmental Protection Agency's Criminal Enforcement Division in New England; and William Schenkelberg, Special Agent in Charge of the Northeast Region of the U.S. Coast Guard Investigative Service, announced that THOMAS W. LUKEGORD, JR., age 47, of 121 Wheeler Street, Gloucester, was sentenced by U.S. Magistrate Judge Judith Dien to one year of probation, a fine, restitution and a public apology, in connection with LUKEGORD'S conviction on one count of violating the Refuse Act. LUKEGORD, the owner of a charter boat service in Gloucester,

towed a sixty-two foot charter boat named the Nicole Renee to sea and sank it off the coast of Gloucester in approximately one hundred feet of water. After removing fuel and other hazardous materials from the vessel, LUKEGORD pumped water into it using a bilge pump until it sank stern first. LUKEGORD had looked into disposing of the vessel properly, but chose not to incur the expense. The vessel sank in an area that is fished by commercial fishermen, thereby creating a navigational hazard.

In imposing sentence, Magistrate Judge Dien adopted the sentencing recommendation in the plea agreement filed in the case. In addition to serving one year of probation, LUKEGORD will pay a fine of \$2,000. Under the whistleblower provision of the Refuse Act, a portion of the fine will be paid directly to the individuals who reported the Nicole Renee's sinking. LUKEGORD also will pay the Coast Guard \$1,928 in restitution, which equals the cost to the Coast Guard in responding to the sinking. Finally, as part of his plea agreement, LUKEGORD will publish an apology in the Gloucester Daily Times and the Standard-Times of New Bedford, the newspapers of the two largest fishing ports in the region. The case was investigated by the Environmental Protection Agency's Criminal Investigation Division and the U.S. Coast Guard Investigative Service. It is being prosecuted by Assistant U.S. Attorney Jonathan F. Mitchell in Sullivan's Economic Crimes Unit and EPA Senior Criminal Enforcement Attorney Peter Kenyon.

## CASUALTY REPORTING

### Sky Wonder Aground

A cruise vessel with 1.612 passengers, mostly from Brazil, finally managed Thursday (18 Jan) early afternoon to pull off from a River Plate sand bank where she was grounded for over twenty hours.

Pullmantur Cruises' "**Sky Wonder**" got stuck several miles from the port of Buenos Aires while heading for Punta del Este, in neighboring Uruguay.

Apparently strong winds caused problems for the luxury liner after it set sail late Wednesday.

However according to the Argentine Coast Guard travellers would have to suffer another four hours delay while the "**Sky Wonder**" undergoes a full technical check of the hull in La Plata, where there are facilities and sufficient depth for such an inspection.

"**Sky Wonder**" was able to pull out with the help of three tugs, two Coast Guard vessels and a helicopter which coordinated the whole operation to free the cruise ship.

The Argentine Coast Guard reported that the whole operation went on quite smoothly with no major setbacks with the exception of a traveller who had to be air evacuated when he began complaining of arrhythmia.

Pullmantur Cruises, Spain's biggest cruise and tour operator, is owned by Royal Caribbean Cruises Ltd, the world's No. 2 cruise group. "**Sky Wonder**", formerly known as **Pacific Sky** and **Sky Princess**, was launched in 1984 and began sailing for Pullmantur in May 2006. She has a gross tonnage of 46.000, 240 meters length, 27.8 beam, 8 meters depth and 11 decks.

## Overladen boot zinkt in India - tientallen vermisten

In India is donderdag een overladen boot gezonken in de zuidelijke staat Andhra Pradesh. Achttien opvarenden konden worden gered, maar tientallen opvarenden zijn vermist. De hoop dat zij nog levend worden teruggevonden is klein, omdat het ongeval ondertussen bijna een etmaal geleden is.

Het ongeval gebeurde toen lokale bewoners terugkeerden van een feest. Op de boot, die een capaciteit van 35 personen had, zaten 85 opvarenden. Officiële bronnen spreken van achttien mensen die zichzelf in veiligheid konden



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brengen of gered werden. Volgens de staatspolitie zijn er veertig vermisten. "Volgens onze informatie verdronken vijftien mensen en zijn er veertig vermisten", luidde het daar. Volgens overlevenden werd de bootverantwoordelijke gedwongen meer passagiers aan boord te nemen en zou hij zelfs geslagen zijn toen hij dat weigerde. De boot begon te zinken toen hij zowat driehonderd meter ver was op de rivier de Krisjna.

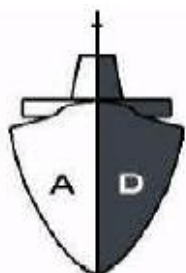


In Rotterdam-Waalhaven the **ARISBE** was pushed alongside of the **SPRUCE** by the strong winds  
Photo : Frans Sanderse ©

## NAVY NEWS

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Nimitz-class aircraft carrier **USS John C. Stennis (CVN 74)** pulls out of Naval Base Kitsap Bremerton into Sinclair Inlet January 16<sup>th</sup> as the crew begins their scheduled deployment.

## **SHIPYARD NEWS**

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Sunset over Rotterdam-Europoort with the tugs **SMIT HUMBER** and **FAIRPLAY 21** operating  
Photo : Fabian Duinhouwer ©

## Aker Yards dip after sale

Shares in Norway's Aker Yards fell 4% in early trading in Oslo after the company controlled by Kjell Inge Rokke cut its stake in the shipbuilding firm. His investment company, Aker ASA, has sold 2.34 million shares in Europe's biggest shipbuilder, cutting its stake from 50.4% to 40.1%.

The sale raised NOK 1.1bn (\$170m) and will result in an accounting gain of NOK 660m. It followed the sale yesterday of a 9.9% stake in engineering firm Aker Kvaerner for NOK 3.6bn, taking the total sales to NOK 4.7bn. The share sale is aimed at freeing up cash for investments in new business and projects, Aker said.

Aker Yards, with facilities stretching across Europe from Norway to Ukraine, has an annual turnover of EUR 4.5bn and employs 20,000 in its 17 shipyards.

Rokke, majority owner of the Aker Group, recently dismissed pessimists who write off European shipbuilding as doomed to fall to Asian competition, saying it could still prosper through a combination of good service, technology and east European wages.

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## **Tough times for Batam ferry operators as costs increase**

In a small coffee shop at the Sekupang domestic ferry port on Batam Island, in Riau Islands province, the chairman of the local branch of the Indonesian National Shipowners Association (INSA) is whiling away a quiet afternoon.

Asmadi Samad's office, which also serves as a ferry ticketing office, looks deserted. Two of his staff are waiting for customers, with one of them passing the time with a computer game.

"Cheap flights, the fuel price hike and the increase in the prices of basic goods have caused a significant drop in the number of passengers," Asmadi, who also owns the Golden Mutiara Line ferry operator, told The Jakarta Post recently. Several ferry operators, he said, had gone out of business.

Two years ago, ferry companies on Batam were swamped with domestic passengers traveling to nearby islands or other provinces. On the busier routes, ferries were departing once an hour. That is now once every three hours, at best.

According to the INSA's records, the number of ferry passengers on Batam has dropped from 100,000 in 2004 to 70,000 in 2005 and 40,000 in 2006.

There used to be eight ferry operators with a total of 13 ships serving domestic routes. Three of these operators, with a total of six ferries, shut down in the middle of 2006.

"There are not enough passengers to make a profit or even cover operational costs. The companies had no choice but to shut down," Asmadi said. He said surviving operators were implementing efficiency measures to allow them to remain in business. These measures include cutting down the number of trips from an hourly basis to every three hours, or from once a day to once every three days.

The measures, he said, are expected to make sure every departing ferry has enough passengers to cover operational costs. "It's better to wait until there are enough passengers since the operational costs are the same anyway," said Asmadi.

The increase in the price of fuel to Rp 4,460 (48 US cents) per liter has sharply raised operating costs. A ferry weighing under 90 gross tonnage with a capacity to carry 100 passengers requires around 800 liters of gasoline every hour, which translates into a cost of more than Rp 3.5 million per hour just for fuel.

If a ferry leaves for the one-hour trip from Batam to Tanjung Balai Karimun carrying 60 passengers, who each paid Rp 60,000 for their tickets, the operator has raised Rp 3.6 million. But with fuel costs eating up Rp 3.5 million of that money, there is not enough money left to cover other costs, such as the salaries of the ship's crew. Each ferry usually has around six crew members.

"It is unlikely fuel prices will fall. That would be a miracle. All we can do now is watch and see which operator will be the next to go out of business," Asmadi said.



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Ferry operators in Batam must also compete with all the new low-fare airlines that have opened and are serving the same routes. It is particularly difficult for ferries on routes that take them to other provinces, like Riau. A six-hour ferry trip from Batam to Riau costs Rp 250,000, while a budget airline may charge between Rp 220,000 and Rp 350,000 and make the trip in 30 minutes.

"People will definitely go for the faster and cheaper method of transportation. No one likes having to go through a six-hour trip on sea. We understand that so we survive by holding on to the shorter routes," Asmadi said.

Fauzi, the operational manager for the Fajar Marindo Raya ferry operator, which serves the route from Batam to Kuala Tungkal in Jambi, said the company's ferry now made the trip just once a week, down from once daily a couple of years ago. He said most passengers had moved to budget airlines. Traveling from Batam to Kuala Tungkal by ferry involves a five-hour trip by sea, plus a two-hour bus trip, for the price of Rp 250,000.

With two budget airlines now serving the route, the ferry operator has seen its passenger numbers plummet. The airlines charge between Rp 250,000 and Rp 400,000 for the 40-minute flight.

"We don't have many passengers now. This route may have to be cut soon," Fauzi said. With the Riau Islands provincial administration planning to open air links between all the different regencies in the province, the future looks bleak for Batam's ferry operators. "We will survive despite the plan to open air links between Batam and nearby regencies like Bintan and Karimun, but we don't know for how long," Asmadi said.

## SMIT LANGKAWI CHRISTENED IN SINGAPORE



In Singapore a few weeks ago 6 ladies together christened the new **SMIT LANGKAWI**, from the left to the right can be seen Kim, Wendy, Linda, Rita, Baya and Ju Lin, all working at the Smit Office in Singapore during the ceremony, whilst Abel Dutilh and John Bruinsma are supervising the operation.



# Blue Marlin parked in Halifax

**Huge heavy-lift vessel waiting for weather to improve so it can head out to North Sea**

At the end of every windy day, the owners of the **Rowan Gorilla VI** look out the window at Halifax Harbour and see hundreds of thousands of dollars blow out to sea.

Sitting idle in Halifax Harbour are two offshore jack-up rigs: the **Rowan Gorilla VI** and GlobalSantaFe's **Galaxy II**. Both are headed to the North Sea but have been delayed for weeks because of bad weather and high winds in Nova Scotia.

"It's starting to cost us money. We really need to get them out of here because we are losing money every day," Linden Terry of Rowan Cos. said from the Dartmouth office on Thursday.

One of the world's largest heavy-lift vessels, the **Blue Marlin**, owned by Dockwise, a division of the Heerema Group of the Netherlands, sits waiting nearby in the Bedford Basin to move the offshore rigs to their next job.

The huge vessel requires good, calm weather to load the two semi-submersible rigs onto its platform for lifting. The combined cargo will weigh 54,000 tonnes. This vessel was in the news several years ago, when the U.S. navy hired the Blue Marlin to move the destroyer **USS Cole** back to the U.S. after the warship was crippled in Yemen by suicide bombers.

In the oil and gas industry, having heavy equipment sitting idle costs money. The bill is adding up to keep one of the world's largest heavy-lift vessels on standby since early January. The standby rate for the **Blue Marlin** is estimated to be \$30,000 US per day, plus fuel, and when it is transporting cargo its day rate increases to \$50,000 to \$60,000 US, plus fuel.

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For the **Blue Marlin** to lift the two huge rigs requires winds less than 22 kilometres per hour and a "good 48-hour weather forecast," Gerry Sarlis, manager of operations for Dockwise, said Thursday in a telephone interview from Houston. He stressed that safety is a priority. The jack-up rigs have been sitting in Halifax Harbour since early December and the day rate if they are working is about \$180,000 to \$200,000 US, according to industry sources.

Mr. Linden said it is possible the **Blue Marlin** will lift the two rigs on Tuesday, but that "window is narrowing" with a poor long-range weather forecast. The **Rowan Gorilla VI** has been in Halifax Harbour for a post-tow inspection since it completed work off Newfoundland and Labrador for Husky Oil of Calgary. The **Galaxy II** rig has been working off Nova Scotia for the past seven years at the Sable gas project.

The **Blue Marlin** arrived in the first week of January after another ship in Dockwise's fleet, **Black Marlin**, was unexpectedly redirected to the Gulf of Mexico shortly before Christmas. It had spent 10 days in Halifax Harbour waiting for good weather.

The ship headed to the Gulf of Mexico after another vessel in the company's fleet sank off Angola. The **Mighty Servant 3** developed a list and sank after offloading a drilling platform. The vessel is sitting at the bottom in 62 metres of water. There were no injuries and the cause of the accident is being investigated, according to a news release from the company.

## Chinese sales success for Wartsila sterntube seals

Wartsila is supplying air/oil lubricated sterntube seals and bearings to Chinese shipyard Shanghai Waigaoqiao Shipbuilding (SWS) for a series of new tankers under construction for Singapore-based Ocean Tankers.

A complete Wartsila package of JMT Airguard seals, sterntube bearings, and shaftline bearings, was ordered in October and December 2006 for installation in the first of 12 Aframax tankers. "We have established a very good relationship with Shanghai Waigaoqiao Shipbuilding, which today is the largest commercial shipyard in China. Since 2001 we have supplied seals and bearings to SWS for 32 bulk carriers and 16 crude oil tankers," said Wartsila Seals and Bearings regional sales manager Adrian Higginbottom.

He added: "We estimate that we are supplying about 90% of SWS's total need for commercial seals and bearings, which reinforces our already strong foothold in the important Chinese commercial shipbuilding market."

The Airguard sterntube seal system, part of Wartsila's EnviroSeal range, is an anti-pollution lip seal that uses compressed air to prevent the ingress of seawater and the seepage of oil.

The aft sterntube seal is a multi-barrier lip-type seal with three seal rings: two rings face the sterntube oil side to provide active double security against oil spill, while the third faces and seals off the water side. All seal rings run on a shaft liner to avoid grooving of the shaft. They are supplied as a ready-to-install cartridge, which includes the shaft liner, without the need for any further assembly work.

Since Wartsila-owned Japan Marine Technologies Ltd began marketing this unique system in the latter half of the 1980s, its popularity has steadily expanded to include large containerships, VLCCs and LNG carriers. As a result, the Airguard system has grown to become the mainstream technology for oil-lubricated sterntube seals supported by a solid reputation for pollution and trouble-free reliability.

SWS purchase and supply manager Hu Wen said: "SWS has been dealing with Wartsila Seals and Bearings since the yard opened and we are very happy with the products, performance and services that Wartsila has provided."

The first 108,000 dwt Aframax tanker will be delivered in 2007, and the rest of the vessels are scheduled for delivery at intervals through to 2008





\*\*\*\*\* [www.vanbeest.nl](http://www.vanbeest.nl) \*\*\*\*\*

## LNG Tanker Joins RasGas Fleet

At a ceremony in South Korea, RasGas Company Ltd named another long term charter LNG tanker into their LNG cargo fleet. RasGas celebrated the launch of the ship at a ceremony in South Korea hosted by the shipbuilders, Samsung Hyundai Industries (SHI) at their Goje Island shipyard. Barbara Wolahan, wife of former RasGas Managing Director, Jerry Wolahan, was the sponsor of the ship. At the ceremony, Mrs Wolahan named the ship **Ejnan** after an island off the west coast of Qatar. The ship is the 11th LNG vessel to enter into long term charter with Ras Laffan Liquefied Natural Gas Company Limited (II) and the 7th and last of the conventional sized ships to be delivered from SHI. Owned by the Japanese consortium (4J) and QGTC, the ship will be operated by NYK like its sister ship, the **Lusail**, which was delivered into service in 2004. The delivery of the **Ejnan** is scheduled to arrive at Ras Laffan on February 2, 2007



The Gastanker **DEWA MARU** seen passing the Suez Canal  
Photo : Jaap van de Meeberg ©

## Glacier delivers Frontier Driller

Fairmount in The Netherlands says **Fairmount Glacier** safely delivered the semi-submersible **Frontier Driller** to Pascagoula on January 16th following a 6,300 nautical mile trans-Atlantic voyage.

On delivering the semi, **Fairmount Glacier** immediately made for her next commitment off Mexico, where she has been chartered by Aker to perform pre-tensioning works on the Ku-Malaab-Zaab project.

## Giant liner to call in San Francisco

Mega-liner **Queen Mary 2** will visit San Francisco, slipping under the Golden Gate bridge on Feb. 4 after sailing from Chile and Mexico as part of a world cruise. The 1,132-foot vessel will dock at Pier 27 overnight and will leave the next day for a series of stops that will include Hawaii, Australia, New Zealand and Hong Kong.

The flagship of the Cunard line was launched in 2004. At the time, it was longest passenger ship ever built. Its amenities include five swimming pools, six restaurants, an art gallery and a planetarium. A longer cruise ship, Royal Caribbean International's **Freedom of the Seas** was launched last year.

## Hamburg Süd, Maersk Line, and NYK Announce Joint Operations

Hamburg Süd, Maersk Line, and NYK announced that they have reached agreement to operate jointly in the trade between Asia, South Africa, and South America. From mid April, the line will replace the current three strings (one operated by Maersk Line and two operated by Hamburg Süd and NYK) by two strings with modern and fast vessels. The overall capacity produced by the new two string system is roughly the same as the capacity presently provided by the three Lines.

## Stena firmly in the black

Swedish ferry company Stena Line is expecting to post a profit of SEK 525m (\$77.3m) for 2006. The positive figure is mostly a result of increased passenger numbers in the fourth quarter, it said. It did not give a comparative figure for 2005.

In November it announced a modest 2% growth in freight volumes for the first nine months of 2006.



Photo : Rob de Visser ©

Stena said its Irish Sea routes experienced the biggest growth of its European services with a 5% increase in freight traffic. In total, its ferries carried 369,800 freight units over the Irish Sea in the January to September 2006 period.

## Nog twee kandidaten terminal Tweede Maasvlakte

Er zijn nog twee consortia in de race voor de tweede concessie voor een containerterminal op de Tweede Maasvlakte. De shortlist, zo wordt uit betrouwbare bron vernomen, bestaat uit DPWorld met de New World Alliance en MSC met

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PSA. Andere bidders op de concessie kregen vlak voor de kerstdagen van het Havenbedrijf Rotterdam te horen dat ze niet op de shortlist zijn gekomen.

Het laatste is bevestigd door het Havenbedrijf Rotterdam. Het contract met het 'winnende team' zal al in de loop van de zomer worden getekend, aldus een woordvoerder. Over de namen van de partijen op de shortlist wil de Havenbedrijf-woordvoerder zich echter niet uitlaten.

Welingelichte bronnen melden echter dat het om DPWorld en MSC met hun partners gaat. De New World Alliance, partner van DPWorld, bestaat uit de rederijen APL, Hyundai Merchant Marine en Mitsui OSK/MOL.

De nog te vergeven tweede concessie op de nog aan te leggen Tweede Maasvlakte wordt 146 hectare groot, krijgt 2.350 meter kade en moet zo'n 3,5 miljoen teu aan containers per jaar kunnen doorzetten. De eerste concessie, 167 hectaren voor 4,5 miljoen teu, werd in juni vorig jaar onderhands gegund aan APMT.

## MOVEMENTS

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From Friday 2nd - Monday 5th February the Royal Navy Type 23 frigate (Batch 3) **HMS CORNWALL F 99** is visiting Valletta.



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Friday January 19th afternoon the above tow combinaton passed the Erasmus bridge in Rotterdam, the hull of the **NESTROY** was loaded on a SMIT transport barge and the transport came from the DEN BREEJEN Shipyard

**Photo : Michel Kodde ©**



3 ships of the Holland America Line were docked together in Ft. Lauderdale.

The **Westerdam**, **Amsterdam** and **Maasdam**.

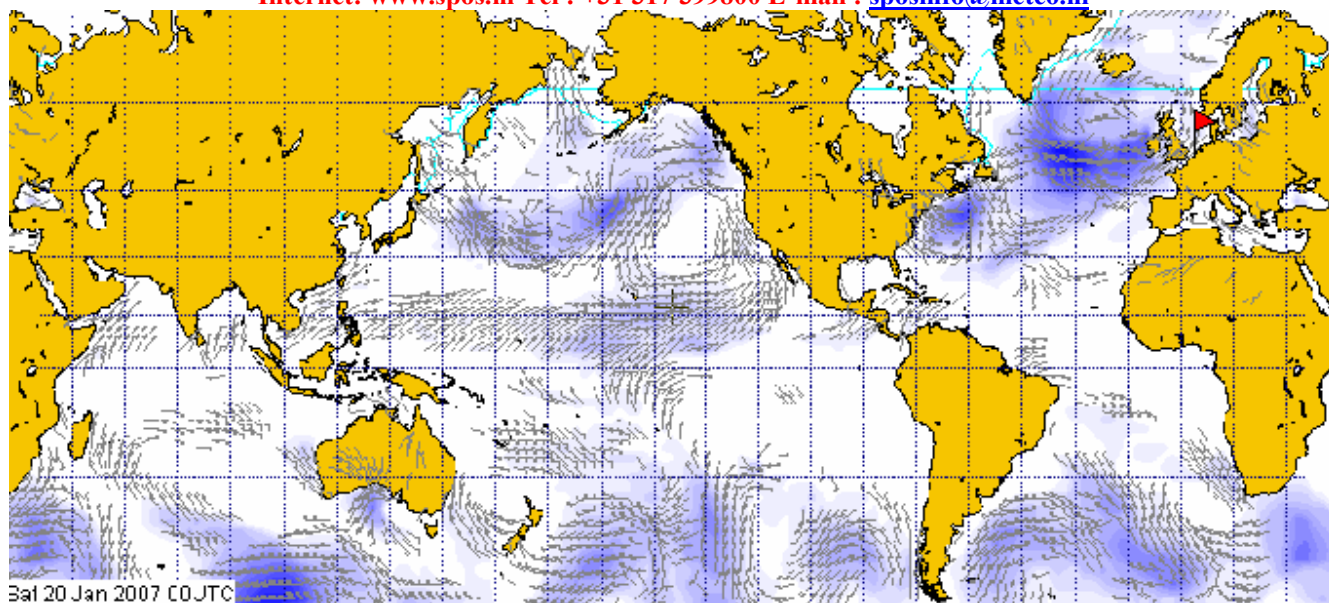
**Photo : Harm-Jan Bruil ©**

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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 ....

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The new **SMIT LANGKAWI** in her element  
**Photo : Smit Singapore ©**

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