

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 047



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**The museum tug KRIMPEN seen enroute Museum Harbour Maassluis**

**Photo : Hans Hoffmann ©**

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## EVENTS, INCIDENTS & OPERATIONS



Photo : Jan Steehouwer ©

Saturday, the 1954-built harbour tug **Krimpen** came to her new home port as part of the "**Tugboatharbour Maassluis**" project. The **Krimpen** is now the sixth vessel to take part in this project and the most original survivor of a series of six tugs of the K-class. They were built as part of the large post war fleet renewal and expansion scheme of

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Smit. Still equipped with her original 375 hp Smit-M.A.N. diesel she quickly drew the attention of the engineers of the museumtug **Elbe**.

**Krimpen** is now moored alongside of the salvage vessel **Bruinvisch (1937)** which is under restoration.

### Toxic Fumes

Toxic gas is rising from a fertilizer-laden Dutch ship stranded off the northwest coast of Spain after a fire, Spanish media reported on Saturday (15 Feb). The regional Galicia government named the vessel as the Dutch cargo ship, "**Ostedijk**", and a national government spokesman confirmed media reports that said the 6,000-metric ton ship was under tow to move it away from inhabited coastal areas.

The ship, making for Valencia, sent out a distress call early on Saturday when it was off the Spanish port of La Coruna, and is currently 12 miles off the Spanish coast.

The coast guard was not immediately available for comment.



The **SEA PRINCE** seen in Rio Grande

Photo : Marcelo Vieira ©

### Cargo removal speeded by weather

Improved weather has allowed salvors to speed up work to remove containers from the stricken **MSC Napoli**. Sixty containers were taken off on Friday after 10 more were lost overboard in strong winds on Thursday.

Residual oil from flooded compartments around the ship also washed ashore, renewing fears for seabirds.

But the RSPCA West Hatch centre in Somerset, which is treating hundreds of oiled birds, said only a few had been admitted in the past few days. The 62,000-tonne cargo ship was grounded off the Devon coast on 20 January.

Twenty-six crew had abandoned the vessel and were airlifted to safety when a storm damaged its hull. The **MSC Napoli** was then deliberately grounded near Branscombe Beach in Lyme Bay - a World Heritage Site.

About 200 tonnes of oil leaked into the sea, forming an oil slick several kilometres long and about 30m wide. More than 1,000 seabirds have been affected by the oil contamination which damages feathers and can be absorbed through the skin, damaging internal organs. Paul Oaten, a wildlife officer at the RSPCA West Hatch centre, told BBC news staff were worried when they heard more oil had come ashore on Thursday.

"It may just be residual oil, but any oil has the potential to cause damage to sea birds," he said.



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"Even the smallest amount of oil can destroy birds' insulating abilities and waterproofing." Of the 995 birds admitted, 29 have died, 300 have been put to sleep, and 224 transferred to other treatment centres. Mr Oaten said he was fairly optimistic about the survival chances of the 450 remaining birds at West Hatch.

"I'm really pleased with the new triage system we've been using. Looking at some of the birds I'd say they're in a much better condition and now have a much better chance of survival." The centre has begun releasing some seabirds back to the sea off the North Devon coast.

It is expected it will take about a year to get the cargo off the vessel and then salvage or recover it. More than 400 of the remaining 1,800 containers on board the listing ship have now been removed. Two salvage vessels are being used to remove the containers and transport them to Portland port in Dorset.

About 110 containers have been lost overboard, 58 of which have washed ashore. Motorbikes, wine barrels, face cream and nappies were among the items washed up at Branscombe. This led to hundreds of people descending on the beach scavenging for "bounty". Lost cargo has also appeared on beaches more than 30 miles away in Torbay.



## Officials downplay burned ship's threat

A whaling ship disabled by fire in Antarctic waters near the world's biggest penguin breeding ground poses no environmental threat, Japanese officials said Friday, despite calls for swift action to avert catastrophe.

New Zealand officials and environmentalists expressed concern that the 8,000-ton **Nisshin Maru** -- left without engine power after a fire broke out aboard -- could threaten the penguin rookery at Cape Adare, about 100 miles away.

It is unclear whether the fire has been extinguished; officials said Friday that the area where the fire broke out was filled with smoke and couldn't be examined. The ship is carrying tens of thousands of gallons of oil, which environmentalists fear will spill and be carried by currents to Cape Adare. But no oil had spilled and the vessel was in no immediate danger of sinking, officials said.

One crewman is missing and presumed dead. Japanese government-affiliated Institute of Cetacean Research Director General Hiroshi Hatanaka said the ship poses no danger to the environment. "Fears that this might turn into some environmental disaster are premature. The vessel is not drifting, it's not listing and it's not leaking," he said. "The area in which the fire broke out is not located near the fuel holds."

Japanese officials said they may have to abandon this season's whale hunt in the ice-strewn waters of the southern Ocean because of the fire. Although other whaling ships are nearby, the **Nisshin Maru** is the only ship in the fleet able to process whale carcasses.

Conservation Minister Chris Carter of New Zealand, an anti-whaling nation that has responsibility for maritime rescues in the area, urged the Japanese government to use either the Greenpeace ship **Esperanza** -- a converted Russian tug -- or a U.S. icebreaker in the area to move the vessel.

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"It is imperative the **Nisshin Maru** is towed further away from the pristine Antarctic coast, the neighboring penguin colony and the perilous ice floes," Carter said. "It's likely we have two days of good weather to move the Nisshin Maru out of Antarctic waters in the safest and most practical way." Greenpeace said it was willing and able to help, and the Esperanza -- in the region to try to stop the whale hunt -- could reach the stricken ship in about 24 hours. "We have the capacity and we're on the spot," Greenpeace spokeswoman Cindy Baxter said.

Glenn Inwood, spokesman for the Institute of Cetacean Research, said no help was needed. "The whole Greenpeace offer is a red herring. Their assistance is not required and will not be accepted," he said.

Another whaling ship, the **Oriental Bluebird**, was alongside the **Nisshin Maru** and "fully able" to tow it out of the area if required, Inwood said. "The main priority is to locate the missing sailor, clear the smoke, then decide whether to move the **Nisshin Maru** or repair it on the spot -- if that's possible," he said.

Crew went below decks Friday and set up fans to try to cool the burned-out part of the ship and blow out dense smoke that has filled the vessel since the blaze broke out early Thursday. The whaling fleet had planned to hunt as many as 945 whales from mid-December to mid-March. It was not immediately known how many whales have been killed so far. "Whether we can complete the hunt would depend on the extent of damage to the ship," said Hajime Ishikawa, an official at the institute. "But it would be difficult to continue if the ship has to be brought into port."

Japan says its annual whale hunts, begun after the International Whaling Commission imposed a global ban on commercial whaling in 1986, are for research. Environmental groups say the hunts are a pretext to keep Japan's tiny whaling industry alive.

## Lucas Petit mede-exploitant cruiseschip

Hotelman Lucas Petit (Stroom, Delta, Badhotel) stapt zo goed als zeker in de exploitatie van het passagiersschip **ss Rotterdam**. Hij bouwt de hutten in het schip om tot hotelkamers. Petit en de directeur van de Rotterdam, Hans



Elemans, hebben dit tegenover Misset Horeca bevestigd. 'De onderhandelingen zitten in de laatste fase.

**Foto :**  
**Bertus Fongers ©**

De **ss Rotterdam** krijgt dit najaar een vaste plek in de Maashaven, aan de kade van het stadsdeel Katendrecht. Het voormalige

vlaggeschip van de Holland Amerikalijn wordt in gebruik genomen als multifunctioneel schip voor wonen, werken en recreëren. Maatschappelijk betrokken ondernemen als basis, maar wel met een commerciële insteek.

Er komen restaurants, ruimten voor private dining, vergaderzalen en er kan worden geslapen. De 750 bestaande scheepshutten worden teruggebracht tot 240 hotelkamers op driesterrenplus niveau. Directeur Hans Elemans: 'We proberen de uitstraling van het stoomschip op de kamers zoveel mogelijk intact te laten, maar het moeten geen Spartaanse verblijven worden. Laten we zeggen: authentiek maar comfortabel. De oude bedden van 1,90 meter eruit, langere bedden erin'.

Het schip herbergt straks zalen en een theater met 600 zitplaatsen. De exploitanten rekenen op 500.000 bezoekers per jaar. Dat is inclusief de toeristen die voor rondleidingen aan boord komen. In totaal wordt 50 miljoen euro in het project geïnvesteerd. Hoewel de exploitanten op een breed publiek mikken, zal het grote geld toch in het zakelijk segment verdiend moeten worden. 'Seminars, party's, noem maar op. Zonder de zakengast is dit geen levensvatbaar verhaal.' Er is ruimte voor 2000 congresgangers. Voor de exploitatie van de restaurants, bars en banqueting tekent Jaarbeurs Catering Services. De **Rotterdam** is goed voor de werkgelegenheid. Direct en indirect is er werk voor 800 mensen.

Het schip ligt op dit moment in de Willemshaven, waar het wordt gerestaureerd en gerenoveerd. De authentieke elementen blijven zoveel mogelijk behouden. In het najaar wordt het schip naar z'n nieuwe, vaste plek in Katendrecht gevaren, waar het verder wordt afgewerkt. Zo moeten 220 kilometer kabels en leidingen worden vervangen. Nieuwe leidingen zijn onder meer nodig omdat de Rotterdam overstapt van eigen 110 volts stroomvoorziening op 220 volt.

De **ss Rotterdam** werd in 1958 in de vaart genomen en vervoerde vele duizenden emigranten naar Amerika. Toen in de jaren 70 steeds meer mensen de oversteek per vliegtuig maakten, bleken de grote passagiersstoomschepen niet langer nodig. Er brak een nieuwe toekomst aan voor de **ss Rotterdam**, als cruiseschip. Tot 2000 zette cruisebedrijf Premier Cruises het schip in op reizen in het Caribisch gebied en naar Alaska. Premier ging failliet en Joep van den Nieuwenhuizen kocht het schip. Hij wilde de Rotterdam laten ombouwen tot vijfsterrenhotel met casino. Van dat plan kwam niets terecht, omdat Van den Nieuwenhuizen zelf failliet ging. Een Rotterdamse woningcorporatie kocht de **SS Rotterdam** aan, met het doel er een maatschappelijk betrokken onderneming van te maken. Oud-politicus Hans Elemans, die zijn sporen onder meer verdiende in 'complexe en maatschappelijk betrokken' projecten, werd erbij gehaald om de kar te trekken.

## Ganja Ship Freed To Continue Trip

Jamaican authorities have released a ship on which two Guyanese sailors were caught with 335 pounds of compressed ganja. It is not clear whether the Guyanese were smuggling the drugs from Guyana to Jamaica or they had purchased it in Kingston and were taking it somewhere else.

According to reports reaching this newspaper Jamaican Maritime police released the vessel "**MV Alexis T**" the day after the two crew were busted. When contacted yesterday Public Relations Officer for the ship's owner, BK International, Neville Kissoon said that the company would issue a statement on the matter.

On Tuesday, marine police in Kingston busted the Guyanese on the ship while it was delivering rice in Jamaica. The value of the drug was given as J\$32M (US\$536,000).

The two Guyanese, Reuben Reagan Rodney and Vernon Mc Garrell appeared in Magistrate's Court and pleaded guilty to four charges. They will be sentenced on Monday (19 Feb). The men were charged with possession, taking steps to export and dealing and trafficking in ganja after Marine Police boarded the 250-foot ship **MV Alexis T**, which was delivering a shipment of rice from Guyana at the Flour Mills terminal in Rockfort, East Kingston.

Rodney and McGarrell were found in their cabins, each with three bags containing a total of 335-pounds of compressed ganja, reports out of Kingston had said. The vessel was scheduled to depart for Trinidad. The captain of the vessel had told a Jamaica Gleaner reporter that the incident was the first of its kind in his five years at the company.

Local paper, The Jamaica Gleaner had reported on Wednesday that the seizure was the second such incident within a week. According to the newspaper the police were carrying out a routine patrol and boarded the 250-foot Guyanese ship between 11:30 am and midday on Tuesday when they discovered the contraband. The newspaper added that the two Guyanese crew members were arrested, after both of them were found with three bags estimated to contain 335 pounds of compressed ganja.

"Lately, we've been discovering that vessels leaving here for Trinidad are being targeted by persons smuggling drugs like the ganja found on the vessel behind Petrojam which was destined for Trinidad ... so apparently they have ways

of getting it from Trinidad to the States," said Superintendent Marlon Dietrich of the Marine division of the Jamaica Constabulary Force, the Gleaner reported

## Schip vuurt rode lichtkogels af, Hoekse redders gealarmeerd

Door : Ron Zegers – KNRM Hoek van Holland

Zaterdag 17 februari, rond 15.20 uur kreeg de bemanning van KNRM reddingstation Hoek van Holland alarm op de pieper van een schip wat water maakte. Met grote spoed voer de bemanning met de KNRM reddingboot **Jeanine Parqui** de Berghaven uit.



Boven : de **JEANINE PARQUI** - Foto : Willem Koper ©

Onderweg werd bij het kustwachtcentrum Den Helder om meer informatie verzocht. Hieruit bleek dat er vanaf de Maasvlakte 2 rode lichtkogels zijn waargenomen die waren afgeschoten van een visbootje Noord van de Noorderpier. Halverwege de Nieuwe Waterweg werd er door een RPA vaartuig gemeld dat het scheepje een stuk touw in de schroef had en bang was in de vaargeul te verdagen. Na verwijdering van de rommel kon het scheepje zelf verder varen. De RPA heeft het bootje begeleidt tot aan de helling en de KNRM reddingboot **Jeanine Parqui** ging weer retour Berghaven.

## Thousands Welcome QM2

The "**Queen Mary 2**", one of the world's largest passenger ships and the largest ship to visit Auckland, glided up Rangitoto Channel Sunday morning (18 Feb) with a fleet of welcoming small craft.

**QM2** is in Auckland for the day as part of its inaugural voyage -- and 80-day around the world trip. Before sunrise a flotilla of small craft was out on Waitemata Harbour to welcome the 151,400-tonne ship.

As she went past Rangitoto Island, several planes and helicopters flew overhead. Vantage points around the harbour were jammed with thousands of cars, full of people eager to catch a glimpse of the famous visitor. As the ship entered the harbour it sounded its horn to the several thousand people on North Head who had been there since before daylight to watch the arrival. Ahead of the ship was a craft which fired two huge water spouts to port and starboard as QM2 made its way slowly up the channel towards the wharf.



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It sounded its horn again, a sound that reverberated around the harbour as a helicopter hovered just above. Scores of small craft, including two former America's Cup yachts, welcomed her into Auckland.

The ship, the biggest but one in the world, is too high to sail under the Auckland harbour bridge and cannot berth at the international cruise liner terminal at Princes Wharf because it is too long.

Instead it will berth at a container wharf and passengers will be taken through a high security area and bussed into town. The ship was due to leave late tonight. Its departure will be marked by a large fireworks display.

Auckland harbour master John Lee-Richards said it was a "magnificent and fantastic" sight to see the ship slowly making its way up the channel. He said Auckland turned on a perfect day. "The passengers on board must be just over the moon to come to New Zealand for the first time and be confronted like that. It is amazing the way Aucklanders turn out.

"The waterfront both sides has just been lined. North Head and Mt Victoria has been covered with people." He said because the ship was oversized and so big, port authorities insisted the pilot fly to Tahiti to join the ship for familiarisation. The ship was also put into the navy simulator at the Devonport Naval Base. "We had to make sure we had left no stone unturned." He said the Ports of Auckland tug which provided the water spouts as **Queen Mary** steamed up the channel and into the harbour, led the hundreds of small craft which turned out for the welcoming flotilla.

Several ferries and large private yachts anchored outside the channel east of the harbour bridge and small craft of all shapes and sizes went out before dawn for the welcome. One of the few steam tugs still operating in New Zealand, the William C Daldy, also turned out and waited on the northern side of the channel with a wisp of black smoke coming from its funnel as the Queen Mary glided past.

Few passengers could be seen on the ship, although about 20 people stood on the very top deck for the arrival.

## Green Reefers' operating results down last year



The **Green Bodo** seen in Scheveningen – Photo : Koos de Jong ©

**SSG-TØNSBERG.** Bergen-based Green Reefers' operating results for last year were down to USD 16.2 million from USD 25.7 million a year earlier. The company has now sold the 99,000 cbm fish carrier the **Green Frio**, built in 1979,



and when the vessel is delivered Green Reefers will control 46 vessels, including four time-chartered and two bareboat-chartered ships. Last year was one of expansion for Green Reefers. In the last quarter, Green Reefers bought 20 reefers for around USD 176 million.

## **Compensation sought for fishermen**

The Sindh High Court on Wednesday admitted for regular hearing the petition seeking Rs393 million monetary compensation per month for the fishermen of Karachi who were affected owing to oil spillage from the Greece-registered m.v. Tasman Spirit that capsized in August 2003.

The petitioners - former MPA Abdul Qadir Patel, All Sindh Fishermen Welfare Association, Anjuman All Kuchti Muslim Ittehad (Sindh), Kuchti Muslim Baba Bhadla Jamaat and Passenger Motor Launch Owners Association - submitted that thousands of fishermen who used to earn their livelihood on daily basis from the sea have been denied their fundamental rights due to the negligence of Karachi Port Trust, Tasman Spirit crew and other government departments concerned.

Ministry of Communication, Director General Ports and Shipping, Karachi Port Trust, Pakistan National Shipping Corporation, Pakistan Environment Protection Agency, Sindh government and M/s Assimina Maritime, owner of Tasman Spirit, have been named as respondents in the petition.

Petitioners' counsel Rasheed A Rizvi contented that owing to the negligence of respondents more than 47,000 fishermen have been deprived of their fundamental rights as enshrined in the Constitution.

He said the respondents have committed negligence and failed to perform their statutory duties as the salvaging operation was started after considerable delay, causing oil spillage, which tantamount to violating the provisions of Merchant Shipping Act-2001 on the part of the respondents.

The counsel further alleged that without adopting environment-friendly policies, the KPT, in the past, encroached upon mangroves swamps along China Creek adjoining Mai Kolachi bypass in order to allot plots for housing to make windfall profits despite numerous warnings issued by various local and foreign experts with regard to damaging mangroves but no steps were taken to safeguard this natural asset.

He said the respondents by their negligence caused irreparable damage to fisheries industry and seafood exports, depriving the country from foreign exchange as well as rendering more than 0.2 million fishermen jobless and depriving them of their traditional source of livelihood. Under the tenets of law and equity, the poor fishermen were entitled to be given monetary compensation, he added.

The court was prayed to direct the respondents to jointly or severally pay monetary compensation of Rs393 million per month to fishermen w.e.f August 2003 till the time fishing in the sea adjacent to Karachi coasts becomes normal and permissible as well as taking immediate steps to protect mangroves, marine life and sea environment around the coastal area with the direction to taking permanent measures to avoid similar environmental hazards in future.

The petition also prayed for directing the respondents to produce correct information regarding health hazards caused by oil spillage and providing free health care facilities to fishermen and their families, besides the government should place before the court the enquiry reports prepared by the government departments concerned.

SHC's division bench comprising Justice Anwar Zaheer Jamali and Justice Mohammad Athar Saeed, after conducting preliminary hearing, observed that the petition was related to the m.v. Tasman Spirit incident, which is in the nature of public interest litigation. The court admitting the petition for regular hearing directed the office to fix the date within six months.

A criminal case against the crew of m.v **Tasman Spirit** was registered on September 4, 2003, by Docks police station in Karachi and they were booked for oil spillage, causing loss to marine life due to their negligence.

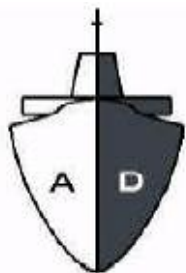
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However, **Tasman Spirit's** captain, Karystinos Demitrious, and crew, Valsamos, Meimties Georgious, Koutsos Georgios, Jamero Joel, Flores Gegand, Manonsog Roberto and Nicolas Pappas were granted bail and allowed to go to their homes by the trial court in 2004.

### NAVY NEWS

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## Tenth LPD-17 heads Navy unfunded program wish list

The Administration's FY08 budget requests \$12.5 billion for new naval ships. This is a \$3.5 billion increase over the FY07 appropriations of \$9.0 billion for new ship procurement. However, in letter to Congressional leaders dated February 12, the CNO, Admiral Mike Mullen, says that "fiscal choices have resulted in some important programs being under funded."

The letter encloses a list of the Navy's FY 08 Unfunded Program Requirements.

This is a wish list of things that the Navy left out of its formal budget request, but that are nonetheless high priorities. The list is provided annually. The 2008 Navy list includes 20 items totaling nearly \$5.7 billion.

Leading the list is a **tenth LPD 17 San Antonio-class amphibious** ship at \$1.7 billion leads the list. This is followed by two more **T-AKE 1 Lewis and Clark-class** dry cargo ships at \$1.2 billion to accelerate sealift requirements

## Last Norwegian frigate one year late

**SSG-TØNSBERG**. The last of the five new Norwegian frigates, the **KNM Thor Heyerdahl**, will be delivered from the Spanish Navantia yard in 2010/2011 at the earliest, one year late. Delivery of the first frigate, the **Fridtjof Nansen** was late, and so is the second, **Roald Amundsen**. The latest delivery date is in May. The Royal Norwegian Navy is currently evaluating the delivery schedules and possible economic consequences.

### SHIPYARD NEWS

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## Drama voor werf Heusden

door Anita de Haas

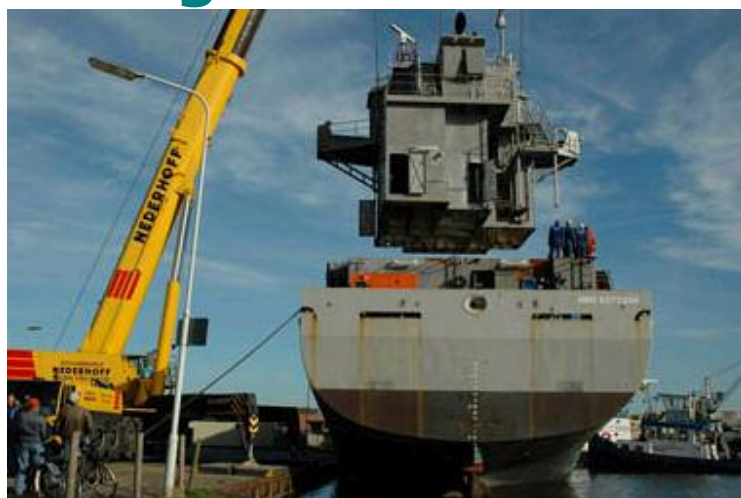
De rechtbank in Den Bosch heeft uitstel van betaling moeten verlenen aan Heusden Shipyards, de nieuwe scheepswerf van de Van Sluisveld Groep in Heusden die een jaar geleden de failliete Scheepswerf De Hoop overnam.

De bouw van het schip **Vantage**, vorige week tewatergelaten, was duurder dan de opdrachtgever Veka Scheepsbouw Werkendam wil betalen. Was er sprake van een 'wurgcontract' en heeft Heusden Shipyards BV onder de kostprijs gebouwd, of zijn het de kleine lettertjes in het contract die tot onenigheid leiden?

Feit is dat eigenaar Ronald van Sluisveld uitstel van betaling heeft aangevraagd. Ook bewindvoerder mr. S. van Dooren was er gisteren nog niet achter wat er precies speelt. De orderportefeuille zit tot 2011 vol. Er werken inmiddels 160 mensen, waarvan 75 in vaste dienst.

Bewindvoerder Van Dooren hoopt tot een oplossing te komen en een faillissement van de werf te voorkomen. Het staal- en aluminumbedrijf van Ronald van Sluisveld heeft overigens niets met de surseance van doen.

## Mega-kraan aan het werk in Burgum



Eén van de grootste Nederlandse rijdende kranen was donderdag aan de slag op de Burgumerdaam in Burgum. De kraan van kraanbedrijf Nederhoff kwam in actie om een stuurhut van een zeeschip af te halen. Het schip - uit de serie Combi freighter 3850, was klaar gemaakt van Damen Shipyards en kon nu vervoerd worden naar Harlingen.

De vaart naar Harlingen kan bij grote schepen alleen zonder stuurhuis plaatsvinden. In Harlingen wordt het schip afgebouwd/afgemaakt.

Foto : Lenie Hiemstra ©

## European yards fully booked to 2010

**SSG-GÖTEBORG.** Good times are continuing for European shipyards. Before the final figures for 2006 have been summed up, it is already clear that the total order book will be at least 10 per cent larger than for the record year 2005, according to the shipyard's European association Cesa. Many shipyards are fully booked to 2010 and some beyond.

## Hvide Sande built the first commercial trimaran

**SSG-RINGKØBING.** Hvide Sande Skibs- & Bådebyggeri will shortly deliver the first trimaran built vessel for commercial use under Danish flag. It is their hull no. 106, which will be named the **FOB Trim** for Offshore Windpower, a company set up by the Norwegian citizen Fredrik Odfjell. He has been working in Denmark's offshore wind power stations for several years with the service boat FOB Jr. He will now be able to serve the wind power stations and its maintenance crew with the new vessel. It is a passenger trimaran capable of transferring 12 workers to each wind turbine.



Photo : Bent Mikkelsen ©

The vessel is 23.8 metres long and 7.3 metres in width and run 16 knots from a 1,044 kW power plant. The vessel is built in aluminium. Hvide Sande Skibs- & Bådebyggeri continues with their odd production. Next week they will deliver a 16 metres copy of a shark for the amusement park Legoland.

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# Zorgen om asbest Otapan in Rotterdam

Het asbestschip **Otapan** komt naar Rotterdam. De PvdA maakt zich zorgen over de gevolgen daarvan voor de bewoners van Heijplaat en Charlois en heeft er schriftelijke vragen over gesteld aan het college. Woordvoerder Claus Verbrugge wil weten waarom het schip uitgerekend in dichtbevolkt gebied wordt gesaneerd.

De **Otapan** is in 1965 in Rozenburg gebouwd bij de Verolme Dok en Scheepsbouw Maatschappij NV en werd gedoopt als de **Harry C. Webb**. Als **Otapan** komt het schip nu weer terug in de Rotterdamse Waalhaven om gesaneerd te worden. Het schip is teruggestuurd door de Turkse autoriteiten toen bleek dat er meer asbest in het schip zat dan in de papieren stond.



Boven : De **MATADOR 3** hijst het laatste stuk van de **SANDRIEN** met een gewicht van 1000 ton aan de wal om gesloopt te kunnen worden.

Foto : Arie van Zoomeren ©

Claus Verbrugge: "De **Otapan** is na de **Probo Koala** en de **Sandrien** het derde schip waarbij de aanpak van het ministerie van VROM heeft gefaald. Staatssecretaris Van Geel heeft beloofd verscherpt toezicht te houden op de naleving van milieuregels, maar ik wil toch weten welke extra maatregelen het college neemt om de gezondheid van de bewoners van Charlois en Heijplaat te waarborgen

## MTU Logs French Navy Order

MTU Friedrichshafen has won the contract to supply the diesel electric propulsion systems for eight French frigates from the "FREMM" program (Frégates Européennes Multimissions). Apart from onboard power generation, the four 16-cylinder MTU Series 4000 diesel engines on each vessel provide the heart of the diesel electric propulsion system with each unit delivering 2,200 kW. A gas turbine is available as an alternative for higher speeds. "This is our first major order to equip French naval vessels and MTU is proud to be contributing to Europe's largest shipbuilding project by supplying our compact diesel generators and our advanced systems expertise" declared Rainer Breidenbach, Executive Vice President, Sales and Marketing, at MTU Friedrichshafen. Delivery of the first unit is scheduled for 2008. MTU's first contributions to the program were made at the vessel design stage with solutions for the horizontal exhaust outlet system. Because the outlet is located just above the waterline, the diesel unit has to be able to withstand extremely high, short-term exhaust backpressures. Double resilient mounts and acoustic enclosures mean that these diesel electric propulsion units achieve uniquely low acoustic signatures whilst their low weight and shockproof mountings provide an extremely robust design. The prime contractor for the vessels is "Armaris", a joint subsidiary of the defense concerns DCN and Thales. The frigates have an overall length of more than 140 meters and a displacement of 6,000 tonnes and can achieve a top speed of approximately 27 knots with gas-turbines and around 16 knots with diesel electric propulsion.

## Attica leaves Baltic

**SSG-ÅBO.** Attica Group has discontinued its RoRo service between Nystad and Rostock. The RoRo carrier **Nordia** was withdrawn from the service at the end of last year and the other vessel, the **Marin**, sailed on her last voyage in the service at the end of January. This means that the Greek shipping group has no shipping operations left in the Baltic. The **Marin** is now sailing between Patras and Venice, complementing the four Superfast ferries and the Blue Star ferry, which are deployed in the Adriatic. Some of the trailer traffic from the Nystad/Rostock service has been moved to Åbo.



The **SWAN** seen in Puerto Plata (Dominican Republic)

Photo : Willem Dijkstra ©

## Diana Shipping Announces Sale of Capesize Vessel

Diana Shipping Inc., a global shipping transportation company specializing in dry bulk cargoes, announced that it has signed a Memorandum of Agreement with an unaffiliated third party for the sale of one of its Capesize dry bulk carriers, the **Pantelis SP**, for the price before commissions of \$81 million. The vessel, is expected to be delivered to its new owners in early July 2007. The **Pantelis SP** is a 169,883 dwt Capesize bulk carrier built in 1999 that the Company purchased in February 2005 for a contract price of \$63.5 million. The Company also announced that it has

entered into a time charter contract with Cargill International S.A. for one of its Panamax vessels, the **Clio**, for a period of minimum 23 to maximum 25 months at a gross daily charter of \$27,000. The time charter contract is expected to commence on or about February 25, 2007. The **Clio** is a 73,691 dwt Panamax dry bulk carrier built in 2005. Upon completion of sale of **Pantelis SP** and including other vessels under construction, the Company's fleet will consist of thirteen Panamax and four Capesize dry bulk carriers. The weighted average age without taking into account the vessels under construction will be 3.2 years.

## **DBB buys more salvage equipment**

**SSG-RINGKØBING.** Dansk Bjergning & Bugsering (DBB) has acquired a self-elevation crane platform fitted with propulsion and classed as a ship. The jack-up platform will be used in future salvage operations along with the floating crane **Samson**. The new piece of equipment is currently named **Wind**, flies the Luxembourg flag and is owned by a Belgian group. The "ship" is docking in Belgium at the moment and will shortly after be taken to DBB's base port, Aarhus, for preparations to install a 1,000 ton crane permanently. The **Wind**, with an overall length of 55 metres and a width of 18 metres, was delivered in 1996 from Rupelmonde in Belgium. The propulsion plant is diesel-electric and develops 1,728 kW giving the **Wind** a service speed of 14 knots.



The **SMIT ONEIDA** seen moored in Willemstad (Curacao)

Photo : Huib Klinge ©

## **APL Launches Mindanao Express Service in Philippines**

APL announced the launch of a new twice-weekly service to cater for the growing global demand for Philippines produce. The Mindanao Express (MDX) will provide a 700-TEU weekly capacity increase for cargo moving from the region of Mindanao and other key Philippines locations before connecting with APL's global service network. Three dedicated vessels of between 700 and 850 TEU capacity will make twice-weekly calls to the ports of Bugo and Davao, also calling at Cagayan and General Santos, before connecting via Singapore and Taiwan to destinations in Asia, Europe and North America. Demand for goods from the Mindanao region such as fruit, tuna and rubber is strong, with fruit production in particular a key driver of export growth. The US Government's recent decision to include selected products from the Philippines in the US Generalised System of Preference – including bananas – has boosted Mindanao exports. Mindanao currently accounts for more than 95% of the country's banana export requirements. The



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total value of Philippines banana exports are expected to reach US\$4.5 billion in the six years between 2004 and 2009. The first phase of APL's Mindanao expansion began last year with the opening of new landside infrastructure, including a state-of-the-art Reefer Centre in Davao, which has a total of 102 reefer points.



The **SMIT MISSOURI** seen moored in Willemstad (Curacao)

Photo : Huib Klinge ©

## Langh Ship newbuilding delivered

**SSG-ÅBO.** Last Friday (9/2), J.J. Sietas handed over the first of two container carriers to Langh Ship. The vessel was named **Linda** by shipowner Hans Langh's daughter Linda Langh. The newbuilding has a capacity of 907 TEUs and has been timechartered to Saimaa Lines for operation in the Rotterdam–St Petersburg–Hamburg–Rotterdam service. The **Linda** is built to ice class 1A Super specifications and is registered to the Finnish flag. Her sister will be delivered in the second half of March.

## MOVEMENTS

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The tug **DE HONG** arrived back in Cape Town from Tristan da Cunha

Photo : Aad Noorland ©



The 2005 built 12.744 DWT **BELUGA ENTERPRISE** seen in Dubai

Photo : Reinier Meuleman ©

## AIRCRAFT / AIRPORT NEWS

# Russisch vliegverbod naar EU voor 9 luchtvaartmaatschappijen

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Rusland heeft negen Russische luchtvaartmaatschappijen, onder meer die van Gazprom en Loekoil, "om veiligheidsredenen" verboden naar de lidstaten van de Europese Unie te vliegen. Dat meldt het Russische ministerie van Transport vrijdag.

De deskundigen van de Europese Commissie ontdekten "een groot aantal gebreken" in de vliegtuigen van die luchtvaartmaatschappijen. Vervolgens werden in januari de namen van de maatschappijen doorgegeven aan de Russische autoriteiten, zo preciseerde het ministerie in een communiqué.

De beslissing om die vluchten naar de EU te verbieden, werd genomen om "een betere veiligheid te verzekeren" en de reputatie van Rusland niet te bezoedelen als "luchtvaartgrootmacht", aldus het persbericht.

De negen luchtvaartmaatschappijen (Aero Rent, Tatarstan, Atlant-Sojoez, Aviakon Tsitotrans, Tsentr Avia, Gazpromavia, Loekoil, Roesskoje Nebo en UTair) losten hun problemen nog steeds niet op en riskeren "te worden opgenomen in de zwarte lijst" van de EU, legde het ministerie uit.

Het verbod om naar de Europese Unie te vliegen, geldt totdat de maatschappijen maatregelen nemen om hun gebreken weg te werken.

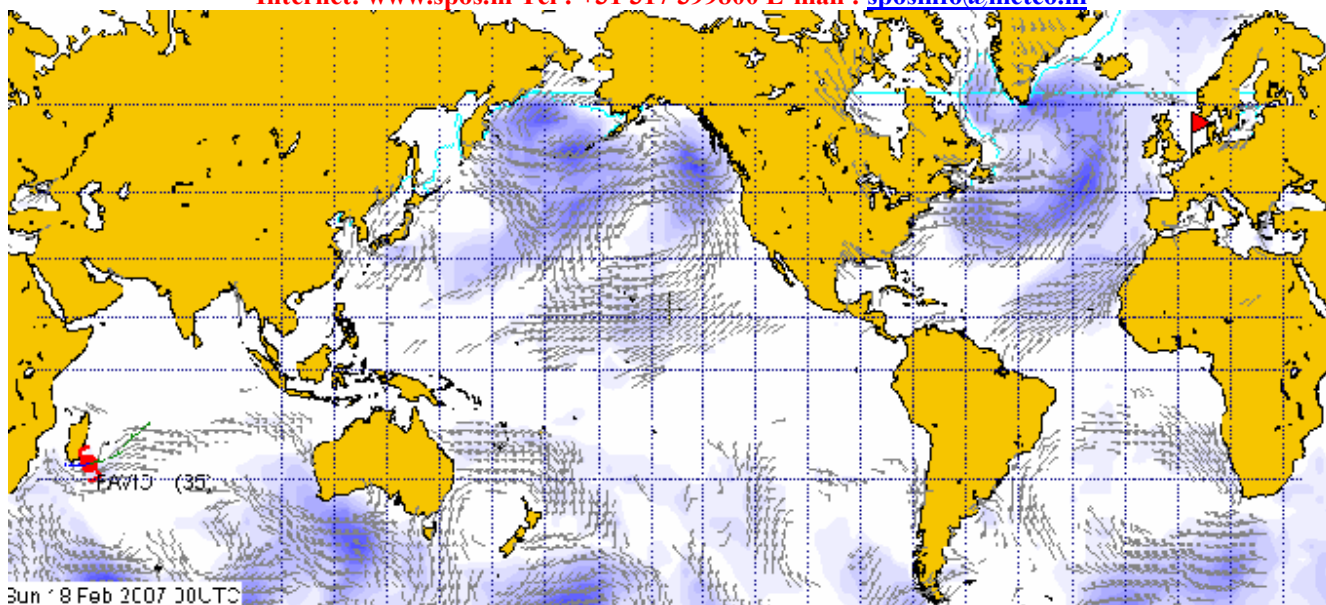
De Russische luchtvaartmaatschappijen werden in 2004-2005 gecontroleerd in het kader van het Europese SAFA-programma (Safety Assessment of Foreign Aircraft).

## MARINE WEATHER

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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 ....

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The **ZAANDAM** seen tied up in San Diego  
Photo : **Dianne McLeod** ©

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