

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 053



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

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**The VILLE D'ABIDJAN seen enroute Rotterdam**

**Photo : Frits Janse ©**

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## EVENTS, INCIDENTS & OPERATIONS



The new **UNION AMBER** arrived in the port of Antwerp  
Photo : Richard Wisse ©

## P&O Offers Brimble Cash

P&O Cruises has apologised and offered financial compensation to the family of Dianne Brimble, who died on one of its cruise ships, admitting it clearly contributed to their grief.

P&O chief Peter Ratcliffe also described the tragedy and subsequent investigation as a wake-up call which had changed the cruise line forever.

He denied the compensation offer was designed to head off a civil lawsuit or a media frenzy once the inquest into Mrs Brimble's death concludes in July.

The California-based Mr Ratcliffe met earlier this week with Mrs Brimble's former husband Mark Brimble and her former partner David Mitchell.

The family asked that Mr Ratcliffe not reveal the details of their meeting, but he did say he and the two men were still in discussions. He admitted P&O shared some blame for the ordeal suffered by the family of Mrs Brimble, who died aboard the liner "**Pacific Sky**" from a toxic combination of alcohol and the date-rape drug fantasy.

"We clearly contributed to their grief," Mr Ratcliffe told reporters. "We deeply apologise for the contribution P&O and its employees have made to their grief. "For our part, we feel we have a moral obligation to do what we can to ensure that the family, particularly the children, are properly provided for."

The 42-year-old Queensland mother of three died in September 2002, a day after boarding the **Pacific Sky** for a Pacific cruise. Mrs Brimble's naked body was found on the floor of a cabin occupied by four of eight men named as persons of interest in her death - some of whom have given evidence at her inquest.

The inquest has heard evidence from a cruise ship magician that he was told to "shut his mouth" by a ship's security guard when he tried to give them information about some of the men of interest.

It has also been told a steward did nothing when passengers alerted him to a group of naked people inside the men's cabin and a large wet patch, which smelled of urine, just outside in the corridor.

Mr Ratcliffe said the revelations at the coronial inquest were a "real wake-up call" to P&O and heartbreaking for Mrs Brimble's family.

"Not only have the family had to suffer the terrible loss of a loved one, but they have also had to deal with the sometimes distressing testimony offered at the inquest," he said. Mr Ratcliffe also spoke of the security measures introduced six months ago in response to evidence at the inquest.

Bar staff no longer receive sales commissions, passengers may not bring alcohol on board, bars are closed during early morning hours and more effort is being made to ensure under-aged passengers are not served alcohol.

Closed-circuit television cameras have been installed at a cost of \$2 million and each ship's security staff has been doubled from 10 to 20. Drug sniffer dogs are also present when passengers board the ships.

A zero-tolerance policy over excessive behaviour has resulted in up to 10 people per voyage being kicked off at a ship's next port of call.

Mr Brimble and Mr Mitchell welcomed P&O's initial, undisclosed, compensation offer but are waiting for proof that all of the security measures are in place.

Mr Brimble is the Australian representative of the organisation International Cruise Victims, which has yet to be convinced of P&O's changes, he said.

## Fresh Napoli debris washed ashore

Debris from the stricken ship **MSC Napoli** has been washed up on beaches in Dorset and the Isle of Wight. Cosmetics, shampoo and dried milk from the beached cargo ship have been reported on Bournemouth, Highcliffe and Christchurch beaches in Dorset.

Items were also seen on the Isle of Wight but no new containers have washed ashore. A spokeswoman for the Maritime and Coastguard Agency said none of the items are dangerous.

She added that there had been no new reports of any oil coming ashore. Solent Coastguard were on their way to the Isle of Wight after reports that tins of dried milk had been washed up.

The 62,000-tonne cargo ship **Napoli** was grounded off Lyme Bay - a World Heritage Site - in Devon after starting to break up in stormy weather last month.

People who recovered thousands of items washed ashore on Branscombe Beach, Devon, had until Tuesday to report their finds to the Receiver of Wreck.

Failure to do so is a criminal offence under the Merchant Shipping Act. The vessel was carrying 2,300 containers, which are gradually being recovered and taken to Portland, Dorset.



## Asbestschip Otapan aangekomen in Rotterdam



Foto : Frans Sanderse ©

Het asbestschip **Otapan** is vrijdag vanuit Amsterdam naar Rotterdam versleept. Het schip, dat voor de reis helemaal wordt ingepakt, vertrok in de vroege ochtend van de ligplaats in Amsterdam-Noord aan de T.T. Vassumweg.



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Sleepboten sleepten het 170 meter lange zeeschip, dat te groot is om via de binnenwateren te worden versleept, via de sluizen in IJmuiden richting Noordzee.

De **Otapan** is aan het einde van de middag bij Hoek van Holland aangekomen. Het schip werd over de Nieuwe Waterweg naar de Waalhaven gesleept. Daar werd het afgemeerd op een plek bij de firma Balck, waar de **Otapan** wordt gesaneerd. Het schip bevat 77 ton asbest.

Om de **Otapan** is veel gedoe geweest. De boot zou in Turkije worden gesloopt, maar keerde terug naar Nederland omdat Turkije het schip weigerde toe te laten. In de **Otapan** zat namelijk veel meer asbest dan de 1000 kilo die in de papieren stond. Daar komt bij dat het ministerie van VROM niet had mogen instemmen met de uitvoer van het schip naar Turkije, zo bepaalde de Raad van State deze week

## SARENS SPECIAL PROJECTS



**Sarens Project Forwarding BV** of Dordrecht, the project forwarding member of the **Dutch Sarens Group**, arranged the shipment of a large cutter suction dredger from Rotterdam to Aqaba and the on-carriage to a Dead Sea site where it will be fully assembled, launched and start mining potash from the large Dead Sea reserves. The shipment with the heavy lift vessel "**Lena**" of which Coli Shipping of Rotterdam acted as agents, consisted of 17 units, with piece weights up to 230 tons.

The **Lena** sailed Monday 22.02 last from RHB, Waalhaven who handled the stevedoring for owners""

## 16 die in fire on Indonesian ferry

275 rescued at sea after blaze breaks out on vessel's car deck

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A mother begged a cargo hand to take her 18-month-old daughter, then jumped into the sea along with hundreds of other passengers after fire engulfed an Indonesian ferry Thursday. Sixteen people died and scores were injured. Heru, who goes by one name, said he tried to scale a rope with the toddler as smoke billowed around him but was knocked into the water by a falling passenger. He saw the woman clinging to a water cooler and swam toward her.

"The baby was crying 'Mama! Mama!' and she insisted I hand over the child," he said. Fifteen minutes later, the two disappeared beneath the dark waves. "Now they're gone."

The **Levina 1** was carrying 300 passengers when a predawn blaze broke out in a truck on the car deck hours after the ferry left the capital, Jakarta, for the northwestern island of Bangka, port official Sato Bisri said. The cause of the fire was not immediately known.

Remarkably, 275 people were rescued from the Java Sea and the 2,000-ton vessel's charred hull by fishing boats, warships and helicopters, averting a second major maritime disaster in Indonesia in the last several months. In late December, a ferry sank in a storm in the Java Sea, killing more than 400 people.

At least 17 people still were missing after Thursday's fire, Navy spokesman Hendra Pakan. The search for survivors continued after darkness fell.

"It was terrifying," said Yas Rijal, 33, who was with his wife and son on the upper deck when the fire broke out. "The crew ordered us to put on yellow life vests, and we jumped."

Rosiah, 28, who also goes by one name, was among those who did not get a life vest. But as the ferry's deck got hotter, she became increasingly desperate and plunged into the sea with her 5-month-old son. "I just wanted to save my baby," she said, weeping. "I didn't think of the risk."

"We sank for a long time, and by the time we came to the surface, he wasn't breathing," Rosiah said. "He was dead, but I couldn't let go. I held onto him for what felt like an hour before being rescued by a fisherman."

She said she did not know what happened to her husband and two other children.

## Tweede Maasvlakte leidt in Rotterdam tot te veel fijnstof

De hoeveelheid fijnstof in de regio Rotterdam zal door de Tweede Maasvlakte boven de norm van 20 microgram per kubieke meter lucht komen. Dit blijkt uit voorbereidende stukken, die vandaag naar de gemeente Rotterdam en het ministerie van Verkeer en Waterstaat worden gestuurd.

Het gaat om het voorontwerp bestemmingsplan en de milieueffectrapportage voor de aanleg en inrichting van de nieuwe containerhaven. Milieudefensie kondigt aan tegen de aanleg in beroep te gaan vanwege de afnemende luchtkwaliteit door fijnstof.

Inademen van kleine stofdeeltjes kan leiden tot astma, longaandoeningen en een korter leven, blijkt uit onderzoeken in Nederland en de VS.

Tussen het Rijk, de provincie Zuid-Holland en de gemeente Rotterdam zullen maatregelen worden afgesproken om de hoeveelheid fijnstof omlaag te brengen.

Schone voertuigen en schone brandstoffen staan bovenaan de lijst, omdat die de uitstoot van fijnstof beperken. Ook stofschermen langs snelwegen worden aanbevolen. Het gaat om constructies met sproei-installaties die het fijnstof met het water afvoeren.

Fijnstof komt in de lucht bij de overslag van kolen en graan in de haven. Ook zee- en binnenvaartschepen produceren fijnstof, doordat ze op hoogzwavelige brandstoffen varen.

Een grote bijdrage aan fijnstof levert het vrachtverkeer, dat de miljoenen containers naar het binnenland vervoert.

## Slepers Smit leggen werk 24 uur neer

De haven van Rotterdam moet het tot zaterdagochtend 06.30 uur doen zonder de sleepboten van Smit. De slepers staken 24 uur omdat de directie van Smit Harbour Towage Rotterdam (Smit HTR) niet is ingegaan op het ultimatum dat de vakbonden hadden gesteld voor een betere cao.



De **SMIT IERLAND** – foto : Piet Sinke ©

Een van de lokaties waar het werk stil ligt, is de Havenstraat in Schiedam. Daar liggen zes sleepboten aan de kade. Van de ongeveer 25 mensen hadden zich vanochtend vijftien werknemers verzameld om te luisteren naar de toespraken van de vakbonden. 'We hopen dat Smit over de brug komt', zei Janine Keller van De Unie. 'Anders komen er vervolgacties.'

Wat de stakers vooral steekt, is dat de onderneming hen niet tegemoet wil komen, terwijl het vorig jaar veel winst heeft gemaakt. 'We houden allemaal van Smit. We werken graag voor Smit, we vinden het werk leuk, maar we willen ook graag eerlijk delen', zei kapitein Aad van der Zwan (58) van de **'Smit Zweden'**.

De onderhandelingen over een nieuwe collectieve arbeidsovereenkomst lopen sinds begin dit jaar. De bonden zetten in op een éénjarige cao en eisen onder meer een loonsverhoging van acht procent. Smit heeft een tweejarige cao voorgesteld met een loonsverhoging van twee keer vier procent; twee keer twee procent structureel en twee keer twee procent als eenmalige uitkering. Breekpunt in de onderhandelingen is de manier waarop deze eenmalige uitkering moet worden verstrekt. Verder is er onenigheid over de werkroosters.

## Smit: Circa 35 schepen dupe van staking

Ongeveer 35 schepen zijn vrijdag de dupe geworden van de staking van de slepers bij **Smit Harbour Towage Rotterdam (Smit HTR)**. Dat heeft een woordvoerder van het bedrijf vrijdagavond verklaard. De schepen zijn

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uitgeweken naar andere havens of liggen voor anker tot zaterdag. Hoeveel de schade in euro's bedraagt, wist de zegsman nog niet. „Maar de wereldwijde imagoschade voor ons en de Rotterdamse haven is veel groter." De slepers legden het werk vrijdagochtend voor 24 uur neer. De 240 werknemers staken omdat hun directie niet inging op het ultimatum dat de vakbonden hadden gesteld voor een betere cao.



Top : De **ZHEN HUA 8** afgemeerd in de Europoort is 1 van de schepen welke liggen te wachten

Foto : Frans Sanderse ©

Wat de stakers vooral steekt, is dat de onderneming hen niet tegemoet wil komen, terwijl zij vorig jaar veel winst heeft gemaakt. „Als een bedrijf goed draait, heeft iedereen daaraan zijn steentje bijgedragen", aldus voorzitter Henk van der Kolk van FNV Bondgenoten in Schiedam. Volgens hem zijn de slepers letterlijk en figuurlijk de trekkers van de Nederlandse economie. „Als de Rotterdamse haven kan groeien en bloeien, heeft de rest van de economie daar profijt van."

Smit neemt in de haven van Rotterdam het leeuwendeel van de sleepdiensten voor zijn rekening. Het bedrijf heeft er een marktaandeel van 70 procent.

## Bigger fines for illegal fishers

ILLEGAL fishing in South Australia could attract a fine of up to \$120,000 and a four-year jail term under new laws passed by state parliament.

Fisheries Minister Rory McEwen said the changes, which included the establishment of a Fisheries Council, would help promote the sustainable development of local fisheries.

"The legislation makes it clear that marine resources are owned by the state and managed on behalf of the community as a common property resource," Mr McEwen said.

Illegally taking fish could attract a maximum fine of \$120,000, up from \$60,000, while a four-year jail term could also be imposed.

A new offence of trafficking a priority species, such as abalone and rock lobster, had also been established to combat organised crime.

"The aim is to reduce the level of fishing and sales, as well as allowing our fish resources to be more evenly shared within the recreational sector," the minister said.



## German minesweeper pulled off at last



German minesweeper **Grömitz** was finally off the rocks last night by the powerful, 194-ton bollard pull, platform supply vessel (PSV) **Bourbon Dolphin**. The minesweeper hit the rock early Wednesday morning and four earlier efforts to pull the naval vessel off were unsuccessful. **Grömitz** has now gone to the Norwegian naval base at Haakonsværn near Bergen for inspection. The vessel is not badly damaged.

## Safmarine issues statement re SA Helderberg collision

Safmarine has issued the following statement on its website in regard to the collision involving the container ship **SA Helderberg**.

'We regret to advise that at approximately 05.14 hrs local time on Saturday 17th February, the 3,101 TEU container ship **SA Helderberg** was involved in an incident with the 77,356 DWT, Singapore-registered Oil Tanker **Ocean Sapphire** off the coast of Singapore. No members of the crew onboard the **SA Helderberg** were injured. No damage was sustained to any of the cargo onboard the ship. The **S.A Helderberg** sustained some damage on her starboard side with water inflow, but this is under control and a pump is being used to discharge ingress. A SvitzerWijsmuller tug is alongside vessel and has lifted additional salvage pumps and power pack on board as a precaution.

Some oil has leaked from the **SA Helderberg's** fuel tanks into the sea. Malaysian Marine authorities boarded the vessel on Saturday 17th February at 17.30 hrs (Singapore Time), on Sunday morning, 18th February, and yesterday evening to check progress and the vessel is within the Malaysian Territorial water (12 Mile) limit. These authorities have taken over pollution control, placing a boom around the vessel to ensure no fuel escapes from area. Two Malaysian anti-pollution vessels are on standby next to **SA Helderberg**. The previously appointed anti-pollution vessel SAL Vixen, has stood down and returned to Singapore on Saturday. Singapore authorities also have vessels on stand by in case any oil enters within Singapore waters.

Every effort is being made to ensure the impact on the environment is minimised and Safmarine is in close contact with all relevant authorities with regard to this matter.

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A survey of the damage sustained by the **SA Helderberg** is being made by divers and Lloyds Register and P&I surveyors have also been aboard and have commenced assessing this damage.

Damage sustained by the **Ocean Sapphire** is unknown at this stage. The **SA Helderberg** is managed and operated by Safmarine Container Lines N.V. and is on a bare-boat charter from Danaos Corporation. The vessel is deployed on the Far East / South Africa (Safari II) service.'

### SvitzerWijsmuler Salvage to assist the OSTEDIJK

**SvitzerWijsmuller Salvage B.V.** was instructed by owners of the 2006 built **OSTEDIJK** to assist in the salvage operations involving their vessel. The 120 meter long vessel was loaded with some 6,000 tons of fertilizer and first developed cargo problems in one of her holds last Saturday 17/02. A day later the crew was completely taken off while the vessel was located off the NW-ly Spanish coast being monitored by the Spanish emergency response authorities. **SvitzerWijsmuller Salvage** specialists in the course of the week were requested to move in and today, Thursday 22/02, were contracted to provide the necessary assistance to take over control from the Spanish emergency response authorities.



Further salvage team members will arrive overnight while salvage and fire fighting equipment is being mobilised in. One of

**SvitzerWijsmuller's** salvage/firefighting tugs from the Lisbon operations is being mobilised in as well.

### SMIT acquires Adsteam Liverpool towage operation

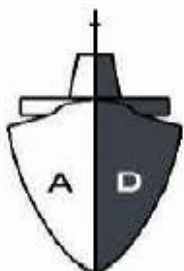
**Smit Internationale NV** agreed with Adsteam to acquire Adsteam's port of Liverpool towage operations. This agreement is a result from the requirement of the English Competition Commission as set out in its decision on the acquisition of Adsteam Marine Ltd by SvitzerWijsmuller. Consequently the agreement between SMIT and Adsteam is subject to approval of the Competition Commission and to the finalization of the acquisition of Adsteam by SvitzerWijsmuller.

For SMIT this deal will mean its first step in the UK harbour towage market.

## NAVY NEWS

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## Indian Fast Craft

The Indian Coast Guard is in the process of acquiring a fleet of modern, high-speed boats to patrol sensitive stretches of the coastline.

The proposal to purchase 15 boats is part of the government's ambitious Coastal Security Plan, which envisages a multi-pronged approach by the Coast Guard, Navy and security agencies in the form of marine police stations, outposts and checkpoints with high speed boats for more effective patrolling.

Sources said the process for getting these high-speed boats with speeds upto 25 knots is likely to take at least six months and the Coast Guard is likely to begin inducting these vessels into their fleet towards the end of this year.

The high-speed boats the Coast Guard proposes to purchase will be spread across these police stations, with special emphasis on Maharashtra and Gujarat.

Goa is also expected to come under close scrutiny, particularly after the alert in December warning of terror attacks on foreign tourists.

## NEW SHIP FOR PERUVIAN NAVY

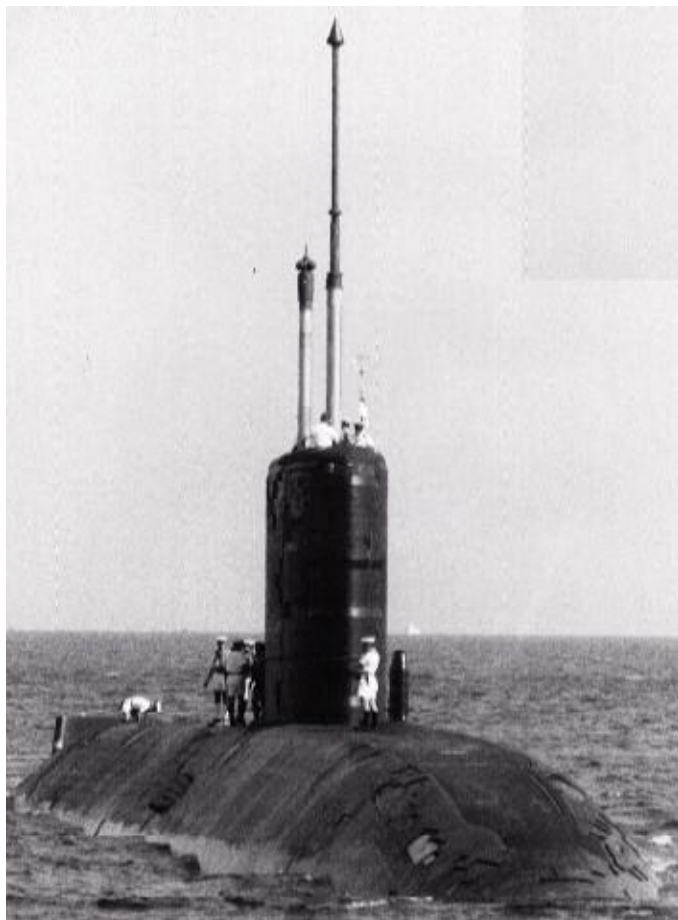


Earlier this week the **PETR SHMIDT** arrived at the anchorage of Callao, it appeared that this Novoship tanker was purchased by the Peruvian Navy recently, as can be seen at the picture above the Peruvian Navy flags are already hoisted on the tanker and the tanker will get the new name **BAP BAYOVAR** and will be operated by SERVICIO NAVIERO DE LA MARINA DE GUERRA DEL PERU and will be in the Peruvian coast crude oil trading.

**Photo Top : Piet Sinke ©**

**Photo Left : Percy Alfaro ©**

## Another Nuclear Submarine Visits Gibraltar



HQBF announced of the visit of **HMS Sceptre** to Gibraltar. The nuclear submarine will remain for a short stay as part of her scheduled operational tasking.

**HMS Sceptre** came to Gibraltar for repairs in Feb 2005, when she was the cause of concern and protests by the Spanish government to UK. Spain asked UK to ensure that this would be the last repairs carried out in Gibraltar involving nuclear submarines.

The MOD explained that submarine repairs would be limited to the diesel generator's cooling system, and would not involve the onboard nuclear equipment and would pose no danger to residents in the area.

However sceptics argued that a fire or other accident onboard during repairs could have led to a nuclear incident.

**Photo : George Arra ©**

Gibraltar's Chief Minister P Caruana, at the time informed the public that he had not received the complete picture from the MOD and had found out about the extent of the repairs from Spain. Caruana had been saying that the repairs would be limited to the exterior of the vessel as this, he stated, is what he had been told by the MOD.

The submarine successfully completed its repairs regardless of the protests and left Gibraltar after 6 days.

## Malaysian warships visit Cebu

Two naval ships from the Royal Malaysian Navy arrived in Cebu Monday for a three-day goodwill visit.

The **KD Baung** and **KD Pari**, both fast attack vessels, arrived past 9 a.m. from their naval base in Sandakan, Saba, Malaysia, said Capt. Zyril Carlos, deputy commander of the Naval Forces Center (Navforcen).

The visit of the Malaysian ships, Carlos said, was aimed at strengthening diplomatic ties between Malaysia and the Philippines, especially on cross border issues and other maritime concerns like terrorism, piracy and smuggling.

"Sometimes, we share the same problems and this is one way of finding ways to neutralize terrorists and pirates," Carlos said.

"It is one way of establishing procedures if there are threats in the borders. It's also a way to help each other apprehend or repatriate people," he said. The visit, which will last three days, serves as a prelude to the Border Crossing Conference between the two countries that will be held next month in Cebu.

Lt. Comdr. Aznar Bin Yussoff, commanding officer of the **KD Baung**, said that it was the first time the ship visited Cebu.



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Yussoff said the Malaysian-Philippine agreement on water patrols has existed for 10 years, but there was still a need to intensify cooperation to fully implement the provisions of the pact.

"The significance of the agreement is that it would be good for both governments in terms of control of the sea," Yussoff said.

Lt. Comdr. Mohammad Bin Hizan, commanding officer of the **KD Pari**, said that many naval exercises would be held between Malaysia and the Philippines in the near future.

Hizan assured that while the crew of both ships are in Cebu, strict regulations would be imposed. Their time outside the Navforcen base would also be limited from 12 noon to 12 midnight.

## SHIPYARD NEWS

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## Aker books order for Ukraine yard

Aker Yards has sold a combi freighter to Briesse Schifffahrts GmbH & Co, in Leer, Germany to be delivered from Damen Shipyards Okean in the Ukraine, a joint venture between Aker Yards and Damen Shipyards Group. The value of the contract is approximately EUR 19 million. Delivery is scheduled in the fourth quarter of 2007.

A first vessel of this type was delivered by the Okean shipyard in July 2006.

Vessel Type: Combi freighter Yard: Damen Shipyards Okean (Ukraine) Length and beam: 142.95 m long and 18.9 m wide, abt. 12,000 t deadweight Containers: 684 TEU with 80 reefer sockets Engine and performance: 4-stroke Diesel MaK 6M43 of 6,000 kW Service speed: 16.0 knots Design: Damen Combi Freighter 12000 by Damen

## Davie Quebec gears up to build two \$132.5M ships

On this day last February, the liquidator of the Davie shipyard announced that he had accepted one of the five offers made to buy the bankrupt business, the biggest and oldest of its kind in Canada.

Within weeks, however, the winning bidder failed to meet the terms of the deal, starting a months-long saga that ended with an 11th-hour purchase of the historic yard in October by a Norwegian company new to the shipbuilding

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industry - Teco Management AC.

So imagine how officials and employees of the new Davie Quebec are feeling today, as they begin gearing up to build the first of two sophisticated, pipeline-laying ships that will ply the North Sea. The ships are worth \$265 million U.S.

"The shipbuilding market is really good. There are lots of opportunities right now," said Gilles Gagne, a longtime Davie engineer and now chief executive officer of Teco's Canadian subsidiary.

In addition to replacement of existing fleets around the world, the offshore oil industry is in full expansion, Gagne said. "We're getting lots of inquiries to build assets in that field."

Under the terms of the deal announced last week, Davie Quebec will build two 130-metre-long offshore construction vessels that will be used to construct, maintain and install offshore, undersea infrastructures for the oil industry.

Capable of carrying 100 passengers and various industry materials - from flexible pipes and umbilical installation rig equipment to remote-operated mini submarines and 28-metre-long cranes with a lift capacity of 250 tonnes at a depth of up to 2,500 metres - the Vik-Sandvik OCVs are worth a cool \$132.6 million each.

According to Gagne, talks are underway for Davie to build an additional four sister ships for the same client, Cecon AS.

Cecon is a Norwegian company he called "a relatively new player" in the sub-sea oil-exploration business.

Work on the two-ship contract began last week with a recall of 40 to 50 maintenance workers and mechanics to clean and inspect mothballed workshops and equipment.

Orders are also now being submitted to suppliers for the equipment, steel and engineered parts like the cranes, engines and propulsion units needed to build the two sister ships simultaneously.

By August, the cutting of steel to build the hulls is scheduled to begin. At that time, the yard will employ 600 workers and maybe more. The launch of the first ship is scheduled for high tide on Nov. 28, 2008, with delivery the following spring, on April 15. If all goes according to plan, the second ship will be delivered on Aug. 15, 2009.

"There's no doubt we can meet the challenge," said Richard Gauvin, the longtime president of the shipyard's biggest union, which is affiliated with the CSN. "When you build sophisticated warships like we've done here, there's nothing to worry about. We know what we're doing."

In many ways, it was that experience that ultimately saved the yard from liquidation.

Opened in 1825 by English ship captain Allison Davie and owned by numerous companies since then, including Canada Steamship Lines, Power Corp. and Dome, the company has built everything from oil tankers, oil platforms and cargo ships to fishing trawlers, ferries and frigates.

## Aker Kvaerner into Shipyard in Russia

Norwegian engineering company Aker Kvaerner has snapped up a 50% stake in a Russian shipyard.

TradeWinds reports quoting Dagens Naeringsliv that it will use the Arkhangelsk-based Zvezdochka Engineering as a subcontractor for domestic and Russian projects, citing Aker executive Bjornar Skjevik.

The deal will put Aker in a better position to win contracts for the development of Gazprom's Shtokman gas field. Norway's Kimek Offshore sold the holding for about NOK 1 mn (\$163,000). Russia's SME Zvezdochka owns the rest of the company, although Aker Kvaerner helped found the operation in 1994.

## **Q4 net doubles at Daewoo Shipbuilding**

Daewoo Shipbuilding & Marine Engineering Co, the world's third-largest shipyard, had fourth-quarter profit that more than doubled from hedging the won's appreciation against the US dollar.

Net income climbed to 73.6 billion won (\$119.9 million) from 31.9 billion won a year earlier, based on Bloomberg News's subtracting nine-month figures from full-year earnings published yesterday.

Sales rose 9.8 per cent to 1.51 trillion won. The gains from hedging against last year's 8.8 per cent rise in the South Korean currency helped to offset lower earnings from constructing vessels ordered in 2002 and 2003, when prices sank to their lowest in a decade.

Daewoo Shipbuilding and its domestic competitors, the world's biggest shipbuilders, book contracts in US dollars and report earnings in their national currency. South Korea's yards grabbed almost half of 2006's orders in a market that expanded to a record US\$105.5 billion, giving the builders enough work for three years.

Daewoo Shipbuilding, the world's second-biggest maker of vessels that carry liquefied natural gas, the most expensive and most complex type of cargo ship, received a record US\$10.6 billion in contracts in 2006 and has an order backlog of more than US\$22 billion. The company also builds oil rigs.

The won, the third-biggest gainer last year among 15 Asia-Pacific currencies, reduced the value of contracts when they were converted into the Korean currency. Daewoo Shipbuilding and its local peers sign hedging agreements with banks when they book orders to shield against potential losses from currency movements.

Samsung Heavy said on Feb 14 that it will book most of a US\$400 million contract in its local currency instead of US dollars, the first such order as South Korea's yards seek to limit losses.

Owners of more than half of Daewoo Shipbuilding's shares will begin to sell their stakes this year. Korea Development Bank, which owns 31 per cent, and Korea Asset Management Corp, with 19 per cent, became shareholders after rescuing the company from near collapse, swapping their debt for equity in December 2000.

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## Disney Cruise Line to add two new ships

The Walt Disney Company plans to expand its successful cruise business by adding two new ocean liners, President and CEO Bob Iger announced today.

Scheduled to launch in 2011 and 2012, the ships will more than double the passenger capacity for Disney Cruise Line to meet the sustained demand for Disney's family cruise vacations.



The company has signed a letter of intent with Meyer Werft shipyard, based in Papenburg, Germany, to negotiate a contract to build the 122,000-ton new cruise liners, which will be two decks taller than the existing 83,000-ton ships, the Disney Magic and the Disney Wonder. Each ship will have 1,250 staterooms. Specific design plans and itineraries for the yet-unnamed ships are still in development and will be unveiled at a later date.

Similar to the original Disney Cruise Line ships, the new ships will be a modern interpretation of classic ocean liners of the 1930s.

Disney "Imagineers" drew their inspiration from the original trans-Atlantic ships that featured a dramatic black hull with two funnels and porthole windows. The profile of the ships, with gentle curves at the stern combined with sleek angles at the bow, are reminiscent of the art deco designs of the era. To add whimsy to the classic design, the Disney ships have the same exterior color palette as Mickey Mouse with black, white, red and yellow. The new ships will feature elegant, detailed Disney scrollwork at the bow and will evoke images of the glamour of the golden age of cruising.

Tom McAlpin, the President of Disney Cruise Line, said, "This is an exciting time for Disney Cruise Line, and we are looking forward to working with Meyer Werft to blend our innovation and creativity with their fine craftsmanship. Meyer Werft has a long tradition of building magnificent ships. We are confident that the result will be ships that take the immersive Disney family-focused cruise experience to an entirely new level."



Disney Cruise Line, which traditionally offers 3-, 4- and 7-night Caribbean cruises, has also enjoyed strong demand for new itineraries. Trips to the Mediterranean and to the West Coast have recently set booking records within the company and booked 30-50 percent faster than the existing itineraries at higher prices.

"With a larger fleet, we'll have greater flexibility to offer a variety of itineraries," said Jay Rasulo, Chairman of Walt Disney Parks and Resorts. "This is a business that our guests love, and we're pleased to

give them more options to explore the world with Disney with two new ships."



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"Since our maiden voyage in 1998, Disney Cruise Line has been a huge success for our guests and for our shareholders alike," Iger said. "It has brought our unparalleled family vacation experience to the high seas, and has also generated high margins and double digit returns on invested capital. We're excited to announce the expansion of our fleet, which is a logical next step in what is a real growth business for us."

"Focusing on families has been smart business for us," said Rasulo "More than 95 percent of Disney Cruise Line guests rate their cruise experience as excellent or very good. Families know they can trust us to provide a quality, immersive Disney experience. As a result, Disney Cruise Line continually sets sail with the highest load factors in the industry of nearly 150 percent."

## GPS PURCHASED THIRD SHEERLEG



GPS Marine Services purchased another sheerleg this month from Port Autonome de Bordeaux. The sheerleg **Gironde**, which is the sister of the **GPS Atlas** has a lifting capacity of 400 tonnes in the A-frame.

In August 2005 GPS already purchased the **Taklift 3** (renamed **GPS Atlas**) and the **Ajax** (renamed **GPS Ajax**) from Smit. Most likely the **Gironde** will be towed to The Netherlands, where she will be drydocked at a shipyard. All going well the sheerleg will be operational by end of April 2007.

## Rotten Ship Detained

A foreign ship branded "rotten" by maritime officials has been impounded in northern Tasmania. The Maritime Union says the Italian registered "**Spider Blu**" is in an appalling condition with dangerously decaying decks, broken toilets, no hot water and only one washing machine for 18 crew.

Union spokesman Mike Wickham said the ship would not be loaded with its cargo of logs or allowed to leave the Port of Burnie until it is repaired. "If it was loaded and allowed to sail it would be a floating disaster waiting to happen," Mr Wickham said.

"We are insisting that everything be brought up to a good standard and will not accept anything less."

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The ship is flying an Italian flag but has a Filipino crew of 22. The Australian Maritime Safety Authority currently is inspecting the vessel along with other surveyors. "The International Transport Federation will do everything it can to ensure that the vessel reaches a standard that will not compromise the safety of the vessel and its crew at sea," Mr Wickham said.

"That also includes compromising the safety of our wharf labour that have to load the rotten thing." He said the ship was extraordinarily rusted, especially around the heavy braces where logs are stored. "They are cracked and twisted," he said. "We have had a report from welders who were sent on board saying there was nothing to weld to.

"Below deck the situation is even worse." He said the union would inspect a safety report before taking further action.



The **KOTA LAHIR** seen departing from Rotterdam  
Photo : Rob de Visser ©

## OVERCAPACITY HITS STAR CRUISES

MALAYSIAN-owned cruiseship operator Star Cruises saw its Q4 loss climb steeply due to weak bookings coupled with high impairment charges, higher interest costs and foreign exchange losses.

The company made a Q4 loss US\$147.56m compared to a loss of US\$25.71 in Q4 2005. The full year result was well in the red with a loss of US\$156.2m against a profit of US\$17.91 for 2005.

Much of the loss is attributed to overcapacity in the markets operated by US-based subsidiary NCL. Star says it expects losses to continue in the first half of this year.

## Hapag-Lloyd Celebrates 150 Years With Delivery of New Vessel

Hapag-Lloyd has taken delivery of another mega containership with a capacity for 8,750 standard containers, the **OSAKA EXPRESS**. The vessel was named on 15th February in Hong Kong and will be deployed between Europe and Far East.

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"Over a third of containers carried in global transport is accounted for by China. All forecasts indicate continued stable growth. To be able always to provide adequate ship capacity for our customers in Asia, we have invested massively in recent years and will continue to do so in future," emphasised Michael Behrendt, chairman of the executive board of Hapag-Lloyd AG, at the naming ceremony in Hong Kong.

The naming was performed in Hong Kong by Catherine Desbois, wife of Gérard Desbois, CEO of JF Hillebrand Group AG. This company has specialised in the transport of wines and champagne as well as top-quality spirits such as cognacs and whiskies and is leading in this segment worldwide. The value of the merchandise carried in a container can thus quickly reach six-figure sums.

"The transport volume we've handled for Hillebrand Group has risen continuously. We're very glad that you can count on a partner like Hapag-Lloyd, which offers a comprehensive liner network, is highly reliable and provides excellent service," said Hapag-Lloyd executive board member Adolf Adrion in thanking Hillebrand CEO Gérard Desbois for the good teamwork. He added that he was confident that together they could make the most of further scope for growth.

The **OSAKA EXPRESS** is being deployed between Europe and the Far East. The ship is 335 metres long and 43 metres wide and measures over 60 metres from keel to superstructure. Her length and breadth correspond roughly to the dimensions of three football fields. The "**Osaka Express**" can carry 8,750 standard containers and has 730 reefer plugs for refrigerated containers. She achieves a speed of 25 knots and completes a round voyage between Europe and Asia in 56 days.

Michael Behrendt noted that Hapag-Lloyd has a very traditional link with China. The first regular service between Hamburg and Shanghai, offering two departures a month, was started in 1872. Additional services were offered in subsequent years.

At the end of the 19th and beginning of the 20th century, Hapag provided a steamship service on the Yangtze Kiang between Shanghai and Hankau. North German Lloyd, Hapag-Lloyd's other original company, contributed with its imperial mail steamer lines to opening up new sales markets in Asia for German foreign trade. Today, Hapag-Lloyd offers 28 weekly services between Asia and Europe and Asia and America, many of them also calling at ports in the People's Republic of China.

Michael Behrendt: "China remains the locomotive of the world economy, even if growth rates do not remain at the currently high level in the next few years – as desired and aimed at by the government, which wants to avoid the economy overheating with all the negative effects this involves. In any case, China still offers considerable potential thanks to its increasingly advanced industrial base and highly trained workforce. Our liner services are the bridge builders linking China with the rest of the world and support the continued growth of foreign trade."

Hapag-Lloyd celebrated 150 years of history on 20th February as it was on this day in 1857 that H.H. Meier founded the famous North German Lloyd (Norddeutscher Lloyd) shipping company. This was merged with Hapag in 1970.

To mark the 150th anniversary of the founding of NDL, over 80 historic advertising posters of North German Lloyd (NDL) will be presented in the Bremen Overseas Museum. The exhibition comprises the largest collection of historic posters produced by the traditional Bremen shipping line ever shown, including such classics of advertising history as the motifs of the legendary fast steamers BREMEN and EUROPA whose names are still borne today by ships of Hapag-Lloyd's cruise fleet. The posters provide an attractive, informative tour through a century of shipping, tourism and cultural history.

In addition, the exhibition "Old, New, Brand-New" in honour of H.H. Meier jun. and Heinrich Wiegand opened in the Bremen Art Gallery on February 20th. This exhibition is being promoted by Hapag-Lloyd AG.



## Carnival sells Windstar to Ambassadors International

Carnival Corporation & plc announced that it has signed a definitive agreement to sell its Windstar Cruises brand to Ambassadors International Inc. (Nasdaq: AMIE).



The **WIND SPIRIT** seen in Barcelona – Photo : Lammy Erdtsieck ©

Windstar Cruises, which operates three sailing vessels, is a wholly owned subsidiary of Holland America Line, a unit of Carnival Corporation & plc.

Ambassadors International, Inc. operates Majestic America Line, formed in 2006 through the combination of American West Steamboat Company and the vessels of Delta Queen Steamboat Company,

Under the terms of the agreement, **Windstar** will be sold for \$100 million, \$40 million of which is payable in cash and assumption of liabilities, and Carnival will provide mortgage financing for \$60 million. The loan will be payable over 10 years at seven percent interest, collateralized by the three Windstar ships.



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"Windstar is an outstanding and unique cruise product and has garnered an extremely loyal following, however, Carnival Corporation & plc's growth strategy is focused on expanding our core growth brands and opening new markets," said Micky Arison, Carnival Corporation & plc chairman and CEO. "We made the decision to exit from the niche cruise business some time ago and the sale of Windstar is in line with that strategy. Last year we made a decision to cease operation of UK's Swan Hellenic and transfer its one ship to the Princess Cruises brand. Both of these are excellent products but simply do not fit into our future growth plans," he explained.

Added Stein Kruse, president and chief executive officer, Holland America Line, "We are pleased to have a committed buyer like Ambassadors International to take over Windstar. The transaction has been structured to ensure a smooth transition for all parties. Holland America Line will continue to operate the company through a transitional services agreement in the short term which includes vessel, reservations and other operational functions."

Windstar Cruises' three ships include the 312-passenger Wind Surf and the 148-passenger Wind Star and Wind Spirit.

Carnival expects the transaction to close in the second quarter of 2007, subject to any applicable regulatory requirements, and to be neutral to earnings on an annualized basis for the 12-month period following closing.

Windstar Cruises has a three ship fleet that includes the 312-passenger **Wind Surf**, and the sister 148-passenger ships **Wind Star** and **Wind Spirit**. The three ships are all motor-sail-yachts that feature itineraries in the Mediterranean during the Spring, Summer and Fall, and Winter cruises in the Caribbean and Costa Rica.

At the end of 2006 the **Wind Surf** completed an extensive enhancement and renovation program. Both the **Wind Star** and **Wind Spirit** are scheduled to undergo significant renovations in 2007.

"We are pleased to be acquiring such an iconic brand from Holland America Line," stated Joe Ueberroth, Chairman and CEO of Ambassadors International, Inc. "As we now enter the international cruising segment, we benefit from the quality and expertise that Holland America Line brought to the operation of Windstar Cruises. The acquisition of Windstar Cruises completes another step in our growth plan to become a leader in the luxury, small ship cruise market."

"We are committed to operate Windstar as it exists today, including its published itineraries, while we take steps to further improve the exceptional experience for our guests," added David Giersdorf, President of Ambassadors Cruise Group, "We look forward to welcoming the extraordinary officers, crew and personnel of Windstar Cruises to our family, which extends our fleet to ten ships and approximately 2,200 passenger berths."

## TUI Sells CP Ships Assets

German tourism and shipping group TUI has sold off assets acquired when it took over CP Ships in a deal that will knock 620 mn euros (\$812 mn) off its debt burden.

It has disposed of seven CP Ships box vessels with effect from the end of 2006 to Swedish leasing company HSH N Nordic Finance. The vessels were not named and TUI could not immediately provide a list from their fleet of about 140.

No price was given for the ships, but the deal will reduce the net debt by 320 mn euros, it added. The vessels will be chartered back to Hapag-Lloyd on a long-term basis.

It has also agreed to sell an 80% stake in Canada's Montreal Gateway terminal, which had been acquired with the CP Ships takeover in 2005.

The buyer is Morgan Stanley's infrastructure investment group. This agreement will cut net debt by 300 mn euros.

In addition to the retained 20%, TUI's Hapag-Lloyd shipping arm remains a major client of the terminal through a long-term contract.

The aim of the divestments was to "reduce capital tied up in the company", reports TradeWinds.

## **BW BUYS CRYSTAL SEA**

BW Offshore has bought the FPSO **Crystal Sea**, which was at the centre of a row over a disputed charter to India's Oil and Natural Gas Corp (ONGC). last month, for US\$80m from John Fredriksen-controlled Seadrill. The purchase price is made up of US\$60m in cash and US\$20m in BWO shares.

The 1994-built vessel has been delivered to BWO and is expected to be employed on an undisclosed intended FPSO contract with commencement within 12 months. BW Offshore CEO Svein Moxnes Harfeldt says "It is BWO's long-term goal to broaden its product offering in the oilfield services market. With the purchase of FPSO **Crystal Sea** we are taking a step forward in that ambition. We are already in dialogue with a client for an intended FPSO contract involving the **Crystal Sea**."

## **World's First Triple-Lift Container Crane Built**

Chinese major ship-to-shore container gantry crane builder ZPMC is about to deliver world's first such crane capable of lifting three 40' containers simultaneously, up to a maximum weight of 120 tonnes SWL (Safe Working Load).

According to Dyna liner, it is to be installed at CCT, Chiwan Container Terminal at Shenzhen (Mawan berth 7).

If the triple-lift device turns out to be workable, ZPMC plans to proceed with a quadruple design.

## **Faslane alert as Navy plans £30m cuts**

WORKERS have been warned that more civilian jobs at the nuclear submarine base on the Clyde could be privatised.

The Royal Navy plans cuts of £30million a year at Faslane, where more than 2000 of the 6000-plus staff already work for one private contractor. A major spending review is under way amid speculation that the Government could decide to close down one of the UK's three naval bases - Faslane, Portsmouth and Devonport.

Portsmouth is said to be the most vulnerable of the three. Faslane is expected to survive and be home to Britain's next generation of killer submarines for the next 25 years.

A final decision won't be taken until the summer, by which time navy chiefs will have completed detailed plans for multi-million pound savings at all three bases.

On the Clyde, navy chiefs are looking at ways to save almost a fifth of their budget.

Hundreds of workers were told at a mass meeting that significant cost cuts might be made by privatising additional work, and forming more partnership deals with industry.

Savings could also come from centralising office and workshop facilities currently spread across the base, and adopting commercial ventures to generate extra income.

Commodore Carolyn Stait told workers: "I am keen to capture everyone's suggestions, views and concerns, so that all of these factors can be considered. "These are very challenging issues, but we need to get this right."

## **MOVEMENTS**

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The **TORINIA** seen enroute Rotterdam – Europoort

**Photo : Teun van der Zee ©**



The **GREEN MAVERIC** is the former **MAVERIC** of Seatrade  
Photo : Henk van der Heijden ©

## AIRCRAFT / AIRPORT NEWS

### Bomalarm op luchthaven van Zaventem

Op de luchthaven van Zaventem is vrijdagavond omstreeks 19 uur een bomalarm afgekondigd. De aankomsthal van Brussels Airport is ontruimd en de toegang tot het luchthavengebouw is afgesloten. De reizigers worden verzocht voorlopig niet naar de luchthaven te gaan, zei woordvoerder Jan Van der Cruysse van Brussels Airport.

Ook wagens kunnen niet meer tot voor het gebouw rijden. Dat leidt op de wegen die naar de luchthaven leiden, tot een lange file, die reikt tot op de Brusselse ring.

De politie voert op dit moment een zoekactie uit doorheen de aankomsthal. Waarschijnlijk is daarbij een verdacht pakket gevonden en is daarom de ontmijningsdienst van het leger (DOVO) opgeroepen.

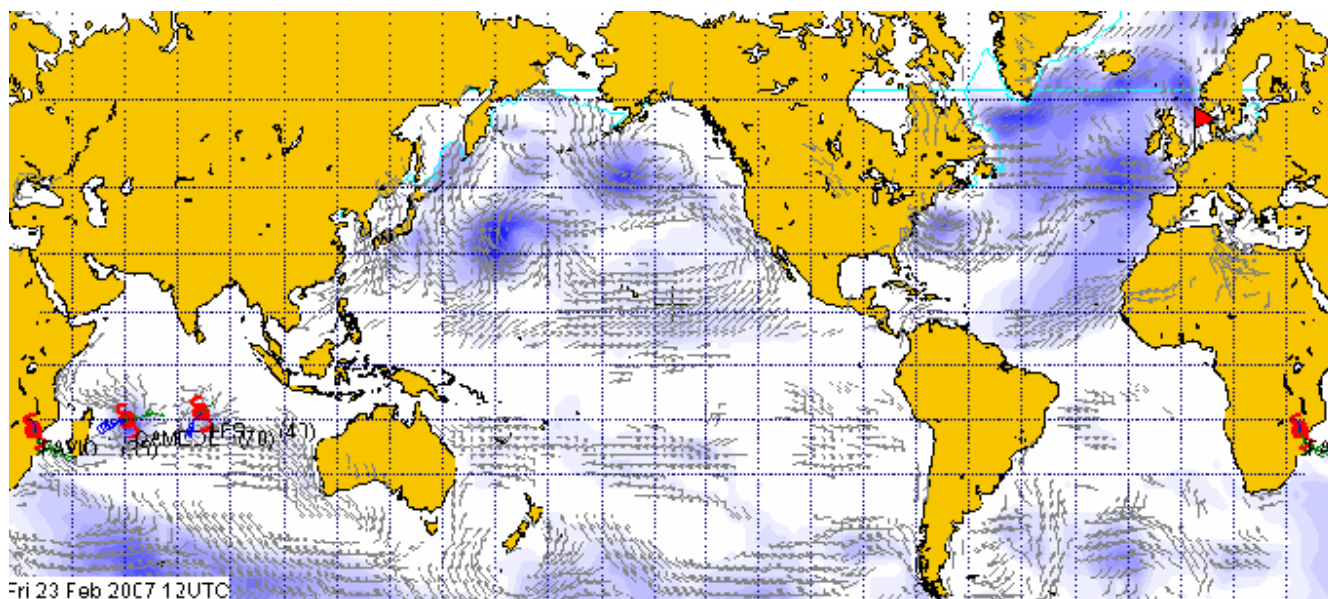
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

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



The **SMIT-LLOYD 27** seen working near the port of Callao (Peru)

Photo : Piet Sinke ©

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