

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 049



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**The SIGLOO STAR seen anchored at Rio Grande
Photo : Marcelo Vieira ©**

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EVENTS, INCIDENTS & OPERATIONS



SMIT Salvage is making good progress with removing the containers from the **MSC NAPOLI** as can be seen at this photo made 19 February during an overflight.

Bob Hunter And The Whalers

Anti-whaling ship the "**Robert Hunter**" has docked in Melbourne, after trying to stop Japanese whalers off the coast of Antarctica. Another ship in the Sea Shepherd fleet, the "**Farley Mowat**", is expected to arrive later this week.

Sea Shepherd's, Paul Watson, says the ship could remain in Melbourne permanently.

"We've actually been planning to retire the **Farley Mowat**," he said. "If the Government wants to seize the Farley Mowat, then they can have it, but other than that is probably to set it up as a whale museum and whale education centre, possibly here in Melbourne."



The **OSTEIJK** seen off the Spanish coast

Ice Closes In On Whalers

Ice threatens to trap a damaged Japanese whaling ship stranded off Antarctica, anti-whaling activists said Monday (19 Feb), raising fears of an oil spill disaster near a big penguin colony.

The 8,000-tonne vessel **Nisshin Maru**, flagship of the Japanese whaling fleet, has been disabled since a fire last Thursday that killed a crewman, sparking concern oil or chemicals could spill into one of the world's last pristine seas.

The Japanese have rejected offers from environment watchdog Greenpeace to tow the stricken vessel to port in favor of attempting repairs, but activists monitoring fast-moving ice floes on behalf of the ship warned time is running out.

"There is a big finger of ice to the east of us, which is moving up and across, and there is a concern that if the wind changes and pushes that towards us, then we'll all get pinned in along the continent," said Greenpeace spokeswoman Sarah Holden by satellite phone from the area.

Greenpeace has become a temporary ally of the Japanese amid concerns more than 1,000 tonnes of oil on board the ship could be blown by heavy Antarctic seas onto the world's largest Adelie penguin breeding ground, 177 kilometers away.

Scout helicopters from the Greenpeace vessel Esperanza said ice packs were closing in by five kilometers a day, while the **Nisshin Maru** drifted 48 km north overnight.

Crew on the Nisshin Maru had re-started one generator on the ship to restore power and heating, but the engines were still dead and the ship lay lashed between two other whaling vessels, Maritime New Zealand spokesman Steve Corbett said.

"Our concern and our wish is that they move north as quickly as possible," he said.

As the Japanese continued their efforts to move the ship, a Sea Shepherd Conservation Society ship involved in a collision with the whaling fleet was expected in Melbourne, where the anti-whaling crew face questions from Australian police. Sea Shepherd was asking the public to greet the "whale-saving crew" as the Robert Hunter docked.

It said the ship, along with the **Farley Mowat**, the group's other ship expected to dock in two days, had saved two pods of whales from a planned research cull of 954 by the Japanese.

Japan has denied news reports and accusations by New Zealand's government that there is a threat of pollution from the **Nisshin Maru**, calling them malevolent.

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Japan says its annual whale hunts are for research and rejects accusations they are to outflank a 1986 ban on commercial whaling imposed by the International Whaling Commission.



The Yacht **ATTESSA** seen in Willemstad (Curacao) – Photo : Kees Bustraan ©

OILSPILL UNDER CONTROL

The oil spill in waters off Tanjung Piai near Kukup, Pontian, following the collision between container vessel "**MV SA Helderberg**" and tanker "**Ocean Sapphire**" two days ago is under control.

Southern Region Marine Department Director Hazman Hussein, when contacted, said only two oil spots were still visible about two nautical miles from Tanjung Piai and efforts had been taken to clean them.

"The oil spill is not widespread and we hope to complete the (cleaning) work tomorrow," he said, adding that an oil spill control ship, the "**Seri Endon**", owned by Kejuruteraan Asas Jaya, is assisting the department to clean up the spill.

Hazman said investigations revealed that the oil leaked from the "**MV SA Helderberg**" and that the vessel had been repaired.

"Since then, there is no more oil leak but the Johor Department of Environment is monitoring the situation," he added.

The Dutch-registered "**MV SA Helderberg**" is said to have collided with the Singapore-registered "**Ocean Sapphire**" last Saturday as it was leaving the Port of Tanjung Pelepas.



Gard will pay less for Rocknes clean-up

When the self unloader **Rocknes** capsized in Vattestraumen just south of Bergen on 19 January 2004 the subsequent cleanup cost NOK 127.0 million. Assuranceforeningen Gard has now won a two-year court battle against the Norwegian government to limit the P&I club's exposure to NOK 38.0 million. Around the time of the accident, in which 19 people lost their lives, the limit for owners liability was increased from NOK 38.0 to NOK 90.0 million. The high court has now decided in favour of Gard's interpretation of the law. There was never any dispute about the NOK 38 million.



The **QUEEN MARY 2** arrived at Sydney – Photo : Martin Grant ©

SVITZERWIJSMULLER SALVAGE REFLOATS MISTRAL EXPRESS

SvitzerWijsmuller Salvage B.V. this afternoon, Monday 19/02, succeeded in refloating the grounded ferry **MISTRAL EXPRESS** off the Spanish enclave Melilla in Morocco. The 145 meter long ferry had grounded in the joint Spanish/Moroccan port last Thursday and had breached numerous tanks, including one of the inner fuel tanks. The SvitzerWijsmuller Salvage team, consisting of a salvage master, technicians, divers and a naval architect, immediately set to work to prepare the vessel to be refloated ahead of worsening weather conditions. Regaining buoyancy techniques were used to deal with breached tanks, oil was transferred from the breached fuel tank to other tanks and the general weight distribution on board of the casualty was adjusted to allow the vessel to be refloated. In close co-ordination with the Spanish Authorities 2 ETV's and a smaller tug were made available and a first controlled attempt was planned today during high water. Under command of the SvitzerWijsmuller salvage master and his team the vessel subsequently at about 14.15 LT was refloated. She was to be brought outside of the port for stabilisation purposes, where after it was planned to berth her alongside inside the port again.

Jumbo Shipping investigates snapped cable incident

Sunday afternoon, whilst unloading a piece of equipment weighing approximately 638 ton in the harbour of Los Angeles, a runner wire snapped of one of the two derricks onboard the Dutch flag vessel **Jumbo Challenger**. The top portion of the reactor vessel dropped on the pier. There were no personal injuries. The hull and the crane of the vessel are slightly damaged.

Jumbo Challenger is a vessel designed to carry heavy loads and has two derricks with a safe working load (SWL) of 500 tons each. Together they have a SWL of 1,000 tons.



The runner wire of the aft derrick broke during the unloading process. The cause of the breaking of the wire is not clear. Jumbo Shipping Headquarters in Rotterdam have already dispatched a team of 3 specialists to the vessel in Los Angeles to investigate the incident.

20,000 ltr escaped from Server front section

20,000 litres of fuel oil escaped from the front section of the Greek handysize bulk carrier **Server** last Saturday. The vessel was wrecked on the rocks off Fedje north of Bergen on January 12. The vessel broke in two and the front section was towed to the offshore base Ågotnes. Eide Marine Services, is contracted to salvage the front section and a subcontractor, hired in to empty the fuel oil into a barge, left the operation unattended for a period of time. Nobody discovered the leak during the pumping operation until the alarm was raised by people ashore who could smell the fuel oil. By a stroke of luck no oil reached the shore.

CASUALTY REPORTING

Öltanker auf Grund gelaufen

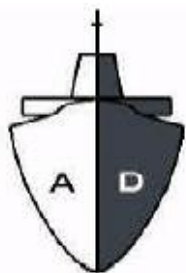
In der Nähe des russischen Schwarzmeerhafens Noworossijsk ist ein Öltanker mit knapp 1400 Tonnen Diesel und Heizöl an Bord auf Grund gelaufen. Taucher hätten bei der Untersuchung des Schiffes keine Schäden an der Hülle festgestellt, teilte der russische Katastrophenschutz am Sonntag nach Angaben der Agentur Interfax mit. Es sei kein Öl ausgetreten.

Spezialisten pumpen am Sonntag die Ladung des Tankers auf ein anderes Schiff um. Anschließend wurde der Frachter in den Hafen von Noworossijsk geschleppt. Der Tanker «**Prometheus**» war am späten Samstagabend vor der russischen Schwarzmeerküste bei schwerer See auf Grund gelaufen, als er seinen Ankerplatz wechseln wollte. Ursache für die Havarie bei dem schlechten Wetter war ersten Angaben zufolge ein Navigationsfehler des Kapitäns.

NAVY NEWS

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Kennedy stops by Hampton Roads before decommissioning

Hampton Roads will get a chance to say goodbye this week to the aircraft carrier **USS John F. Kennedy** when it makes one last stop at the Norfolk Navy base before it is mothballed.

The 38-year-old carrier spent most of its active service based in Hampton Roads. It will return to Norfolk on Thursday and stay through Monday before heading to Boston and then to Mayport, Fla., where a final ceremony is planned for next month. The Kennedy has been based at Mayport since the mid-1990s.

The **Kennedy** will not be open to the public during its short stay, Navy spokesman Mike Maus said. The visit will be strictly business: off-loading a large flight-deck crane and other gear.

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The **Kennedy** (one of only two carriers still powered by fossil fuels) was built at what is now Northrop Grumman Newport News shipyard. Named for the 35th president, it joined the fleet in 1968 and made 18 deployments to the Middle East and the Mediterranean.

The Kennedy's passing could take a financial as well as emotional toll on Hampton Roads.

Florida officials want the Navy to replace the Kennedy with one of five nuclear-powered carriers currently based in Norfolk. One of those five, the George Washington, already is scheduled for transfer to the Pacific next year to replace the Kitty Hawk, the Navy's other conventionally powered carrier.

Losing a carrier means forfeiting its annual contribution to the regional economy of about \$453 million in personal income and close to 8,200 jobs both in the military and private sector, said John Whalley, an economist with the Hampton Roads Planning District Commission.

Gov. Timothy M. Kaine and other Virginia officials wrote a letter last month to the Navy questioning the rationale for moving any of the Norfolk-based carriers, said Arthur Collins, the Planning District Commission's executive director.

Collins said it would cost more than \$250 million to rig the Mayport base for a nuclear carrier and provide no real benefit for the Navy. Florida officials have said basing carriers in more than one East Coast port would help protect the carrier fleet from a surprise attack.

"It's not like the carriers are just sitting around the naval base waiting for some kind of Pearl Harbor-style attack," Collins said. Rarely are all five (the **George Washington, Enterprise, Harry S. Truman, Dwight D. Eisenhower** and **Theodore Roosevelt**) in port at the same time, he said.

Collins said it probably would be at least two years before the Navy decides whether to move a carrier to Florida to replace the **Kennedy**.

After the **Kennedy** leaves Boston on March 5, it will return to Mayport for a decommissioning ceremony March 23 and then be mothballed at the Naval Inactive Ships Facility in Philadelphia.

SHIPYARD NEWS

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Large top-site section under construction at Lamprell Energy in Jebel Ali

Photo : Reinier Meuleman ©

More South American business for Rolls-Royce

Rolls-Royce is to supply of design and equipment packages worth around \$87 million for six platform supply vessels (PSV) being built in South American yards.

Brazil's CBO (Companhia Brasileira de Offshore) has ordered four UT-Design type UT 715 L offshore supply vessel design and equipment packages. The 3,000 tonne deadweight PSVs are to be built by Allianca shipyard near Rio de Janeiro for delivery in 2009 and 2010. The vessels will go straight into long-term charters with Petrobras.

Chilean shipyard Asnavales (Astilleros y Servicios Navales) S.A, which is to build two UT 745 CD (clean design) supply vessels for an international shipowner. These large PSVs are the first offshore service vessels using designs and equipment from Rolls-Royce to be built in Chile.

Jorn Heltne, Rolls-Royce VP for Ship Technology--Offshore, said: "At the end of the 1990s, CBO was the first Brazilian shipowner to have offshore service vessels built in Brazil, after 20 years with little shipbuilding activity there. The first vessel was the UT755 CBO Campos, and since then Rolls-Royce has had a good and close cooperation with CBO."

"Since then," he noted, "CBO has built a range of our designs, including the type UT 715 L similar to the vessels that have now been ordered. We are delighted that CBO has once again chosen our design and equipment."

These new orders are in addition to ten UT-Design vessels currently under construction in Brazil. Altogether, some 40 vessels of UT-Design with related packages of Rolls-Royce equipment have been built in Brazil in the past six to seven years.

At the end of 2006, ASMAR Shipbuilding and Shiprepairing Company based in Talcahuano in Chile, won a contract to build a coastguard vessel for Iceland, using a new UT512 L design and equipment package from Rolls-Royce.

Austal wins new ferry order

Austal has won a further order from Hong Kong's New World First Ferry Services Limited (Macau). It is for two 47.5 m high speed aluminum ferries for delivery in the second half of 2008. The value of the order is approximately Australian \$36 million (US\$28.3 million) and follows the earlier successful delivery of five similar ferries to New World.. The ferries will operate on the Hong Kong--Macau route. Austal says that this order is not related to its earlier announcement of "multiple" orders for an undisclosed customer.

AUSTAL PROFITS BOOST

AUSTRALIAN fast ferry builder Austal made a half-year profit of A\$19.4m (US\$15.2m) after income tax and outside equity interests. The company says revenue increased by 49% over the corresponding previous period with an increase in operating profit before tax of 32%.

Executive Chairman, John Rothwell said: "It is a pleasing result, particularly considering the huge growth the company has experienced in the US. The company's investment in staff training programmes has put Austal USA in a good position to deal with future orders." The company says its workforce has almost doubled in the US in the last 12 months and has gained on average an additional 35 new starters per month for the last 6 months. In September, Austal purchased the minority interest in Austal USA resulting in a significant expansion strategy being implemented.

New contracts were confirmed in November and December respectively for multiple fast ferries to be built in Australia valued at \$200 million and for the second 127 metre trimaran Littoral Combat Ship (LCS) for the US Navy valued at approximately \$135 million. Commenting on the future outlook, Mr Rothwell said: "With the expanded workforce in both Australia and USA we are well positioned to deliver on the substantial order book ahead of us."

Meanwhile Austal has announced it has received an A\$36m order for two 47.5 metre high speed aluminium passenger ferries for Hong Kong operator New World First Ferry Services Ltd (Macau).

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The **MARCO POLO** and **JFJ DE NUL** seen moored in Jebel Ali Port

Photo : Capt. Ron de Ruyter – Master JFJ de Nul ©

Greenpeace Iran Ban

Iran withdrew permission at the last minute for the Greenpeace vessel **Rainbow Warrior** to enter the port of Bushehr where its first nuclear reactor is under construction, the campaign group said, AFP reported.

"Plans had been made to hold a press conference on board the group's ship the **Rainbow Warrior** in Bushehr, Iran, to present the results of research into different energy options for Iran which would allow it to meet its energy needs without recourse to nuclear power," a statement said.

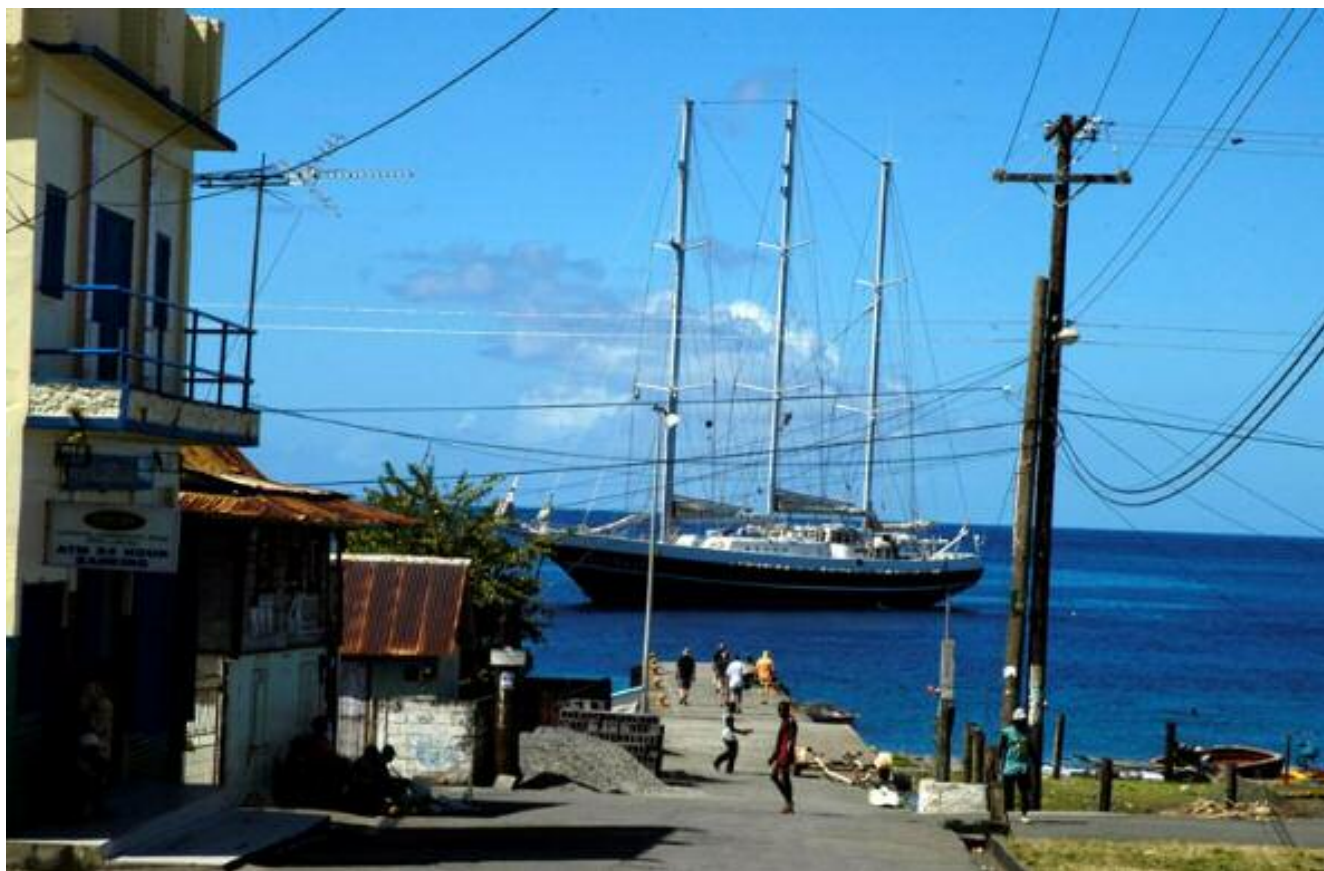
"However, at the last minute with the ship on the edge of Iran's territorial waters, final permission to enter was withheld by the Iranian authorities," Greenpeace said without indicating whether any reason had been given.

"We are disappointed not be able to present our case in person to the people of Iran. At a time of massive naval operations in the Persian Gulf it is a real shame that there appears to be no place for a peace ship."

There was no immediate word from the Iranian authorities. The planned Bushehr press conference was one of a series of events that Greenpeace has been holding around the Middle East as part of a campaign for a nuclear-free region.

The group also held a protest outside parliament in Israel, widely believed to have the region's only nuclear arsenal.

Iran insists that the reactor Russia is building for it in Bushehr is for peaceful energy purposes only. But Iran's efforts to master the nuclear fuel cycle have raised fears in the West that the civil nuclear programme might be cover for an attempt to build a bomb.



The **EENDRACHT** seen anchored off St.Vincent – Photo : Pim Korver FILM+VIDEO ©

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Time charter for Veritas Viking II extended

Newly formed Compagnie Générale de Géophysique-Veritas (CGGVeritas) has, through its subsidiary Viking Maritime, exercised its option to extend the charter for the seismic research vessel **Veritas Viking II**.

The extension is for a fixed period of six years beginning June 2007. As a part of the charter extension agreement, CGGVeritas has agreed to waive its option to purchase 49 per cent of the vessel.

Veritas Viking II was delivered in 1999, and prior to the extension agreement was on an eight-year fixed time charter to Veritas DGC now merged into CGGVeritas.

With this extension and two new contracts entered into for delivery in 2007, CGGVeritas will have five large modern seismic vessels owned by Eidesvik Shipping AS, a wholly-owned subsidiary of Eidesvik Offshore ASA.

Otapan deze week naar Rotterdam

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Photo : Joop Marechal ©

Het asbestschip **Otapan** wordt vrijdag vanuit Amsterdam naar Rotterdam gesleept. De sanering van het 170 meter lange zeeschip wordt verricht door de firma Balck in de Rotterdamse Waalhaven. Het schip bevat nog zo'n 77 ton asbest.



The **CLUB MED 2** arrived in Willemstad – Curacao – Photo : Kees Bustraan ©

MOVEMENTS

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The **MSC ALYSSA** seen arriving in Cape Town – Photo : Ian Shiffman ©



The **SPRING PANDA** seen departing from Rotterdam
Photo : Henk van der Heijden ©

AIRCRAFT / AIRPORT NEWS

Lufthansa boekt 77 procent meer winst in 2006

De Duitse luchtvaartmaatschappij Lufthansa heeft in 2006 een nettowinst geboekt van ongeveer 800 miljoen euro. Dat is 77 procent meer dan het jaar voordien. Lufthansa vervoerde in 2006 dan ook meer passagiers en liet hen een brandstoftoeslag betalen. Dat blijkt uit de voorlopige jaarcijfers.

De op een na grootste luchtvaartmaatschappij van Europa zag haar omzet stijgen van 18,1 miljard euro tot ongeveer 19,8 miljard euro. De operationele winst bedroeg het afgelopen jaar 845 miljoen euro, tegenover 577 miljoen euro het jaar voordien.

Lufthansa wil zijn dividenduitkering met 20 eurocent verhogen tot 70 eurocent per aandeel. Op 8 maart zal de Duitse luchtvaartmaatschappij definitieve jaarcijfers bekendmaken.

Airbus schrapt mogelijk 12.000 jobs

Bij de Europese vliegtuigbouwer Airbus kunnen mogelijk 10.000 tot 12.000 arbeidsplaatsen verdwijnen in het kader van het besparings- en herstructureringsplan 'Power8'.

Volgens de krant Les Echos zouden er in Frankrijk 3.000 tot 4.000 jobs sneuvelen en in Duitsland evenveel. De hakbijl gaat niet alleen door de 55.000 werknemers van Airbus zelf maar ook bij de 30.000 mensen van onderaannemers die in productiecentra van Airbus werken sneuvelen jobs.

De krant La Tribune meent dat het herstructureringsplan het opdoeken van 10.000 banen betreft. Drie fabrieken zouden zijn getroffen: Méaulte in Frankrijk, en Varel plus Nordenham in Duitsland.

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Beide dagbladen melden dat de assemblagefabrieken zich ook gaan specialiseren. Zo blijven de toekomstige A350 en A380 in het Franse Toulouse. De opvolger van de A320 wordt in Hamburg geproduceerd.

Het herstructureringsplan moet tot 2010 vijf miljard euro besparen en daarna twee miljard euro per jaar. De besparingen zijn een compensatie voor de vertragingen bij de nieuwe jumbo A380 en voor de zwakte van de dollar ten opzichte van de euro die de competitiviteit van de Europese vliegtuigbouwer ondermijnt.

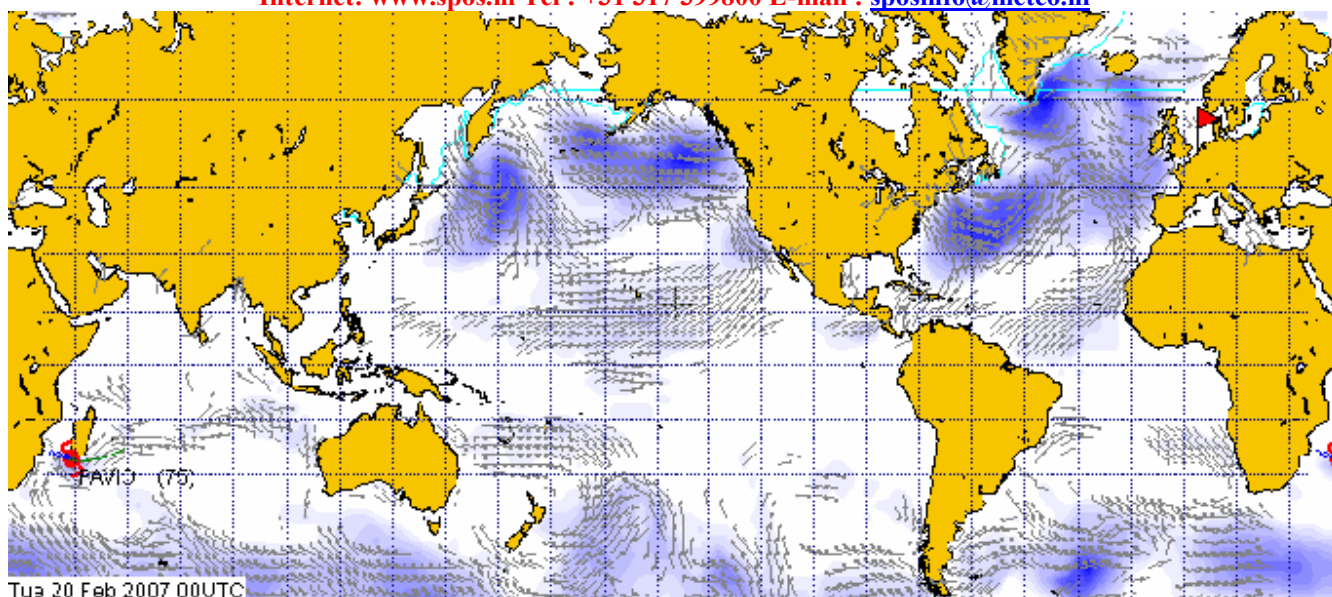
Normaal moest het herstructureringsplan morgen worden voorgesteld, maar Airbus heeft dat uitgesteld. Het uitstel komt er omdat de verschillende landen waar de Europese constructeur aanwezig is, het nog niet eens zijn over de werkverdeling voor het nieuwe vliegtuig, de A350 XWB.

MARINE WEATHER

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Tue 20 Feb 2007 00UTC

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 **TYDEMAN** seen in Hansweert
Photo : **Leon de Hoop** ©

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