

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 035



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

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[www.vlierodam.nl](http://www.vlierodam.nl)

[info@vlierodam.nl](mailto:info@vlierodam.nl)



**The HYUNDAI FUTURE seen departing from Dubai**

**Photo : Reinier Meuleman ©**

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Westplein 5b  
3016 BM Rotterdam  
The Netherlands  
Telephone: +31 10 412 6969  
Telefax: +31 10 436 9587  
E-mail: [SmitWijs@SmitWijs.com](mailto:SmitWijs@SmitWijs.com)

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## EVENTS, INCIDENTS & OPERATIONS



The loaded **GRIETJE** of SAL seen departing from Rotterdam

Photo : Jan Oosterboer ©

## Schadeclaims Napoli naderen 100 miljoen grens

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Verladers hebben al voor bijna 100 miljoen dollar aan schadeclaims neergelegd bij de eigenaar van de **MSC Napoli**. Volgens verzekeraars is dit bedrag zo hoog, omdat veel luxe goederen, zoals onderdelen van personenwagens, verloren zijn gegaan.



De eigenaar van het schip is verzekerd via de London P & I Club. Volgens de Britse kustwacht is er nauwelijks kans dat het schip zal omslaan en zijn er geen tekenen van nieuwe olie lekkages.

In totaal zouden 97 containers overboord zijn geslagen, waarvan veertig zijn gezonken.

De berging van containers is intussen begonnen, maar dat gaat zeer langzaam. De Britse Scheepvaartminister Stephen Ladyman heeft inmiddels laten weten dat het overladen van de gestrande containers vijf tot acht maanden in beslag kan nemen. Er kunnen maximaal 30 containers per dag worden overgeladen.

Er gaan gerichten dat de **MSC Napoli** niet zeewaardig zou zijn geweest. Een woordvoerder van eigenaar Zodiac Maritime, ontkent dit ten stelligste. Hij benadrukt dat er de afgelopen jaren wel meer schepen in de problemen zijn gekomen, die meer dan zeewaardig waren. De storm op 18 januari was de ergste in jaren.

## Work to stabilise ferry continues

A Manx ferry which collided with a cargo ship in the River Mersey is expected to remain at Liverpool Pier Head for another couple of days. The **Sea Express One** collided in fog with the Alaska Rainbow near the Alfred Dock on Saturday lunchtime.

All 294 passengers were taken to safety but the Coastguard said they were still trying to make the ferry stable before they unloaded the 45 vehicles on board.

An operation to pump water out of the ship has been in place since Sunday.

Although none of the passengers were injured in the accident, it is believed that some of the vehicles on board may have been damaged.

A spokesman for Liverpool Coastguards said: "Once the vessel is made stable, the cars will be offloaded and then the ship will be taken over to the other side of the river for repairs. "Water has been pumped out continuously since Sunday morning and is expected to continue for a while.



"We estimate that the ship will remain at the Pier Head for at least a couple more days before it is moved."

A salvage team has been assessing the condition of the **Sea Express One**, which was traveling from the Isle of Man to Liverpool. It was operating the route usually sailed by the **Superseacat Two**, which is undergoing maintenance work.



**Photo : John Luxton ©**

The Marine Accident Investigation Branch is now looking into the cause of the collision.

## **Ferry collision investigation underway**

An investigation began today into how a high speed catamaran collided with a cargo ship in thick fog.

A salvage team is due to arrive in Liverpool at 11am to assess the condition of a passenger ship traveling from the Isle of Man to Liverpool.

Almost 300 passengers escaped **Sea Express 1** uninjured following the collision, which happened at the entrance to the city's Alfred Dock, just minutes from the ferry's destination.

Liverpool Coastguard said 45 vehicles remained on board the ship and it was not known when it would be safe to unload them. The owners have been warned some of the vehicles may have been damaged.

The Marine Accident Investigation Branch has now begun its investigation into the collision. The catamaran remains listing in the water where it is anchored at the Pier Head in Liverpool, after its stern hull was hit by the **Alaska Rainbow** cargo ship shortly before midday yesterday.

The ferry's bridge was also badly dented, with several windows smashed.

Pumps spent the night trying to clear water from the craft, which is owned by the Steam Packet Company while divers are today expected to attempt to repair the hull.

The passengers included a group of Liverpool fans travelling over for yesterday's derby clash with local rivals Everton.

They rushed straight to the match after finally being allowed to disembark 15 minutes after the game kicked off.

The manager of the Steam Packet Company's Liverpool terminal, Janice Farroll, said that while the **Sea Express 1** was out of action passengers booked to travel their Liverpool to Isle of Man route would be transferred to their **Ben-My-Chree** ferry that runs from Heysham.

She praised passengers aboard the stricken ferry for their patience. "It's been very frustrating and distressing for them, but everyone's been extremely calm and pleasant," she said. "There has been much praise for the professional manner in which the crew handled the situation."

Ms Farroll said passengers who needed to make urgent onward journeys had been hired cars or taxis and arrangements made for them to collect their cars later. The Fire Brigade is pumping water from the ferry's punctured stern to prevent it sinking further into the water, Liverpool Coastguard said today.

## **Dar es Salaam container ship hit for second time**

The port of Dar es Salaam has taken another body blow to its reputation after reports of a container ship, which was first raided by 'pirates' (or thieves) while sailing off the Tanzanian port during December, being hit for a second time this week.

The first incident took place on 29 December while the ship was underway about ten miles off the port. Robbers who went on board broke into a container and stole items before the alarm as given. This week's robbery took place in port with the shoreside watchman being threatened with a knife.

Robbers ignored an additional three crewmen placed on deck watch that evening (Monday 29 January) plus five local security guards. They helped themselves to mooring lines and two lifebuoys, which were used to move the mooring ropes underneath the pier.

The shoreside watchman alerted the port security authorities and about half an hour later a patrol boat arrived on the scene to find that the robbers had already departed.

Earlier this week we reported how ships were bypassing Dar es Salaam because of congestion and as a result the container terminal at Mombasa was becoming clogged with the diverted cargo accumulating while awaiting a feeder ship to take it to the Tanzanian port.



## **Stroming duwt schip tegen zandplaat**

**Door Wout Bareman**

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Het containerschip **Fowairet** uit Qatar is in september 2005 op de Plaat van Ossenissee vastgelopen omdat het schip, op weg naar Antwerpen, speelbal werd van een weinig voorkomend stroompatroon op de Westerschelde.

Dat concludeert de Raad voor de Scheepvaart in een bijna dertig pagina's tellend rapport. De stranding van de **Fowairet** leidde destijds tot de nodige commotie bij bestuurlijk Zeeland en de hulpdiensten. Gevreesd werd dat het schip, als het zou breken, voor calamiteit zou zorgen, omdat zich in containers op het bovendeck gevaarlijke stoffen zouden bevinden. Achteraf bleek dat niet het geval. Het was voor de bestuurders in Zeeland wel aanleiding te hameren op de noodzaak om snel een duidelijk overzicht beschikbaar te hebben van het vervoer van gevaarlijke stoffen op de Westerschelde. Bovendien werd de inzet van een commandovaartuig bepleit.

De Raad voor de Scheepvaart oordeelt nu dat schepen van het formaat van de **Fowairet** (276,50 meter, diepgang 11,50 meter voor en 12,50 meter achter) de Schaar van Ossenissee bij springtij beter kunnen mijden. Het schip voer op 20 september langs Hansweert en hield koers in het midden van het vaarwater. Volgens de Raad moest de stuurman voor de aanloop van het Zuidergat 155 tot 165 graden rechtwijzend sturen, maar maakte de stroming het nodig op te sturen tot bijna 180 graden. Hoewel de roerganger daarna hard bakboord gaf, bleef het schip naar stuurboord weglopen. De Raad: „De loods hield volle kracht vooruit en slaagde erin het schip op een koers van 200 graden te stutten. Nog steeds lag het roer aan bakboord, maar wilde niet bakboord uit, waardoor het schip bij boei 53A langzaam de geul uitliep en aan de grond liep.”

Stroomonderzoek wees later uit dat tijdens springtij met extreem hoge waterstand gedurende een half uur na hoogwater tussen de boeien 51 en 53 een oostelijke stroming over de Schaar van Ossenissee loopt, terwijl bij metingen onder soortgelijke omstandigheden bleek dat iets verderop een westelijke stroming loopt. De **Fowairet** is zo goed als zeker in die 'draaimolen' terechtgekomen.

Volgens de Raad kenden de kapiteins van de vroegere veerboten van de PSD tussen Kruiningen en Perkpolder die verraderlijke stroming, maar hebben ze die nooit gemeld bij Rijkswaterstaat of het loodswezen. Mede daarom treft de loods aan boord van het containerschip geen blaam, meent de Raad. Die zegt ook dat grote schepen het gebied moeten mijden als deze specifieke situatie zich kan voordoen.

## Japan, Malaysia and Thailand stage maiden piracy drill

Coast guard officials from Japan, Malaysia and Thailand on Friday staged their first joint exercise to fight piracy in the Malacca Strait, one of the world's busiest waterways and key to Asian trade.

The three-hour drill in calm waters between Thailand's island of Phuket and Malaysia's Langkawi island began with "pirates" hijacking a Japanese supertanker and kidnapping some of its crew. Malaysia's police commandos later stormed the tanker before arresting the "kidnappers".

Japanese officials said the exercise, which involved 154 men, two helicopters, a Japanese coast guard ship and Thai and Malaysian patrol boats, underlined the need for better regional coordination to fight piracy and other cross-border crimes.

"We hope to expand the membership to include other countries," said Captain Nobuharu Kagami, director of the piracy countermeasures office of Japan's Coast Guard. "The safety of the Malacca Strait is very important to Japan."

The anti-piracy office was launched this month to expand Japan's cooperation with other Asian coast guard agencies and raise Tokyo's regional profile.

Piracy has dropped since Malaysia, Indonesia, Thailand and Singapore began joint air patrols as well as coordinated sea patrols in the Strait, once known as the Spice Route, two years ago. But the threat remained.

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The London-based Lloyd's Market Association last August removed a war-risk rating for merchant ships transiting the strait following the improvement in security, especially on the Singapore and Malaysian side of the waterway.

But ships calling at ports in northeast Sumatra in Indonesia would still be subject to war-risk charges, Lloyd's said.

The Lloyd's Market Association's Joint War Committee had declared in 2005 that the strategic channel was vulnerable to "war, strikes, terrorism and related perils". after it was plagued by a wave of pirate attacks and crime.

Since the September 11, 2001 attacks on the United States, security experts have also warned that increasing lawlessness in the sea lane could spawn an attack by al Qaeda or one of its affiliates.

The Malacca Strait, which snakes between Indonesia and Malaysia, links Asia with the Middle East and Europe.

It carries about 40 percent of the world's trade, including 80 percent of the energy supplies of Japan and China. More than 60,000 merchant ships ply the waterway every year.

Malaysia ruled out threats of maritime terrorism, pointing to increased policing.

"We are confident the activities of maritime terrorism never exist in our waters," Abdul Manaf Othman, assistant commander for operations of the Malaysian Marine Police, told reporters on board the Japanese coast guard ship, JCG **Yashima**.

"At present the littoral states are doing their best to make sure the strait is free from these maritime syndicate activities," he said.



The **MALAVIYA 21** seen departing from Mossel Bay  
Photo : Ronny Meyer ©

## 2 Chinese Fishing Ships Seized for Violating EEZ

Local maritime police seized two Chinese fishing boats on Monday for allegedly violating South Korea's southern waters.

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The Jeju (Cheju) Coast Guard said the ships were caught operating illegally in side South Korea's 200-nautical-mile (370-kilometer) Exclusive Economic Zone (EEZ), about 60 kilometers west of Chagwi Island.

Investigators said they were questioning the Chinese crew to find out why they were fishing inside the Korean EEZ, adding that the fishermen continue to be detained until an appropriate fine or bond is paid.

Local maritime police are stepping up their efforts to combat a growing number of Chinese vessels illegally fishing in Korean waters.

## Rockets fired on Somali port

According to reports from the Shabelle News network at least seven persons were killed and more than 20 were wounded in mortar attacks in the Somali capital Mogadishu last week (2nd February 2007). The mortars attacks, were the most deadliest since the Islamists were driven out the capital, have landed at various locations in Mogadishu.

Unknown gunmen have fired at least 8 mortars at Mogadishu seaport, a base for the Ethiopian and Somali government troops. Witnesses told Shabelle that three mortars have exploded inside the port, while the other five have hit different neighborhoods in the city.

More than 20 people, including a mother and her two-year-old daughter were wounded by the explosions in the neighborhood near the seaport.

No one has claimed responsibility yet.

## CASUALTY REPORTING

## Oil Leakage from Container Ship at Baltiysk

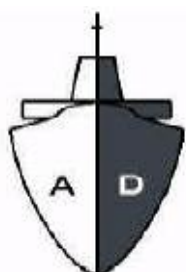
At 09.55 msc on February 4 a Cyprus-registered container ship sustained a hole in the hull as it was mooring at Baltiysk.

According to RBC, some 5 tons of fuel oil leaked as a result. No victims are reported. The leakage has been stopped and most of the oil spilt has been collected.

## NAVY NEWS

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Waterstraat 16  
2970 SCHILDE  
BELGIUM  
Tel : + 32 3 464 26 09  
Fax : + 32 3 297 20 70  
e-mail : [anglodutch@pandora.be](mailto:anglodutch@pandora.be)





The Belgian support vessel **A 960 GODETIA** made a brief stop in the port of Cape Town

Photo : Ian Shiffman ©

## US frigate on Kota Kinabalu visit

Guided missile frigate, the **USS Gary**, called at the Kota Kinabalu port Friday for a four-day goodwill visit to the State capital. Commanding Officer Joseph (Joe) A. Deleon said it was their second visit to the city, the first being in April last year.

"We feel very fortunate to be back here for another visit and we have been looking forward to stop by at Kota Kinabalu, which is well-known for its eco-tourism and natural tourist attractions.

"We also feel lucky to be here during the Visit Malaysia Year 2007 and the seventh celebration of the City Day. The stop here will be a relaxing and enjoyable vacation to the 230 crew, including five women officers," he said during a media briefing on board the vessel.

He said many of them are keen to go white-water rafting, visit the Orang Utan nature reserve at Shangri-La's Rasa Ria Resort and play golf.

In between tours and sightseeing here, Deleon said the crew would also make a charity visit to the Bukit Harapan Home and to organise a party for the disabled children at 2pm tomorrow (Sunday).

According to Deleon, the frigate's schedule consists of goodwill port visits as well as participation in numerous multi-national exercises with their Japanese hosts and regional allies.

Apart from that, he said, they also respond to regional crises, conduct rescue missions, render humanitarian assistance to those in need and organise community-related activities.

The **USS Gary** is the 45th ship of the **Oliver Hazard Perry class**, which was built on Dec 18, 1982 and commissioned on Nov 17, 1984. It is based at Yokosuka, Japan. The frigate, named after a Navy Commander Donald A. Gary (1919-1977), is 453 feet long, with a displacement of 4,100 tonnes and speed of 30 knots.

## US Navy Seeks New Owner For Retired Research Submarine

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The Navy is giving away one of its submarines. The USS **Dolphin** was decommissioned last month and now the Navy wants a responsible institution to take it, keep it in good condition and put it on display.

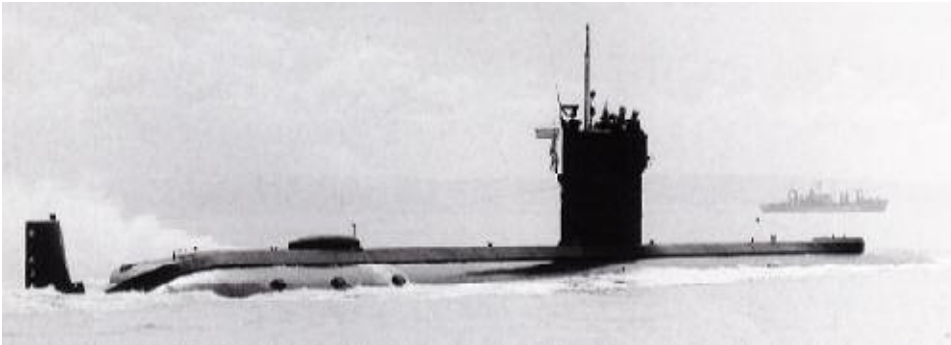


Photo : George Arra ©

The Navy said it decommissioned the boat to save money in the long term, even though the 40-year-old sub had just received a \$60 million refit after an accident at

sea in 2002. The US Navy said it would prefer to donate the boat to an organization in San Diego, the vessel's homeport

## UK's lead Type 45 steers back on to service

BAE Systems has confirmed that the UK Royal Navy's (RN's) first new Type 45 destroyer **HMS Daring** has recovered from substantial programme slippages in its early life and is now back on track to meet its revised in-service date (ISD) in December 2009.

On 1 February 2006, the ship went down the slipway without sections of its main superstructure but it has since been outfitted with its main mast, aftermast and the housing for the 4.5-inch Mk 8 Mod 1 gun.



The Chilean frigate **FFGH 5 COCHRANE** is the former Royal Navy Type 23 frigate **NORFOLK** seen undergoing FOST training in Plymouth

Photo : Ian Denton ©

## SHIPYARD NEWS

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[info@disamaritime.com](mailto:info@disamaritime.com)  
[www.disamaritime.com](http://www.disamaritime.com)

Ketelaarstraat 5c  
B-2340 Beerse  
Belgium

Tel : + 32 (0) 14 62 04 11  
Fax : + 32 (0) 14 61 16 88



[info@disacivil.com](mailto:info@disacivil.com)  
[www.disacivil.com](http://www.disacivil.com)

## Yantai wins US\$310m rig order from Norway firm

Yantai Raffles Shipyard, founded and controlled by Singapore's Brian Chang, has secured another order for a semi-submersible drilling rig - worth a whopping US\$310 million - from Norway's Awilco Offshore.

The contract takes Yantai's order book to almost US\$2 billion, which includes six drilling rigs, floating storage supply and off-loading (FPSO) units, plus other offshore vessels.

The latest semi-submersible - **WilPromotor** - will be built to operate on the Norwegian Continental Shelf.

It will be the third semi-submersible rig built by Yantai for Awilco's wholly-owned subsidiary, Offrig Drilling.

**WilPromotor** is scheduled for delivery in the fourth quarter of 2009.

Listed on Norway's Oslo OTC Stock Exchange in May 2006, Singapore-headquartered Yantai specialises in jack-up and semi-submersible rigs, FPSOs, luxury yachts and other vessels.

The yard boasts state-of-the-art building facilities - with a huge gantry crane capable of lifting 20,000 tonnes due for completion in the middle of this year at a cost of more than US\$20 million.

The yard, about halfway between Beijing and Shanghai and roughly the same distance from Seoul, aims to be a serious competitor to Singapore's Keppel Offshore & Marine and SembCorp Marine - the world's biggest builders of offshore rigs.

Just last week, Yantai said it had built and launched the world's first specialized vessel for transporting luxury yachts. The US\$54 million, 15,000-tonne **Yacht Express** is a specially designed semi-submersible carrier for **Dockwise Yacht Transport**, a business unit of Dutch company Dockwise Transport.

Awilco Offshore, formerly Awilco AS, is an oil and gas player. Listed on the Oslo Stock Exchange in May 2005, it operates offshore rigs with a focus on two markets - drilling and accommodation. Awilco Offshore operates through 15 subsidiaries, one of which is Offrig Drilling.

## **Korean yards win more LNG ship orders**

Korea's Yonhap news agency says Samsung Heavy Industries has made a regulatory filing reporting orders from Qatar Gas Transport-- for four LNG ships worth a total \$1.14 billion with delivery by February 2010.

In a separate report, Yonhap says Daewoo Shipbuilding & Marine Engineering has booked orders worth \$1.22 billion for five LNG ships--four for Qatar Gas Transport and the fifth for an undisclosed European owner.

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E-mail : [mail@workships.nl](mailto:mail@workships.nl)  
Website : [www.workships.nl](http://www.workships.nl)

## **Emergency response vessels for North Sea**

Statoil has signed two letters of intent with the Danish shipping company Esvagt AS for delivery of two emergency response vessels. The deals are together worth over NOK 900 million.

The ships, both newbuildings, will enter service as area emergency response vessels in the North Sea. One of them will operate in the Sleipner/Volve area, replacing the current vessel there, in addition to maintaining upcoming emergency response requirements when the

Volve field comes on stream. The other vessel will operate in the Gjøa area.

"With these state-of-the-art, robust craft, we're strengthening our emergency response capabilities and safety in the North Sea," says Terje Breivik, head of maritime operations in Statoil.



The ships will be able to take 370 people each in the event of a major accident. They will also be able to undertake emergency tows of drifting vessels up to tankers and will be equipped with the latest oil spill prevention equipment.



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During bad weather the ships can haul in smaller craft, for example man overboard boats (MOBs), via a special stern sluice.

The Esvagt shipping company, 75% owned by A P Moller - the Maersk group, will deliver the vessels in the spring of 2009. The contracts have an eight-year duration with options of three times one year. The vessels will be delivered with an x-bow, formed like a traditional Viking longship, which cuts the water better.

The emergency response vessels will have an overall length of around 76.5 metres and a beam of 17 metres. They have a crew of 11 and are capable of 17 knots.

### Egypt earns \$3.8bn from Suez



The **TOKIO** seen passing the Suez Canal

Photo : Jaap van de Meeberg ©

Egypt's annual revenues from the Suez Canal hit record levels last year and amounted to \$3.8bn, with more than \$1bn of that generated in Q4, reported Reuters. A spokesman said the income was the highest received since the canal opened in 1869 although no comparison figures were supplied. The canal is a key source of foreign currency for Egypt.

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### INCREASED EXPENSES HIT ODFJELL

NORWEGIAN parcel tanker company Odfjell has reported an improved parcel tanker market in Q4 with timecharter results 8% higher than Q3 but high costs have hit the company keeping consolidated net profit to US\$116m for the whole year, down from US\$128m in 2006. . Operating result (EBIT) was US\$156 million, compared to USD 170 million

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in 2005. The company notes: "Operating expenses as well as general and administrative expenses are higher in 2006 than in 2005, partly because our favourable multi-year currency hedging position came to an end in 2005."



The **BOW MAASSTROOM** seen in Rio Grande – Photo : **Marcelo Vieira** ©

On the antitrust cases Odfjell says: "At the end of 2006 we have settled antitrust issues with most of our major US based customers. We are continuing the dialogue with other customers. At this point in time it is not possible to estimate the total financial impact of future settlements, but such settlements have now peaked and we believe that they will not have a material impact upon future net result or cash flow. In 2006 the total effect on the net result from customer settlements was US\$13m, accounted for as reduced revenue as compared with US\$37m in 2005. Odfjell has continued to cooperate with the EU Commission with the objective of resolving the antitrust issue in Europe."

Looking ahead the company says: "Forecasts for economic growth continue to indicate favourable world trade the next few years, in particular in Asia, but also in most other parts of the world. Demand for tanker transportation services as well as tank storage is believed to remain firm in the short and medium term. However, the world orderbook for tanker tonnage is rapidly growing. Despite new legislation and increasingly stricter customer requirements making older tonnage technically and commercially obsolete, the net tanker supply will be increasing also the next years. Contracts are being renewed at improving freight rates, reflecting the customers' expectations for increased activity and a tighter chemical tanker market, not least following the implementation of double-hull requirements for tanker tonnage as from January 1 2007. We believe this, combined with substantially lower bunker prices, will contribute to improve our net chemical tanker earnings. We also expect the tank terminal business to remain strong. All in all, we anticipate our 2007 operating results to improve compared to 2006.



**Hans van der Ster** reports that in the port of Tuzla you will find an old lady. She belongs to the Denizlicik Fakulite of Turkey. This Fakulite is for marine students. On the liner the students will be trained for the near future as officers for merchant ships. The vessel name is **Akdeniz**. The school is situated ashore near the liner.

Photo : **Hans van der Ster** ©

## Seatrade start dienst op Antillen

Seatrade begint deze maand een lijndienst naar de Nederlandse Antillen. De rederij zal reeferschepen inzetten die na het lossen van fruit terugkeren naar Latijns-Amerika. Het gaat om conventionele koelschepen van de Spring-klasse, die zo'n 250 teu kunnen meenemen.



Boven : Seatrade's **SPRING BEAR** vertrekkend uit Rotterdam – Foto : Piet Sinke ©

De containers zullen geladen worden in Dover, Rotterdam en Hamburg. De havens die Seatrade aan de overzijde van de Atlantische Oceaan zal aanlopen zijn Curaçao, Aruba, Santa Marta en Puerto Moin in Costa Rica.

De transittijd naar Curaçao bedraagt elf dagen. Voor Aruba komt daar nog een dag bij. De reeferschepen zullen elke zondag in Rotterdam laden. Het eerste vertrek is voorzien voor 18 februari met de **Spring Panda**.

## NIEUWE ADJUNCT-DIRECTEUR HME



Per 15 februari 2007 wordt **Nick Wessels** opgevolgd door **Gert-Jan Huisink** als adjunct-directeur van Vereniging Holland Marine Equipment (HME).

Na bijna 8 jaar verruult Nick Wessels zijn baan bij HME voor een nieuwe functie als Sales & Marketing Engineer bij lidbedrijf Sea of Solutions BV.

In **Gert-Jan Huisink** (foto links) is een uitstekende opvolger gevonden, die net als zijn voorganger een achtergrond heeft als Maritiem Officier. Na zijn varende periode heeft Gert-Jan Logistiek Management in Amsterdam gestudeerd, waarna hij terecht kwam bij Scheepvaart- en Industrie Vereniging Noordzee-kanaalgebied. De afgelopen 6 jaar was Huisink als stafmedewerker actief bij redersvereniging KVRN en volgde hij de opleiding Master of Science Maritime Economics and Logistics.

Zowel binnen HME als bij Holland Marine Projects BV wordt Gert-Jan Huisink verantwoordelijk voor de innovatie- en kennisoverdrachtactiviteiten en treedt hij toe tot het managementteam.

## Three Naming Ceremonies for Rickmers Reederei in One Week



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Over a four-day period last month, the Hamburg based Rickmers Group celebrated the naming ceremonies of three newbuilding containerships in Asia. On 9 January, the German company named 2 vessels out of a series of 20, which it ordered from Dalian Shipbuilding.

In a double naming ceremony the 4,250 TEU vessels were christened "**Vicki Rickmers**" and "**Maja Rickmers**" respectively. The third vessel, the 3,500 TEU "**Moni Rickmers**" built by Hyundai Mipo was named on 12 January in Ulsan, South Korea.

The Rickmers Group has announced that it has already 8-year fixed charter parties for all three vessels.

With the delivery of this trio, the group fleet consists of 81 vessels with a total deadweight of more than 2.5 mn tons. A further 40 vessels are under construction.

## MOVEMENTS

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**MULTRASHIP** Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

**Internet**

[commercial@multraship.com](mailto:commercial@multraship.com)

<http://www.multraship.com>



The **MULTITANK BRITANNIA** seen passing Hoek van Holland outward bound

Photo : **Frans Bausch** ©



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HAL's **STATENDAM** seen in the port of Sydney  
Photo : David Carty ©



The **LIBRA IPANEMA** seen enroute Rotterdam  
Photo : Frits Janse ©



The **ITAJAI EXPRESS** seen passing Maassluis outward bound from Rotterdam

Photo : Henk van der Heijden ©



The **BLUE STAR 1** is replacing the **SUPERFAST X** at the route Zeebrugge-Rosyth, the **BLUE STAR 1** is built in The Netherlands during 2000 and is just a little larger then the **SUPERFAST X** , measures a length of 176 mtr and a beam of 25.7 mtr, her service speed is 28 knots, and is able to carry 840 passengers, 640 cars + 100 trucks.

Photo : Henk Claeys ©

## AIRCRAFT / AIRPORT NEWS

# Luchtreiziger loopt vergoeding voor vertraging vaak mis

Het is vrijwel onmogelijk om als luchtreiziger een schadevergoeding te krijgen van een luchtvaartmaatschappij als een vlucht forse vertraging heeft opgelopen of wordt geannuleerd. De maatschappijen beroepen zich vaak op overmacht om onder de wettelijk verplichte compensatie uit te komen.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 035

„Maar in 60 procent van de gevallen valt niet uit te leggen waarom een vlucht is geannuleerd”, zei maandag directeur Hendrik Noorderhaven van EUclaim. Dit bedrijf staat passagiers bij in hun poging financiële genoegdoening te krijgen. Dat gebeurt wel tegen betaling. EUclaim int 27 procent van het uitbetaalde bedrag. Als er geen vergoeding volgt, is de reiziger niets kwijt.

„Zo’n 62 procent van alle annuleringen gebeurt op 20 procent van de routes. Dat kan niet. Bij overmacht zouden alle routes moeten worden getroffen”, vervolgde Noorderhaven. Luchtvaartmaatschappijen schrappen volgens hem geregeld vluchten om de vliegtuigen ergens anders in te zetten om zo meer passagiers te vervoeren en meer geld te verdienen. KLM heeft er volgens Noorderhaven een handje van om de vlucht om 14.00 uur ’s middags van Londen naar Amsterdam te schrappen.

De luchtvaartmaatschappijen hebben grote kritiek op Noorderhaven. De door hem genoemde percentages over het aantal onterechte annuleringen zijn in hun ogen onjuist. De regelgeving is onduidelijk en dat maakt het lastig om een vergoeding te krijgen, zei een woordvoerder van de brancheorganisatie Barin.

Het percentage van de schadevergoeding dat EUclaim opeist, stuit de luchtvaartsector bovendien tegen de borst. „Als mensen gebruik maken van onduidelijke regelgeving voor hun profijt dan is dat stuitend”, zei de woordvoerder van Barin. Reizigers kunnen volgens hem beter hun geld op zak houden en een claim bij de luchtvaartmaatschappijen zelf indienen. „Respectabele vervoerders houden zich aan hun zorgplicht.”

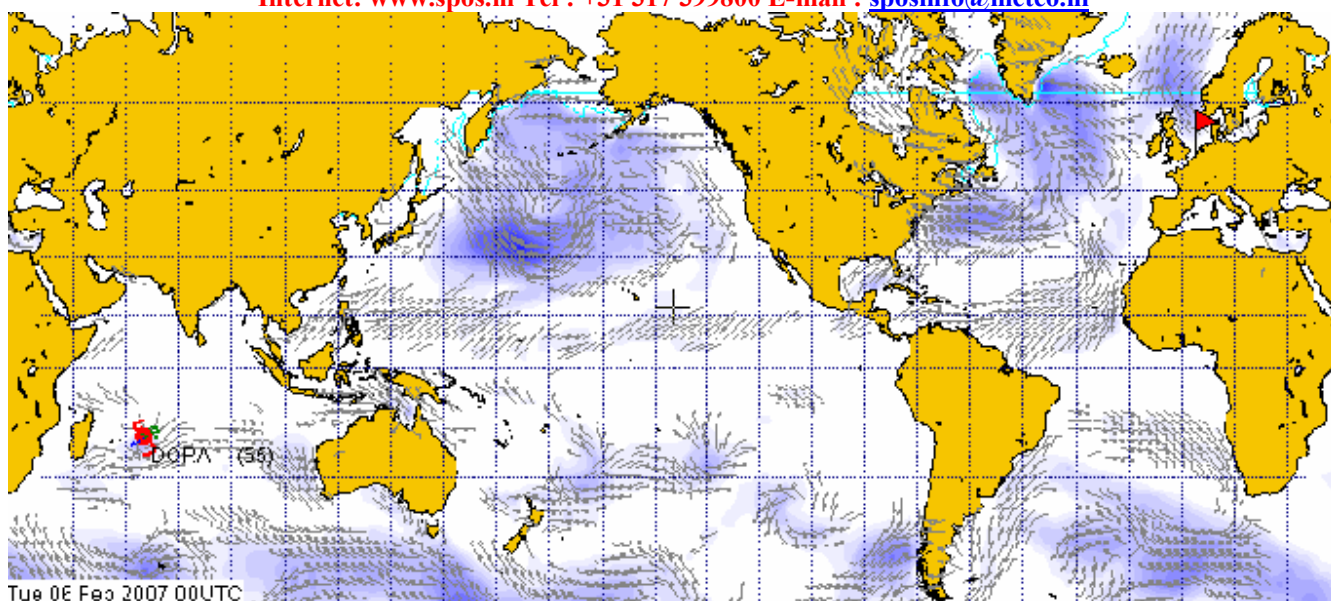
EUclaim heeft maandag officieel zijn desk op Schiphol geopend. Noorderhaven hoopt dat 5 procent van alle passagiers van een vertraagde of geannuleerde vlucht uiteindelijk bij zijn onderneming terechtkomen. Dagelijks worden er binnen de Europese Unie driehonderd tot 450 vluchten geschrapt. Volgens een Europese regeling hebben luchtreizigers bij een annulering recht op volledige terugbetaling van de ticketprijs of op een retourvlucht naar het vertrekpunt. Ook bij een vertraging van langer dan vijf uur kunnen passagiers hun ticket vergoed krijgen. Alleen in gevallen van overmacht, zoals slecht weer of een technisch defect, is de maatschappij gevrijwaard van uitbetaling.

## MARINE WEATHER

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Internet: [www.spos.nl](http://www.spos.nl) Tel : +31 317 399800 E-mail : [sposinfo@meteo.nl](mailto:sposinfo@meteo.nl)



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 ....



Carnival's **PARADISE** seen moored in Ensenada (Mexico)

**Photo : Don MacLeod ©**

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