

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 040



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

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**The BOULDER (front) and BLIZZARD (in the drydock) seen at Shipdock in Amsterdam  
Photo : Ton Grootenboer ©**

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## EVENTS, INCIDENTS & OPERATIONS



In the port of Ijmuiden onboard the Iskes tug **ARION** it was celebrated that **WILLEM KOPER** turned 50 years young  
Photo : Joop Marechal ©

## Sex may have sunk B.C. ferry

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The federal Transportation Safety Board says it looked into whether sex was taking place on the bridge of the B.C. ferry **Queen of the North** when it sank last year.

A board spokesman tells the Toronto Star that scenario was part of its investigation. A B.C. Ferries spokesperson acknowledges there has been speculation about sex playing a role in the sinking, but wouldn't comment further.

A draft report on the sinking -- in which two of the 101 passengers are missing and presumed dead -- is to be delivered to the board within days.

The draft report goes next to interested parties for comment and a final report is expected in three to six months.



## HK OWNERS BLAST ICS FUEL POLICY

IN a remarkably blunt statement the Hong Shipowners Association (HKSOA) has disassociated itself from yesterday International Chamber of Shipping (ICS) statement on emissions policy.

The HKOA has been Intertanko's main shipping industry ally in its campaign to force the global fleet to switch from residual to distillate fuel. Yesterday ICS released a statement on its submission to IMO the issue, making clear that it did not support such a move and arguing a holistic, goal-based approach embracing different technical means of reducing emissions, including the use the of abatement technology.

The HKSOA statement says: "It is the HKSOA's view that the shipping industry must be proactive in reducing air emissions from ships. The HKSOA believes that the most effective and early reductions can only be made through regulation that would determine the use of distillate with a global sulphur content cap of 1% in ships' engines."

The HKSOA says: "There is no partial or intermediate solution. The HKSOA does not believe in the concept of SOx Emission Control Areas, as these, in the Association's view, are little more than regional regulation dressed up in an international convention. The HKSOA is, furthermore, concerned that the changeover from high sulphur, high heat and high viscosity fuel to low sulphur, low heat and low viscosity fuel at the entrance to SECAs is an inherently dangerous process in quite possibly the most congested part of a ship's voyage. The use of distillate with a global cap of 1% would make the SECA concept redundant."

Completely rejecting the possibility of developing abatement technology the statement continues: "While the HKSOA fully supports the development of alternative technologies to reduce air emissions, the Association does not support the use of scrubbers or any other technology that would permit the continued use of residual fuel in ship's engines. Ships have incinerated the waste products of refineries for long enough, and shipowners and their crews would now welcome a move towards the use of clean fuels that do not need extensive treatment before use. The Association does not support any solution that would require the fitting of even more treatment equipment that would be expensive for the owner to fit, to maintain and which would present difficulties in the disposal of the residues, the failure of any part of which could result in port state control detention."

HKSOA Managing Director, Arthur Bowring, said today: "Our views represent the views of responsible and concerned shipowners. We note that the ICS submission attempts to address and take into account the possible views of refiners and others, but we leave it to these other parties to make their views known to the IMO rather than trying to speak on their behalf."



## Agreement on air and sea rescue

**SSG-TALLINN.** Estonian minister of the interior Kalle Laanet and Swedish Minister for Communications Åsa Torstensson signed a cooperation agreement on air and sea rescue on 5 February. The agreement defines the two countries' areas for search and rescue as well as responsible authorities. In Estonia, the border guard service is the responsible authority. In Sweden, the National Maritime Administration is responsible for sea rescue/surveillance and the Swedish Civil Aviation Administration is responsible for air rescue/surveillance. The agreement also covers the exchange of information between the two parties as well as assistance and joint exercises. The Estonian government approved the agreement on 1 February. Estonia has a similar agreement with Finland and is preparing an agreement with Latvia.

## Victims of sub collision mourned

A Buddhist ceremony marks six years since nine aboard the ship **Ehime Maru** perished. Takako Segawa wanted her family's Hawaii vacation to be special.

So she turned down invitations from friends to join them on their trips here, hoping instead to experience the islands with her father, a radio operator on the Japanese fisheries training vessel **Ehime Maru**.

Before she got her chance, the Navy submarine **USS Greeneville** rammed into the Japanese fishing school ship during a surfacing maneuver demonstration off Honolulu six years ago, killing Hirotaka Segawa, four other crewmen and four teenage trainees.

Yesterday, the families of all nine victims gathered in Honolulu for a ceremony carrying special significance under Buddhist custom because it marked the start of the seventh year since the deaths. Last year, the families of only three victims made it.

"My father would often come to the Honolulu port, but he wouldn't get to visit much of the city. So we thought it would be a good place to come," said Takako Segawa, 37. "He was going to retire after this voyage, and we were going to come."

One by one, during a quiet, sober ceremony on a Kakaako Waterfront Park hill, family members laid white carnations and colorful leis in honor of the dead. Some families offered colorful strings of paper cranes, a Japanese symbol of peace.

Few cried. Most rather maintained solemn, drawn faces as they bowed before a granite memorial and photographs of those killed.

According to Buddhist tradition, yesterday marked the seventh year since the nine died because the religion counts the moment of death as the first year of passing. The seventh year is a special time for healing and remembrance for Buddhists.

Tatsuyoshi Mizuguchi, whose 17-year-old son, Takeshi, was the only one of the nine whose body was never found, poured sake into the ocean after the ceremony. "I told him we're here again and that we'll be back next year," he said.

The Navy's investigation concluded that the **Greeneville's** captain, Cmdr. Scott Waddle, rushed through mandatory safety procedures while demonstrating an emergency surfacing drill for the benefit of civilians touring the submarine. The sub's rudder sliced into the hull of the **Ehime Maru**.



The **MTS TAKTOW** seen at the Westerscheldt River

Photo : Henk de Winde ©

## CASUALTY REPORTING

# Carnival cruise ship hit by barges in Mississippi River

The Carnival Cruise Lines cruise ship **Fantasy** was struck by a barge while approaching its home dock in the Mississippi River.

According to a company statement, a commercial tow barge lost control and the barge collided with the river bank, then struck the port side of the **Fantasy**.

"You can see a 15-foot dent they're working to repair," said Brian Peach, a reporter for the Paducah Sun, who was aboard.

There were no injuries to guests or crew, the company said. The ship remains fully operational, Carnival said.

The ship was returning from a cruise at the time of the accident. Those passengers debarked and a new group were allowed to board, Peach said.

"One of the crew said they weren't moving, they were waiting to come into the dock and the rogue barge slammed into them," Peach said.

Arriving passengers were supposed to be in their rooms by noon and the ship was to sail at 4 p.m. CST, Peach said. But passengers were not allowed to go to their cabins as they boarded, he said.

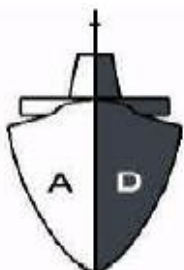
"We're sitting in the restaurant eating," Peach said. "There's a great buffet. We have no idea when we'll sail though."

The statement said it was unlikely the ship would sail today, although a preliminary assessment determined it was safe for passengers to remain aboard while repairs were made.

## NAVY NEWS

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The **USNS SODERMAN ( T-AKR 299 )** seen in the Panama Canal from the poop deck of the **VOLENDAM**  
Photo : Willem Kappert ©

## Norwegian frigate refused clearance

**SSG-TØNSBERG.** One of Norway's new frigates, the **Fridtjof Nansen**, has been refused clearance to sail because the crew's firefighting skills are not up to scratch. The **Fridtjof Nansen** has been undergoing trials off Norway, but will have to stay in port until the crew's firefighting skills are up to speed. Two of five frigates are now operative and the next three are due one per year over the next three years from Spain. The total price tag is now NOK 21 billion.

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**Hans van der Ster** reported on Saturday February 10, 2007 at 12.00 hrs the launching of the Turkish flag multi purpose box vessel "Naci Selimoglu 1" at the Tuzla based shipyard Kocatepe. The vessel is built under class of Bureau Veritas and has a length of 92 meters a beam of 15 meters and a draft of 6.72 meters. She has a deadweight of 5400 tonnes. The Mak 6M25 main engine give her a speed of 14 knots. The owners of this new vessel is Naci Selimoglu Shipping and Trading S.A.

**Photo : Hans van der Ster ©**



## ASL says long order book means buoyant industry

ASL Marine Holdings Ltd. says Singapore's marine industry is expected to remain positive. Contributors to this prognosis are buoyant offshore oil and gas exploration and production activities, booming infrastructure development in the Middle East, increasing numbers of domestic infrastructure construction projects, and new demand and renewal of aging offshore support vessels by offshore operators.

Based on the generally positive business environment, ASL's order book for shipbuilding was approximately \$249.34 million to build 40 vessels, including offshore support vessels, tugs, barges, and tankers, as of Dec. 31, 2006. Approximately 33% of these projects are expected to be recognized within the six months ending June 30, 2007.

The group has continued to expand and renew its fleet with the acquisition of more vessels, increasing the fleet from 115 at the end of 2005 to 146 at the end of last year. The Group's new shipyard at Guangdong, China, is expected to begin operations in 1Q 2007.

ASL says for the six months ending Dec. 31, 2006, its revenue increased by 48.7% over the previous year.



The **PRIDE OF YORK** completed her drydocking seen here leaving the river Tyne

Photo : Kevin Blair ©

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GPS Marine Services BV of Sliedrecht removed on behalf of the Port Autonome Nantes/St. Nazaire 2 cranes.

## City rolls out red carpet for tourist cruise ship

The cruise ship, **m/s Albatross**, ferrying several hundreds of European tourists docked at the Zamboanga port early Friday morning for a short visit.

Mayor Celso Lobregat led city officials in welcoming the visitors to "Asia's Latin City." Vinta sails, cultural dances and a band added attractions at the port to showcase Zamboanga's rich history and culture as well as hospitality.

**M/s Albatross** is the first after several years of lull in the arrival of a tourist cruise ship. Manila and Zamboanga City are the ship's only ports of call in the Philippines.

"This is proof that the misperception about Zamboanga's peace and order has changed," Lobregat announced.

Lobregat said the tourists' arrival is an opportunity for the city to correct the misimpression about Zamboanga's situation. Department of Tourism (DOT) Regional Director Ricardo San Juan said **MS Albatross** is of German registry and is ferrying hundreds of German tourists and crew.

The Zamboanga Travel and Tours Agency of Paciencia Manalac was mobilized to take charge of the city tours that include a visit to the Badjao village in Maasin, Yakan village in Sinunuc, Pasonanca Park, Fort Pilar, Taluksangay, Sta. Cruz Island and some downtown shopping centers.

The **Albatross** came from Taiwan, Taipei, Singapore, Vietnam, China, Taiwan and Manila before calling at the Zamboanga port.

No less than the acting chief Commissioner of the Bureau of Immigration and Deportation and the representative of the Baron Travel Agency in Manila arrived in the city Thursday afternoon to oversee the final preparations for activity Friday.

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The arrival here of m/s **Albatross** is a result of the mission undertaken by the DOT, through Team Europe, the group tasked to market the different parts of the Philippines in other countries abroad



The tug **FAIRPLAY XV** with in the background the sheerlegs **MATADOR 3** working on the large Mammoet shore crane in Schiedam

Photo : Jan Simons ©

### Baydelta exercises tug option

Baydelta Maritime of San Francisco has exercised an option for a second 100-foot, 6,800-hp harbor tug from Nichols Brothers Boat Builders, Inc., Freeland, Wash. The yard has also received an order for a similar tug from Minette Bay Shipdocking, Ltd., of Prince Rupert, British Columbia.

Nichols expects to deliver its first Baydelta tug in June, with the optioned tug due in October. Delivery date for the Minette Bay tug is set for December.

The tugs have been designed by Jensen Marine Consultants, Inc., of Seattle with ship handling as their primary purpose, although they will also be fitted for long-haul towing. The vessels will mount Markey Machinery hawser winches forward for ship assist and escort and JonRie stern-mounted towing winches for high seas towing service.

The tugs will each be powered by a pair of Tier I compliant 3400-hp Caterpillar 3516C diesel engines. In the Baydelta tugs, the engines will power two Rolls-Royce 255 Z Drive units. The Minette boat will use Nigata ZP41 drives.

Nichols says that the horsepower ratings will be among the highest posted for z-drive tugs. Increased horsepower is complimented by a heavy skeg to foster ship handling and escorting.

Potential Bollard pull has been estimated at 85-90 metric tons ahead and 78-82 astern.

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Both the Baydelta and Minette tugs are arranged with space for ABS Fi-Fi 1 fire fighting systems and the Minette tug will be fitted with the full ABS system with two monitors, a deluge system, and foam tanks. This involves two 6,000 gpm pumps running off the main engines. The Baydelta tugs will be fitted with 900-gpm fire pumps and monitors.

Additional machinery aboard each tug will include two 215 kW Cat C-9 generators and a 27 kW standby harbor generator. The tugs will have unusually commodious and comfortable berthing; while a normal harbor crew will include four people, the Baydelta tugs will accommodate up to 10 crew for longer hauls. Facilities also include a laundry, galley, and a crew lounge.

Tanks will hold 71,000 gallons of fuel oil, 1,500 gallons of lube oil, and 8,000 gallons of fresh water. Tanks will also be provided for 1,800 gallons of waste oil and 1,400 gallons of sewage.

The Minette Bay tug will have accommodations for six persons and fuel capacity will be 69,400 gallons.

Nichols Brothers also recently signed a contract to participate in building two 108 x 28-foot, 149-passenger catamarans for the Water Transit Authority in San Francisco Bay for delivery this year. Nichols Brothers will participate with Kvichak Marine of Seattle in building these vessels.



## Unifeeder disposes of last small container feeder

**SSG-RINGKØBING.** Unifeeder, the Danish container operator, no longer has any container carriers with a capacity below 500 TEUs. Last weekend, the last of the 350 TEU vessels was re-delivered after the expiry of its charterparty. The last vessel of this type was the German-owned **Bonnie Rois**, which had been trading for Unifeeder since its delivery from Krögerwerft in Rendsburg in December, 1998. The trend in feeder shipping is for bigger ships and 900–1,000 TEUs is being used more and more in Baltic feeding. Unifeeder started doing business 30 years ago with a 90 TEU vessel and is now number 36 on AXSAlphaliner's top 100 list with 40 ships and a total capacity of 26,305 TEUs. The **Bonnie Rois** is a RWC 366 type with ice class 1A. The latest new addition to the Unifeeder fleet is the **Henneke Rambow** in the 800–899 TEU class.

## Baltic Kristina sold to Germany

**SSG-TALLINN.** Freeport of Riga has sold the **Baltic Kristina** to EURO 7 Fernseh & Marketing GmbH in Hamburg for LVL 780,000 (EUR 1,120,000). The vessel was sold at an auction on 1 February in which one Latvian and two foreign companies participated. The opening price was LVL 500,000 (EUR 718,000). The **Baltic Kristina** was built in 1973 in Finland as the **Bore I**.





The **MAERSK MARATHON** seen in Panama – Photo : Willem Kappert ©

## THE S&P MARKET WEEK 05

### As per Scandinavian Shipping gazette

#### Bulkers

**Yue May:** 177,000 DWT dely April 2007 ex SWS. Sold USD 99,000,000 to Diana Shipping, Greece.

**Clipper Sussex:** 76,770 DWT blt 2005 Sasebo. Sold USD 50,000,000 to German buyers for delivery July.

**Alabama:** 74,000 DWT blt 1998 Hashihama. Sold USD 40,500,000 to Greek buyers incl t/c at USD 20,000 until June/Sept 2007 with a profit share.

**Oinoussian Legend:** 71,662 DWT blt 1997 Hitachi. Sold USD 41,000,000 to Drytank, Greece, with subjects until mid March.

2 x Diamond Resales: 53,000 DWT dely 2007+2008 Chengxi. Sold USD 44,000,000 each enbloc to undisclosed buyers.

**Sun Master:** 50,400 DWT blt 2002 Kawasaki, Crs 4x30 ts. Sold USD 41,000,000 to undisclosed buyers.

**Nord Spirit:** 47,250 DWT blt 1997 Oshima, Crs 4 x 30 ts + grabs. Sold USD 35,500,000 to August Bolten, Germany.

**Flores:** 46,600 DWT blt 1997 Mitsui, Crs 4x30 ts. Sold USD 32,500,000 to Turkish buyers incl. t/c to March '08 at USD 16,500/day.

**Bulk America:** 37,800 DWT BLT 1977 IHI, Crs 2x30 ts, 2x15 ts. Sold USD 5,500,000 to undisclosed buyers.

**Gulsum Ana:** 33,425 DWT blt 1975 Kanasashi, Derr 5x15 ts. Sold USD 3,500,000 to Bangladeshi buyers (just xs scrap).

**J.Lucky:** 28,450 DWT blt 1994 Imabari, Cres 4x30 ts. Sold USD 22,600,000 to undisclosed buyers.

**Lok Pratima:** 26,925 DWT blt 1989 Garden Reach, India, Crs 6x12.5 ts. Sold USD 7,700,000 to Greek buyers.

**Sun Host:** 13,530 DWT blt 1985 Imai, Derr 4x15 ts. Sold USD 5,500,000 to S.Korean buyers (tween deck + coamings removed).

#### Container carriers

**Providence:** 22,420 DWT blt 1995 Szczecin, 1,684 TEU, Crs 3x45 ts, 19kn. Sold USD 21,500,000 to undisclosed buyers incl. 18 months t/c at USD 13,000/day.

**Pegasus Parade:** 8,075 DWT blt 1991 Hanjin, 414 TEU. Sold USD 5,500,000 to Indonesian buyers.

## MOVEMENTS

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The last miles of the famous URS tug **FIGHTER**, the tug seen in the port of Terneuzen whilst enroute to her last resting place the breakers at Gent where the tug will be scrapped

**Photo : Adrie van de Wege ©**

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The **RIJNDAM** seen anchored off Vaitape - Bora-Bora – French Polynesia.

Photo : Capt. Maurits Groothuis ©

From Tuesday 6th - Sunday 18th March the Spanish navy aircraft carrier **SPS PRINCIPE DE ASTURIAS R 11** is visiting Valletta.



The **FAIRPLAY 21** seen assisting the **ANNELEEN KNUITSEN** in Rotterdam-Europoort

Photo : Jan Oosterboer ©





The "**AILA**" Sailing back in the harbour of Havana with rough weather.

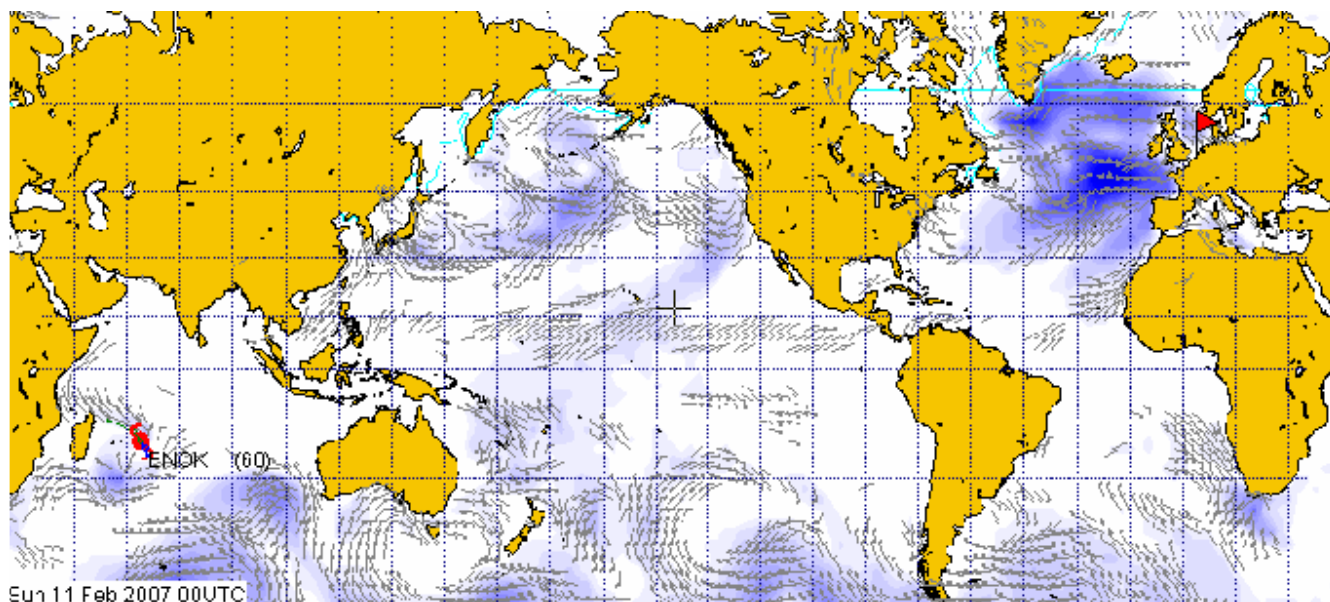
**Photo : John Smit ©**

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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 ....**



Overview of the port of Willemstad (Curacao) with a few passengervessels moored alongside.

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