

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 041



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

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**The MSC XIAN seen enroute Antwerp during her maiden voyage  
Photo : Jaap Janse ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **TRANS MARMARA** seen at the Westerscheldt River – Photo : Henk de Winde

## Rogues Arrested

A father and son's high-seas pirate adventure off Australia, from NSW to Victoria has landed them behind bars.

The swindling seafarers lived like pirates along Australia's eastern and southern seaboard for more than two years.

They stole the identities of a priest, a soldier serving in Iraq and acquaintances to finance their high jinx.

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Their voyage started in 2003 when Gino Stocco's marriage broke down and he used a \$100,000 divorce settlement to buy a yacht.

Stocco, 49, and his son, Mark, 27, then conned a luxury lifestyle from people they met in ports along the coastline. The pair cheated people by using their personal documents to obtain credit cards and mobile phones and to create bank loans.

Police say a Christian minister claimed the men befriended him before using his certificate of ordination to assume his identity. Another victim was a soldier, a former neighbor of Gino Stocco, who accumulated traffic fines in his name while the man served in Iraq. The father and son were jailed this week by Warrnambool magistrate Michael Stone.

"It is quite apparent that you were just drifting around the coast of Australia taking advantage of whomever you could take advantage of," Mr Stone said.

Gino Stocco pleaded guilty to 10 charges, including burglary, theft, criminal damage, making false passport statements and obtaining financial advantage by deception.

His son faced three charges, including robbing his mother in a Melbourne car park in 2004.

The pair was in custody for 45 days after being arrested over a \$2000 burglary from the Port Fairy Yacht club in December.

The court heard Gino Stocco was sailing an unlicensed vessel without an operator's license.

Gino Stocco was sentenced to four months and one week jail and fined \$2400. His son was sentenced to two months jail and fined \$600.

## QM2 'may be verboten'

High levels of emissions from cruiseships at berth -- especially Cunard's 148,000-gt **Queen Mary 2** (built 2003) -- could force Hamburg to turn the ship away.



Photo : Piet Sinke ©

So says a report to be published on Monday in German news weekly Der Spiegel, according to media blog Journalismus -- Nachrichten von Heute. The problem is said to have arisen when pollution measurements were made



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in connection with an air quality prognosis for apartments and office buildings in Hamburg's high-end HafenCity development, now under construction near the Hansa metropolis's cruiseship terminal.

The measurements reportedly showed that berthed cruiseships are generating impermissibly high levels of pollutants during their calls at Hamburg and that QM2, the biggest of the ships, is the biggest offender.

Levels of nitric oxides, sulfur dioxide and especially of fine particulate matter are said to be in excess of European Union (EU) maximum values. According to the article, it is financially out of the question to power the **Queen Mary 2** on city current. The tub de luxe consumes about the same amount of power at quayside that 200,000 German residents consume.

The finding reportedly puts mayor Ole von Beust -- a cruise industry booster -- in the position of being required to ban the **QM2** from the Hamburg harbour if it is unable to clean up its emissions. The ship's owner, Santa Clarita, California-based Cunard Line, is a subsidiary of New York-listed Carnival Corp and a regular customer of Hamburg's Blohm + Voss shipyard.



The **MANTA III** seen in Mossel Bay  
Photo : Ronny Meyer ©

## Migrants Towed To Mauritania

A ship with hundreds of Asian and African migrants on board has been towed towards a port in Mauritania after days of diplomatic wrangling with Spain over which country should take it in.

Mauritanian officials said earlier on Saturday (10 Feb) they had not agreed to accept the migrants, although Spain insisted they had.

"The order has been given for the boat to sail towards Nouadhibou. It is currently on its way," Ahmedou Ould Haye of the Mauritanian Red Crescent said by telephone from a meeting with Spanish officials.

The ship, called "**Marine 1**", had been heading to Spain's Canary Islands, but ran into mechanical problems and was towed to the Mauritanian coast by a Spanish rescue ship a week ago.

Once the ship docks, a team from the Republic of Guinea, where the ship is believed to have come from, will try to identify the migrants before trying to repatriate them.

Most of the passengers were believed to be from Pakistan, officials have said.

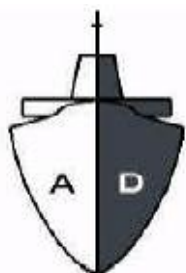
Mauritania's government had previously argued that the migrants did not leave from Mauritania and so the country could not take them in. They also said that they had little capacity to care for those aboard.

More than 30,000 people were caught trying to reach Spain's Canary Islands last year in a dangerous voyage that many undertake in search of a better life.

## NAVY NEWS

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## Aker Philadelphia delivers first product tanker

Aker Philadelphia Shipyard has delivered the first vessel in an order for up to 16 product tankers.

The 600-foot long MT46 Veteran Class **Overseas Houston** now becomes the first ship in the series leased to subsidiaries of Overseas Shipholding Group, Inc. (OSG).

Originally announced in April 2005 with a series of 10 ships, the build program is part of a pioneering arrangement with OSG to bring double-hulled, environmentally friendly newbuild product tankers into the Jones Act trades.

Recently, Aker American Shipping announced an agreement in principal with OSG for up to six additional product tankers in the series that would extend the order book into 2012.

"Delivery of the first product tanker in the series is a satisfying achievement for the shipyard and product of the hard work of our employees and partners." said Aker American Shipping President and CEO Dave Meehan. "With our first vessel now in operation the second dimension of Aker American Shipping's exciting build and own strategy in the Jones Act is now in place."

Eric Smith, Chief Commercial Officer and Head of Government Affairs for OSG America commented, "OSG America is very excited to have taken delivery of the **Overseas Houston**. Our relationship with Aker American Shipping is excellent. We use our combined resolve to deliver new Jones Act tonnage to our customers like Shell who will employ this vessel for many years to come."

In the coming days, the **Overseas Houston** will sail from the yard to the Gulf of Mexico where it will soon begin service transporting refined petroleum products for Shell Oil Company under that company's time charter agreement with OSG.

There are three other product tankers in the series currently under production at the yard with the second due to be delivered this summer.

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## Turkije wil Otapan niet meer terug

De Turkse regering weigert de **Otapan** terug te nemen, ook als al het asbest uit het schip is verwijderd. Dat heeft staatssecretaris Van Geel van Milieu laten weten aan de Tweede Kamer. De bedoeling was om het schip schoon te maken en het dan terug te geven aan de Turkse eigenaar.

De **Otapan**, die nu in Amsterdam ligt, zal door een bedrijf in Rotterdam worden schoongemaakt. Dat kost de Nederlandse staat meer dan drie miljoen euro, die bovenop de sleep- en ligkosten komen.

Wat er daarna met het schip gebeurt, is nog niet bekend. De Turkse eigenaar mag bepalen waar het schip wordt gesloopt.



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## Clipper set to put five bulkers on sales market

Danish owner Clipper is capitalising on high vessel prices and is set to sell another five bulkers. It will have disposed of 14 units since the beginning of December.

Clipper Bulk managing director Frank G Jensen confirms the company is in the process of selling the 20,200-dwt bulkers **Clipper Ranger** and **Clipper Reunion** (both built 2002). As TradeWinds understands both ships are going to Massoel Gestion Maritime of Switzerland for \$21.7m each.

In December, Massoel bought two sisterships, the **Clipper Regal** and **DS Regent** (both built 2002), from Clipper for \$21m each.

The deals illustrate the kinds of profits Clipper is logging on its sales campaign. The four ships were ordered at INP Shipbuilding in South Korea for only \$12.5m each.



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Top : The **CLIPPER GEMINI** – Photo : Hennie Rutte ©

Jensen says Clipper is also in negotiations to sell the 23,400-dwt bulkers **Clipper Beaufort** (built 1997), **Clipper Bounteous** (built 1998) and **Clipper Breeze** (built 1997). "The ships do not fit so well into our fleet," said Jensen.

Last week, Clipper sold the 76,000-dwt **Clipper Sussex** (built 2005) for \$51m. The owner paid less than \$21m for the bulkier. In December, Clipper sold four 29,500-dwt bulkers built between 1996 and 1998 for \$100m in total.

It also sold the 32,000-dwt bulkers **Clipper Harvest** and **Clipper Horizon** (both built 2004) for close to \$36m each.

However, all these sales deals do not mean Clipper is reducing its market position.

In December, the company also ordered up to 10 bulkers of 20,000 dwt at Bharati Shipyard in India and before this deal, it already had 72 ships on order.

## MOVEMENTS

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The **MSC XIAN** seen approaching the locks in Antwerp  
Photo : Dirk de Smedt ©



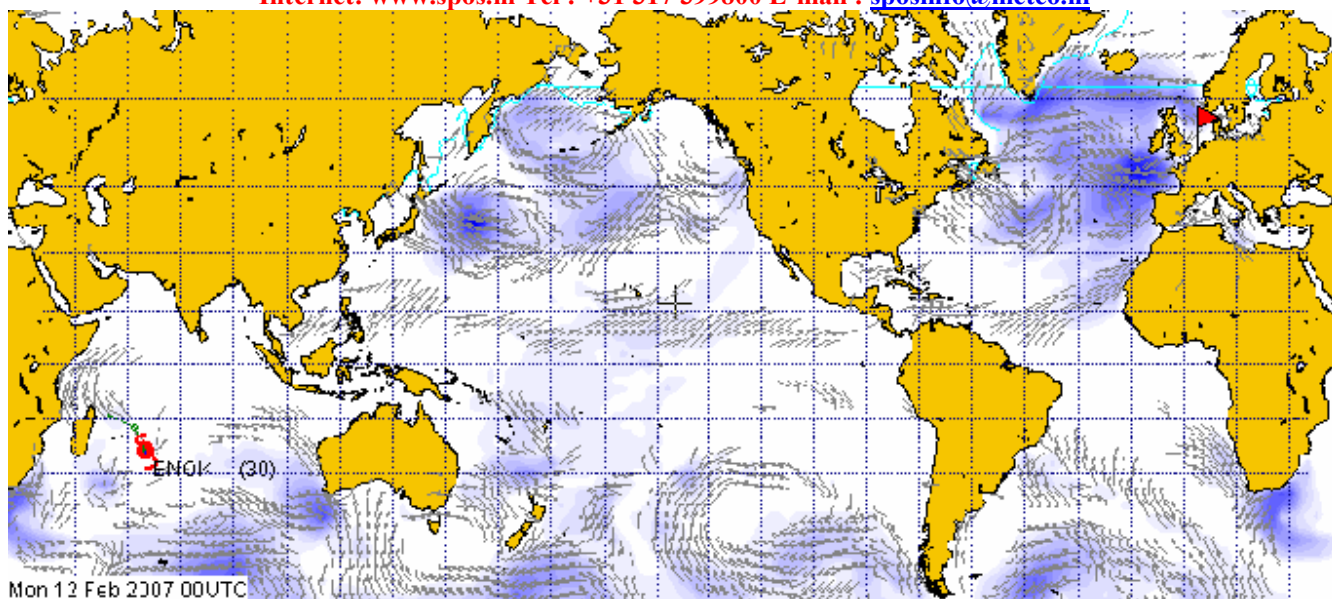
The **IGOR GRABAR** seen enroute Rotterdam  
Photo : Frits Janse ©

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

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The tug **UNIDAD** seen in the Panama Canal  
**Photo : Willem Kappert ©**

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