

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 025



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The Queen Mary 2 spotted January 25 2007, off the coast of Chile bound for Valparaiso.

Photo : Rosalie Wisse – Prinsendam ©

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EVENTS, INCIDENTS & OPERATIONS



The **SPiRiT OF ADVENTURE** seen moored at the cruise terminal in Singapore
Photo : Capt. Jelle de Vries ©

Cruise line to pay fine and then some

Celebrity Cruises has agreed to pay \$100,000 for a 2005 dumping incident from a cruise ship, even though the state agreed the company owes only \$70,000.

The cruise-ship company had appealed an initial \$100,000 fine from the Ecology Department over 2005 discharges of treated sewage from the cruise ship Mercury into the Strait of Juan de Fuca.

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Celebrity contended that three of 10 dumping incidents at issue happened outside state waters, among other arguments. The state finally agreed and reduced the fine to \$70,000.

But the company said it would pay the original fine, and is asking that the extra \$30,000 go toward marine conservation.

"We're happy to pay the full amount as a demonstration of good faith and our desire to do things properly," said company spokesman Michael Sheehan.

MSC NAPOIL UPDATE

A man who scavenged the possessions of a Swedish family from the stricken container ship **MSC Napoli** has pledged to return the booty. Michael Wheeler, from Devon, said he regretted taking a china set belonging to Anita and Jan

Bokdal, saying he had been "caught up with the atmosphere".

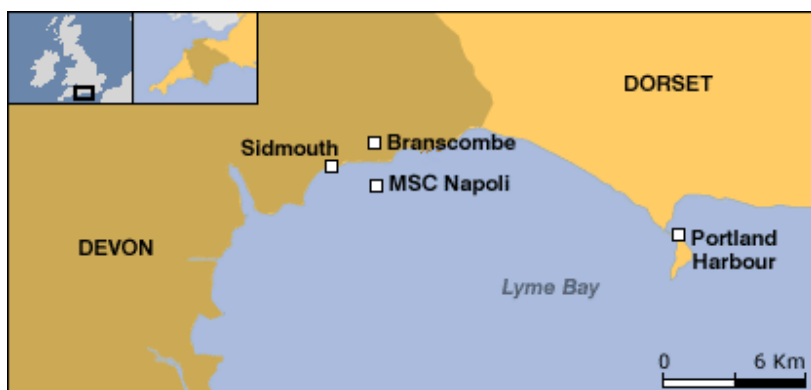
Mrs Bokdal, who saw her crate raided on TV at Branscombe beach in Devon, said she was glad it would be returned.

The ship's owners say they are working "round the clock" to salvage it.

Zodiac Maritime say

preparations are "well advanced" for taking the remaining 2,291 containers from the ship, grounded off Sidmouth, east Devon.

A crane barge is due to arrive from the Netherlands later and is expected to boost the operation.



And the firm said it was "removing manually" about 60 to 100 tonnes of oil that had spilled from the vessel, affecting a four-mile stretch of beach.

Hundreds of scavengers descended on the beach at Branscombe when 50 of the ship's containers washed ashore, after it was holed in storms on 18 January.

Mr Wheeler, 27, a builder who lives near the wreck, said it had bordered on a "party atmosphere" as crates were ripped open and

goods taken away.

"People were very excited by what was happening and I think everyone, including myself, got caught up with the moment and the atmosphere," he told BBC News.

He said he opened the Bokdals' crate and took a crockery set from it. "We got home and reflected on what we'd done and realised that perhaps it wasn't the right thing, morally, to be doing. "I'd like to apologise to Mrs Bokdal because, had the shoe been on the other foot, it would have been very distressing for me."

Mr Wheeler said a national newspaper had intervened and agreed to send the goods on to Cape Town. Mrs Bokdal accepted the apology, saying: "I'm so glad that you have brought the things back."

Mrs Bokdal, who spends half her time in South Africa, said the container had been full of irreplaceable possessions with huge sentimental value. Zodiac said a total of 103 containers had been lost from the ship - of which 56 were now accounted for.

And the firm said it would take at least another week to recover all the fuel from the tanks of the 62,000-tonne vessel.

The Maritime and Coastguard Agency said they were satisfied everything possible was being done to prevent further spillage. A decision will be made over whether to re-float the ship after all the oil and containers have been removed.

THIRD OF MSC NAPOLI'S BUNKERS RETRIEVED SO FAR

THE manager of the stranded container vessel **MSC Napoli**, UK-based Zodiac Maritime Agencies, says "rapid progress" is being made in pumping fuel from the vessel but the operation will take another week. Around one-third of the fuel has been removed so far. It reports: "Pumping continues on a round-the-clock basis. By 08.00 hrs today 1,150 tonnes had been transferred to the lightering tanker Forth Fisher. Pumping began at 14.30 hrs Tuesday.



MSC Napoli has four main fuel tanks and two smaller tanks. The oil transfer began from fuel tank No. 6, portside. Pumping began yesterday from a second tank, tank No. 5, portside).

Due to the vessel's list, the two main starboard fuel tanks are under water and more difficult to reach. For this reason a special "hot-tap" system will be used to penetrate the submerged tanks and recover the oil. It is now expected that at least another week will be required to recover all the fuel.

Zodiac also says temporary repairs are under way on board the vessel. The team is using special resin to fill cracks and pumps are being used to remove water from cargo holds 3 and 4.



The re-floated dredger **AL KHATTAB** , photo taken from the sheerlegs **Enkaz-01** with the **Enkaz-02** in the background whilst towing the transport towards the demolition area Lake Timsah in Ismailia.

Photo : Jan de Bokx ©

No Progress On Hostages

The Philippine government said on Friday that there is no breakthrough in talks with the kidnappers of 24 Filipino seamen in Nigeria so far, while asking Nigeria to rule out military rescue operation for the release of the seamen.

"Military operation is not an option. We want to put our Filipino seafarers out of harm's way so we appealed to the Nigerian government to forego any operation," Foreign Affairs Undersecretary Esteban Conejos said.

The Philippine government has repeatedly conveyed to Nigerian officials that it wanted a "peaceful resolution" to the hostage crisis, he added.

"If there's a way to resolve this peacefully, we want to exhaust them," he said, adding that he is not aware of the demands set by the kidnappers in exchange for the release of the Filipinos.

He also said it has not been confirmed if the Movement for the Emancipation of Niger Delta (MEND) masterminded the abduction and there is no deadline set by the kidnappers to resolve this event.

"MEND, according to reports, has denied involvement. But this movement may have splinter groups. There are other militant groups operating there and the Nigerian government is in discussion with the group holding the Filipinos," he noted.

Based on an embassy report, Conejos said the Filipinos have been moved to another camp, but remains in a village in Warri.



Search To Resume

The search is expected to resume 26 Jan for the bodies of seven men from two trawlers that sank off the south coast over a fortnight ago. The Kinsale-based **Honeydew II** is lying some 3.6 miles south east of Ram's Head between Ardmore and Dungarvan, Co Waterford.

The trawler went missing with two crewmen on board - skipper Ger Bohan and his Polish crewmate Tomasz Jagla.

A naval diving team searched the wheelhouse area and the galley area of the ship yesterday. The wreck of the Pere Charles lies just over two miles off Hook Head in Co Wexford, some four miles from its home port of Dunmore East, Co Waterford.

The wreck of the 20-metre twin rig trawler was detected over a week ago, but bad weather prevented diving since the boat sank on January 11th. On board were skipper Tom Hennessy (32), a father of one originally from the Maharees in Co Kerry; his uncle and fellow Kerryman Pat Hennessy (48), single; Billy O'Connor (50), a father of five from Dunmore East; Pat Coady (27), father of one from Duncormick, Co Wexford; and Andriy Dyrin (32), married with one child from Sevastopol in Ukraine.

A Garda diving team did several of dives on the vessel yesterday. The searches are due to begin again in the morning, and the weather forecast is favourable



The **GREY FOX** seen in Richards Bay – Photo : Pieter Dekker ©

Beslag op CMA CGM Claudel opgeheven

Het beslag dat de Maasvlakte Olie Terminal (MOT) heeft laten leggen op de **CMA CGM Claudel** moet worden

opgeheven als de eigenaar van het schip een aanvullende zekerheid stelt van 21 miljoen euro, de nettowaarde van het schip. Dat heeft de kort-gedingrechter in Rotterdam bepaald.

Photo:
Frans Bausch ©

De **Claudel** sloeg in de storm van vorige week donderdag los van de trossen toen het bij de ECT Delta Terminal aan de kant lag. Het schip ramde een steiger van de MOT. De olieterminal schat de schade op meer dan 120 miljoen euro.

De eigenaar van het schip, het Duitse Auguste Schulte, beroept zich op de beperkte aansprakelijkheid omdat de kapitein van het schip niets te verwijten valt. Volgens de MOT staat dat allerm minst vast. De



olieterminal liet daarop beslag leggen op het schip voor een bedrag van 150 miljoen euro.

De rechter geeft de MOT de kans om binnen twee weken aannemelijk te maken dat de kapitein van de **Claudel** wél blaam treft. Hij acht een zekerheid van de kant van de eigenaar van 21 miljoen euro voldoende voor het opheffen van het beslag.

UK DETAINS SEVEN

PORT state control inspectors from the UK's Maritime & Coastguard Agency detained seven foreign ships during December 2006 after failing safety inspections.

During December 73 Port State Control inspections were carried out in the UK, bringing the recorded total from January to December 2006 to 1660. For those ships inspected during December a total of 17 vessels had no deficiencies raised against them, 32 had between one and five deficiencies, 14 had between six and ten deficiencies, 7 had between eleven and twenty deficiencies and 3 vessels had more than twenty deficiencies.

One ro-ro cargo vessel, five general cargo vessels and one container ship were detained in December. Two vessels were registered with flag states listed on the Paris MOU black list, four were registered with states on the white list and one was registered with a state not appearing on any of the Paris MOU lists.

Among vessels detained was the small Cypriot-flag general cargo vessel **Germa** which has a long history of deficiencies and detentions. The 1978-built, Lloyd's Register-classed vessel was found to 26 deficiencies in total and detained for 8 days before being released for a single trip to a repair yard in France. The MCA's report details missing and out of date charts, an insufficiently qualified engineer and multiple instances of structural cracking and corrosion.

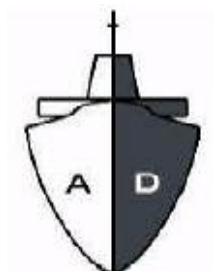


The **MSC LEIGH** seen during her first visit to the Westerscheldt River
Photo : Jaap Janse ©

NAVY NEWS

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U.S. Navy High-Speed Vessel (**HSV-2**) **Swift** arrives in Pearl Harbor for routine maintenance. **Swift** is currently completing her third circumnavigation of the world. **Swift** fulfills the need for smaller, faster, reconfigurable and adaptable surface ships for the future Navy and provides the ability to fulfill a wide variety of missions.

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Tenders Called for Floating Dock

The State Government has called for tenders for the construction of a floating dock at the Australian Marine Complex (AMC) in Henderson. Industry and Enterprise Minister Francis Logan said the floating dock was part of the \$174m AMC expansion announced by Premier Alan Carpenter last year.

The Minister said Australian-based companies were increasingly becoming recognised for their capacity to deliver complex contracts, especially in the shipbuilding and oil and gas industries. The floating dock was crucial to securing long-term maintenance work on the Royal Australian Navy (RAN) Collins Class submarine fleet, as well as enhancing WA's bid for ongoing defence contracts.

The floating dock and associated infrastructure will be used to lift and transfer submarines and ships ashore for major maintenance. It will be capable of accommodating ANZAC Class frigates, commercial ship repair work, the super-yacht industry and sub-sea well-head testing for the oil and gas industry.

Ulstein Verft to build well intervention vessel for West Africa?

Scandinavian Shipping Gazette reports that Ulstein Verft in Norway is to build a large well intervention vessel at a cost of approximately US\$135 for delivery in July 2009.

Scandinavian Shipping Gazette said the vessel has been ordered by newcomers to the market, Africa Offshore Service, which it said is a Norwegian company founded by Mårten Rød, Christian Nygaard (both InterOil) and Gian Angelo Perrucci.

Quoting the Norwegian financial daily Dagens Næringsliv, Scandinavian Shipping Gazette said the Norwegians have negotiated a 10-year charter with the Angolan state oil company Sonangol, and have also been joined by Swedish offshore and rig investor J Christer Ericsson.

The report said the vessel could secure day rates of US\$200,000 and operating expenses of US\$30,000.

Operation of the new vessel will be assigned to Island Offshore, said the report.

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Roman Abramovich's (Chelsea's Owner) Yacht **ECSTASEA** seen in the Port of Horta.

Photo : Miguel Noia ©

Wärtsilä Wins FP Propeller Order for Bulk Carriers

Wärtsilä has won a Vinashin Shipbuilding Industry Corporation contract to supply fixed pitch (FP) propellers for a series of five bulk carriers under construction for UK-based shipowner Graig Group. The contract signed in November, marks Wärtsilä's first FP propeller contract from a Vietnamese shipyard.

Due for delivery in August 2007, the first LIPS-type propeller will be for installation to a Diamond 34K bulker under construction at Vinashin's Pha Rung shipyard. The first vessel is due for delivery to Graig in November 2007.

The CarlBro-designed D34K is a double-hulled, handy-size bulk carrier with a length of 590 ft., a molded breadth of 98.4 ft. and a deadweight of 34,000 tons. The first ships in the series have reportedly been sold to an Italian shipowner.

Wärtsilä's LIPS-type fixed pitch propeller propellers are custom designed and made for each application. Propellers vary in diameter from 1 to 12 metres and from several hundreds of kilos to more than 100 tonnes, while the propellers

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for these series will have a diameter of 5600 mm. The propellers will be delivered complete with shafting and Wärtsilä's JMT seals. The seals are of Sternguard 4BL type.



Chain pullers seen pulling the bow section ashore of the **SAFMARINE AGULHAS** in East London.
Photo : via **MAMMOET Salvage**

First two new vessels this year delivered in January for Höegh Autoliners

Höegh Autolines took delivery of two new Pure Car Truck Carriers in January. Seven new vessels will add capacity to Höegh Autoliners' fleet in 2007.

Höegh Delhi, a Pure Car Truck Carrier was delivered from Uljanik Shipyard in Croatia yesterday 25 January. The vessel will be chartered long term by Höegh Autoliners who also own 49.5 pct in the vessel. **Höegh Delhi** is one of the largest car carriers built with a deck area of 59.000 square meters that can accommodate up to 7,000 car units.

Höegh Shanghai, the 7th Pure Car Truck Carrier in the series from Daewoo Shipbuilding and Marine Engineering (DSME) Shipyard was delivered on 16 January. The vessel has a car deck area of 54,000 m², which can accommodate 6,100 standard car units.

Höegh Autoliners CEO, Thor Jørgen Guttormsen says: "More carrying capacity puts us in a position to better serve our customers. We experience that car producers have a growing interest in securing future transportation capacity and today we are operating at full capacity".

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The **TAKLIFT 7** seen mobilising at the Las Palmas (Canary Islands) prior sailing to West Africa to commence salvage of the **Nautilus** in Congo and the **Mighty Servant 3** in Angola.

Photo : Jan van de Water ©

New Anchors Outfitted on Alaskan Tankers

Tank ships operated by the Alaska Tanker Company (ATC), **ALASKAN NAVIGATOR** and the **ALASKAN FRONTIER** were outfitted with new anchors and are back in service. Two other tank ships, the **ALASKAN LEGEND** and **ALASKAN EXPLORER** each had a new temporary anchor installed and are operating under restrictions outlined by the Coast Guard. The decision to replace all the anchors on these vessels were made by ATC after it was discovered the original anchors were showing signs of metal failure. The Coast Guard, Washington Department of Ecology and Alaska Tanker Co. are still investigating the cause of the failure of the anchors.

CMB PROFIT SLIPS

BELGIAN shipowner CMB, whose main business activity is its Bocimar dry bulk operation, made an after-tax profit of euros133m in 2006, down euros22m from 2005's figure when freight rates were exceptionally strong. CMB says nevertheless that 2006 was "another good year" for Bocimar.

Looking ahead the company says: "Taking into account the already announced sale of vessels (Mineral Shanghai, Mineral Poterne and SWS 1051) and the recent strengthening of the markets for the transport of dry bulk, the

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prospects for Bocimar for 2007 are very favourable. Bocimar has already covered more than 85% of its fleet for 2007 at rewarding levels.”



The **SILVER SHADOW** arrived in the port of Callao (Peru) from Valparaiso (Chile)

Photo : Piet Sinke ©

Dubai World to boost port operations 50% in 3 yrs

State-owned Dubai Ports World plans to boost the number of containers it handles by 50 percent in the next three years, its Chairman Sultan Ahmed bin Sulayem told Reuters.

Sulayem said Dubai World – DP World's owner which he also heads – will soon buy a hotel in Paris under its broad-based expansion plan, and he sees U.S. assets as very attractive even after a political row last year over its U.S. operations.

DP World took over facilities at six major U.S. ports when it bought Britain's P&O for \$6.8 billion in February, becoming the world's third-largest container port operator. It agreed to sell its U.S. operations to an American International Group unit in December after relinquishing control to allay concerns about U.S. national security.

“(On any Dubai World investment) we are looking at the IRR (internal rate of return) of 20 percent in five years and that's on whatever cash we put in,” Sulayem said on the sidelines of the World Economic Forum in an interview late on Thursday.

“We expect to grow... our port operations. Our ability to handle cargoes, whatever we have now, we expect to grow by 50 percent in the next three years,” he said, adding that the growth target also included the number of containers it handles.

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Sulayem said Dubai Ports now has 52 ports with eight under construction. "In a few years, all will be operational and with an expansion of lands that would generate more business. That's 15 percent (growth) every year."

Sulayem saw more opportunities in the United States even after the ports row.

"The United States is a very attractive market. Bear in mind (the sale of the U.S. operation) didn't stop us to invest. After we decided to sell (in March), we invested almost \$2 billion in real estate, (and the) retail sector, in the U.S.," he said.

"The U.S. is the major ally. There is huge cooperation between the governments. There have been maybe some events (related to protectionism) but ... whether there is protectionism or not, we go after opportunities."

Istithmar, an investment arm of Dubai World, has been buying up U.S. property and other assets aggressively this year. It acquired retailer Loehmann's in July, the Knickerbocker Hotel in New York in June, and office block 280 Park Avenue in April.

Sulayem said Dubai World is not planning to sell any of its operations at the moment. Instead, he said: "We are about to buy a hotel in Paris." He declined to name the hotel.

To finance its expansion projects, Sulayem said he was more inclined to borrow. "We talked about (an) IPO but we do it to meet financial commitment with banks. But we never said that's the only way – there is an IPO, bonds..." he said.

"We haven't decided which way. We are evaluating. Whichever is cheaper. We have more appetite for bonds. Banks are willing to lend their money. It's less complicated than (an) IPO."

MOVEMENTS

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The **ANGOLA EXPRESS** seen in Cape Town – Photo : Ian Shiffman ©



The **HAWK BAY** seen in the port of Flushing
Photo : Ferry van Rijsbergen ©

AIRCRAFT / AIRPORT NEWS

Frans vliegtuig ramt vrachtwagen

Een vliegtuig is in Pau, in het zuidwesten van Frankrijk, van de startbaan afgeraakt en heeft een vrachtwagen geraakt. De bestuurder van de vrachtwagen kwam daarbij om het leven. De lokale autoriteiten zeiden dat het ongeluk mogelijk te wijten was aan een gladde startbaan als gevolg van slecht weer.

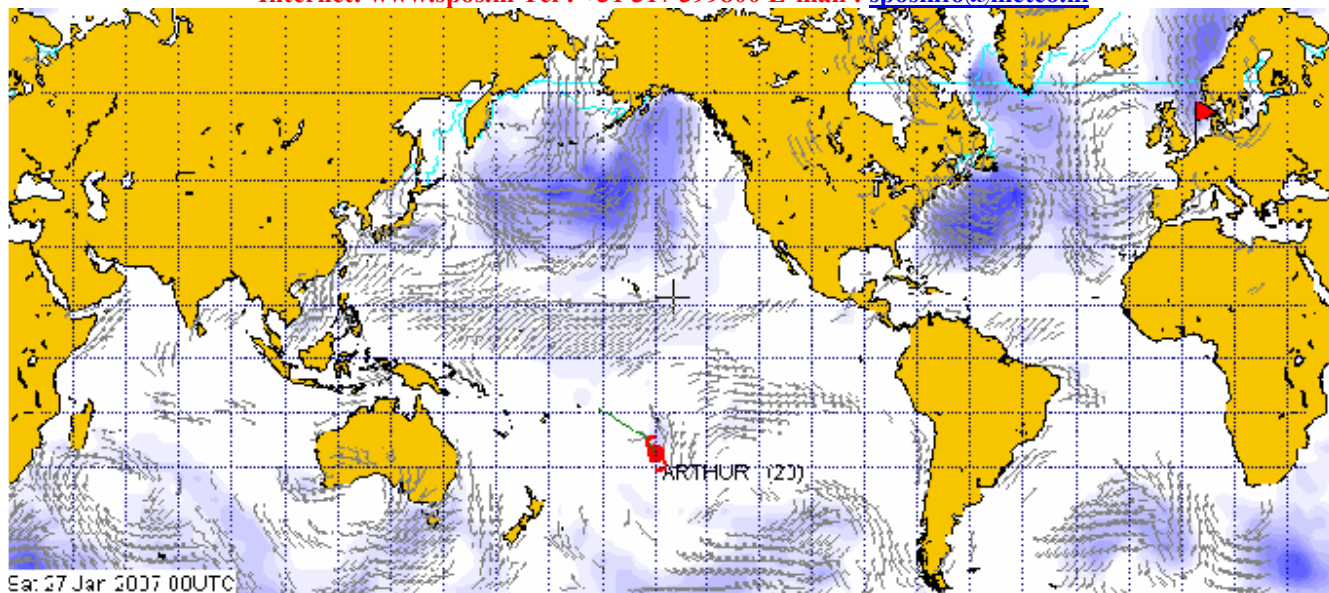
De vijftig inzittenden van het vliegtuig, een **Fokker 100**, bleven ongedeerd. Het vliegtuig is eigendom van de maatschappij Regional, een dochteronderneming van Air France. Het had Parijs als bestemming.

MARINE WEATHER

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

.... PHOTO OF THE DAY

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Above seen the loading of the **Gorilla 6** and the **GSF Galaxy II** onto the **Blue Marlin** in Halifax harbor. After this the **Blue Marlin** sailed to St. Margaret's Bay, where sea fastening operations are happening at present time.

The rigs will be offloaded in Invergordon (Cromarty Firth) Scotland in approx 2-3 weeks to start new contracts in the North Sea.

Photo : Sjaak Stigter ©

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