

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 029



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**The passenger liner DISCOVERY seen at the river Elbe**

**Photo : Ron Halliday ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **MARCO POLO** was spotted in the Chilean Fjords  
Photo : Paul Kroonenburg – Prinsendam ©

## Abramovich bouwt superjacht

De Russische oliemagnaat en eigenaar van voetbalclub Chelsea laat op een scheepswerf in Hamburg het grootste prive-jacht ooit bouwen. Dat ontdekte het Duitse weekblad Der Spiegel.

Het luxe-vaartuig zal ongeveer 155 meter lang worden en moet naar schatting 200 miljoen euro kosten. Abramovich houdt zich daarbij ruimschoots aan de gouden regel voor luxe-jachten die zegt: een miljoen euro per meter.

Het grootste jacht ter wereld behoorde tot voor kort aan wijlen koning Fahd van Saudie-Arabia. Zijn motorbootje was 147 meter lang.

Het persoonlijk fortuin van Roman Abramavich wordt geschat op 15 miljard euro.

## **Spill of SIERRA NAVA Inspected**

Maritime inspectors are investigating damage done to a refrigerated ship that ran aground in southern Spain and began spilling engine fuel, authorities said.

The Spanish-owned, Panamanian-flagged "**Sierra Nava**", which had been anchored without cargo in Algeciras bay since January 7, was dislodged in a storm on Sunday and was shifted across the bay and ashore.

The 14 members of the crew were rescued by helicopter, the Algeciras Port Authority said in a statement.

A port spokeswoman said that the weather had improved and that a team of inspectors and underwater technicians would fly out by helicopter to the ship to evaluate the damages.

Authorities say the 108-metre ship was carrying 350 metric tons of light fuel in four tanks and that one tank was leaking. They said it is also carrying 130 metric tons of gasoline.

News reports cited an Algeciras maritime official as saying they will either tow the ship to port or dismantle it on site.

The environmental group Greenpeace said it was too early to assess ecological damage but estimated the spill had spread over some four kilometers (2.5 miles) of coastline within the Estrecho National Park.

Algeciras is located just beside Gibraltar at the western entrance to the Mediterranean.

## **Boat collides with MSC Napoli barge**

A barge helping with the clean-up of the stranded cargo ship **MSC Napoli** has collided with a fishing boat. The fishing boat **Sea Seeker** and landing barge **Pont Menai** crashed off Lyme Regis, in Dorset, on Monday night.

The **Sea Seeker** suffered extensive damage in the crash and two of the crew were treated for minor injuries. The **Pont Menai** was not badly damaged.

The barge was returning to port after helping to clear containers washed ashore on Branscombe Beach, Devon.

One fisherman was taken to Dorset County Hospital in Dorchester with a back injury and the other was treated for head injuries at Lyme Regis before being allowed home.

Both men are from Lyme Regis and are in their 30s or 40s. A watch officer at Portland Coastguard said: "The landing craft is one of the crafts helping to put equipment such as JCB diggers and things ashore on to the beach at Branscombe, and recovering containers.

"It was heading back to its port in West Bay after the day helping clear up the beach." The 62,000-tonne **MSC Napoli**, which was holed in storms on 18 January, was deliberately run aground because of structural damage.



The **CMA CGM CLAUDEL** seen anchored in Rotterdam Caland Canal  
Photo : Richard Wisse ©

## Whale Death Fine for Princess Cruises

Princess Cruise Lines was sentenced Monday (29 Jan) for failing to operate one of its ships in a slow, safe manner near Alaska's Glacier Bay National Park where a humpback whale was found dead of massive skull fractures.

The body of the 45-foot, pregnant humpback whale was found floating in Icy Strait near the mouth of Glacier Bay in Southeast Alaska in July 2001. Humpback whales are an endangered species.

"Our marine mammals are national treasures to be preserved for future generations. We must protect them from criminal and negligent acts committed by individuals or large corporations," said Nelson Cohen, U.S. Attorney for Alaska, describing the case as a first-of-its kind prosecution.

While not agreeing Monday that one of its ships hit the whale, Princess Cruise Lines paid a maximum \$200,000 fine, plus \$550,000 in restitution to the National Park Foundation, with the funds specifically dedicated to Glacier Bay National Park conservation efforts.

"We take our responsibility to be good stewards of the environment very seriously," said Princess Cruises CEO Peter Ratcliffe. He said the company regretted "the circumstances involving **Dawn Princess.**"

The company pleaded guilty to knowingly failing to operate the cruise ship at a slow, safe speed while near two whales on July 12, 2001. The federal regulation on speed was implemented in 2001.

Princess spokeswoman Julie Benson said this was the first time this type of encounter had occurred involving one of its ships visiting Glacier Bay National Park. Princess made 75 calls at Glacier Bay last year and plans on 84 this year.



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The humpback whale that was found dead was first identified by researchers in 1975 and was named "Snow" because of her fluke markings. Her injuries were consistent with being struck by a ship, said Tomie Lee, superintendent of Glacier Bay National Park.

Princess said after the encounter with the whale it implemented guidelines for how its ships should operate when whales are near. It also instituted procedures and speed restrictions for the Icy Strait area with ships not to exceed 11.5 miles per hour when in the strait south of the national park. According to prosecutors, passengers and crew on the ship's bridge spotted two humpback whales on the afternoon of July 12, 2001. When first spotted, the whales were between one-quarter and a half-mile off the left side of the ship. They were headed on a course that could intersect the ship's route.

The "**Dawn Princess**" continued accelerating and did not change course. Within 100 yards of the cruise ship, one of the whales dove deep, but the other did not, according to the U.S. Attorney's Office for Alaska. As the other whale passed out of sight under the vessel's prow, some people aboard the cruise ship reported feeling the ship shudder. The captain ran to the right bridge wing to look for the whales. He noted that the vessel was traveling at 16 miles an hour at the time. The whales were not seen again, according to the U.S. Attorney's office. The Dawn Princess made no report of a possible collision to the National Park Service or any other government agency. The close encounter also was not mentioned in the ship's log. The captain also did not preserve the recording of what occurred on the bridge, federal officials said.

However, the next day the on-board ship's naturalist e-mailed a colleague saying the ship may have struck a whale. She wrote that the whales seemed to be unaware of the ship and as the ship passed there was no sign from the bridge that contact had been made. She estimated the ship's speed at between about 17 and 20 miles per hour. The naturalist, who was not identified, said friends below deck told her they heard a "resounding thud."

The dead whale was found July 16, 2001, near the area where the **Dawn Princess** had earlier been traveling.

There are approximately 20,000 humpback whales worldwide. Of those, about 6,000 humpbacks make up the North Pacific population, most of which feed in Alaska during the summer. They migrate to Hawaii in the fall where they give birth.



## Lost Fishing Boat Sank, Coast Guard Says

The Coast Guard said that it had found a New Bedford, Mass., fishing vessel missing since Friday night submerged 36 feet in Nantucket Sound. The four crew members are missing. Coast Guard rescuers said it appeared unlikely that the crew would be found alive in the frigid waters, but two Coast Guard cutters continued searching overnight, using large lights. The vessel's life raft was found attached to the boat. The 75-foot boat, the Lady of Grace, was supposed to return to New Bedford Harbor on Saturday morning, cutting a planned eight-day trip in half because of the weather. The boat's last known position was 12 miles south of Hyannis, which is 60 miles southeast of Boston. At the time the boat was lost, the wind was blowing at 30 to 35 miles an hour, and there were 8- to 10-foot waves. Searchers spotted an oil sheen on the surface of the water and some small wood chips and debris.

## BC Ferries Issues Findings into Incident

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BC Ferries released the findings of its internal investigation into the January 9, 2007 incident where the MV **Quinsam** unexpectedly pulled away from the dock at the Nanaimo Harbour terminal resulting in a vehicle rolling off the ramp. The Divisional Inquiry findings conclude no mechanical, electrical, or system faults were identified affecting the function of the vessel propulsion system immediately upon the occurrence of the incident or during subsequent inspections and testing. The Divisional Inquiry panel, which included representatives from both management and the BC Ferry and Marine Workers' Union, therefore concluded that human factors likely contributed to the occurrence of the incident and the report details two possible scenarios. The report also makes 16 recommendations on operational safety improvements that will be acted upon immediately.



The **CSCL KELANG** seen in Rio Grande – Photo : Marcelo Vieira ©

## Keep rescue tug in port of Neah Bay

The oil and shipping industries have long challenged the idea of stationing a tug in the strategically located port of Neah Bay capable of assisting the numerous and diverse array of ships passing through some of the nation's most exposed and productive marine environments.

Their fear, like that of the Coast Guard, was that the cost was going to come out of their pockets. So, they have attempted to downplay the tug's value while promoting an alternative idea based on the chance that a tug might be in the vicinity to respond to a ship in distress in this remote corner of the state.

Having championed the tug idea since helping to establish the Olympic Coast National Marine Sanctuary in 1989, I am familiar with the industry's opposition to extending the protections the late Sen. Warren Magnuson afforded Puget Sound to the more trafficked waters of the western Strait of Juan de Fuca and the Olympic coast, where the state's largest oil spills have occurred.

Recent events underscore our continued risk exposure. Over the past three years, six barges have snapped their tow wires in Washington waters, including an oil barge laden with 1.4 million gallons on Dec. 27 off Grays Harbor, and BP's new chartered tankers have come into our waters with broken rudders, tow bits and anchors.

The rescue tug concept was initiated by the state's congressional delegation, led by Rep. Norm Dicks, and the Makah Tribe in 1999, the same year the **New Carrissa** broke up on the Oregon coast because of lack of emergency towing services. The Navy funded it for two months, having had a poor oil spill record. Although they have improved their operations at fuel transfer locations, twice in the past three years Navy submarines have separated oil barges from their tows off Cape Flattery where there is no response capability.

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In 2000, state and federal funds, including some of the Makah Tribe's allocation from the **Tenyo Maru** oil spill damages, kept the tug in Neah Bay over the winter. Since then the state has pieced together a variety of public funding of about \$1.5 million annually; that's kept the tug on station for 200 of the worst weather days of the year. During that time the tug has proved itself by responding to 30 vessels in need of help.

However, the state's last year of funding runs out halfway through the next biennium. Fortunately, both the Legislature and Sen. Maria Cantwell have proposed long-term solutions. Here's how they can complement each other.

Cantwell, the new chairwoman of the Coast Guard subcommittee, introduced S. 2440, requiring all vessels and facilities that file response plans with the Coast Guard to have a year-round contract with a tug in Neah Bay at a cost of less than \$10,000 per year. The state and the public should urge passage of her bill this session.

Implementing regulations takes time to pass so we also need to support the Legislature's HB 1488 and SB 5553, which would create an oil transfer fee that will assure funding of the tug as well as solvency for the state's spill program. Both approaches are fees on the industry, but unlike with the federal regulation, the state would be subject to fluctuations in tug pricing and availability.

It is critical that both approaches specify the tug's capabilities, for ships continue to get larger and storms more severe, a combination that easily can eclipse the capabilities of the tugs the state has contracted because of their cost constraints.

## Death on BP tanker

An investigation is underway in Western Australia after an electrician was crushed to death onboard a BP Shipping-operated tanker.

The 36-year-old Indian national was found on Saturday evening in the elevator shaft of the 114,800-dwt aframax **British Mallard** (built 2005) as it unloaded its cargo of crude at BP's Kwinana refinery south of Perth.

A spokesman at BP Shipping's UK headquarters told TradeWinds on Tuesday that the exact cause of death is unknown but is currently the focus of an investigation by Australian authorities.

The man, who is believed to have been carrying out repairs on an elevator, was found wedged between the elevator and the shaft wall in a position which was difficult to access. By the time doctors were able to reach him he was already dead.

The BP spokesman said that Australian authorities are due to finish their investigations by the end of the week at which time BP will be launching its own investigation into the incident.

The Isle of Man-flagged vessel is no longer berthed and is currently at anchor outside the refinery, although it is not subject to any detention as a result of the incident. Next of kin of the deceased were informed on Saturday of his death but have not given permission for his name to be released. The tanker was fully loaded with crude oil and had sailed from an offshore terminal called Lamanaria in Australia's northwest shelf.

The **British Mallard** is owned by an Isle of Man-registered company called Jalousie Limited, is classed by Lloyd's Register and has insurance cover with the Standard P&I Club.

The Kwinana refinery is Australia's largest refinery and imports enough fuel oil for Western Australia's entire range of fuel products. It produces about 140,000 barrels of refined crude per day.

Crude arrives at the terminal from the Middle East, Indonesia, West Africa, Papua New Guinea, New Zealand and northwest Australia.

## CASUALTY REPORTING

### Rescue operation for North Korean ship suspended due to poor weather conditions

Rescue efforts to save a broken North Korean ship off the coast of western South Korea came to a halt due to low visibility and unfavorable weather conditions, local maritime police said Tuesday.

The 1,000-ton oil tanker drifted into the sea 29 kilometers west of Gageo Island, off the coast of South Jeolla Province, at 2:50 a.m. after its engine broke down following an entanglement of its propeller with fishing nets, police said.

### Tanker Aground Off Tallinn

An Isle of Man-flagged tanker carrying 10,000 tons of diesel fuel ran aground in stormy weather as it left the Estonian capital Tallinn, but there appeared to be no immediate risk to the environment, authorities said.

"The captain of the **"Weserstern"** has asked for a tugboat to get the ship going again," Estonian border guard spokeswoman Riin Kiik told AFP.

"Estonia will provide the tugboat in the morning so that the rescue operation can take place in the daylight," she said.

"The ship has a double hull, so there is no danger of environmental pollution, according to the captain's assessment," said R.Kiik.

### Grote brand op schip in haven Velsen

Bij Daalimpex Coldstores aan de Velserkade in Velsen-Noord is dinsdagochtend op de vistrawler **SCH 302 (Willem van der Zwan)** uit Scheveningen een hevige brand uitgebroken. Daarbij is blauwzuur vrijgekomen. Bedrijventerreinen in de omgeving zijn ontruimd.



De brand is om 9.00 uur begonnen en duurde rond het middaguur nog in alle hevigheid voort. De brandweer heeft problemen om het vuur te bestrijden, omdat de brand binnenin het schip woedt. Volgens de brandweer gaat het om een 'zeer grote brand'.

Omdat het vuur veel rook veroorzaakt, is volgens de ANWB de A9 tussen Velsen en Beverwijk afgesloten voor het verkeer. Omwonenden wordt aangeraden ramen en deuren te sluiten en de lokale radio te volgen. Er komt witte en bruingroene rook uit het schip.



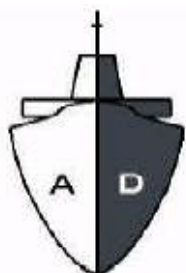
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Op het schip werkten dertig tot veertig mensen. Er zou onder meer een koelsysteem worden vervangen. Het isolatiemateriaal van het schip vloog in brand, bij werkzaamheden met een snijbrander. Uit metingen was aanvankelijk gebleken dat er geen gevaarlijke stoffen zouden zijn vrijgekomen.

### NAVY NEWS

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## More money for DDG 1000

Northrop Grumman Ship Systems, Pascagoula, Miss., is being awarded a \$268,099,114 cost-plus-award-fee/cost-plus-fixed-fee modification under previously awarded contract to exercise an option to complete the detail design of the DDG 1000 Zumwalt Class Destroyer. The total value of the detail design effort is \$307,511,633. \$39,412,519 was awarded for advanced zone detail design as part of the basic contract. Contract funds will not expire at the end of the current fiscal year. The Naval Sea Systems Command, Washington, D.C., is the contracting activity.

Bath Iron Works Inc., Bath, Maine, is being awarded a \$257,473,700 cost-plus-award-fee/cost-plus-fixed-fee modification under previously awarded contract to exercise an option to complete DDG 1000 Zumwalt Class Destroyer detail design. The total value of the detail design effort is \$337,367,205. \$79,893,505 for advanced zone detail design was awarded as part of the basic contract. Contract funds will not expire at the end of the current fiscal year. The Naval Sea Systems Command, Washington, D.C., is the contracting activity.

The Department of Defense says "the mission of DDG 1000 Zumwalt Class Destroyers is to provide affordable and credible independent forward presence/deterrence and to operate as an integral part of the Naval, Joint, or Combined Maritime Forces. DDG 1000 will provide advanced land attack capability in support of the ground campaign and contribute Naval, Joint, or Combined battle-space dominance in littoral operations."

## USS Newport News Commanding Officer Relieved of Command

Rear Adm. Douglas J. McAneny, commander, Combined Task Force 54, completed administrative personnel actions involving select members of the **USS Newport News (SSN 750)** crew, Jan. 29, including relieving Cmdr. Matthew A. Weingart of command due to a lack of confidence in his ability to command. Capt. Norman B. Moore has temporarily assumed command of the Los Angeles-class fast attack submarine.

Following a collision between **Newport News** and **M/V Mogamigawa**, Jan. 8, the submarine pulled into port in Bahrain where it is currently undergoing a damage inspection and assessment, to be followed by temporary repairs. The submarine will return to the United States once temporary repairs are complete at which time permanent repairs will be conducted. Legal and safety mishap investigations are in progress. No U.S. Sailors or merchant crew members were injured in the collision.

## SHIPYARD NEWS

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The **BG DUBLIN** seen fitting out at the Damen Galati shipyard  
Photo : Huib Lievense ©

## **Solstrand wins PSV deal**

Shipping company Supply Service of the Faroe Islands has ordered a platform supply vessel from the Solstrand shipyard in Norway. The deal is worth more than NOK 200m (\$31.47m), the Norwegian daily Dagens Naeringsliv reported.

The ship will be delivered in September next year. The yard, based in Tomrefjord, now has an order intake of NOK 1.4bn.

Last year, Solstrand signed a contract to build a MT 6009 Mk II PSV for Trico Marine of the US at a cost of \$25m. The 3,300-dwt vessel came with an option for a sistership. The delivery date was set for the fourth quarter of 2007.

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## **SHARJAH VOLUMES UP**

The UAE container terminal at Sharjah, operated by Gultainer, saw volumes rise 24% over 2006, prompted by what Gultainer described as "good terminal performance, a wide range of shipping lines offering direct and relay services and an increasingly recognised advantageous position in the centre of the rapidly expanding Sharjah – and UAE – markets".

Gultainer director and general manager Peter Richards said: "We are delighted that the merits of SCT have been recognised so dramatically in 2006 as shipping lines and their customers have reacted, not only to the Sharjah economy but also to the changing logistics environment in the UAE where SCT is now obviously offering faster, cheaper and more accessible delivery options than alternative gateways. With the Sharjah government and Gultainer investing in new equipment and new improved facilities at the terminal we believe that 2007 will be another record breaker".

## **BIRTHE BRES CHRISTENED**

**By : Bent Mikkelsen ©**

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The oldest maritime management team in the world received their second of three new coasters from the Dutch Bodewes Group. The 87.5 mtr long **BIRTHE BRES** was named in her homeport of Fåborg by Birthe Sneistrup, wife of Peter Sneistrup, technical manager for Rederiet Nielsen & Bresling.



On the photo the sponsoring lady is with the owners: from left Captain **Axel Nielsen**, born 1912, and on the **right Poul Bresling**, born 1924, and head of commercial operation. These two guys formed their company **Rederiet Nielsen & Bresling** in 1960 after a career at J. Lauritzen and has worked together every since.

And certainly intends do it in the future with their fleet renewal programme. Simultaneously with the delivery they have sold the oldest vessel, the 1975-built **NINA BRES**, a Sietas-product of type 72.



## Georgia Seizes Karla

Georgian coast guards have detained a ship flying the Antiguan flag and carrying an international crew, including Ukrainian and Russian nationals, near a Black Sea port in the west of the country.

Georgian coast guards said the **Karla** was detained Sunday (28 Jan) for violating navigation rules and entering an area banned for shipping. The boat has been convoyed to the Georgian port of Poti.

The coast guards said the crew of the **Karla** consisted of five Filipinos, two Iranians, two Russians, one Ukrainian and one German.

A Georgian court will start hearing the case within two days. Under Georgian law, the ship's owner will have to pay a fine of \$25,000 if found guilty. If the fine is not paid, the ship will be sold at auction.

The **Karla** is the third foreign ship detained in Georgia's territorial waters in the past three weeks.

Two ships, one Russian and one Ukrainian, were seized near Abkhazia, Georgia's breakaway republic, earlier in January. A Georgian court ruled January 15 that the captains must pay about \$23,000 each for illegally fishing in the country's territorial waters. Georgian law says that Abkhazian ports and coastal waters are closed to international navigation, except for vessels with humanitarian cargoes.

On January 25, coast guards in southwest Georgia detained a Turkish vessel for allegedly poaching in the Black Sea. The suspected poachers may face fines of up to \$30,000 if found guilty



The **NORTHERN QUEEN** seen in Den Helder

Photo : Anton de Krieger ©

## **V Ships pulls out of ferry tender**

Caledonian MacBrayne has emerged as the sole bidder in the competition to run the Clyde and Hebrides ferry services. BBC Scotland has learned that V Ships, the only private company left in the bidding process, has withdrawn.

Isle of Man-based V Ships said the tender details were too restrictive to allow them to provide more efficient services on the route. Companies were competing for the right to run 25 services from 2007 after the routes were put out to tender.

The Scottish Executive, which owns CalMac, said the tendering process was required under EU rules. There were 17 expressions of interest in the first phase of the tendering process for the routes, currently operated by CalMac.

V Ships is one of the world's biggest ship management companies, servicing a fleet of more than 600 vessels.

It has about 22,500 sea staff and employs a further 1,100 people in offices in 26 countries.

## **Many awards for Hydro in mature areas on the Norwegian continental shelf**

The Ministry of Petroleum and Energy announced on 29 January that Hydro has been awarded seven new licences in the annual awards for the mature areas on the Norwegian continental shelf, the Awards in Predefined Areas (APA) 2006.

"We are happy with the award," says Lars Christian Alsvik, head of the Development Norway sector in Hydro's Oil & Energy business area. In connection with the APA 2006, Hydro has been offered operatorships in four production licences and to participate in three licences.

"This underlines Hydro's willingness to explore and develop resources in the mature areas of the Norwegian continental shelf," Alsvik comments.

Further development of Hydro's core areas is an important part of the company's efforts on the Norwegian continental shelf. High oil prices and well-developed infrastructure create the basis for continuing intense exploration activity in these areas. The award can contribute to increased production and extended operating time for the existing installations both in the North Sea and the Norwegian Sea.

### **Extensive application**

Hydro submitted an extensive application in the annual APA round, and the award can be seen as positive feedback on the work that was done during the application process. Hydro also enjoyed good results in the 19th licensing round, and will intensify exploration activities significantly in 2007.

"Hydro has a number of long-term rig contracts, and is therefore well placed for new exploration tasks, but we need a steady supply of new opportunities in order to be able to keep up a high level of activity over several years. We still have great faith in the Norwegian continental shelf," Alsvik stresses.

An impressive total of 43 companies applied for production licences in the mature areas on the Norwegian shelf in this APA round.

"This reflects the great interest that currently exists for exploration acreage on the Norwegian continental shelf. The APA awards confirm Hydro's position as an active exploration company on the Norwegian continental shelf," Alsvik states.



## Varun Shipping to acquire two AHTS

Varun Shipping has signed Memorandum of Agreement to acquire two un-named 2001-built AHTS vessels of circa 180 tonnes bollard pull.

One of the vessels is scheduled to be delivered by end of January, 2007 and the second in April/May 2007.

"These modern and highly sophisticated world class vessels will be used for deep sea oil exploration in the North Sea, Bay of Bengal and Atlantic Ocean off the coasts of Nigeria, Brazil and Mexico," said the company in a statement.

These vessels are of Vik-Sandvik design and will be among the highest bollard pull AHTS under the Indian flag.

With the acquisition of vessels, the company will have completed an investment of around US\$320 million of a proposed expansion plan of US\$400 million.



HAL's **AMSTERDAM** seen anchored of Easter Island – Photo : Deck dep Amsterdam ©

## Noreq to deliver 19 lifeboats to Heerema

Noreq AS in Norway has signed an agreement with Heerema Marine Contractors (HMC) for delivery of 19 lifeboats for use on the semi submersible crane vessels **Thialf** and **Hermud**. The total value of the contract is approximately 1m Euros.



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The contract includes delivery of 7 + 12 totally enclosed lifeboats and one MOB boat.

The lifeboats are of two different sizes, 8.0m and 8.5m long carrying 53 and 64 persons respectively. Both types are fire protected (tanker version).

The lifeboats will be certified by Bureau Veritas and be manufactured according to NMD (Norwegian Maritime Directorate) regulations. Deliveries are scheduled for mid-February and mid-April.

### Viking Line Orders in Spain

Finnish ferry owner Viking Line has signed up for a new 1,500-passenger ship at Astilleros de Sevilla in Spain, three months after letting options lapse for 2 bigger vessels at Aker Yards. The company said the ferry will carry 520 cars and will cost EUR 60 mn (\$77.73 mn), reports TradeWinds.

It will be delivered in March 2009 and operate between Mariehamn in the Finnish Aland islands and Kapellskar in Sweden. The route is served at the moment by the 6,200-gt veteran "[Alandsfarjan](#)" (built 1972).

Aker Yards is building a 2,500-passenger fast ferry for the Helsinki to Tallinn service for delivery in January 2008 at a cost of EUR 120 mn.

But Viking decided not to go ahead with 2 sisterships. It currently operates 7 ferries.



The **PINDOS** seen getting assistance from the tug **PROGRESO** whilst leaving one of the locks in the Panama Canal  
Photo : Willem Kappert ©

### CMA CGM Launches New Service



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CMA CGM has announce launching a new service linking South America to the Arabian Gulf, the Red Sea, India and South Africa.

As of 13th February, this new weekly service under the name of VASCO Express will deploy 8 vessels of 1,700 TEUs and a reefer capacity involving 350 reefers plugs.

The port rotation on the service will be as follows: Rio de Janeiro - Santos - Paranagua - Itajai - Rio-Grande - Salalah - Khor-Fakkan - Nhava-Sheva - Port-Louis - Durban - Rio de Janeiro.

The transit time between Rio-Grande and Khor-Fakkan will make 20 days. CMA CGM VASCO Express will use the port of Salalah to serve the Red Sea market with CMA CGM dedicated feeders.

The first vessel will leave Brazil on the 13th February with the m/v "**CMA CGM Rio-Grande**".

## Saaremaa to Order New Ferries

Estonia's Saaremaa Shipping Company is in talks with Fiskerstrand Verft of Norway over an order for 3 new car ferries, reports TradeWinds. According to "Oma Saar" newspaper, representatives from Fiskerstrand had visited Saaremaa to discuss a deal.

"If everything goes as planned, the first new vessel will be delivered in 2009," Saaremaa owner Vjatsheslav Leedo said. Leedo said negotiations had also been held with yards in Poland, Finland and Germany.

"The Norwegian company that has been in business for one hundred years is a builder of ferries having very extensive experience," Leedo said. The 600-passenger ships would also have capacity for 140 to 160 cars. A round trip to Hiiumaa Island, currently 4 hours, would take 3 with the new vessels. Saaremaa has 9 ferries, the newest of which was built in 1988.

## Kenya Ferry Services seeks Treasury approval to buy more vessels

As the Kenya Ferry Services (KFS) awaits delivery of two new ferries in the next 18 months, the Ministry of Transport has warned that they will not be enough. Currently, congestion during peak hours is the norm as existing ferries cannot cope with the number of passengers and vehicles. The situation is worsened when one of the vessels breaks down.

The Ministry of Transport has written to the Treasury to ask for approval to purchase three more ferries to supplement the two awaiting delivery. Transport Ministry Permanent Secretary Dr Gerishon Ikiara told The EastAfrican that he hopes Treasury will approve the purchase. One ferry is estimated to cost Ksh500 million (\$7.14 million).

"The situation at the Likoni channel is getting worse by the day. The available ferries are too few and break down frequently, inconveniencing users," said Dr Ikiara.

Apart from the ever increasing number of vehicles and passengers using the ferries at both Likoni and Mtongwe channels, there has been an escalation in break down of the available ferries, heightening safety fears. Maritime authorities have questioned why KFS continues to keep in operation ferries that are 35 years old (Mv Mvita) and 29 years old (Mv Pwani), when their recommended lifespan is 15 years.

Currently, the ferries serve 160,000 passengers and over 3,000 vehicles daily. Statistics from KFS show that the five ferries cater for 54 million passengers and 1.1 million vehicles annually, from 41.2 million passengers and 890,000 vehicles in 2001.

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KFS expects 74.5 million passengers and 1.38 million vehicles to be using the ferries by the year 2010.

KFS has tried to boost the passenger carrying capacity of mv **Kilindini** and mv **Harambee** from 800 to 1,440 passengers by converting the two ferries from single to double deck.

Recently the Kenya Ferry Services management signed a contract for the supply of two ferries after two years of court battles over a disputed tender. Germany's Schiffbau (also referred to as SET) won the contract in mid 2004 but a losing bidder filed a suit to stop the tender award. The company will, now deliver the vessels after signing the agreement. Although initially the vessels were to have been received by March this year, KFS managing director John Ria said they now expect to receive them by August next year.

He said the request to increase the number of ferries came after a study of passenger traffic at the Likoni and Mtongwe crossings and an assessment of the vessels currently in use.

"Demand has been rising drastically in the recent past and we simply cannot cope, even with the purchase of two new vessels," said Mr Ria. Mv **Mvita** and mv **Pwani** were commissioned in 1969 and 1975 respectively and are deemed to be technically unfit for operation. The other three are mv **Nyayo**, mv **Kilindini** and mv **Harambee**, which were commissioned in 1990. The fourth one, Mv **Mtongwe**, capsized in 1994 in the country's worst maritime accident, killing about 500 people.



Shippingnews clippings medewerker en trotse opa, **Jan Oosterboer** liet weten dan zijn kleinzoon **Mark** op dinsdag 30 januari 2007 zijn eerste spreekbeurt heeft gehouden, het onderwerp was **SLEEPBOTEN** waarvoor Mark het cijfer: 7,5 kreeg voorwaar een prachtig resultaat! **Mark** is negen jaar en zit in groep 5 van de obs De Tweemaster te Nieuw-Lekkerland. **Mark** gefeliciteerd met je spreekbeurt en het behaalde resultaat, en goed dat opa zulke mooie foto's maakt !!

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The **MERWEDIJK** seen enroute Rotterdam

Photo : **Frans Bausch** ©



The **ABEILLE MALABATA** seen in the Rotterdam area  
Photo : Nico Ouwehand ©



The Luxury yacht **OCTOPUS** was spotted in Punta Arenas - Chile  
Photo : Emily Stores ©

## AIRCRAFT / AIRPORT NEWS



## One missing, 9 rescued in Malaysia chopper crash

Rescuers pulled nine people from the sea but one was still missing after a helicopter carrying 10 passengers and crew crashed in the South China Sea off Malaysia's eastern state of Sarawak on Tuesday.

State oil firm Petronas said the **Super Puma L2** helicopter, with eight passengers and two pilots went down around 2.30 p.m., shortly after taking off from an offshore platform 80 km (49.7 miles) from the coastal town of Bintulu.

Petronas gave no reason for the crash. Earlier the Star newspaper had said 12 people -- 10 oil rig workers and two pilots -- were on board the aircraft at the time of the crash. Searchers were still hunting for the missing person, Petronas said, adding that the helicopter -- operated by private firm Malaysian Helicopter Services -- was heading for another platform when it crashed.

## Geen bod Air France-KLM op Alitalia

Air France-KLM zal geen bod uitbrengen op Alitalia. Een belang van minstens 30,1 procent in Alitalia was door de Italiaanse regering te koop aangeboden. Partijen hadden tot maandag 18.00 uur de tijd om hun interesse in de Italiaanse luchtvaartmaatschappij kenbaar te maken.

Elf partijen haptten toe en zullen in de komende weken meer informatie over Alitalia krijgen en mogelijk tot biedingen overgaan. Air France-KLM liet woensdag al weten dat de huidige voorwaarden die de Italiaanse regering aan de verkoop van het belang heeft verbonden, geen bod rechtvaardigen. Een woordvoerder van Air France-KLM in Parijs wilde verder geen commentaar geven. Met de aanschaf van minstens 30,1 procent van de aandelen wordt een eventuele koper automatisch gedwongen ook een bod uit te brengen op de rest van de aandelen.

De Frans-Nederlandse luchtvaartcombinatie stelde maandag de huidige samenwerking met Alitalia verder te willen ontwikkelen. De vliegtuigmaatschappijen werken al sinds 2001 samen en zitten beide in de luchtvaartalliantie SkyTeam. Air France-KLM heeft eerder aangegeven met Alitalia te willen fuseren als het Italiaanse bedrijf zijn financiën op orde krijgt. Alitalia verkeert al jaren in financiële moeilijkheden en heeft sinds 2002 geen winst geboekt.

De Italiaanse overheid zou naar verluidt strenge eisen hebben verbonden aan de overname van de verlieslijdende luchtvaartmaatschappij. Zo mag de koper zijn aandeel in Alitalia pas weer van de hand doen als de doelstellingen van een reorganisatieplan zijn gehaald. Ook moet het logo en het nationale karakter van het bedrijf behouden blijven. De Italiaanse overheid heeft 49,9 procent van Alitalia in handen.

Eerder deze maand stapte bestuursvoorzitter Jean-Cyril Spinetta van Air France-KLM uit de directie van Alitalia. Dit werd door de buitenwacht opgevat als een signaal dat Air France-KLM een bod zou uitbrengen op de Italiaanse branchegenoot. De Frans-Nederlandse luchtvaartmaatschappij heeft een belang van 2 procent in Alitalia.

Onder de partijen die maandag kenbaar maakten mogelijk een bod te willen uitbrengen op Alitalia bevinden zich de Amerikaanse investeerder Texas Pacific Group en Carlo Toto, topman van de luchtvaartmaatschappij en prijsvechter Air One.

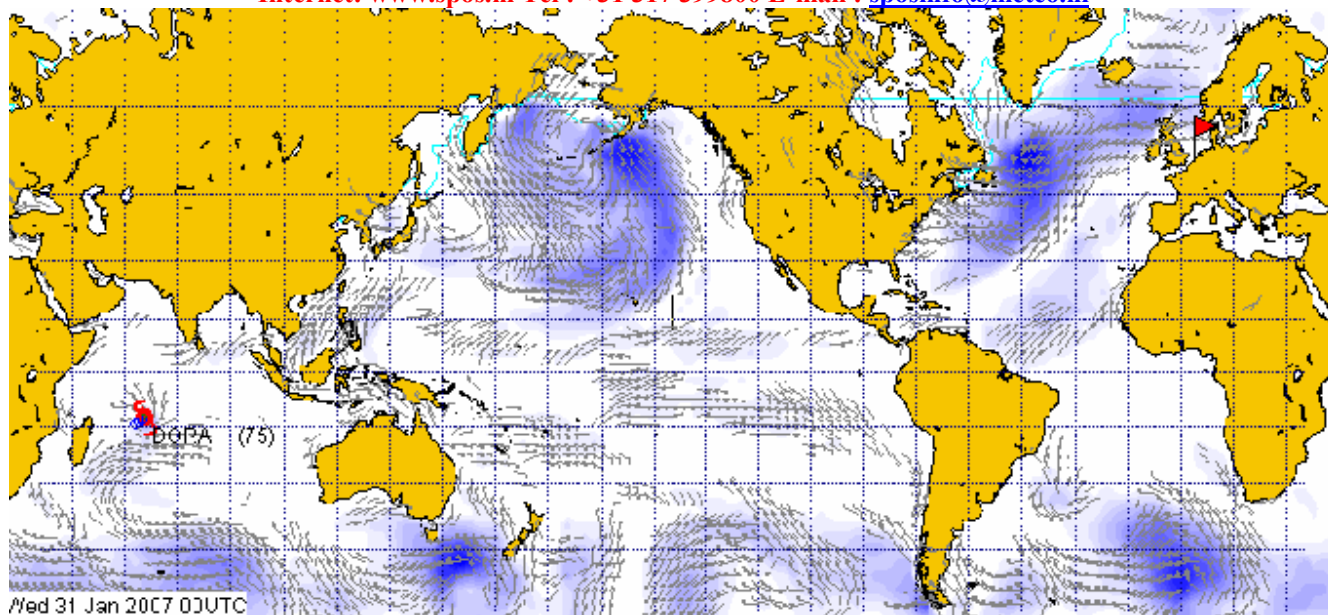
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

### .... PHOTO OF THE DAY ....



The **TASMAN VOYAGER** seen in the port of Timaru (New Zealand)

Photo : Simon Brown ©

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