

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 024



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**A salvage team of
SMIT Salvage re-
floated the
sunken dredger
AL KHATTAB in
the Suez Canal,
and the dredger
was towed to a
safe place.**

**Photo :
Jan de Bokx ©**

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The **SMIT HUMBER** seen awaiting the arrival of the **EVER REWARD** in the approaches to Rotterdam-Europoort
Photo : Harry van den Berg ©

Honderden passagiers cruiseschip Queen Elizabeth ziek

Honderden passagiers van het cruiseschip **Queen Elizabeth 2** zijn getroffen door het norovirus, dat buikgriep veroorzaakt. In totaal zijn 276 passagiers en 28 bemanningsleden aan boord ziek geworden, maar toen het schip woensdag aanmeerde in San Francisco waren er nog maar vier zieken.

Bijna 17 procent van de opvarenden is getroffen door het virus. Volgens de Amerikaanse centra voor de beheersing en preventie van ziekten (CDC) is dat een ongewoon hoog percentage.

De CDC spreken van een uitbarsting aan boord van een schip als meer dan 3 procent van de passagiers ziek is. Om te voorkomen dat het virus zich verder zou verspreiden werden de nodige maatregelen genomen, van het desinfecteren van de fiches in het casino tot het sluiten van de zelfbedieningsbuffetten.

De **Queen Elizabeth 2** vertrok op 8 januari uit New York voor een 106 dagen durende cruise rond de wereld. Woensdagavond ging het schip van San Francisco op weg naar Honolulu.

Wreck removal off East London port

The Holland based Mammoet Salvage and its South African counterparts has begun removing the wreck of the ill fated container ship **Safamarine Agulhas** off the East London port. The vessel ran aground in June last year shortly after leaving the East London port en route to Durban. Attempts to refloat the ship were unsuccessful.

In the last four weeks, the salvage team was busy with preparations for the wreck removal operation. These included the building of ground chain pullers and re-enforcing the South Break water. All portal cranes are operational and deployed for removing steel sections of the ship and discharging containers with the support of divers.

Today the removal of the forward part of the ship has progressed well. The ship had broken into two halves after months of being pounded by heavy seas. The accommodation and one of the three ship cranes have already been removed. The team consists of twelve salvage experts from Netherlands and a South African work force.

According to the salvage company, all pollutants have been removed from the forward section of the ship. The removal of the forward part of the broken Agulhas is expected to be finished tomorrow evening.



The **SEACOR ACHIEVER** seen in Mossel Bay

Photo : Ronny Meyer ©

Crane barges sail to Napoli's aid

Two specialist crane barges are sailing from the Netherlands to join the operation to salvage the cargo of beached container ship **MSC Napoli**.

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They will start lifting the remaining 2,394 containers off the ship, grounded off Sidmouth, east Devon, on Saturday.

A team of 20 is working round the clock to pump oil from the ship. The 200 tonnes which had leaked into the sea has now been treated.

Managers of the vessel said they were making "rapid progress".

Zodiac Maritime Agencies, based in London, said one third of the fuel had been removed from the Napoli by 0800 GMT on Thursday.

A sheen of leaked fuel, which had been several kilometres long and 30 metres wide, has also been treated with dispersant. But two of the ship's fuel tanks remain under water and it could take another week for all the fuel to be pumped to a second vessel, officials said.

The 62,000-tonne **MSC Napoli**, which was holed in storms on 18 January, was run aground following "serious structural failure". Hundreds of scavengers descended on the beach at Branscombe after 50 of the ship's containers washed ashore.

Beachcombers took away goods that included BMW motorbikes, wine, face cream and nappies.

The MCA has warned the public not to touch any other containers which may drift ashore.

Senior coastguard Derek Smith said the Receiver of Wreck was now requiring salvage to be surrendered on the spot.

He said: "We do not want people to break containers open - they will make a mess and they will not be allowed to take anything away from the beach.

"If they fail to comply with the instructions of the receiver they could be arrested by the police."

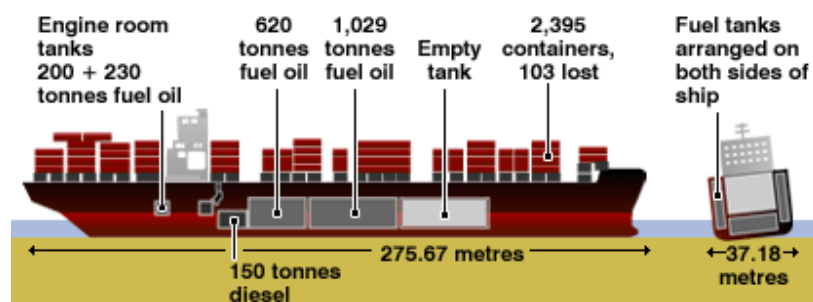
The ship's managers said 103 of its containers were lost from the vessel during the storms, although 70 had now been accounted for.

A further 33 are being hunted using specialist sonar equipment. Hazardous materials, including perfume, pesticides and batteries, were being transported in 157 containers.

There are still fears thousands of seabirds could have been affected by the leaked oil.

About 1,000 birds have been rescued since the ship was deliberately grounded a mile off Branscombe to prevent it breaking up in deep water after suffering structural damage during storms on 17 January.

Royal Society for the Protection of Birds spokeswoman Sophie Atherton said it was difficult to determine exactly how many birds had been caught in the slick.



She said: "For every oiled bird ashore, there could be up to 10 times that number at sea."

The Marine Conservation Society said it was satisfied that everything was being done to clear up after the Napoli.

A decision will be made whether to re-float the ship after all the oil and containers have been removed.

MSC NAPOLI

UK AUTHORITIES CRACK DOWN ON EBAY LOOT SALES

THE UK's official in charge of wrecks and flotsam and jetsam is attempting to catch up with the many people who helped themselves to goods from containers washed ashore from the **MSC Napoli**.

A Maritime and Coastguard Agency statement said: "The Receiver of Wreck is working with e-Bay regarding a number of items which were advertised on its site after Monday's activities. Those who have already acquired items of wreck are reminded that they must by law report it to the Receiver of Wreck. This can be done by a form available on the MCA's website at www.mcga.gov.uk/ROW."

It added: "Branscombe beach has now been cleared of people and is fenced off as a worksite. Private contractors have begun the operation to clear the debris left by those who scavenged the site at the beginning of the week, as well as clearing the containers on shore."

Meanwhile salvor company **SMIT** has been pumping heavy fuel oil out of the ship since Tuesday and barges are on the way to the site with the intention of commencing discharge of the ship's cargo of containers in situ over the weekend



The Barge **BIGFOOT** loaded with a 250 tons crawler and 500 tons crane leaving quay of **Sarens Nederland** in Dordrecht to assist **SMIT** in discharging the containers of **MSC Napoli**".

Sloop tanker stilgelegd

De sloop van de chemicaliëntanker **Sandrien** in de haven van Amsterdam is woensdag stilgelegd omdat er asbestdeeltjes zijn aangetroffen op de kade.



Dit heeft een woordvoerder van de Arbeidsinspectie donderdag gezegd. Wanneer de asbestdeeltjes zijn opgeruimd, mag het sloopbedrijf zijn werk voortzetten. De Arbeidsinspectie verwacht dat dit op korte termijn het geval is.

De asbestdeeltjes zijn aangetroffen op een plaats waar dit niet mag, aldus de zegsman. Het gebied is afgezet met linten.

Foto : Arie van Zoomeren ©

Het opruimwerk moet gebeuren door een gespecialiseerd bedrijf. Bij de sloop van de **Sandrien** is al zo'n bedrijf betrokken en dat kan dit werk ook doen.

Het ministerie van VROM heeft opdracht gegeven tot de sloop van de **Sandrien**. Het schip, waarin asbest is aangetroffen, werd in 2001 door het ministerie aan de ketting gelegd. Het was onderweg naar India om daar te

worden gesloopt. In India verwijderden arbeiders alle materialen, ook asbest, zonder enige bescherming. Asbestdeeltjes kunnen bij inademing kanker veroorzaken.



\$1.5 million penalties in "magic pipe" pollution case

According to the U.S. Department of Justice, American-based ship operator, Pacific-Gulf Marine, Inc. (PGM), was sentenced yesterday for deliberate acts of pollution involving a fleet of four ships, in violation of the Act to Prevent Pollution from Ships.

U.S. District Judge William M. Nickerson sentenced PGM to pay a \$1 million criminal fine, \$500,000 for community service and serve three years of probation under the terms of a rigorous Environmental Compliance Program (ECP), which is subject to court approval.

According to documents filed in court, including a Joint Factual Statement signed by the company's chief executive officer, PGM admitted that the ships illegally discharged hundreds of thousands of gallons of oil-contaminated bilge waste without the use of an oily water separator, a required pollution prevention device. Instead, the ships used secret bypass pipes, sometimes referred to as a "magic pipe," to circumvent the oily water separator.

After learning of the federal investigation, PGM voluntarily disclosed to investigators the results of an internal investigation comprised of approximately 50 reports of interviews with various current and former employees who had

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worked aboard four car carriers. Many of the interviews contained confessions, admissions or otherwise revealed incriminating information and evidence of illegal conduct, according to documents filed in court.

Both the Department of Justice and the EPA have voluntary disclosure programs under which a company can seek non-prosecution if it discovers violations and reports them in a timely manner prior to a government investigation.

Prosecutors advised the court today that while PGM's cooperation occurred after the initiation of the criminal investigation, it was nevertheless substantial and warranted significant credit. At the sentencing hearing today, Judge Nickerson recognized that PGM had provided significant cooperation in the government's investigation.

"We will continue to prosecute companies who use our oceans as dumping grounds until those shipping companies clean up their acts," said David M. Uhlmann, Chief of the Environmental Crimes Section of the Justice Department's Environment and Natural Resources Division. "But this case also demonstrates that companies like PGM can help right their wrongs by cooperating with criminal investigators, and we are hopeful that others will follow PGM's example by identifying misconduct within their organizations and voluntarily disclosing that information to law enforcement officials."

"We will continue to work to protect the Chesapeake Bay and Maryland's other waterways by prosecuting people and companies that pollute them in violation of federal law," said Rod J. Rosenstein, U.S. Attorney for the District of Maryland. "We are fortunate that PGM responded in this case by accepting responsibility for its actions and assisting in our investigation."

Under the terms of the plea agreement, half of the \$500,000 community service payment will fund environmental projects to improve, restore or study water quality in the Chesapeake Bay in Maryland, while the other half will fund environmental education for mariners at U.S. maritime schools. PGM admitted that its shore-side management "failed to provide sufficient management resources and support to the ships, and also failed to exercise sufficient supervision and management controls to prevent or detect criminal violations by its employees." The motive for the criminal conduct was to save money, according to papers filed in court.

The investigation was conducted by the Chesapeake Regional Office of the Coast Guard Investigative Service and the EPA Criminal Investigation Division. Additional assistance was provided by U.S. Coast Guard Sector Baltimore, U.S. Coast Guard Activities Europe, U.S. Coast Guard Fifth District Legal Office, Coast Guard Office of International and Maritime Law, and Coast Guard Headquarters Office of Investigations and Analysis. The case was prosecuted by the U.S. Department of Justice Environmental Crimes Section and the U.S. Attorney's Office for the District of Maryland.

Norwegian ship leaves Indian officials all at sea

Car chases are routine in the movies. Ship chases aren't. This is why the drama unfolding on the high seas off Mumbai, just beyond the territorial waters of India, has all the elements of a thriller.

The story began unfolding last week when [Crystal Sea](#), owned by Norwegian drilling rig contractor Seadrill, sought permission from the Mumbai Port Trust (MbPT) to clean its tank. MbPT agreed and the ship was moved out of the "inner anchorage" area for three days. But instead of returning to the anchorage on January 22, it sneaked out of Indian waters and was last spotted charting a new course somewhere in the Gulf of Oman.

In the bargain, the vessel breached its contractual obligations and defied Indian laws. Furious officials are now trying their best to arrest the ship.

"We have written to all ports in the Persian Gulf about the incident, asking them to intimate us whenever this vessel visits them," an official from the Directorate General of Shipping told TOI.

The vessel found its way into Indian waters when a subsidiary of Jindal Drilling hired it for a five-year period beginning mid-2006. It was meant to be deployed on a contract with oil and gas major ONGC. On its part, ONGC had paid \$12 million in customs duties for getting the vessel into India. But in May 2006, the vessel developed a 'hose' failure. Since then, it was berthed at MbPT because it takes anywhere between 12-18 months to get a new hose. Sources said that

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Seadrill was uncomfortable with the idea of waiting so long and surreptitiously got a contractor to fix the hose and got out.

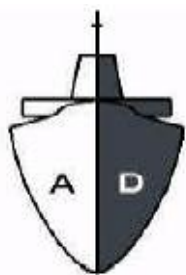
Officials in the shipping business say such incidents are now becoming commonplace. "Many foreign ships come in and get out of Indian waters without seeking permissions. Indian ships on the other hand do heaps of paper work just to get the clearances," said the head of a shipping company. They attribute it to the fact that under Indian laws, before a ship sets sail, it needs to be cleared by the port authorities, the DG of shipping, and finally the customs department.

Alf Thorkildsen, CEO of Seadrill, downplayed the incident. He called it a "normal dispute" in relation to the cancellation of a contract and promised to sort it out with Indian officials. As for ONGC, the company says it will get a refund on the duty it paid because the vessel was not utilised by it.

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Svitzers tug **FRIESLAND** shifting the **ROERBORG** into the drydock of Shipdock in Amsterdam. The **ROERBORG** encountered engine troubles in the Mediterranean and was towed to Amsterdam for repairs.

Photo : Jan Plug ©

Daewoo Mangalia books \$500 million order

Daewoo Shipbuilding and Marine Engineering Co. has won a \$500 million order to build five 4,710 TEU containerships for Germany's Hamburg Sud. The ships will have a length of 309 m, beam of 40 m and a depth of 24.2 m with a 22.7 knot service speed. The vessels will be built at Daewoo Mangalia Heavy Industries, Romania, for delivery by 2010.

Volgograd Lays Keel for Second Chemtanker for Svithoid

On January 25 Volgograd Shipyard (part of MNP Group) laid the keel for a second chemical tanker to be built for Svithoid Tankers AB, Sweden. The contract for two ships was concluded in May 2006. The lead ship to be delivered in late 2007 will be named **Vedrey Vrenen** and the second - "**Vedrey Vinga**".

The 4,500 dwt tanker will be 91.95 m m LOA, 16 m beam, 7.8 m draft and have 14 tanks (including 2 slop tanks) and a speed of 11.5 knots. The ships design was developed by the Volgo-Caspian Design Bureau.



The **Baltivia** - ex. Dieppe (Transmanche Ferries) - seen in Polferries painting in Gdansk. **Baltivia** entered service at 8.01.2007 after 40 days refit in Remontowa Shipyard.

Photo : Jakub Bogucki (Poland) ©

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The **AQUABELLA** seen in Rotterdam-Europoort - Photo : Reinier Meuleman ©

Exmar blaast beursgang offshore af na investering Sofina

Sofina, de spilholding van de familie Boel, investeert 50 miljoen euro in Exmar via een achtergestelde converteerbare obligatielening uitgegeven door de rederij. In november haalde Exmar al 75,2 miljoen euro op via een private plaatsing.

Hierdoor heeft Exmar nu meer dan 200 miljoen dollar nieuwe fondsen beschikbaar. „Deze bijkomende liquiditeiten volstaan ruimschoots om de geplande investeringen op korte en middellange termijn te financieren“, aldus het persbericht. Exmar ziet dan ook voorlopig af van een aparte beursnotering voor zijn offshoredivisie.

Exmar boekte in 2006 een nettowinst van 76,2 miljoen dollar tegenover 81,5 miljoen dollar een jaar eerder, zo blijkt uit voorlopige jaarcijfers. De omzet steeg van 451,7 miljoen dollar tot 514,7 miljoen dollar. De nettowinst werd positief beïnvloed door 10 miljoen dollar meerwaarde op de verkoop van schepen, 11 miljoen dollar op de beëindiging van de tijdbevrachtingsovereenkomsten van de Polar-schepen en 11,5 miljoen dollar eenmalige opbrengsten.

De LPG-vloot boekte in 2006 een bedrijfswinst van 66,9 miljoen dollar, met inbegrip van 20,5 miljoen meerwaarde. In 2005 was er 83,8 miljoen bedrijfswinst, waarbij 45,3 miljoen meerwaarde. De LNG-divisie droeg 32,6 miljoen dollar bij tot de groeps-ebit; in 2005 was dat 29,9 miljoen dollar, maar daar zat 13 miljoen dollar meerwaarde bij. De verbetering is vooral te danken aan de LNG-tanker Excalibur, die het voorbije jaar actief was.

De offshore-activiteiten droegen 8,7 miljoen dollar bij op ebit-niveau, tegen 2,4 miljoen dollar in 2005. „Deze positieve trend is voornamelijk te danken aan de verhoogde activiteit in de offshore“, aldus het persbericht.

Tijdens het vierde kwartaal zorgde een zwaar negatief financieel resultaat ervoor dat de nettowinst beperkt bleef tot 1,8 miljoen dollar. Het bedrijfsresultaat bedroeg 25,7 miljoen dollar. Twee analisten hadden gemiddeld op 27,7 miljoen dollar gerekend.

Het financieel resultaat kwam in het vierde kwartaal uit op -23,9 miljoen dollar. Dit cijfer werd negatief beïnvloed door de gewijzigde marktwaarde van de interestswap, een financieel instrument waarmee Exmar zich indekt tegen

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renteschommelingen van zijn langetermijnschulden. Exmar is verplicht deze interestswap elke zes maanden te herwaarderen. CFO Patrick De Brabandere beklemtoint dat het op een puur boekhoudkundige operatie gaat.

De conversieprijs van de uitgegeven obligatielening bedraagt 28,2 euro per aandeel. De conversie kan gebeuren tussen 11 november 2007 en 31 januari 2010. Ter vergelijking, het aandeel sloot donderdag op 22,23 euro. Indien Sofina de hele lening omzet, heeft de holding een belang van 5,8 procent in Exmar. Volgens CFO Patrick De Brabandere kennen de families Saverys en Boel elkaar, maar zijn ze niet echt bevriend. "De Boels zijn wel mensen met een langetermijnvisie en passen daarom bij Exmar", klinkt het.

DEEP SEA'S FIRST FROM JAYA

JOHN Fredriksen controlled offshore support specialist Deep Sea Supply has fixed a short time charter for its first large anchor handling tug supply (AHTS) vessel from Jaya Shipyard, Singapore. The company says delivery of the **Sea Cheetah** is expected to be on 8 February. It notes: "The delivery date is according to the original time schedule." Deep Sea has the Sea Cheetah on a 3 - 4 months time charter with Acergy. for about US\$6,5m including fees for mobilization and demobilization. The vessel is to sail directly to its area of operation off West Africa.



Pullmantur cruises to bring 30,000 passengers

Pullmantur Cruises is expected to bring over to Malta around 30,000 passengers between June to September of this year. Pullmantur's TSS **Sky Wonder**, which is the company's flagship, shall call at Valletta 21 times. The ship carries 1,550 passengers and weighs 47,000 tons.

Tourism and Culture Minister Francis Zammit Dimech announced the re-introduction of Pullmantur Cruises to Malta on a regular basis during a press conference at the Valletta Waterfront.

Mondial Holidays and VISET Malta were represented at this press conference together with Sam Mifsud, Chairman MTA.

He said Pullmantur Cruises is returning to Malta after an absence of three years. He said that this will contribute towards VISET's target of between 420,000 and 425,000 passengers this year.

Minister Zammit Dimech said that the cruising industry is a fast growing sector. He said that last year 408,046 passengers came to Malta aboard cruise liners – 87,740 more passengers, or a 7.4 per cent increase.

The minister said that cruise passengers also had a direct bearing on our tourism sector. He said that according to a survey undertaken by Malta Cruise Network, 85.5 per cent of cruise passengers are interested in returning to Malta in the future.

Minister Zammit Dimech said that this would not have been possible if the Cruise Liner Passenger Terminal had not been realised by VISET, which had originally earmarked Lm10 million for this investment. He said that this investment went up to Lm15 million, adding that the old ferry terminal is now being developed further, providing a lounge below, retail outlets and 300 square metres of terrace upstairs.

He said that cruise liners are also contributing to the economy to the tune of about Lm13 million yearly. He said that this contribution would not have been possible if there were no synergy between all stakeholders in this industry –

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VISET, the Malta International Airport, the Malta Tourism Authority and the Malta Maritime Authority – all of which are working hard to attract more cruise passengers to our country and to turn Malta into a home port for cruise liners.

The minister thanked Mondial Travel for their initiatives and for contributing towards Malta's tourism sector. He also thanked VISET for their investment and for their continuous initiatives towards the cruise industry.



The newbluiding yacht **KISMET** seen departing from Rotterdam

Photo : Robert Smith ©

More repair work for RAMS

US-listed boxship and tanker owner Aries Maritime has won an improved charter rate on its 2001-built products tanker **Chinook** but repair related issues continue to blight the Greek owner.

Aries has secured a 30% increase in the hire rate on its 38,700-dwt **Chinook** after concluding a new 18-month deal with the Stena group. The vessel will be fixed at \$17,062 per day and will also include a profit share. Any revenue earned above the daily rate will be split 50/50 between the two parties.

Stena also holds an option to extend the charter for a further year at the same rate. The contract is scheduled to begin in March.

It is the third products tanker deal between Aries and Stena. Last year Stena sold and chartered back two panamax newbuilds to the US-listed company, the 72,000-dwt **Stena Compassion** and **Stena Compass** (both built 2006).

But despite the positive charter development, Aries had more bad news concerning off-hire statistics and repair costs.

After well-publicised repair operations on the **Bora** and **Citius**, Aries said it was also expecting more days out of action to repair the 2,428-teu **SCI Tej** (formerly the **CMA CGM Force**, built 1989).

The vessel was one of two redelivered early by CMA CGM due to excessive off-hire. It is currently on short-term charter to SCI. The company now expects to report a total of 124 non-revenue earnings days for fourth-quarter 2006 at a cost of \$800,000 in lost revenue (the latter not including the SCI Tej and the Bora).

Scheduled drydockings ate into revenue days in the period but so, too, did ongoing work on the **Bora** (now named **Ostria**) and the **SCI Tej**. Repairs to the **SCI Tej** cost some \$1.2m in the fourth quarter. The vessel has been out of service since November.

Rechtbank verwerpt RDM-vorderingen banken

De gemeente Rotterdam en het Havenbedrijf Rotterdam hoeven geen 30 miljoen euro te betalen aan Commerzbank en Residex. Beide financiers leenden het inmiddels failliete RDM-concern miljoenen op basis van garanties van toenmalig havendirecteur Willem Scholten.

De rechtbank oordeelde woensdag dat de garanties aan het RDM-concern van Joep van den Nieuwenhuyzen steunmaatregelen waren en dat deze bij de Europese Commissie hadden moeten worden aangemeld. Dit is niet gebeurd en daarom verklaarde de rechtbank de garanties nietig.

De rechter wijst erop dat de kredietgevers vooraf hadden moeten nagaan of de leningen niet in strijd met de regels waren.

Investeringsmaatschappij Residex leende begin 2003 aan RDM-dochter MD Helicopters 23 miljoen euro waarvan bij het faillissement 10,4 miljoen euro onbetaald was. De Achmea-dochter eiste dat de gemeente, tot 2004 verantwoordelijk voor het havenbedrijf, dit geld terugbetaalt.

Commerzbank stelde eind 2003 een kredietfaciliteit van 25 miljoen euro beschikbaar aan RDM Vehicles. Hiervoor stelde in juni 2004 het inmiddels verzelfstandigde havenbedrijf zich garant. De Duitse bank vorderde 19,4 miljoen euro van het havenbedrijf.

Tot zijn aftreden in augustus 2004 gaf Scholten voor 183,5 miljoen euro aan garanties af voor leningen aan het bedrijvenconglomeraat van Van den Nieuwenhuyzen. Bij de ondergang van RDM stond er voor circa 100 miljoen euro aan leningen open.

Het havenbedrijf schikte in 2006, zonder betaling, een claim van de Britse bank Barclays, die terugbetaling van 19 miljoen euro eiste. Bij de rechtbank in Amsterdam loopt nog een procedure van Barclays waarin het 49 miljoen euro van de gemeente eist. In totaal leende Barclays tot de zomer van 2004 circa 71 miljoen euro aan de bedrijven van Van den Nieuwenhuyzen.

Begin vorig jaar oordeelde de rechtbank in Rotterdam dat Scholten nooit bevoegd was om miljoenengaranties af te geven. De gemeente Rotterdam heeft de vorderingen altijd naar de prullenbak verwezen.

Het havenbedrijf meent dat de financiers voor hun geld bij Van den Nieuwenhuyzen moeten aankloppen.

Barclays Bank heeft inmiddels Wilton-Feijenoord Holding, een bedrijf van Van den Nieuwenhuyzen, failliet laten verklaren in een poging iets van de lening terug te krijgen.

Shinwa orders five at home

Japanese tanker and bulker owner Shinwa Kaiun Kaisha is said to have signed for five bulker newbuildings at domestic yards. The company has ordered four units at Imabari Shipbuilding with a combined capacity of 358,000-dwt at a total spend of \$176m, Norwegian broker Fearnleys reports. Delivery is expected between 2009 and 2011.

Another 33,000-dwt supramax has been ordered at Shin Kurushima Dockyard, Fearnleys also said.

TradeWinds was awaiting a reply from Shinwa on Thursday regarding the reported order.

In late December TradeWinds reported that Shinwa had signed for a 180,000-dwt capesize unit at Imabari and a 19,900-dwt tanker at Fukuoka Shipbuilding.

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Shinwa is already expecting delivery of a unit from Imabari in April while the capesize will join the fleet in the second half of 2011. Shinwa says it now has a total of four chemical tankers booked at Fukuoka.

Tokyo-listed Shinwa also has three big bulkers on order at Universal Shipbuilding Corp - two 205,000-dwt bulkers and one 297,000-dwt ore carrier.

MOVEMENTS

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The **SUPER SERVANT 3** seen loading yachts in La Rochelle

Photo : Jacob Hogendorp ©

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The **GIessenstroom** seen on her maidenvoyage towing a linkspan from Dordrecht to Flushing
Photo's : Jan Oosterboer ©



The tug **ALCANTARA** seen in the port of Sao Luis (Brazil) - Photo : Arend van der Hoek ©

OLDIE – FROM THE SHOEBOX



The **Abeille 30**, previously named **Abeille 10**, ex-**Margaret Moller**; was built by Livingston Shipbuilding at Orange, Texas, in 1944 as Army tug **LT 538**. In 1972 she went to the shipyard for a major refit where, among other works, a new stern was fitted.

Sold late 1983 to Spanish owner, she became **Biscaya 30** and was employed towing ships from the US to Spain for scrapping. Early 1985, she sank in the Mississippi river. I would seem that **Biscaya 30** suffered an engine breakdown and was collided by her tow (**Master Pedros**). She was latter raised and scrapped at Venice.

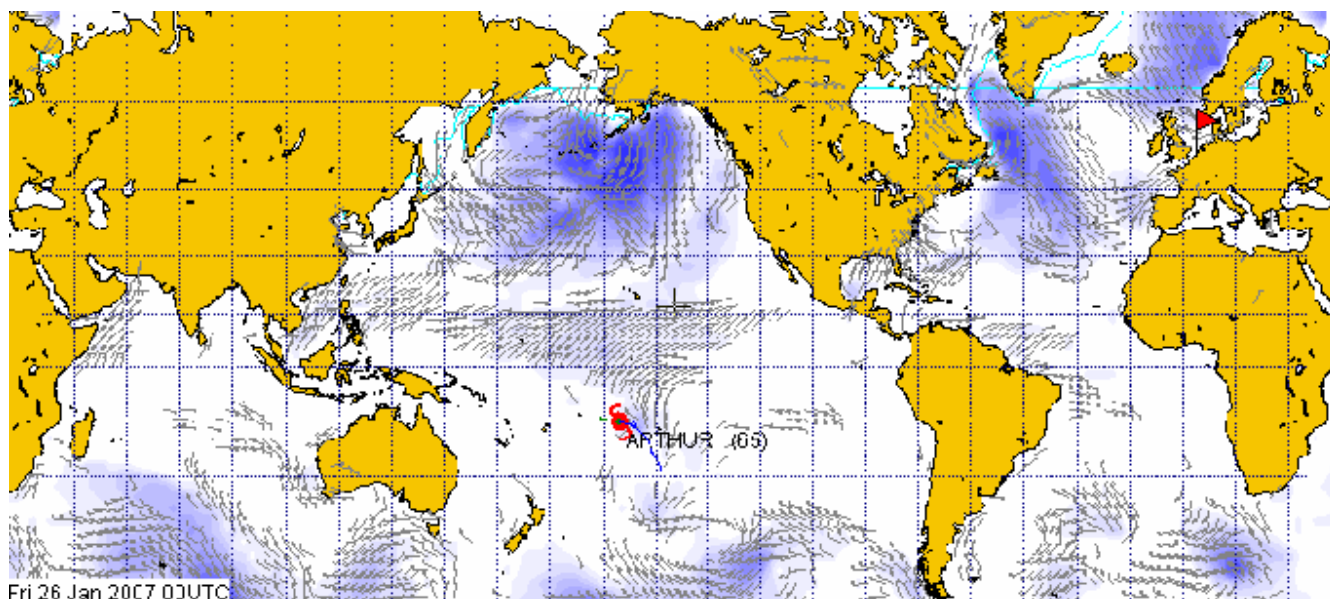
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MARINE WEATHER

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.... PHOTO OF THE DAY



Sunrise over the Persian Gulf
Photo : Pim Korver – FILM+VIDEO ©

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