

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 052



Number 052 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 23-02-2007**

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

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The LE DIAMANT seen cruising in the Beagle Channel (Patagonia)

Photo : Peter Kersseboom ©

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EVENTS, INCIDENTS & OPERATIONS



The **DELTA VICTORY** seen approaching Rotterdam – Europoort
Photo : Teun van der Zee ©

No Relief after 11 months

The death of a 26-year-old marine officer on board an SCI tanker has forced the Indian Government to take an urgent review of the service conditions of seafarers employed on Indian ships.

The Shipping Ministry is understood to have taken a serious view of the incident as the deceased seafarer Vivek Singh Bist was sailing for 11 months without a break. The young officer from Dehradun allegedly jumped into the sea when he was told that his reliever was yet to report to duty. He was said to be extremely homesick and had earlier threatened to end his life if not allowed to go on leave.

It was the norm on the vessel for crew to sign off after seven months sailing. In the absence of a relief, he would work for another month or two on request, said a seamen's union official. But Bist, a second officer, was on board for 11 months and his request for leave was rejected on the ground that a reliever was not immediately available, said the union official.

A senior official of Shipping Corporation of India confirmed that the officer was continuously on board for 11 months, but said he was not sure whether he committed suicide or died of an accident. The cause of the death will be known only after the enquiry, he said. Like other Indian shipping lines, he said, SCI too is facing an acute shortage of marine officers. Currently, it is short of 200 officers to comply with the statutory manning scale. The Union Shipping Minister, Mr T.R. Baalu, who held a meeting with SCI officials and union representatives, has ordered an enquiry into the incident.

He is also understood to have told SCI not to retain seamen on board beyond the stipulated number of days. The Director-General of Shipping has convened a meeting of shipping companies' ship managers later this week in Mumbai to seek their views on shortage of officers. The Government, which has agreed to allow Indian shipping lines to recruit foreign crew, is yet to come out with an official announcement.

PILOT MARC VAN VLIET RETIRES



After 25 years Pilot **Marc van Vliet** retires. Management and crew of all the tugs of **Wijsmuller Havensleepdiensten Amsterdam B.V.** would like to thank Marc for the long time we have worked together and we wish him and his family all the best for the new episode in his life. On the picture, which was taken on 22 February at the North Sea canal, we can see Marc on the bridge wing of m.v. "**Evanthia**" on his way to the Vlothaven. The "**Evanthia**" was the last trip of Marc on board as a Pilot.

'Bergen MSC Napoli duurt nog half jaar'

Het bergen van containers van de **MSC Napoli** zal langer duren dan aanvankelijk gedacht, zo wordt in scheepvaartkringen gemeld. De klus zal nog wel een half jaar in beslag nemen, is nu de verwachting.

Eerder gingen de verantwoordelijken ervan uit dat het werk ongeveer een maand in beslag zou nemen. Het is niet uitgesloten dat er bij slecht weer nog meer containers overboordslaan. In de afgelopen week vielen opnieuw tien containers in het water, waarvan er acht zonken in een gebied waar het door de rotsachtige bodem moeilijk is om ze te bergen, zo deelt de Britse Marine and Coastguard Agency mee.

De International Chamber of Shipping (ICS), de organisatie voor internationale scheepvaartbelangen, heeft haar waardering uitgesproken voor de wijze waarop de Britse kustwacht en de regering het incident met het aan de Engelse zuidkust gestrande containerschip **MSC Napoli** hebben aangepakt. Door 'places of refuge' aan te wijzen voor schepen in nood, volgt Engeland de richtlijnen van de Internationale Maritieme Organisatie (IMO) van de VN.

ICS-secretaris Tony Mason zei volgens de website Maritime Global Net dat de kans op een ramp voor het milieu zonder die voortvarende aanpak veel groter zou zijn geweest. 'Laten we ook bedenken dat er geen zeelieden bij zijn omgekomen.'

Bij het aanwijzen van een vluchtplaats spelen vaak politieke gevoeligheden, zei Mason. Die daarbij zonder twijfel doelde op de verongelukte tanker Prestige die in 2003 door de Spaanse autoriteiten juist weg van de kust naar zee werd gestuurd en daarmee veel meer milieuschade aanrichtte. De ICS probeert de Europese Raad van Transportministers zover te krijgen dat ze het 'Britse model' overnemen waarbij een aangewezen regeringsvertegenwoordiger (SOSREP = 'Secretary of State's Representative') onafhankelijk van de politiek dit soort rampsituaties kan afhandelen. 'De Europese Commissie heeft het wel voorgesteld in de Richtlijn Vessel Traffic Monitoring, maar heeft de Raad daar nog niet mee ingestemd.'

De bergers van Smit Salvage uit Rotterdam begonnen een paar dagen na de stranding met het wegpompen van de olie uit het containerschip **MSC Napoli**. Voor de berging van het schip moet de lading containers worden gelost. Dat gebeurt met twee grote pontons langs het schip. Daarmee moet de spanning in de romp van het schip worden verminderd om het risico op breken te verkleinen. Eén van de pontons, van scheepsbouwer VeKa uit Werkendam, is uitgerust met twee grote kranen. Zodiac Maritime, de Britse reder van het schip, maakt in een laatste update van 9 februari melding van onderbreking van de loswerkzaamheden vanwege slecht weer..

De **Napoli** heeft ook Nederlandse lading aan boord, meldt verladersorganisatie EVO. Het schip van de Mediterranean Shipping Company (MSC) was op weg van Antwerpen naar de Canarische eilanden om vervolgens koers te zetten naar Zuid Afrika.

Volgens EVO zal de rederij zonder twijfel 'averij grosse' verklaren, waarmee ook ladingbelanghebbenden zullen moeten opdraaien voor de kosten van het redden van schip en lading. Welke Nederlandse verladers zijn gedupeerd kon nog niet worden vastgesteld. Primaire zorg is om de milieuschade tot een minimum te beperken.

Het containerschip vervoerde 2394 containers waarvan er zo'n tweehonderd overboord sloegen. Inmiddels zijn er 63 teruggevonden, zegt de woordvoerder. Het schip raakte donderdag 18 januari in de problemen tijdens een storm. Het ligt nu met slagzij op een zandbank voor de Engelse kust. De Engelse kustwacht wilde het schip naar Portland Harbour slepen, maar liet het zaterdag aan de grond lopen toen het dreigde te kapseizen. De **Napoli** ligt nu bij Lyme Bay, in Devon en wordt door twee Franse sleepboten op zijn plaats gehouden.

Tengevolge van olievervuiling door de **Napoli** zijn zowat 600 zeevogels omgekomen, zo heeft de (Britse) Koninklijke Vereniging voor Vogelbescherming (RSPB) woensdag bekendgemaakt.

Het Britse schip (62.000 ton, 275 meter, eigendom van Mediterranean Shipping Company, maakte water in Het Kanaal, 65 kilometer van de kust voor Cornwall in het uiterste zuidwesten van Groot-Brittannië. Op twee plaatsen werden scheuren in de romp ontdekt. De 26 bemanningsleden zijn door twee helikopters van boord gehaald.

In de media circuleren berichten als zouden de scheuren in de romp het gevolg zijn van slechte reparatie nadat het schip in 2001 bij Singapore aan de grond was gelopen. Het heette toen nog **CMA CGM Normandie**. De vroegere eigenaar van het schip, de Franse rederij CMA CGM, ontkent elke relatie met de schade van destijds. 'Het schip was na reparatie in perfecte staat toen het in 2002 werd verkocht aan Zodiac. Een relatie die sommigen leggen tussen de schade die de **MSC Napoli** opliep voor de kust van Devon en de gronding van het schip in 2001 is technisch ongefundeerd.'

AHTS BOULDER entered into service.

AHTS BOULDER started its activities for ITC on February 12th, 2007 when the vessel under command of Captain Gijs Dijkdrenth sailed from IJmuiden towards the Norwegian port of Trondheim, in charter for the Italian offshore giant Saipem.



Photo : Herman IJsseling, Flying Focus, Castricum, Netherlands ©

Its first job will be towage of the large launch barge **S 44**, 190 x 50 m, from Trondheim via Stavanger, where the skid beams will be removed, to Palermo. After completion of this job, the **AHTS BOULDER** together with sister vessel **AHTS BLIZZARD**, will be linked up to Saipem's semi submersible pipe lay vessel **CASTORO SEI**.

During the summer, the spread will be active in the North Sea, in the Norwegian, Danish and United Kingdom sectors, for the Tampen Link, Halfdan and Dunbar projects. **BOULDER** and **BLIZZARD** will deliver towage, support and anchor handling assistance to **CASTORO SEI**. The 152 x 70,50 m vessel will be at 12 25-tons anchors during the pipe lay operations.

Sister vessel **AHTS BLIZZARD** is now with Shipdock in Amsterdam for upgrading and to prepare the vessel for its ITC workrole. It is expected that the **BLIZZARD** will be operational as from March 1st.

BOULDER and **BLIZZARD** are former **Maersk Lifter** and **Maersk Leader**. After upgrading, both vessels have been brought under Dutch flag. ITC will employ the vessels mainly in the offshore but occasionally the vessels will be used in the ocean towage market for specific projects.



Queen's Passenger Lists Found

A confidential list of 1500 passengers aboard one of two massive ocean liners to visit Sydney has been discovered on a Sydney footpath.

The arrival of "**Queen Mary 2**" and the smaller, "**Queen Elizabeth 2**", in Sydney Harbour wowed crowds and caused traffic chaos as locals lined up in their thousands to see the two vessels.

Local radio station Nova FM today said 20 pages of passenger lists with confidential personal information, including birth dates and passport numbers, were discovered lying on the ground at Circular Quay last night by an unidentified person. The list includes the names of 1500 passengers, as well as their nationalities, cabin numbers, passport details, and where and when they would leave the ship.

Nova FM said it was unable to verify to which ship the list related, though perhaps if they counted the cabin numbers or the names of the Suites they would know. The "**Queen Mary 2**" made its way out of Sydney Harbour last night and "**Queen Elizabeth 2**" will depart Sydney tomorrow

Second blow for Aboitiz ferries

Superferry 9, the Aboitiz-operated cargo/passenger ship taken under tow after encountering engine problems at sea, arrived in Iloilo. Aboitiz said the 7,268gt vessel is awaiting clearance to dock with all 517 passengers onboard safe. The 124 crew members "are looking after their comfort and are making sure that there is a sufficient supply of food and resources," the company said in a statement. The **Superferry 9** was heading from Bacolod to Iloilo when it stopped at Daog Point, 8n-miles south-west of Negros Island at 0200 yesterday after its engine failed. Another Aboitiz ship, the **Superferry 1**, and a coastguard vessel towed the distressed ferry to Iloilo to undergo repairs. A third Aboitiz Transport System ship, the **Superferry 5**, is expected to arrive in Iloilo to take on passengers from the **Superferry 9** for the continued journey to Cagayan de Oro. Aboitiz has apologised to all the passengers inconvenienced by the incident, which was the second in its fleet over the last three weeks. The 4,433gt **Our Lady of Medjugorje** suffered the same misfortune at Calavite Point near Mindoro Island while en-route to Coron, Palawan on 5 February, delaying the travel of about 800 passengers. The PCG's Board of Marine Inquiry, which pinpointed engine defects, has still to release its investigation report on that incident.

Crew restarts engine of disabled whaling ship near Antarctica

Repair crews have restarted the main engine of a Japanese whaling ship crippled by a fire a week ago near Antarctica, but the vessel has not yet moved under its own power, an official said Thursday.

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The **Nisshin Maru** was stricken by a fire last Thursday that killed one crew member, burned out its main switchboards and engulfed its whale processing deck. The cause of the fire has not been determined. The ship's engine was started overnight, said Glenn Inwood, spokesman for the Japanese Institute of Cetacean Research. "The last report we had ... was that the engine was going. They'd replaced all the wiring, and checked all the gauges and the mechanics of it – and kicked the old girl into gear," Inwood told New Zealand's National Radio.

"It hasn't moved yet, it's still undergoing safety checks (and) they hope to make some decision to move it today," he said. Inwood added that if the processing deck, where whales are cut up, wasn't repaired, then the hunt for 945 whales under Japan's so-called "scientific whaling" program was likely over.

A decision still has to be made as to whether the processing deck can be used, he added. Steve Corbett of Maritime New Zealand said his country was concerned that the longer the ship remains in the area, the more it poses a risk to the Antarctic environment. The 8,000-ton **Nisshin Maru** is lashed to two other ships about 110 miles from the world's largest Adelie penguin breeding rookery.

Officials and environmentalists were also concerned that the ship could leak some of the 343,000 gallons of oil it's carrying. So far, no oil or other chemicals have spilled. "It's frustrating, but ... we have no power to order them to leave the area – it's a foreign ship in international waters," Corbett said. Japan's whaling agency intends for the ship to leave under its own power if possible.

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

THOMAS DE GAUWDIEF SOLD TO INDIA



Through intermediary of Van der Kamp Shipsales, "**Landfall**" **Transport & Towage b.v.** has now definitively sold their seagoing tug "**Thomas de Gauwdief**" to a harbour and coastal towage company in Hyderabad, India.

After completion of her special survey, the tug "**Thomas de Gauwdief**" departed 22nd February 2007 from Rotterdam with the hopperbarges "**Bumblebee 2 + 3**" in double tow, which have also been sold by Van der Kamp Shipsales to the same Indian tug operators.

Ocean towage of these two hopper barges in double tow from Rotterdam to Kakinada, India eastcoast, forms an integral part of a combined "sales + towage package deal", that "Landfall" concluded with the Indian buyers. The delivery voyage to Kakinada, India, is therefore performed under "Landfall" flag and transfer of ownership of the tug "**Thomas de Gauwdief**" to the new Indian owners will take place upon arrival in India, which is foreseen for the end of April 2007.

Ship owners fined \$30,000 for Mallacoota oil spill

The owners of a Panamanian ship have been fined and prosecuted for an oil spill near Mallacoota in Victoria's east. The vehicle carrier **MV Brussel** was seen trailing a seven-kilometre-long oil slick in October 2003. The ship's owners have been fined \$30,000 in the Melbourne Magistrates Court. The ship's master and junior engineer were also fined.

Overseas Houston engine fails

Overseas Shipholding Group's (OSG) first US-flag product tanker newbuild has suffered an engine failure prior to its commercial launch. The Aker Philadelphia-built 46,000dwt **Overseas Houston** was christened on 11 November 2006 and slated to begin trading for Shell on 26 February. According to an OSG statement provided to Fairplay, the vessel "suffered a main engine failure" at about 1130 on Sunday while en route to Tampa, where it was "to complete minor modifications to meet charterer and yard requirements". There was no cargo aboard and no injuries. "The exact cause of the incident is under investigation, though the engine shut down in accordance with onboard safety systems," said OSG. As of Tuesday afternoon, the **Overseas Houston** was being towed by tug to Tampa at 5kt, with favourable weather conditions. OSG said it was working closely with the US Coast Guard and Tampa Harbour Vessel Movement Committee to bring the vessel safely to port. The Overseas Houston is the first of a growing series of US-flag product tankers being built at Aker Philly for OSG, with the company recently confirming plans to extend the original 10-ship series to 16.

Bergers beginnen met koeling Ostedijk



Bergingswerkers zijn donderdagochtend voor de Spaanse kust begonnen met het afkoelen van de gistende kunstmest aan boord van het Nederlandse vrachtschip **Ostedijk**. Via buizen spuiten ze water in het ruim op de plekken waar de temperatuur van de lading te hoog is. Dit heeft Nederlandse eigenaar van het schip bekendgemaakt.

Hoelang het afkoelen zal duren is niet bekend. „Maar het resultaat moet vrij snel zichtbaar zijn", denkt Peter Bandringa, woordvoerder namens de eigenaar Beheermaatschappij M.S. Fly B.V. uit Groningen.

Het bedrijf overlegt vanmiddag met de Spaanse autoriteiten en het bergingsteam over wat er daarna met het schip moet gebeuren. Bandringa verwacht toestemming te krijgen de **Ostedijk** in een haven af te meren. De **Ostedijk** was met 6.000 ton kunstmest onderweg van Porsgrunn in Noorwegen naar Valencia aan de Spaanse oostkust toen zondag dampen van de gistende lading de machinekamer bereikten en de motoren moesten worden uitgezet. Vier bemanningsleden werden wegens misselijkheid van boord gehaald. Het schip ligt 18 kilometer uit de kust van de noordwestelijke regio Galicië.



RAMP MET BERLIN HERDACHT



De grootste scheepsramp voor de Nederlandse kust is woensdagmiddag herdacht bij Hoek van Holland. Daar sloeg de veerboot **Berlin** tijdens een zware storm precies honderd jaar geleden op de pier, waarna het vaartuig in tweeën brak. Vijftien van de 143 opvarenden overleefden de ramp.

Foto : Roger van der Kraan ©

Er werd een krans gelegd. Ook werd het muziekstuk '**De ondergang van de Berlin**' gespeeld, dat in 1907 werd gecomponeerd ter nagedachtenis aan de slachtoffers.

Aan boord van de **Berlin**, ook wel de Hollandse Titanic genoemd, waren onder anderen Duitse operazangeressen, een alleenreizend jongetje van 5 jaar en de autofabrikant Hendrik-Jan Spijker. In de dagen na de ramp spoelden tientallen lichamen aan. Na drie dagen werden vijftien overlevenden uit de zee gered.

De herdenking op de begraafplaats van 's Gravenzande

Photo : Maarten Bezuijen ©

Het Maritiem Museum in Rotterdam heeft voor de gelegenheid een tentoonstelling opgezet. Hier is, op basis van verhalen van nabestaanden en andere artikelen over de ramp, de laatste tocht van de **Berlin** gereconstrueerd.



Agreement reached on Merchant Brilliant

An agreement has been reached regarding the overdue payments for crew members of the ro-ro ship **Merchant Brilliant**, which is still anchored three miles off the UK port of Heysham. However, at midday London time today no cash in the £70,000 (\$136,000) agreement had been forthcoming from shipowner ADG, despite an understanding that it was remitted yesterday. "The crew," says Ken Fleming, an ITF inspector on board the ship, "are being sent from pillar to post in a fruitless succession of supposed places where the money can be collected." The monetary agreement reached is considerably below the £150,000 originally being sought because seven of the crew "threw in the towel", indicating that all they wanted was to get home. Fleming points to these being the most recently arrived crew members, who are owed less, and he suggests they are responding this way through intimidation. The ITF in London has welcomed the decision of Norfolkline to disassociate itself from the owners of the ship by suspending its charter, and it is not clear whether it will be continued. In the meantime a proposal to have the ship arrested has been put on hold pending the money being paid. A new twist to the dispute has emerged in that families of the crew are rumoured to have been visited by so-called "journalists" who claim that the crew have been kidnapped for a ransom of euro200 (\$262) each and are being held in handcuffs. An ITF spokesman described the claims as "ludicrous." He added that: "we have received many inquiries from Russian journalists about the **Merchant Brilliant** case. They have all acted professionally. We can categorically assure the families that the crew, though uncomfortable, tired and eager to get home, are well."

CASUALTY REPORTING

FIRE ONBOARD INDONESIAN FERRY

A fire broke out on an Indonesian ferry carrying 300 passengers Thursday, killing at least 16 people and sending scores of passengers jumping into the sea, officials said. One woman slipped beneath the waves while clutching her 18-month-old daughter.

More than a dozen people remained unaccounted for following the country's second major maritime disaster in as many months. The pre-dawn fire started in a truck on the **Levina 1's** car deck, hours after the 2,000-ton vessel left the capital, Jakarta, for the northwestern island of Bangka, said port official Sato Bisri.

Aerial footage showed flames and heavy black smoke pouring from the 27-year-old ferry as authorities launched a massive rescue operation, plucking 275 survivors from the Java Sea and the ship's charred hull. A cargo hand said a woman handed him her 18-month-old baby and then jumped overboard.



"I tried to scale a rope, but was knocked into the water by a falling passenger, still clutching the baby," said Heru, 29, who like many Indonesians goes by only one name. "I swam to a water cooler and then spotted the mother clinging to another cooler nearby. The baby was crying 'Mama! Mama!' and she insisted I hand over the child," he said, adding that 15 minutes later, large waves pulled them both under. "Now they're gone. I still haven't seen them."

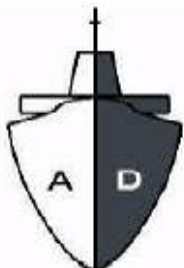
Two warships, three helicopters, a tug boat and nine cargo ships were taking part in the rescue operations, scouring surrounding waters for more survivors, said Hambar Wiyadi, another port official. "It was terrifying," said Yas Rijal, 33, who was with his wife and son on the upper deck when the fire broke out. "Suddenly flames burst from the lower deck. The crew ordered us to put on yellow life vests and we jumped."

Transportation Minister Hatta Rajasa told el-Shinta radio 15 bodies were recovered and that at least 275 people were rescued. Rajasa said the ferry was carrying 300 passengers, but the ship's log indicated 228 passengers, 42 trucks and eight cars were on board. Tallies are often incomplete and boats overloaded.

NAVY NEWS

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M 1064 FGS Gromitz, part of NATO's MCM Force ran aground in Norwegian waters February 21st.



Photo's : NRK ©

SHIPYARD NEWS

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AIDAdiva Gets Ready For Ems Passage

Ship spotters in Germany will very soon get to see the latest cruise ship from the Papenburg shipyard of Meyer Werft. The finishing touches are being currently made to the vessel.

The 252 metre cruise ship, the **AIDAdiva**, built for AIDA Cruises of Rostock will leave the covered dock of the shipyard on 4th March and then on the afternoon of the 10th she will travel down the River Ems to reach Emden on the Sunday morning (11th March).

She is the first of three Club ships for the German cruise company which is aimed specifically at the German cruise market and will carry 2030 passengers in 1015 cabins.

A unique feature of the ship is the 'Theatrium', described as the pulsating heart of the ship where between three decks and 3000 square metres, cruise goers can find a theatre, bars and market place.

Delivery of the 68,500 grt ship to AIDA Cruises is scheduled for 16th April 2007 and a christening ceremony with spectacular light show has been planned. AIDA is the cruise market leader in Germany and is well known for it's distinctive branding on their ships.

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CMA CGM to launch a new Europe - Australia/ New Zealand service

CMA CGM is pleased to announce the start up of its **New Europe Mascarene Oceania (NEMO)** service which, from North Europe and Mediterranean, will serve the Indian Ocean islands of Reunion and Mauritius, Australia, New Zealand, Indonesia, Malaysia, India, Sri Lanka, Saudi Arabia and return.

The NEMO service will operate with 13 modern and fast 2800 teus ships, each with significant reefer carrying capacity, on a round trip itinerary of 91 days, first on a fortnightly basis then changing to weekly in May 2007.

This new service will offer 26 calls and connections to all over the world via its main hubs including Le Havre, Fos, Damietta, Port Kelang, Colombo and Malta. It will be the first service to offer direct links from Australia/New Zealand to Chennai and from Chennai to Europe.



Operated by CMA CGM (9 ships) and incorporating subsidiaries DELMAS (3 ships) and ANL (slots) together with VSA Partner Deutsche Afrika Linien (1 ship), NEMO will immediately replace the former Indian Ocean service. It will complement the 2 other CMA CGM Panama Direct and Suez Direct services until further notice.

The NEMO rotation will cover Tilbury, Hamburg, Rotterdam, Le Havre, Fos, La Spezia, Damietta, Suez Canal, Djibouti, Pointe des Galets, Port Louis, Melbourne, Sydney, Brisbane, Auckland, Lyttelton, Melbourne, Adelaide, Jakarta, Port Kelang, Chennai, Colombo, Djibouti, Jeddah, Suez Canal, Damietta, Malta, La Spezia, Tilbury.

« This new dedicated service reinforces CMA CGM Group's position in key and highly competitive markets and confirms our expansion strategy to serve our customers in the Indian Ocean and Oceania areas» says Jean-François Guittet, Senior Vice President Africa Oceania and Indian Ocean Lines.

The first vessel to be deployed on the NEMO Service will be the **CMA CGM COPENIC** scheduled to leave Hamburg on February 23rd.

Brostrom and Offen in partnership deal

A long-term partnership agreement with Germany's Reederei Claus-Peter Offen will see Sweden's Brostrom double its European commercial fleet in the 37,000 dwt size category.

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Brostrom presently operates eight 37,000 dwt vessels in the European market for distribution of refined petroleum oil products.

In line with Brostrom's strategic objective of growing and consolidating the market, a long-term commercial management agreement has been established with Offen under which eight additional newbuildings in this size category will join Brostrom's commercial fleet.

The new vessels will be delivered during the second part of 2008 as they are delivered from Hyundai Mipo yard in Korea. The total fleet of 16 vessels hereby achieved in this particular size segment will improve Brostrom's attractiveness as a logistics service provider for the major oil companies.

"We are very satisfied to have reached this agreement enabling growth in a market segment that is strategic for Brostrom," says Lennart Simonsson, CEO of Brostrom.

"When looking at the long-term commercial strategy for our investments in tankers, the Brostrom way of doing business has been found very attractive to us. To have reached a long-term partnership agreement with Brostrom will not only be a good solution for our existing newbuildings, it will also be a good base for further expansion," says Claus-Peter Offen, President and Owner of Reederei Claus-Peter Offen.

Brostrom has a fleet of about 60 vessels, from 8,000 to 37,000 dwt, in the European markets and 20 vessels, from 20,000 to 50,000 dwt, in markets outside of Europe.

Novoship Modernizes Fleet

Novoship has announced the program of fleet renewal. According to the program, the total deadweight will be increased from 3,8 mn up to 5 mn tons (+31,6%) by the end of 2010, reports Kommersant.

As Sergey Terekhin, president of Novoship, says, the tanker fleet will be expanded by adding 6 Aframax tankers (the total deadweight - 670 thousand tons) and 2 Handymax product tankers (the total deadweight – 80 thousand tons). The ships will be built at Samsung Heavy Industries shipyard (Sinhien, th South Korea). The first one will be launched in May of the current year.

According to Tatiana Prokopenko, assistant to the president of the company, Novoship is planning to increase the number of Aframax tankers up to 27 thus becoming the third largest Aframax wner in the world in 2007.

The company refused to name the total amount of investment in the program, explaining that the prices on ships are constantly growing. According S.Terechin, a new ship costs in average \$0-60 mn and bank loans make about 60-70% of the cost. At present, the fleet of Novoship consists of 62 ships of the total deadweight 3,8 mn tons, including 21 Aframax tankers (deadweight – 105-115 thousand tons), 3 Paramax tankers (67,98 thousand tons), 29 product tankers (16,97 to 40,727 thousand tons) and 4 bulkers (24,105 thousand tons).

In 2006 66,7 thousand tons of cargo were shipped (+30% against 2005), including 9,5 mn tons of Russian cargo (+5%). Last year's profits were above \$500 mn, the trading profit made \$300 mn and the net profit – about \$180 mn.



New Spanish Coastguard Vessels

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The first of two coastal protection vessels has been delivered to Spain's Maritime Safety Authority SASEMAR.

The main role for 220-ton bollard pull **Don Inda** is emergency towing of a tanker, as it is equipped with a full range of equipment for recovering spilled oil. Rolls-Royce developed the UT 722 L design -- derived from the anchor handler of the same type number, although they differ from an offshore AHTS in many respects -- and provided the main equipment. Astilleros Zamakona, based at Santurce-Bilbao, built the vessels.

The SASEMAR vessels have a large installed power and very powerful towing winches, but are flexible enough to take on many other roles including pollution clean-up, escort towing, rescue of ships and their crews, emergency co-ordination, firefighting and salvage. **Don Inda** is 80 m long, with a beam of 18 m and a draft of up to 6.8 m. Hull depth to main deck is 8.25 m, considerably larger than the normal UT 722 L. An important feature is the large tank capacity for recovered oil of approximately 1,730 cu. m. The installation of an oil/water separation system is designed to enhance this capacity further. The recovered oil tanks will be filled with about 95 percent oil and five percent water, the separator discharging water of a cleanliness meeting environmental regulations back to the sea, whereas normally oilrec tanks would contain a mixture of about 50/50 oil and water. Because the recovered oil may have a high viscosity, the tanks are heated, enabling oil to subsequently be pumped to another vessel or ashore. This feature means that the SASEMAR vessels can act as pumping stations in the event of a massive oil spill.

Four Bergen eight cylinder B32:40 long stroke engines power the vessel, producing a total of 16,000 kW. Two engines are coupled to each propeller shaft turning a CP propeller, and a fire pump is geared to the forward end of the inner engine of each pair. This propulsion system provides a maximum speed of 17.6 knots and a bollard pull of about 220 tons. Depending on the operating mode, either all four engines can be run, or just one on each shaft line. In addition, there are powerful auxiliary generator sets, and the swing-up azimuth bow thruster has its own independent 736kW diesel engine. Maneuvering is enhanced by high lift rudders, twin stern tunnel thrusters and an additional bow tunnel thruster supplementing the azimuth unit. The vessels are being built to Bureau Veritas Class and have dynamic positioning notation AM/ATR, which corresponds to IMO DP2 standard.

The towing winch on **Don Inda** is designed to use the full bollard pull capability. This main winch is a two drum hydraulic Rauma Brattvaag unit sized for 83 mm wire and capable of pulling 300 tons with a 550 ton brake holding load. For escort work there is a winch on the foredeck with a 45 ton pull/250 ton brake load equipped with synthetic rope toelines. A strongly fendered reinforced bow allows the SASEMAR vessels to push disabled ships. Deck layout aft is designed to give a clear lead for toelines, but the vessels will be prepared for an A-frame at the stern which can be put aboard when required, for example to undertake salvage of sunken vessels.

Marcon announces sale of AHTS Fratelli Neri

Marcon International in the US has announced the sale of the 6,600bhp AHTS vessel **Fratelli Neri** (ex-Asso Cinque, **Augustea Cinque, Off Barcelona**) from European owners to Middle Eastern buyers.

She was built in 1977 by Maritima de Axpe SA of Bilbao, Spain. Dimensions are 197.6ft length overall by 42.64ft beam with a loaded draft of 15.91ft. She is currently classed with RINA. The vessel is powered by a pair of MAK 9M453AK 9 cylinder main engines producing 6,600bhp total at 550rpm. Propulsion is provided by Lips variable pitch props in fixed kort nozzles providing about 87 tons bollard pull ahead.

She is fitted with a Norwinch double drum waterfall towing winch. Vessel had been working coastal anti-pollution control since 1999, but will now return to service in the oil industry.

Marcon acted as sole broker in the transaction and handled previous deals for both buyer and seller.

Yang Ming in Cruise First

Containership player Yang Ming will build Taiwan's first luxury cruiseship by the year 2012. The Taiwanese owner said the move was part of its effort to promote oceanic culture and marine ecology in the country.

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Sea tours under the brand name Formosa Blue Highway are expected to start when the vessel is delivered. No further details have been released, reports TradeWinds.



The **SANKO DOLPHIN** (ex JAYA VALIANT 2) seen moored in FLT Onno, Nigeria

Photo : Eric Peute ©

IRISL to Launch Petchem Operations

Islamic Republic of Iran Shipping Lines (IRISL) is in the process of acquiring dedicated tonnage to handle the country's petrochemicals and gas, according to government sources. IRISL is reported to have set up a subsidiary that would initially operate six vessels for the trade.

IRISL MD Mohammad Hossein Daimar told Iranian state-owned news agency Irna that Iran would need 155 special vessels by 2010 to handle the country's 50% exports of petrochemicals and compressed natural gas (CNG).

"Domestic companies and shipping lines would handle half of the country's gas and petrochemical transport affairs by 2010", H.Daimar was quoted as saying. Referring to IRISL's container capacity, he said the company would increase it from the current 50,000 to 150,000 TEU by next year, reports Fairplay.

Ferryways considering Spanish route

The Belgian ro-ro operator Ferryways is considering an expansion to its current UK services with a link between Ostend in Belgium to the north-western region of Spain. A spokesman told Fairplay that: "we are talking with a number of ports in that region including El Ferrol and two others. The final choice of port will be up to the customers." Ferryways is looking for two ships to operate two or three sailings a week using vessels of around 90 trailers capacity. A decision to go ahead or not is expected by June or July, with a start-up depending on the availability of ships and berths, but hoped for before the end of the year. While such a service would qualify for the EU's Marco Polo Motorways of the Sea funding, Ferryways does not intend to apply for such support. In another development, Ferryways is currently

negotiating to order at least six new ro-ro vessels of around 2,000 lane-metres capacity, plus a number of options. "We are talking with both Chinese and European yards and hope to make a decision in about two months", the spokesman said.

ANDROMEDA RENAMED IN NINA



Left seen the **ANDROMEDA** just renamed in **NINA** at the Elsflether yard in Germany, last week the vessel was transferred from "**Rohden Bereederung GMBH**" to "**Vaage Ship Management KS**", in Bergen Norway, she is the last of 3 sisterships which were transferred and renamed.

The **ARCTURUS** is renamed in **TOVE**
The **ALDEBARAN** is renamed in **BERIT**
The **ANDROMEDA** is renamed in **NINA**

The technical management will stay with "**Technical Ship Support**", in Ridderkerk (The Netherlands).

The product tanker Palva delivered

The product tanker **Palva** was delivered today from Bordosplit Shipyard in Split. The **Palva** and her sister the **Stena Poseidon**, which was delivered from the same shipyard in January, this year, are jointly owned by Concordia Maritime And Neste Shipping on a 50-50 basis. Both vessels have been signed to 10-years charters with Neste Oil.

The **Palva** was named at Brodosplit Shipyard in Split at the end of last year together with her sister the **Stena Poseidon**. Both vessels will operate in part in the Baltic Sea and have Finland as their starting point for voyages to North America.

The **Palva** and the **Stena Poseidon** are so-called Panamax tankers, i.e. they are designed to be able to pass through the narrow passages in the Panama Canal's locks. In addition, the vessels have been built to Ice Class 1A specifications, which means that they are able to sail in a channel with 1.0 metre thick ice. Together with a 360o view from the bridge, they have an extra large cargo intake and adjustable propellers for greater maneuverability when sailing through ice.

MOVEMENTS

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The **ARCTIC SUNRISE** seen in Greenock
Photo : Tommy Bryceland – Scotland ©

Friday 23rd @ 1500 to Saturday 24th @ 1000 the German Navy 143A Class schnellboots **FGS GEPARD P6121 & FGS FRETTCHEN P6126** to enter Valletta.



The **ALLIANCE NEW YORK** seen entering the river Tyne
Photo : Kevin Blair ©



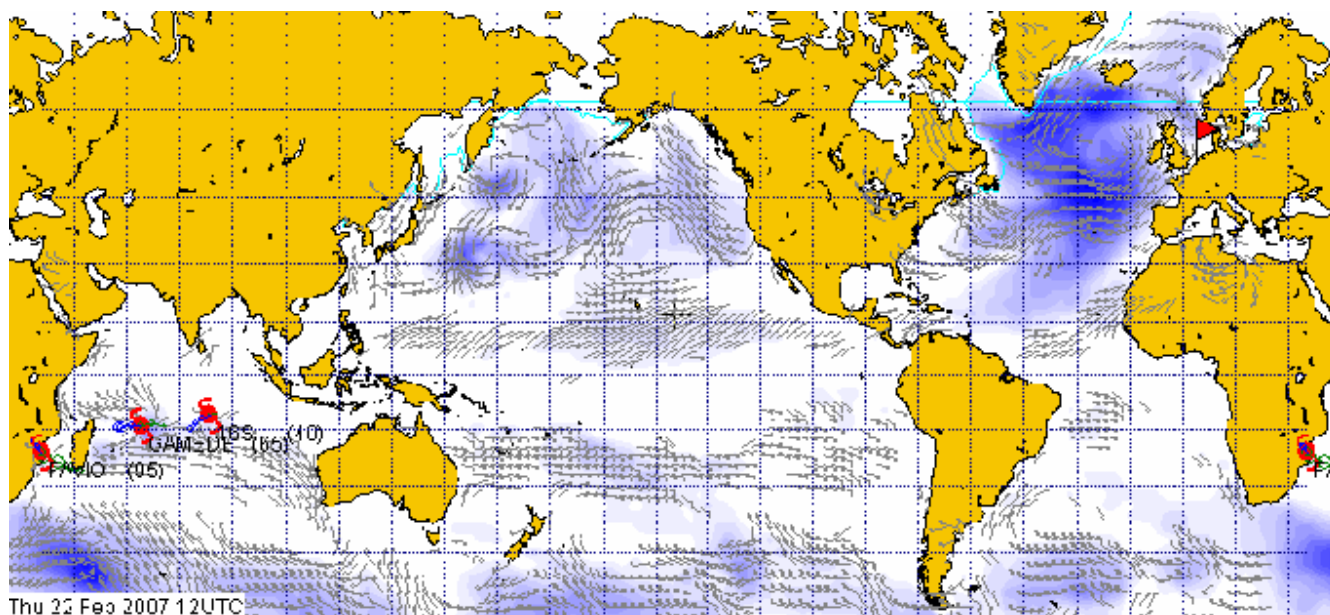
The **VALENCIA EXPRESS** seen departing from Rotterdam
Photo : Henk van der Heijden ©

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



ITC's **Boulder** steaming along the Dutch coast

Photo : Herman IJsseling, Flying Focus, Castricum, Netherlands ©

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