

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 046



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info@vlierodam.nl



The LAUST MAERSK seen in Rio Grande

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SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
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EVENTS, INCIDENTS & OPERATIONS



Crewmembers of a BP Tanker seen clearing the "Frozen Spray" from the anchor windlass

Stricken Japan whaler tied to ships to clear ice

A stricken Japanese whaling ship on fire off the Antarctic coast was lashed between two other ships on Friday to avoid drifting into ice as its crew worked to contain a blaze below deck.

Fire teams were unable to get to the fire on the black-hulled Nisshin Maru, the 8,000 ton flagship of the Japan whaling fleet, despite it having lost some of its intensity in freezing conditions, emergency officials said.

'There are still hot spots and they still cannot get down beneath the deck,' Maritime New Zealand spokesman Lindsay Sturt told Reuters, adding the ship had been lashed alongside a fleet supply vessel and another whaling ship. 'Because they haven't got any power, there are icebergs and all sorts of stuff, so they don't want it just floating around. The plan is to move the ship north where it will be safer.'

Fears were easing of an oil or chemical leak spill after the crew managed to pump off excess water and correct the list to the ship, Sturt said. 'They are trying to starve the fire as much as they can. Once they get in there they can start to search for the missing crewman and assess the damage,' he said.

The fire broke out on Thursday. Maritime authorities said anti-whaling protesters in the Southern Ocean, which clashed with the whalers on Monday, were not involved. The fire, fuelled in part by whale oil, was burning in a factory area above the engine room and below the ship's bridge.

Environmental group Greenpeace offered to tow the stricken boat with its converted salvage ship Esperanza as the Nisshin Maru wallowed without power less than 100 nautical miles from the world's largest Adelie penguin colony.

'Our first thoughts are for the missing crewman and the rest of the people on board. This is not a time to play politics,' Greenpeace expedition leader Karli Thomas said. Amid reports Japan had rejected offers of help from environment 'terrorists', Hideki Moronuki at the Japanese Fisheries Agency said Greenpeace had not been in contact.

But the Nisshin Maru may have refused help because the ship had been boarded by Greenpeace activists in New Caledonia in 1998 as it lay in port after another fire, Moronuki said. A spokesman at the Institute For Cetacean Research, which runs Japan's whaling programme and is partly government-funded, also said they had not been contacted by Greenpeace.

About 30 people were still on board to fight the fire and it was thought a missing crewman had perished on board.

It is unclear whether the ship, currently disabled, will be able to restart its engines. If it remains disabled the Nisshin Maru will continue to threaten the environment if calm weather in the Southern Ocean, known for massive storm seas, turns bad. Jun Hoshikawa, executive director of Greenpeace Japan, told Reuters that the Esperanza could reach the Nisshin Maru on Saturday morning.

'We'll put aside our campaign for however long is necessary,' he added. 'Let's put life and the environment first now.'

New Zealand's government said on Thursday that if an oil leak occurred an international response would be launched involving New Zealand, Australia and the United States, which all have Antarctic bases.

Van Geel nog één keer door het stof

Het asbestvrij maken van het schip **Otapan** kost de overheid waarschijnlijk 4,5 miljoen euro. De Tweede Kamer denkt niet dat die kosten op de eigenaar van het schip te verhalen zijn. Toch waren de Kamerleden mild voor staatssecretaris Pieter van Geel van milieu, die gisteren zijn laatste debat als bewindsman had.

"Ik heb al een hele garderobe aan boetekleden aangetrokken." Van Geel erkende al een paar keer dat er fouten zijn gemaakt rond het asbestschip. Daarmee is het pad voor zijn opvolger nog niet vrijgemaakt. Er loopt nog een rechtszaak tegen de vorige eigenaar van het schip, het Mexicaanse Basilisk.

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Dat bedrijf stuurde het schip afgelopen zomer naar Turkije, met een verklaring dat het duizend kilo asbest bevatte. Met die verklaring voer de **Otapan** de haven van Amsterdam uit, maar daarna ging het mis. Uit een eerdere scan was al gebleken dat het schip zeker vijftig keer zo veel asbest aan boord had. "De diensten hebben er een paar keer achteraan gebeld om te vragen of die duizend kilo echt wel klopte", verklaarde Van Geel. De eigenaar zei dat dat juist was, maar het ministerie beschikte over een onderzoek waaruit bleek dat dat niet zo was. "Toen had er een belletje moeten gaan rinkelen bij de diensten." Dat gebeurde niet en het schip mocht weg naar Turkije. Vlak voor aankomst liet Greenpeace aan Turkije weten dat het schip veel meer asbest bevatte dan was opgegeven. Dat land weigerde het schip toen, waarop Van Geel het weer naar Nederland liet slepen. Deze maand gaat het naar Rotterdam, waar het asbest (77 ton) er op kosten van Nederland uit wordt gehaald.

De eerste fout ligt bij het Mexicaanse Basilisk, die een verkeerde opgave van de hoeveelheid asbest deed. Toch is het volgens de Kamerleden nog maar de vraag of de schade kan worden verhaald, omdat er ook in Nederland vormfouten zijn gemaakt.

Remi Poppe pleitte er namens de SP voor om het schip op te kopen. Dan kan het in één keer gesaneerd én gesloopt worden. Volgens hem is dat veel goedkoper en voorkom je daarmee dat arbeiders in isolatiepakken met drillhamers de kleine ruimten in de machinekamers in moeten voor "mensonwaardig werk." Van Geel wil het schip echter niet overkopen. "Dan moet het Europees worden aanbesteed en dat gaat nog zeker negen maanden duren. We moeten hier nu mee verder."



The **OCEAN SEARCHER** seen arriving in IJmuiden
Photo : Joop Marechal ©



APS-directie gearresteerd om 'Probo Koala'

In het gifschandaal rond het zeeschip **Probo Koala** zijn dinsdag twee Nederlanders gearresteerd. Het gaat om de directie van Amsterdam Port Services (APS), het verwerkingsbedrijf dat het zwaarchemisch afval van de **Probo Koala** in eerste instantie accepteerde. Tegen de kapitein van het schip is een arrestatiebevel uitgevaardigd.

Justitie bevestigde donderdag de eerste aanhoudingen in deze zaak. De toenmalige directeur van APS, diens plaatsvervanger en de kapitein van de Probo Koala worden verdacht van overtreding van de regels voor in- en uitvoer van afvalstoffen, van overtreding van de Wet verontreiniging door schepen en van valsheid in geschrifte.

In een persverklaring van 20 september 2006 verklaarde APS:

"Tot slot benadrukt APS dat het niet binnen haar competentie lag om te voorkomen dat het schip uit Nederland zou vertrekken. Zowel het terugpompen van de afvalstoffen in het schip als het uitvaren daarna van de **Probo Koala** is geschied met medeweten van Justitie. APS verwijst in dit verband tevens naar het slot van de persverklaring van mevrouw Vos, wethouder van Amsterdam."

Volgens justitie behoort Trafigura Beheer bv, de in Amstelveen geregistreerde eigenaar van de lading giftig afval, ook tot de hoofdverdachten. Bronnen rond het justitieel onderzoek melden dat echter niet duidelijk is wie bij het internationaal opererende Trafigura verantwoordelijk kan worden gesteld.

Trafigura wilde in juli vorig jaar met het schip **Probo Koala** een partij van 500 ton afval afleveren bij APS. Toen de verwerking te duur bleek, eiste Trafigura de deels al uit het schip gepompte giftige lading terug. Een maand later werd de partij illegaal gestort in Ivoorkust. Tien doden en duizenden gewonden waren het gevolg.

Arrestanten in zaak Probo Koala heengezonden

De twee medewerkers van Amsterdam Port Services (APS), die afgelopen week zijn aangehouden op verdenking van betrokkenheid bij het gifschandaal rond het schip **Probo Koala**, zijn vrijdag heengezonden. De twee leidinggevenden van het bedrijf blijven nog wel verdacht.

Dit liet een woordvoester van het Functioneel Parket weten. Justitie verdenkt de personen van overtreding van de regels voor in- en uitvoer van afvalstoffen en van de Wet verontreiniging door schepen. Ook zouden ze zich schuldig hebben gemaakt aan valsheid in geschrifte. Het parket heeft tegen de kapitein van het schip een arrestatiebevel uitgevaardigd. Die verblijft momenteel in het buitenland en moet worden uitgeleverd.

Anyone lost at sea has the right to rescue

On 1 July 2006, amendments to two IMO Conventions entered into force. The amendments, concerning the treatment of persons rescued at sea, are particularly timely in view of several recent incidents involving migrants and refugees unwittingly involved in accidents at sea.

For centuries, shipwreck and the subsequent plight of survivors at sea have been a staple of art and literature, often used as an allegorical device to portray mankind's broader predicament, cast adrift on a sea of troubles in search of some kind of eternal salvation. For some unfortunate souls, however, shipwreck, the struggle for immediate survival and the subsequent horrors of waiting for rescue, not knowing whether anyone is aware of their plight and uncertain as to whether they can survive long enough even if they are, become terrifying reality. Even in the modern world, when advances in ship design, construction and technology coupled with highly trained and capable ships' crews mean a passage by sea is safer than ever before, the sea remains capricious and unforgiving - and accidents still happen.

Although the chances of shipwreck are smaller than ever and diminishing progressively, no one who takes to the sea is completely immune from danger. It matters not whether one is a professional seafarer or fisherman at work, a fare-

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paying passenger travelling for pleasure or business, a yachtsman engaged in one's favourite pastime or a refugee or migrant taking to the sea out of desperation; the sea does not distinguish.

Which is precisely why the age-old tradition among seafarers of going immediately to the aid of anyone in distress at sea became established and continues to this day. For centuries, seafarers have considered it their duty to assist fellow mariners in peril on the high seas. In modern times, this tradition has become more than just a moral obligation and is now enshrined in international law.

The United Nations Convention on Law of the Sea (UNCLOS), for example, says that every State must require the master of a ship flying its flag to render assistance to any person found at sea in danger of being lost and to proceed to the rescue of persons in distress. Furthermore, it requires every coastal State to promote the establishment, operation and maintenance of an adequate and effective search and rescue service regarding safety on and over the sea and, where circumstances require, by way of mutual regional arrangements, to co-operate with neighbouring States for this purpose.

In this way, UNCLOS provides the legal framework for action. However, the details of any search and rescue obligations are to be found in various IMO Conventions. The Search and Rescue (SAR) Convention of 1979 gives a clear definition of the term "Rescue". It involves not only "an operation to retrieve persons in distress, provide for their initial medical or other needs" but also to "deliver them to a place of safety". This obligation to initiate action is activated once the responsible authorities of a State Party receive information that any person is, or appears to be, in distress at sea. It further states that, once a State Party has accepted responsibility to provide search and rescue services for a specified area, it is obliged to use search and rescue units and other available facilities for providing assistance to anyone in distress at sea, and that such assistance is to be provided "regardless of the nationality or status of such a person or the circumstances in which that person is found".

The Safety of Life at Sea Convention (SOLAS) spells out the obligation on ships' masters to render assistance. It says, "The master of a ship at sea which is in a position to be able to provide assistance, on receiving a signal from any source that persons are in distress at sea, is bound to proceed with all speed to their assistance, if possible informing them or the search and rescue service that the ship is doing so." Elsewhere, it stipulates that contracting Governments should undertake "to ensure that necessary arrangements are made ... for the rescue of persons in distress at sea around its coasts."

Furthermore, the Salvage Convention of 1989, while primarily concerned with the salvage of property and the prevention of marine pollution, nevertheless restates the SOLAS obligation on the master to render assistance to any person in danger of being lost at sea. And the Convention on Facilitation of International Maritime Traffic (FAL Convention) sets forth special facilitation measures for ships calling at ports in order to put ashore sick or injured crew members, passengers or other persons for emergency medical treatment.

Every year, thousands of migrants and asylum seekers undertake perilous journeys at sea in search of safety, refuge from persecution, or simply better economic conditions. IMO's prime concern with respect to the rescue of those involved in incidents during such journeys was that, unless the matter was considered in all its aspects and appropriate action was taken, there might be a negative impact on the integrity of the global search and rescue system which the Organization had put in place.

On 1 July 2006, amendments to the SOLAS and SAR Conventions concerning the treatment of persons rescued at sea (adopted in May 2004) entered into force. These amendments were developed in response to IMO Assembly resolution A.920(22) on Review of safety measures and procedures for the treatment of persons rescued at sea, which was adopted by IMO's 22nd Assembly in 2001, following a number of incidents that highlighted concerns surrounding the treatment of persons rescued at sea, in particular undocumented migrants, asylum seekers, refugees and stowaways.

Resolution A.920(22) requested IMO to review all IMO instruments so that any existing gaps, inconsistencies, ambiguities, vagueness or other inadequacies could be identified and any action needed could be taken. The idea was to ensure that co-ordination and co-operation among all parties concerned could be strengthened so that rescued persons are promptly and effectively delivered to a place of safety, regardless of their nationality and status or the circumstances in which they are found. Survivors, including undocumented migrants, asylum seekers and refugees, as

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well as stowaways, should be treated, while on board, in accordance with relevant international agreements and long-standing humanitarian maritime traditions.

Among the resultant amendments are those to SOLAS chapter V - Safety of Navigation, which add a definition of search and rescue services. They also add to and clarify the existing longstanding obligation to provide assistance, adding the words: "This obligation to provide assistance applies regardless of the nationality or status of such persons or the circumstances in which they are found."

Moreover, the amendments mandate co-ordination and co-operation between States to assist the ship's master in delivering persons rescued at sea to a place of safety. This is the first time that such an obligation has been placed on States.

The amendments also add a new regulation concerning a ship master's discretion, which states that "the owner, the charterer, the company operating the ship..., or any other person shall not prevent or restrict the master of the ship from taking or executing any decision which, in the master's professional judgement, is necessary for safety of life at sea and protection of the marine environment."

Amendments to the SAR Convention add a new paragraph in chapter 2 - Organization and co-ordination, relating to the definition of persons in distress; new paragraphs in chapter 3 - Co-operation between States, relating to assistance to the master in delivering persons rescued at sea to a place of safety; and a new paragraph in chapter 4 - Operating procedures, relating to rescue co-ordination centres initiating the process of identifying the most appropriate places for disembarking persons found in distress at sea.

Related Guidelines on the treatment of persons rescued at sea, also adopted in May 2004, provide guidance with regard to humanitarian obligations and obligations under the relevant international law. These confirm that the obligation of the master to render assistance should be complemented by the corresponding obligation of IMO Member Governments to co ordinate and co operate in relieving the master of the responsibility to provide follow up care of survivors and to deliver the persons rescued at sea promptly to a place of safety.

In addition, and again following resolution A.920(22), the IMO Secretary-General brought the issue of persons rescued at sea to the attention of a number of competent United Nations specialized agencies and programmes, highlighting the need for a co-ordinated approach among United Nations agencies and soliciting the input of relevant agencies, including UNHCR, the UN Refugee Agency, within the scope of their respective mandates.

An inter-agency effort focusing on State responsibilities for non-rescue issues, such as immigration and asylum, which are beyond the competence of IMO, is an essential complement to IMO's own efforts. IMO is co-operating with UNHCR and other relevant agencies as necessary following rescue incidents involving persons in distress who subsequently are found to be asylum seekers or undocumented migrants.

An excellent example of this inter-agency co-operation occurred in June 2006, when a passenger ship, the Noordam - rescued 22 persons of various nationalities after their boat had sunk in the Aegean Sea between the Greek island of Samos and the coast of Turkey. When IMO was informed of the rescue by the International Council of Cruise Lines (ICCL), the Organization quickly established lines of communications with UNHCR and the appropriate authorities in Greece, the Netherlands and Turkey to ensure the disembarkation of the survivors at the ship's next port of call, Kusadasi in Turkey.

The timeliness of the entry into force of the new IMO amendments has been emphasised by the rising death toll among migrants and asylum seekers attempting sea passages, often in unseaworthy and overcrowded vessels. The new Convention provisions constitute a significant milestone, of which the entire maritime community can feel justifiably proud, since they strengthen further the centuries old tradition of mariners throughout the world, of giving succour and salvation to fellow human beings in distress at sea.

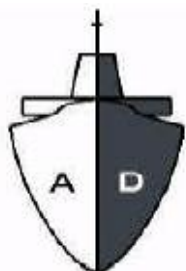
In an age when ships' captains are constantly asked to improve efficiency and cut costs, it remains vital that they continue to rescue those found in grave peril on the sea - whoever they are and whatever their reason for being there. The new IMO amendments should help to ensure that any ambiguities surrounding the obligations of all concerned

towards those who become involved in an accident at sea are clarified, and that anything which might serve as a disincentive to ships' masters in the fulfilment of their obligations, is removed.

NAVY NEWS

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ANGLO DUTCH SHIPBROKERS bvba



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

Afscheid van een bijzonder bedrijf



De scheidend commandant **Pastoor** en de aantredend commandant **Van Vuuren** voor de kustwachtcutter **Jaguar**.
Foto: Roderick Gouverneur, KWNA&A ©

Op de kustwachtsteiger op Marinebasis Parera overhandigde luitenant-ter-zee 2OC George Pastoor vrijdag het commando over de kustwachtcutter **Jaguar** aan luitenant-ter-zee 2OC Roland Van Vuuren. "Vandaag 16 februari is een dag om terug te kijken, een dag waarop je beseft wat een geweldige tijd je hebt gehad op de **Jaguar** en bij de kustwacht", sprak de scheidend commandant de genodigden toe.

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Ten overstaande van hoogwaardigheidsbekleders, genodigden en uiteraard de bemanning van de **Jaguar**, blikte Pastoor terug op twee bijzondere jaren. Jaren waarin het dynamische bedrijf kustwacht vele ontwikkelingen doormaakten en waarin de Jaguar vele successen boekte. "Terugblikkend op mijn commandoperiode noem ik een totaal van inbeslaggenomen goederen van bijna 600 kilogram cocaine, 18 kilogram heroïne, 72 illegalen, een groot aantal arrestaties van smokkelaars van drugs en een grote hoeveelheid go-fasts en wapens die we aan het verkeer hebben onttrokken." Pastoor schrijft deze successen toe aan de uitstekende en professionele houding van de bemanning van de cutter. "Een bemanning die goed getraind en gemotiveerd is en haar taken serieus neemt. Zonder uw inzet en doorzettingsvermogen had ik niet zo'n succesvolle tijd gehad."

Nadat het commando officieel was overgedragen aan de nieuwe commandant, ontving de scheidend commandant – conform marinetraditie – uit handen van de jongste matroos van de **Jaguar**, vlootoperator Jeritza Eikelenboom, een kistje met de kustwachtvlag.

De commando-overdracht werd bijgewoond door de minister-president van de Nederlandse Antillen, mevrouw De Jong-Elhage, de vertegenwoordiger van Nederland in de Nederlandse Antillen, de heer Vermaas, de doopster van het schip, mevrouw Mendez de Gouveia en de Commandant van de Kustwacht voor de Nederlandse Antillen en Aruba, commandeur Sijsma.

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info@disamaritime.com
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
www.disacivil.com

TTS upgrades for Wallenius car carriers

TTS Ships Equipment, a subsidiary of Norwegian maritime group TTS Marine, has been awarded a significant contract by Wallenius Marine to upgrade four of its car carriers.

The vessels will be extensively upgraded to meet new classification and other requirements.

As part of the upgrade contract, TTS will supply one new watertight bulkhead door to each of the four ships in order to increase damage stability and to effect compartmental separation.

TTS will also refurbish the RoRo equipment onboard each ship and reinforce the stern ramps to manage heavier loads.

The first of the four vessels, MV Baltic Breeze, left dry dock in mid February 2007 and is now moored at the Cosco outfitting quay in Dalian, China, where work will continue until the end of March. The second vessel, MV Aegean Breeze, is also contracted for upgrade at Cosco in Dalian where work will begin in early May.

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"Many car carriers built over 20 years ago require various types of life extension programs," said Dan Magnusson, TTS conversion manager. "The present lack of car carriers, teamed with the continuing boom in this type of transport, creates strong potential for both new builds and conversions."

Magnusson continued: "Reports from Japan and Korea state that the main shipbuilders are fully occupied until 2011, so there has to be an effective alternative to newbuilds. The Wallenius project will prove that undergoing an upgrade program is both a time- and a cost-effective solution."



The Polish tug **IRBIS** arrived with the Damen hull number 503402 in Rotterdam

Photo's : Frits Janse ©



Aker Yards reports soaring revenues

Aker Yards ASA reported an EBITDA (Earnings Before Interest, Tax Depreciation and Amortization) of NOK 401 million (\$65.2 million) for the fourth quarter of 2006, an increase of 15 percent compared with the fourth quarter of 2005.

The EBITDA result for 2006 was NOK 1,443 million (\$234.7 million), up 40 percent from 2005.

Earnings per share (EPS) were NOK 21.77 for the quarter, and NOK 46.56 for the full year. Order intake in the fourth quarter was NOK 8 906 million, giving an order backlog of NOK 79,420 million at the end of the quarter, comprising 149 vessels.

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The Board of Directors proposes to pay a dividend for 2006 of NOK 18 per share for the year 2006.

Aker Yards had revenues of NOK 7,815 million (\$1,271 million) in the fourth quarter of 2006, an increase of 60 percent compared with NOK 4,897 million (\$796.4 million) in the corresponding period of 2005. High activity in all three business areas and the acquisition of new yards contributed to the development.

Aker Yards says that the pressure on subcontractors is high, and demands a careful follow up in order to reduce the risk of delays on projects. Significant integration processes are ongoing in all three business areas.

The order backlog increased by NOK 1,901 million from the previous quarter, and order intake in the fourth quarter was NOK 8,906 million. Cruise & Ferries contributed a significant part of the order intake, with the order for two ferries for Stena Rederi AB representing approximately NOK 3,300 million.

ROUTE, PORTS & SERVICES

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TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl



The **TRANS VIK** seen at the river Tyne – Photo : Kevin Blair ©

Hoegh sells LNG carrier

Hoegh LNG has agreed to sell its LNG carrier **Hoegh Galleon** (ex *Mystic Lady*, ex *LNG Challenger*) to Maverick LNG Holdings Ltd on private terms. The vessel is scheduled to be delivered to its new owner between July and October 2007. In the meantime, it is available for employment.

Maverick LNG Holdings Ltd is a jointly held subsidiary of North Atlantic Pipeline Partners LP and LNG Partners LLC. It intends to use the vessel as temporary LNG storage associated with its LNG transshipment and storage projects, including prospective power generation development.

Alternatively Maverick is considering specialized deployment as the company has completed extensive engineering associated with various Hoegh Galleon conversion alternatives including FSRU (Floating Storage Regas Unit) and FLNG (Floating Liquefaction of Natural Gas) options.

The 87 000 cubic meter capacity **Hoegh Galleon** was built in 1974 and was acquired by Hoegh LNG in 1998 and rebuilt to high standard.

The vessel operated under a long term time charter to Suez LNG North America until 2006 when Suez LNG North America ordered the vessel in lay-up and later terminated the charter originally valid until 2017 against a cancellation fee.

"Hoegh Galleon has operated successfully under its time charter to Suez, and with this sale the vessel has been an extremely good project for Hoegh LNG," says Sveinung Stohle, CEO in Hoegh LNG. "The sale supports our strategy to venture into new parts of the LNG supply chain as it has opened up for exploring further cooperation and participation with the buyer and their projects.

Hoegh LNG will continue to manage the vessel technically for an unspecified period of time.

GOOD YEAR FOR FARSTAD

NORWEGIAN offshore supply specialist Farstad Shipping made a 2006 operating profit of NKR1.94bn (US\$316.4m), up from NKR1,8bn in 2005 despite sharply increased costs.

The company comments: "The market balance for the supply vessel fleet is still good despite of a net increase of 85 large and medium-sized vessels in 2006 (approximately 14%). Of these 61 were PSV vessels. In 2007 the PSV fleet is expected to increase by 53 units, while the number of AHTS is expected to increase by 40 vessels. The demand for supply vessels is increasing in most markets. However, we are expecting a correction in the market for PSV vessels as a consequence of the large number of vessels that will still be under construction at the end of 2007."

It adds: "The rate level for the AHTS fleet is expected to be good also in the near future, but the construction activity has strongly increased in this segment in the past year. There are now 135 large and medium-sized AHTS on order. High oil prices, the oil companies increased focus on exploration, and the contracting of new rigs are positive for the demand in this segment."



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The **FR8 SPIRIT** seen assisted by the **SMIT DENEMARKEN** in the port of Rotterdam
Photo : Frits Janse ©

Dubai Ports says U.S. fees 'unreasonable'

State-owned Dubai Ports World said Friday it would not pay millions of dollars in fees it said were demanded by a U.S. port authority in a last-minute hitch in its efforts to sell its U.S. port operations.

"They have asked for a transaction or transfer fee - I'm not sure what to call it - which was not part of our lease agreement with them and which we were unaware of," Mohammed Sharaf, chief executive of the Gulf Arab company, told Reuters. "They are asking for a sum which is unreasonable and we are saying no," he said, declining to give an exact figure but saying the sum ran into millions of dollars.

DP World took over facilities at six major U.S. ports when it bought Britain's Peninsular & Oriental Steam Navigation Co. (Charts) a year ago, becoming the world's third-largest container port operator.

DP World said in December it had agreed to sell the facilities in New York, New Jersey, Philadelphia, Baltimore, Miami, Tampa and New Orleans to American International Group (Charts) after U.S. lawmakers said they feared giving a state-owned Arab company control of U.S. port terminals would threaten national security.

The Wall Street Journal reported Thursday that DP World's sale of its port-management contract to AIG had hit a snag over squabbles with the Port Authority of New York and New Jersey.

It said DP World had received approval for the sale at all of the other facilities it operates in the United States, but the Port Authority was demanding that the Dubai-based company pay as much as \$84 million to approve the lease transfer.

The new demands placed the overall transaction into jeopardy, the paper said, by greatly increasing the transaction cost for DP World. It was not clear how much the overall deal was worth, but DP World had initially said it expected no problems with the deal because it was selling to an American firm.

Sharaf said DP World still hoped to conclude the sale.

"In this case, the U.S. should be accommodating the deal if they are really concerned about security. They asked us to leave because of security concerns and now they are delaying the deal," Sharaf said.

"We are in dialogue with them over this issue and we want to conclude this deal as soon as possible, but the ball is in their court." Neither the Port Authority nor AIG were immediately available for comment.

The forced capitulation of a government-controlled company in the United Arab Emirates, a U.S. ally and frequent port of call for American warships, reinforced Arab concerns that their U.S. assets could be targeted for security reasons.



The **MAASDAM** seen in Willemstad (Curacao) - Photo : Els Kroon ©

Talisman charters Centaurus

Talisman Energy has chartered the Harms Offshore VS 470 MK II PSV **Centaurus**.

According to the latest issue of Seabroker's Seabreeze, the vessel was due to begin a four months firm plus 2 x 1 month option contract, and was due to arrive in the North Sea by February 9th.

Bluestream NL huurt groot duikvaartuig tot 2012

Het grote duikondersteuningsvaartuig **Northern River** van de Amerikaanse rederij Trico blijft voorlopig vanuit Den Helder opereren. Duikbedrijf Bluestream NL heeft het vaartuig voor een periode van vijf jaar gehuurd voor het offshore uitvoeren van duikwerkzaamheden ten behoeve van de olie- en gasindustrie en de windenergiesector.



Het duikondersteuningsvaartuig **Northern River** heeft een lengte van bijna 93 meter en is uitgerust met een 50-tons kraan, een klasse 2 dynamisch positioneringssysteem en accommodatie voor 60 personen. Een ideaal schip voor het uitvoeren van duikwerk en het leggen van kabels offshore. Vorig jaar mei kreeg Bluestream de beschikking over dit vaartuig, dat toen voor een periode van een jaar kon worden gehuurd. Meteen was er volop werk voor het schip, dat in Den Helder werd voorzien van de benodigde duikapparatuur.

Bluestream-directeur Kieran Pieters: "Op zes dagen na zijn wij met het schip het afgelopen jaar in zowel de Nederlandse als Britse sector van de Noordzee continu voor diverse oliemaatschappijen aan het werk geweest. Daarnaast hebben we ook energiekabels gelegd in het offshorewindmolenpark voor de kust van Egmond. De Northern River is een ideaal schip gebleken voor ons werk en wij hebben zoveel vertrouwen in de ontwikkelingen in de olie- en gasindustrie dat we het nu tot mei 2012 hebben durven vastleggen."

De **Northern River**, die onder de Noorse vlag vaart, is in 1998 gebouwd en heeft een werkdek van 1000 vierkante meter. Ruim voldoende om alle benodigde duikapparatuur en daarnaast nog een flinke lading materieel te kunnen meenemen. Bluestream voert op dit moment met de Northern River offshore-installatiewerk uit in de Britse sector van de Noordzee.

Bluestream NL bv maakt samen met Bluestream Access bv deel uit van The Bluestream Group, met vestigingen in Den Helder en in het Verenigd Koninkrijk. The Bluestream Group is wereldwijd actief. Naast ervaren duikers beschikt Bluestream NL over een vloot van onderwaterrobots (ROV's). De kantoororganisatie bestaat uit ongeveer 30 mensen. Gedurende de zomerperiode voeren ruim 125 duikers voor het bedrijf offshore installatie-, constructie-, inspectie- en onderhoudswerk uit.

PGS confirms charter for Harrier Explorer

Petroleum Geo-Services (PGS) has confirmed that it has entered into a four year firm time charter with 2 x 1 year options with SeaBird Exploration Limited for **Harrier Explorer** as a fully equipped and operated source vessel.

PGS has the option to use the vessel as a 2-D vessel by covering the cost of additional seismic equipment and additional operating cost. The contract value for the firm period is approximately US\$58 million and is scheduled for commencement on May 1st, 2007. Chartering **Harrier Explorer** secures PGS additional vessel capacity for 2-D and undershoot work as well as for more advanced seismic solutions like wide azimuth.

MAERSK ORDERS AGAIN

Maersk Supply Service has placed an order for four multi-purpose AHTS, plus two options, with Volkswerft Stralsund of Germany. According to the latest issue of Seabrokers' monthly report Seabreeze, the vessels will be updated versions of the well established 'A' class.

The vessels are due for delivery from summer 2009 onwards and will join Maersk's offshore fleet of 57 vessels in service plus 12 newbuildings.

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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

<http://www.multraship.com>

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The **BRUSSEL** seen arriving in Willemstad (Curacao)
Photo : Els Kroon ©



The **SA AGULHAS** seen entering the port of Cape Town after an Antarctic mission
Photo : Glenn Kasner ©



The **LENA** seen passing Hoek van Holland enroute Rotterdam Waalhaven

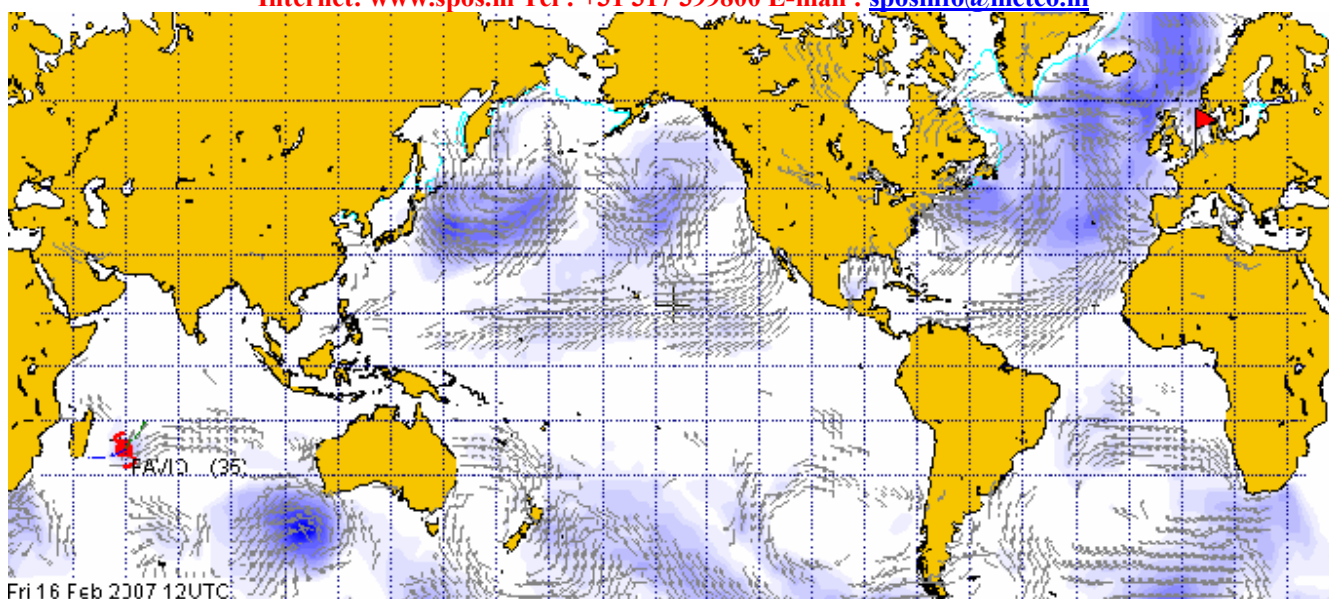
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

.... PHOTO OF THE DAY



The **NCC MEKKA** seen at the Westerscheldt River enroute Antwerp
Photo : **Pierre-Alfred Caille** ©

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