

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 054



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The MAERSK NEEDHAM seen in Rio Grande - Photo : Marcelo Vieira ©

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EVENTS, INCIDENTS & OPERATIONS



The **SMIT BISON** seen working alongside the **ROKIA DELMAS** – Photo : Alexander Gorter ©

Regio zet in op cruiseschip

door Jeffrey Kutterink

Zeeland krijgt een cruiseterminal. Een groep investeerders heeft de krachten gebundeld en presenteert Zeeland op de Seatrade cruiseshipping convention in Miami. Zodra een operator toehapt, worden een terminal en een pier aangelegd in de Buitenhaven in Vlissingen. Zeeland Cruise Port, zoals de terminal heet, is specifiek bedoeld voor de Amerikaanse markt. Amerikanen vliegen naar bijvoorbeeld Rotterdam of Antwerpen en schepen in Vlissingen in voor een 'Europe-tour'. Ze verblijven een dag in Zeeland en krijgen de keuze uit tal van excursies. "Te denken valt aan een reis Zeeuwse cultuur", zegt directeur A. Nelis van scheepsagent STT uit Vlissingen. "Plaatsen als Veere, Middelburg en Hulst kunnen daar onder vallen. Een andere trip kan naar de Oosterscheldewerken zijn. Amerikanen zijn daar na New Orleans zeer in geïnteresseerd."

Op de plaats waar ooit de schepen van de Olau-lijn aankwamen, moeten straks de cruiseschepen afmeren. Daarvoor wordt een nieuwe pier aangelegd. De Amadoregroep (eigenaar van de hotels Arion en Arneville) brengt de gasten onder. Nelis: "Op het terrein van de Olau-lijn komen een aankomst- en vertrekterminal, een hotel en een evenementenhal."

Na een dag Zeeland varen de cruiseschepen door naar andere Europese steden. "Amerikanen die vanuit Amsterdam per schip naar Antwerpen of Brussel varen, vinden de reis vaak te lang duren. Zeeland ligt heel gunstig. Bij Amerikanen zijn Londen en Kopenhagen nu erg 'hot'. We verwachten dat de lijnen vanuit Vlissingen vooral die kant op zullen gaan."

Initiatiefnemers van Zeeland Cruise Port zijn scheepsagent STT in Vlissingen, Inchcape (het bedrijf dat de cruiselijnen naar Rotterdam en Amsterdam vertegenwoordigt), de Amadore groep, taxicentrale Vlissingen, de Kamer van Koophandel Zeeland en de provincie. De partijen hebben gisteravond een overeenkomst getekend in hotel Arion in Vlissingen.



Many missing as Jakarta plans to tow charred ferry

The Indonesian navy plans to tow a fire-gutted ferry from the Java Sea toward port on Friday, an officer said, amid confusion over how many passengers were on board and may still be missing.

The official count from the sea accident remains 16 dead and 17 missing based on the manifest for the ferry, the **Levina I**, which says 307 people were on board. However, officials fear there were many stowaways on the ill-fated ship. "It is common for people who have no ticket to force their way on board using whatever way they find," said Lieutenant Colonel Hendra Pakan, spokesman of the Indonesian navy's western fleet that has deployed ships to rescue the passengers.

"There is a plan to tow the boat today and (it) will be escorted by a navy ship," he said. The **Levina I** was on its way to Bangka island off Sumatra when it caught fire soon after dawn on Thursday 80 km (50 miles) from Jakarta's Tanjung Priok port. Officials said preliminary findings lead to the possibility the fire started from a truck with inflammable chemical cargo and spread throughout the ferry.

Many of the passengers hurled themselves off the blazing vessel into the sea to escape the flames and searing heat.

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Heri Asmedi, an Indonesian Red Cross official, told Reuters most of the dead had wet clothes and no burns. He added that up until Friday morning, relatives were still looking for information on a total of 123 people. Some of them may have been saved without their rescue having been recorded and a number of them may not have been listed on the manifest. One of the first survivors brought back to Jakarta described panic when the crew told passengers the fire had broken out in the lower deck, loaded with motorcycles and cars. "It was dark. The first thing I did was look for a lifebuoy and then jumped into the sea. I saw someone jump without a lifebuoy who died," said the passenger, giving his name as Mursid.

The ferry was 27 years old and built in Japan, transport ministry official Bobby Mamahit said. On Thursday, he believed only crew trying to fight the blaze were likely to have been on the lower decks, "so the possibility of passengers who were trapped in the ferry is small."

Transport Minister Hatta Rajasa said it was too early to be clear on the cause of the blaze. Ferries are a popular means of transport among the 17,000 islands of Indonesia, where sea connections are cheaper and more available than air routes. But safety standards are not always strictly enforced and accidents occur fairly often.

Overcrowding and bribing crew to get on board for less than the cost of a ticket are common on public sea and ground transport in Indonesia, a vast country of 220 million people and poor infrastructure.



The **OTAPAN** seen moored in Rotterdam-Waalhaven
Photo : John Sins ©

Adsteam boost ahead of takeover

A 7% increase in the number of towage jobs won by Adsteam UK in the first half of the year has had a positive impact on the results released by parent company Adsteam Marine. Growth in most of the ports covered, and especially in Liverpool and Felixstowe, was said to be more impressive given the changes to the traditional working model introduced across the UK. Adsteam (Europe) CEO Stephen Eastwood applauded staff, crews and senior management

who remained focused during the period of uncertainty while the Svitzerwijismuller bid was referred to the Competition Commission. The UK results are just part of the bigger picture, with the parent company reporting an after-tax profit of A\$25.8M (\$20.3M), an increase of 22% over the same period in 2006. Overall, revenues are up by 8% to a total of A\$172M. The results statement comes as Svitzerwijismuller announces it is to waive the condition relating to UK competition approval in its bid to acquire Adsteam Marine. Subject to the acquisition of 90% of the Adsteam Marine shares, the Adsteam Marine Board maintains its recommendation that, in the absence of a higher offer, shareholders should accept the SvitzerWijismuller offer, which is scheduled to close on 16 March.

Trio detained in UK

The UK Maritime & Coastguard Agency (MCA) said three ships were detained during January after failing safety checks. This compares with seven new detentions during December 2006. The overall rate of detentions compared with inspections carried out over the last twelve months is just over 4.5%, a slight decrease compared with December's twelve month rate. During the month of January 172 inspections were carried out in the UK. A total of 42 vessels had no deficiencies raised against them.

The 547-teu containership **Northsea Trader** (built 1995), owned by Reider Shipping of the Netherlands, was stopped for a day with eight deficiencies. It had inoperative engine room fuel and lubricating oil tank quick closing valves and two major ISM non-conformities concerning maintenance of the vessel and equipment, and the system of reporting non-conformities.

The 1,300-dwt vehicle carrier **Kebbi** (built 1977), operated by Hakvoort Transport of the Netherlands, was held for five days with 23 deficiencies. It was detained for five days with inoperative engine room fuel and lubricating oil tank quick closing valves, one major ISM non-conformity relating to maintenance of ship and equipment and severe corrosion to starboard lifeboat davit.

The 3,000-dwt general cargoship **Sodade** (built 1985), owned by Navecor of Portugal, was detained with 16 deficiencies. It had a major ISM non-conformity relating to certification, verification and control, while there was no fluid in the magnetic compass and the master, mate and chief engineer did not have flag state endorsements.

CASUALTY REPORTING

Coastal Express vessel in distress with engine failure



Photo : Henk de Winde ©

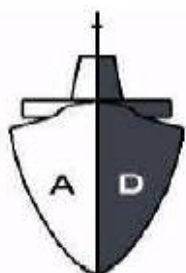
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SSG-TØNSBERG. Coastal Express vessel **Nordstjernen** was towed into Florø in Western Norway after a dramatic engine failure early late last night. The vessel was heading for the rocks when naval vessel **Mjølnær**, in the area to assist the German minesweeper **Grömitz**, got a line on board and pulled the vessel into open water. A Norwegian rescue vessel later took the **Nordstjernen** in tow to Florø. When the vessel was drifting without power she hit the bottom at least once.

NAVY NEWS

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The Peruvian **LST 142 PISCO** seen departing from Callao Port, the **PISCO** is the former **USS WALDO COUNTY (LST 1163)** as one of the LST's of the **TERREBONNE PARISH** class tank landingships, built in 1953 at the Ingalls shipyard in Pascagoula and transferred to Peru during 1984, As of 1993, The **PISCO** was being used for cannibalization spares but has since been restored to full service.

Photo : Piet Sinke ©

Technical details

D: 2,590 tons (6,225 fl) **S:** 13 kts

Dim: 117.35 × 16.76 × 3.70 (mean; 5.18 max. aft)

A: 5 40-mm 60-cal. Bofors AA (2 twin U.K. Mk 5 or U.S. Mk 1 Mod. 2; 1 U.S. Mk 3)

Electronics: Radar: 1 . . . nav.

M: 4 G.M. 16-278A diesels; 2 CP props; 6,000 hp

Electric: 600 kw tot.

Range: 6,000/9

Fuel: 1,060 tons

Crew: 116 tot.

Warship Building a Step Closer

Construction of the Royal Navy's huge new aircraft carriers moved a step closer after it was said that the two warship builders are on the cusp of a merger. VT Group and BAe Systems are reportedly just five weeks away from signing a deal. The merger – which includes VT's shipbuilding facility in Portsmouth naval base – is being driven by the government's desire to streamline the industry. BAe Systems and VT Group said in December that they were in early discussions regarding the combination of their surface ship and naval support businesses.

Coast Guard to keep 3 Navy patrol boats

At least three Navy patrol boats on loan to the Coast Guard will continue flying the Coast Guard ensign for the next four years, service officials said Feb. 8.

The Coast Guard will keep three of five **Cyclone-class** patrol boats under its jurisdiction until a new ship class, called the fast response cutter, is built under Coast Guard's Deepwater modernization program, Commandant Adm. Thad Allen told congressional lawmakers during an oversight hearing.

The Coast Guard was to return the ships to the Navy at the end of fiscal 2008, according to a 2004 agreement between the two services. But the Coast Guard faces a shortage of operational hours with its patrol boat fleet and is negotiating to keep the ships to meet mission requirements, Allen said.

The PC-179s, as the Coast Guard calls them, each support up to 2,500 operational hours per year for the Coast Guard.

The service has suffered a shortage in patrol boat hours since at least 2003, when it began removing 110-foot patrol boats from service for a modernization program. The service had planned to overhaul its 49 110-foot patrol boats, lengthening them to 123 feet by adding stern-launch ramps, and overhauling their interiors, bridges and communications suites.

The improvements would have added 700 hours per year of operational capability per vessel; the 110-foot patrol boats each support 1,800 operational hours per year, and the 123-foot patrol boats were to provide 2,500 hours per year.

But after eight of those boats were built, several developed cracks in their hulls and others experienced problems with their propeller shafts. They were removed from service in November.

The Coast Guard stood to lose 25,000 hours — more than a year — of operational capability if the Navy had recalled all five PC-179s. Three Coast Guard's five PC-179s are homeported in Pascagoula, Miss., and two are stationed in San Diego.

Under the terms being worked out with the Navy, the Coast Guard will return one San Diego-based boat and one Pascagoula boat. It will then move its remaining San Diego-based boat to Pascagoula, ensuring that three remain on the Gulf Coast.

"Since we laid up the 123s, that is an area that certainly would have the most acute need," explained Cmdr. Scott Smith, the Coast Guard's legacy cutter facilities manager.

Under the original agreement, the coastal patrol boats were commissioned as Coast Guard cutters, with the Navy retaining ownership and paying for long-term maintenance and depot management, while Coast Guard crews manned and operated them.

The new agreement between the Coast Guard and the Navy adds another chapter to the stormy history of the Cyclone class. The ships, first commissioned in 1993, were intended to serve as special operations platforms for Navy SEALs.

However, U.S. Special Operations Command, which owned the vessels after they were commissioned, found them too unwieldy for stealth patrol missions.

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SOCOM decided to transfer the nearly brand-new ships to the Coast Guard, and in 2000, the first ship in the class, Cyclone, was donated to the service. But the Coast Guard, which had been downsized and suffered budget cuts in the 1990s, couldn't afford to operate the vessel.

Cyclone was stowed at the Coast Guard Yard in Baltimore until it was transferred to the Philippine navy in 2004.

SOCOM planned to decommission the remaining 13 Cyclones, but after the Sept. 11, 2001, terrorist attacks, the Coast Guard and Navy eyed them for homeland security patrols. SOCOM returned ownership to the Navy, and they deployed with Coast Guard law enforcement detachments on board for foreign and domestic patrols.

In the past year, the Navy has renewed its interest in the Cyclones for shallow-water gunboat operations. The Navy operates four PC-179s in the Persian Gulf and four out of a new riverine facility in Little Creek, Va.



The US COAST GUARD cutter **DALLAS (WHEC 716)** visited Willemstad (Curacao)

Photo : Kees Bustraan ©

Sub master accused of negligence

The commander of a Japanese submarine that collided with the Panama-flagged chemical tanker **Spring Auster** in Japanese waters last year has had his case passed to prosecutors by the Japan Coast Guard. Nario Kumamoto was in command of the 2,900-gt Maritime Self Defence Force submarine **Asashio** on 21 November when it collided with the chemical tanker off the city of Nichinan in Miyazaki Prefecture. An investigation by the JCG concluded that Kumamoto ignored a warning by sonar operators about the presence of another vessel before surfacing, and as such was guilty of criminal negligence. Both vessels suffered minor damage as a result of the collision but no-one was injured. The 4,910-gt **Spring Auster** is operated from Tokyo by Daiichi Tanker. In a separate incident in January, a US Navy submarine collided with the Japanese owned and flagged VLCC **Mogamigawa** in the Strait of Hormuz.

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The **OIL EXPRESS** seen enroute Shipdock in Amsterdam – Photo : Joop Marechal ©

Polish shipyard to build unique gas tanker

SSG-KOLOBRZEG. Stocznia Polnocnej SA – Northern Shipyard in Gdansk, which is controlled by the Remontowa Group will launch a unique newbuilding project. Construction of a new gas tanker capable of handling LNG, LPG and ethylene will start soon. Behind the project is Remontowa and the design has been developed by German TGE in Bonn and the group's own design office.

The contract with Northern Shipyard was signed as long ago as in July, 2006. The 7,500 cubic metre tanker has been ordered by the Dutch shipowner Anthony Veder Rederijzaken BV, with a possible time-charter to Norwegian LNG Gasnor AS. It will be equipped with four engines, two diesels and two fuelled by LNG. The vessel with the unofficial name Coral Methane will be the first vessel of its kind built in Europe.



SMIT Amandla Marine's **SEA EXPRESS** seen during maintenance at the slip in Cape Town
Photo : Aad Noorland ©

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The **MSC HAILEY** seen enroute the Port of Antwerp – Photo : Richard Wisse ©

Expensive VLCC sold for FPSO conversion

SSG-TØNSBERG. VLCCs suitable for conversion into FPSOs (Floating Production Storage and Offloading) are hard to find at commercially viable prices. A lot of the current conversions involve VLCCs built in the 1970s, which can normally be had for between USD 10 and USD 15 million. This week, the FPSO specialist Modec had to pay USD 39.5 million for the 21-year old, 258,000 DWT **Shoju**. Less than 5 per cent of the existing VLCC fleet was built before 1985 and 13.5 per cent was built between 1986 and 1990.

Rederij Exmar wordt concurrent Distrigas

De Belgische gastankerredery Exmar wil via haar speciale LNG-hervergassingsschepen rechtstreeks aardgas in het Belgische gasnet pompen. De groep van Nicolas Saverys gaat daarvoor lospunten bouwen voor de kust van Zeebrugge en op de Schelde vlak boven de Zandvlietsluis. Exmar wordt daarmee een concurrent van de Suez-dochter Distrigas, die het grootste deel van het Belgische gas aanvoert.

Nicolas Saverys, de grootaandeelhouder van de gastankerredery Exmar, is al enkele jaren bezig met de uitbouw van een vloot van LNG-tankers met een eigen hervergassingsinstallatie aan boord. Hij doet dat in samenwerking met de steenrijke Amerikaanse gasimporteur George Kaiser. Dergelijke schepen hebben het voordeel dat ze LNG (liquified natural gas) aan boord kunnen hervergassen en het aangevoerde vloeibaar aardgas niet meer aan wal moet worden vergast in superdure terminals met grote opslagtanks. Die zijn ook een makkelijk doelwit voor terroristen.

LNG zit wereldwijd in de lift, maar de Amerikaanse bevolking bijvoorbeeld verzet zich hevig tegen de bouw van conventionele LNG-terminals. Exmar zegt met zijn technologie een alternatief te bieden omdat het op het schip hervergaste LNG, via een offshore boei of een kleine distributieterminal aan wal, rechtstreeks in het lokale gasnet wordt geïnjecteerd.

In de VS en het VK heeft Exmar de eerste gasleveringen met dergelijke hervergassingsschepen met succes afgerond. Exmar gaat nu vergunningen aanvragen voor een lospunt tussen de Thornton-bank en de kust van Zeebrugge en voor een losterminal ten noorden van de Antwerpse Zandvlietsluis, vlak onder de Nederlandse grens. 'We dienen de vergunning nog dit jaar in', zegt Peter Raes, chief operations van Exmar. 'Eind 2008 hopen we operationeel te zijn. De

reacties in België zijn positief, zowel in maritieme als in nautische kringen. Zijn we een concurrent voor Distrigas? Laten we zeggen dat we opportunistisch willen inspelen op tijdelijke tekorten.' Raes schat de investering van een lospunt op 60 miljoen euro, een terminal op de Schelde zou iets meer kosten. Daarbij komen nog de kosten voor de pijplijn naar het Fluxys-gasnetwerk.

Raes zegt minstens vier jaar voorsprong te hebben op de concurrentie. 'Suez, moeder van Distrigas, bekijkt onze technologie samen met de rederij Leif Hoegh maar heeft nog geen schepen besteld. En alle werven zitten vol.'

Celtic Link expansion

Expanding Irish operator, Celtic Link, has introduced another route to the Western Channel. The 23,160 gt **MV Celtic Mist** will provide a new link between Portsmouth and Cherbourg starting on 26 February. As with other Celtic Link services, the new ship is aimed at the driver accompanied and drop trailer market with a timetable designed to suit hauliers.

The 1987-built vessel has accommodation for 190 passengers, with 50 cabins available, all with private ensuite

facilities. Hotel Facilities will include a 160-seat Lounge and Bar, a 90-seat Self-Service Restaurant, and a quiet lounge with reclining seats. The former DFDS-owned Klapediahas capacity for 120 freight units and will make one round trip daily, leaving Cherbourg at 2330 hrs, arriving in Portsmouth at 0530 hrs and returning from Portsmouth at 1430 hrs from Sunday to Friday and 0930 hrs on Saturdays.



Photo : Gary Davies
www.maritimephotographic.co.uk

Celtic Link made its debut on the Channel in February 2005, when it opened its Cherbourg-Rosslare service using the 1978-built, 16,776 gt Diplomat, previously operated on the

same route by P&O.

Profit down for Broström

SSG-GÖTEBORG. The Göteborg-based Broström reports a SEK 580 million (EUR 62.4 million) profit after financial items in the preliminary report for 2006, down from 2005 when the result was SEK 720 million (EUR 77.48 million). Net sales were SEK 3,386 million (EUR 364.4 million), compared with SEK 3,818 million (EUR 410.8 million) one year earlier. For the fourth quarter Broström reports a SEK 42 million (EUR 4.5 million) profit after financial items, to be compared with SEK 280 million (EUR 30.1 million) for the same period in 2005.

Net sales were SEK 802 million (EUR 86.3 million), compared with SEK 1,128 million (EUR 121.4 million) one year earlier. The board propose the same dividend as last year, SEK 8 (EUR 0.86) per share.



Odfjell Invest Orders \$645m rig from Daewoo

Odfjell Invest has decided to exercise an option to have one drilling rig built by Daewoo Shipbuilding and Marine Engineering in South Korea for \$645 million, Odfjell Invest said on Friday. The semi-submersible rig, the company's second, will be delivered no later than June 30, 2010, Odfjell Invest said in a statement. The company will consider financing \$100 million of the cost by issuing new equity, Odfjell Invest said.

RasGas LNG Carrier Fleet Grows to 12

RasGas's LNG tanker fleet has grown to 12 with the addition of Al Daayen, built by Daewoo Shipbuilding & Marine Engineering Co, South Korea. **Al Daayen** was recently launched at Daewoo's shipyard at a ceremony in which Khalid Sultan R al-Kuwari was the main guest. The name **Al Daayen** comes from an ancient village on Qatar's east coast. Al Daayen is the fifth LNG tanker to be delivered to RasGas from the Daewoo shipyard. Owned by the Teekay Nakilat Corporation, a consortium of Teekay Shipping and Nakilat, **Al Daayen** has an LNG cargo capacity of 151,700 cubic metres. Under the terms of the time charter agreements, RasGas will use the vessel for a period of 20 years to deliver LNG from its existing and future facilities at Ras Laffan Industrial Port to the company's growing portfolio of customers worldwide.



During Friday the **BAMSE TUG** towing **Hull 152** from Rumania towards Norway, made a short stop in Flushing, the hull will be finished by Aker shipyards under the name **GEO BERGEN**

Photo : Wim Kosten – www.maritimephoto.com

Singapore is the world's biggest container port

SSG-RINGKØBING. Only two European ports and none of the Scandinavian ports are in the Axeliner's top ranking of container ports in the world. Number seven is Rotterdam with a turnover of 9.6 million TEUs in 2006 and number nine

is Hamburg with 8.8 million TEUs. At the absolute top of the list is Singapore with a volume of 24.8 million TEUs in 2006 followed by Hong Kong with 23.5 million TEUs. Next is Chinese Shanghai with 21.7 million TEUs (and a growth of 20.1 per cent since 2005) and Shenzhen (including Chiwan, Shekou and Yantian) with 18.4 million TEUs (up 14 per cent). Number five on the list is Busan, South Korea, with 12 million TEUs and in sixth place is Kaohsiung with 9.7 million TEUs. Dubai is number eight with 8.9 million TEUs and Los Angeles is number 10 with 8.4 million TEUs, but up 13.2 per cent since 2005.

Profit jump for Seacor



Top : The **SEACOR RESOLVE** seen in Port Fourchon – **Photo : Piet Sinke ©**

US tanker and offshore vessel owner Seacor Holdings has produced a big jump in profit for 2006 on soaring revenues.

It said net earnings were \$234.39m last year, up from \$170.7m in 2005. Revenues rose to \$1.32bn, compared to \$972m the year before.

It was boosted by a tax gain of \$46.2m in the fourth quarter as a result of repatriation of foreign earnings under the provisions of the American Job Creation Act of 2004. A currency gain of \$10.7m also helped the bottom line.

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The offshore support ship division produced a fourth quarter operating profit of \$75.2m, up from \$70.6m in quarter three. But the fourth quarter figure included a gain of \$13.8m from asset sales, against \$10.2m in the preceding quarter.

Overall average day rates continued to improve, increasing from \$9,564 to \$10,447. The most significant improvements were in the Gulf of Mexico and West Africa, where numbers rose by 13.9% and 4.7% respectively.

The marine transport division, including tankers, posted profit of \$2.2m, down from \$3.4m in the preceding quarter.

The drop was primarily due to one vessel being off-hire for the entire quarter while undergoing a retrofit to a double-hull configuration and completing a regulatory dry-docking.

The company also offers inland river, helicopter, environmental, and offshore and harbour towing services.

Converted Finntrader delivered

SSG-ÅBO. On Tuesday, the Ropax vessel **Finntrader** began sailing for Nordö Link between Malmö and Travemünde after a long drawn-out conversion at Remontowa in Poland. The vessel has, among other things, been equipped with a bow door for more efficient cargo handling. The **Finntrader's** sister, **Finnpartner**, will go to Remontowa at the beginning of April for a similar conversion.

The **Finntrader** replaced the **Finnsailor**, which sailed for the first time in Finnlink's service between Nådendal and Kapellskär on Wednesday. Since Christmas, Finnlink has operated two vessels in the service after the **Finnclipper** went to Remontowa for the addition of a fourth car deck. The **Finnclipper** will be redelivered to Finnlink at the beginning of March, after which the company will be operating four vessels in the service.

The Europa Link, the fourth of Finnline's Italian newbuildings, is undergoing sea trials and is expected to be ready for delivery in mid-March. She will start sailing for Nordö Link at the beginning of April. The third vessel in the series, the **Finnlady**, was delivered recently and sailed on her first voyage from Travemünde to Helsinki on 22 February.

MOVEMENTS

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The **LS ANNE** seen departing from the river Tyne – Photo : Kevin Blair ©



The **MSC CHINA** seen arriving in the port of Cape Town – Photo : Ian Shiffman ©

AIRCRAFT / AIRPORT NEWS

Britain to privatise helicopter SAR operations

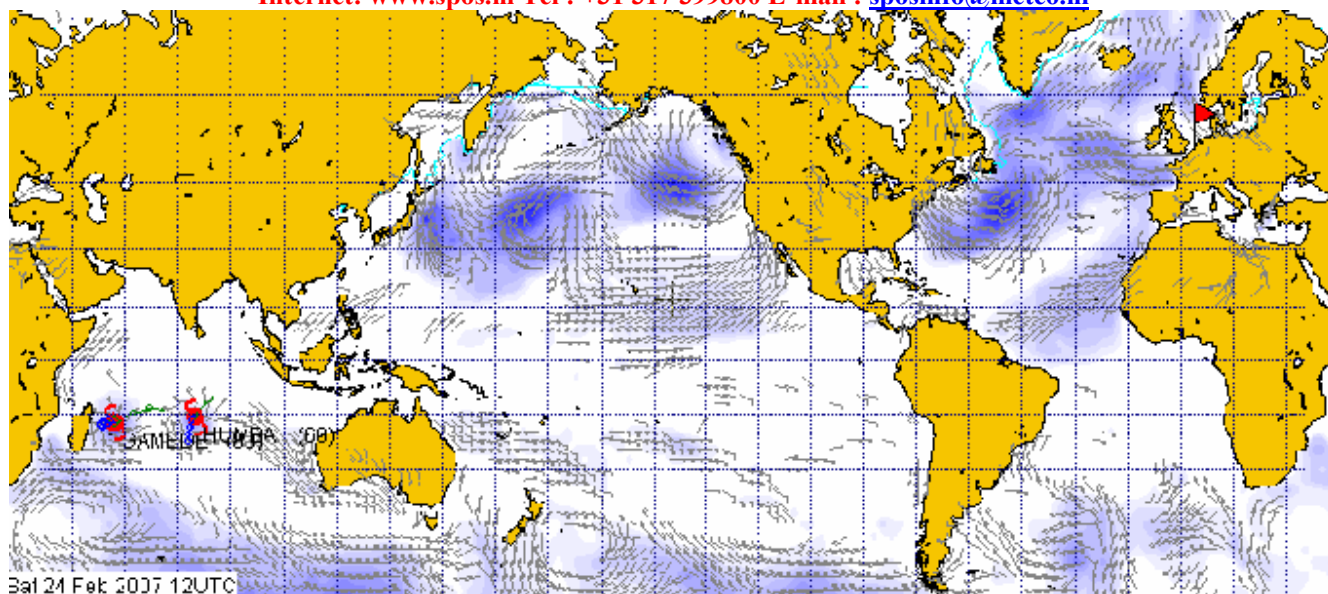
SSG-GÖTEBORG. Four consortia have been short-listed in a tender for helicopter search and rescue services along the British coast and at sea. Today, the Royal Navy, the Royal Air Force and the Coastguard provide these services. The idea is to transfer the helicopter services to one entity led jointly by the Coastguard and the Ministry of Defence and with a private entrepreneur providing the service. The deal also includes replacement of the ageing helicopter fleet. Lockheed Martin (USA), Thales (France), CHC Helicopter (Canada) and Agusta Westland (Italy) lead the remaining consortia. The contract has duration of 25 years and if maintenance of Coastguard bases is included, the deal could be worth as much as GBP 5 billion, writes Lloyd's List.

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

.... PHOTO OF THE DAY

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The **HYUNDAI BANGKOK** seen arriving in Rotterdam-Europoort
Photo : Rik van Marle ©

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