

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 070



**Number 070 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Wednesday 14-03-2007**

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

**THIS NEWSLETTER IS BROUGHT TO YOU BY :**



### **VLIERODAM WIRE ROPES Ltd.**

wire ropes, chains, hooks, shackles, webbing slings,  
lifting beams, crane blocks, turnbuckles etc.

**Binnenbaan 36 3161VB RHOON The Netherlands**

**Telephone:** (+31)105018000  
(+31) 105015440 (a.o.h.)

**Fax :** (+31)105013843

### **Internet & E-mail**

[www.vlierodam.nl](http://www.vlierodam.nl)  
[info@vlierodam.nl](mailto:info@vlierodam.nl)



**The JAYA INSTALLER seen arriving in Cape Town**

**Photo : Glenn Kasner ©**

## SMITWIJS TOWAGE B.V.



Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands  
Telephone: +31 2555 62711  
Telefax: +31 23 557 1896  
E-mail:

[smitwij's.sales@svitzerwij'smuller.com](mailto:smitwij's.sales@svitzerwij'smuller.com)

**DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE NEWS CLIPPINGS ?? PLEASE SEND THIS TO :**

**[newsclippings@gmail.com](mailto:newsclippings@gmail.com)**

## EVENTS, INCIDENTS & OPERATIONS



In the Marina Peruana in Callao (Peru) **Ralph Tuijn** is ready to start with his rowing trip over the Pacific ocean, above can be seen the 7.2 mtr long **ZEEMAN-OCEANCHALLENGER**, **Ralph** will depart today from Callao with as destination Brisbane in Australia, **Ralph** hopes to row this 7200 nm long trip solo within 7 to 9 months.

**Photo : Piet Sinke ©**

## Toxic ships again head for Chittagong

Two ocean liners, blacklisted as contaminated with toxic substances, are sailing towards Bangladesh with the environmentalists expressing grave concern over the move.

The ships, **Apsheron** and **Gudermes**, are on the Greenpeace watch list of ships with the environmentalist watchdog's spotlight on them as being known to be contaminated and slated for scrapping. Greenpeace is fighting against potential threats to the world's biodiversity and environment.

Hazardous wastes such as asbestos, PCB, toxic paint and fuel residues are usually found on old ships which are regularly sent to countries like Bangladesh, India, Turkey and China for scrapping, posing severe threat to the environment, ecology and the human health.

Ingvild Jenssan, coordinator of Global NGO Platform on Ship Breaking based in Brussels, told The Daily Star on Thursday over the telephone, "**Apsheron** is blacklisted by the Greenpeace and its name will be posted on the website list by today."

The website at [www.greenpeaceweb.org/shipbreak/50-ships.asp](http://www.greenpeaceweb.org/shipbreak/50-ships.asp) shows both the ships listed as contaminated with the possibility of being scrapped soon.

**Gudermes**, a sistership of **Apsheron**, was supposed to go to Alang in India.

"But we have learnt that **Gudermes** too is now heading for Bangladesh," Ingvild said. Although the government of Bangladesh is supposed to refuse entry of such vessels for scrapping, the Department of Shipping issued an NOC (no objection certificate) allowing Messrs Pakija Enterprise to import the **Apsheron** for dismantling on Bangladesh's beach.

"The ships in question have not been decontaminated in compliance with the Basel Convention as per available information and research," said Programme Officer Muhammed Ali Shahin of YPSA, an NGO working on ship breaking industry in regard to labour rights and environment conservation.

The Basel Convention affirmed in Geneva on 29 October 2004 that ships can be considered toxic waste under international laws and 163 signatories of the convention must control export of ships in line with it.

In 1995 the Basel Convention banned export of hazardous wastes, including materials for recycling from developed to developing countries.

"Our concern emanates mainly from the necessity to enforce the Basel Convention," said Shahin.

Chief Chemist of the Department of Shipping Mosharraf Ashraf said, "We issued the NOC on December 26 in favour of Messrs Pakija Enterprise to import the Liberian-registered oil tanker **Apsheron**. But we reject right away import of those ships blacklisted by Greenpeace and those that carry passengers only, as the passenger ships are highly contaminated with asbestos. We issued the NOC because it was not blacklisted by Greenpeace then."

Pakija Enterprise applied for the NOC on December 24 and got the certificate on 26. The shipping department mainly relied on papers produced by the importer company regarding the ship's decontamination status, he said.

The **Apsheron** already left Singapore for Bangladesh.

The shipping department usually checks the inventory list provided by an importer after a ship enters the country's territorial waters.

"The Department of Shipping randomly inspects an imported vessel after it reaches Bangladesh's territorial waters but we cannot inspect every ship due to a lack of adequate logistics," said Ashraf.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 070

Mercantile Marine Department too carries out inspections of ships to be scrapped but still the authorities cannot inspect many ships due to a lack of manpower. A total of 186 ships were imported to Bangladesh in 2006 for scrapping.

European Navigation Inc of Greece owns both the contaminated ships heading towards the shore of Bangladesh.

Greenpeace in its comment on the ships said the **Apsheron** is a sistership of the **Gudermes**. The ship is a single hull tanker, now carrying mainly vegetable oil.

**Apsheron** was sold in 2006 to a broker, Wirana Shipping Corp in Singapore. Wirana has close ties to both Indian and Bangladeshi ship breakers. The ship was expected to arrive in Bangladesh on January 9, 2007, but now it is expected to arrive at Chittagong on January 21. Sources said the **Gudermes** is also sailing to Bangladeshi ship breaking yard. In December 2006, the ships were at the west coast of India.

**Gudermes** was built in 1977 and carries the flag of Malta.

According to Greenpeace, **Gudermes** was sold in July 2006 for delivery in Pakistan. The vessel was refused entry. The ship was sold again in November 2006 to Wirana Shipping Corp.

Then **Gudermes** was supposed to be scrapped in India. But it did not arrive at Alang by January 9, 2007. It is now expected to arrive at Chittagong on January 21. The price of per ton scrap from a ship is higher in Bangladesh than it is in India. A ton of scrap in India is US\$420 while it is \$480 in Bangladesh.

President of Bangladesh Ship Breakers' Association Sufi Mizanur Rahman could not be contacted for comments, as according to his personal staff 'he was not well'.



The **KIRSTEN** seen arriving in Rotterdam-Europoort

Photo : Harry van den Berg ©



## Napoli's environmental shadow

The grounding of the **MSC Napoli** off the coast of Devon may have been good news for scavengers.

But the task of repairing the damage caused by the ship is proving complex and difficult. When the clean-up operation on Branscombe beach prevented local fisherman John Hughes getting his boat out to sea, he decided he may as well lend a hand.

So John, 62, volunteered to join the teams of contractors clearing debris left by both the stricken container ship **MSC Napoli** and waves of human scavengers along the Lyme Bay World Heritage Coast. But soon he found that the task was not as simple as it first appeared.

"You'll leave a lovely clean beach one day and it'll look like it's cleared, but then the tide will throw up another wave of rubbish overnight," he said. "It can be quite disheartening."

John's experience hints at the scale of the challenge faced by those clearing up after the Napoli, a process local businesses hope is completed before the holiday season.

The once-peaceful beach at Branscombe now looks like a major building site with workmen and mechanical diggers scouring the coastline for rubbish. There is plenty for them to busy themselves with.

After the ship grounded on 20 January, 114 of its 2,000 containers went overboard. Some 200 tonnes of light fuel oil leaked into the sea, coating at least 1,600 sea birds.

Of these, just under 1,000 were taken to the RSPCA's animal rescue centre at West Hatch, Somerset, to be cleaned and treated. But as manager Rupert Griffiths laments, it was too late for some of the guillemots and razorbills brought to the complex.

"Being washed is a pretty traumatic process for some of the little guys, and when you add that to the damage the oil might have done to their insides it can be too much for them," he says.

"We should be able to release more than I expected at first, but it's still depressing." Although he hopes to release about two-thirds of the birds who were admitted, just under 400 have either died or had to be put down.

Among them was a guillemot whose leg tag revealed he had been a victim of the Erika oil spill in 2000 when a tanker broke up off the coast of France. Mr Griffiths said: "In a way I was quite encouraged by that, because it made me think: if he survived last time, why can't the others survive this time?"

Rod Birtles from Devon Wildlife Trust believes the environmental damage along the coast is "mercifully limited", But he fears for the impact inflicted below the waves. "The birds are the most visible victims, but we're more concerned about the bottom of the seabed," he says.



"There are the most incredible sponges down there as well as rare pink sea fans, and we can't tell whether they've been affected. "The problem is that people can't see them so people don't worry about them."

As conservationists clear up the mess left by the **Napoli**, **Capt Kees van Essen** is helping to make sure the situation doesn't get any worse. The Dutchman is the salvage manager in charge of unloading the ship, currently grounded a mile off the Devon coast.

With the oil spill contained, his job is to ensure approximately 1,350 containers still in the hold are removed.

It is, he explains, a delicate task. "Members of my crew have to clamber up the containers using mountaineering equipment to attach hooks so can winch them with a crane. "We call them the daredevils. One slip and they're in trouble.

"So far we've been lucky with the weather, but it's still likely to take another two or three months." When the salvage is complete, **Capt van Essen** hopes he will be able to tow the stricken vessel towards a port. But even after it eventually disappears, the shadow of the Napoli will be cast over Lyme Bay for a long time yet.

## Exhibition `Towage on the Scheldt (II) opened last Saturday.

by Nico J. Ouwehand

As a follow up to the exhibition with the same name organized by the National Towage Museum 21 years ago, a new exhibition was opened last Saturday at Maassluis by Captain Chr. De Block of URS at Antwerp.

More than two decades ago sometimes the business atmosphere in the Scheldt was not very favourable. When i.e. a ship ran ashore the various towage companies at that time quarrelled regularly on the question who was first on the spot and who had the first rights for a contract. Also there were too many parties involved in the operations, although some of them belonged to the same company.

This atmosphere has gradually changed since the nineties of last century. Some companies merged, others disappeared from the market for various reasons. I.e. Van den Akker Towage and Salvage, was already part of Smit since 1965, just like the Nieuwe Vlissingse Sleepdienst at Flushing. They both became part of the new Smit Harbour towage section.

With Teije Dijkhuizen, a private tugowner also based at Flushing with his tug **Temí IV**, the situation was different. His tug sank in 1982. Three men drowned including Teije himself. This was the end of the company as far as towage was concerned. With Leen Polderman Towage and Salvage a similar situation threatened when in 2004 there was a brutal hold up at Leen's private house. The salvageman, by that time 80 years of age, we are sorry to say, did not survive the heavy blows on his body. His sons managed to take over the business and the company is still going strong. Willem Muller Towage, established in 1912, was purchased by Wijsmuller in 1984 and resold to the URS in 1991. Gradually the well known white `M` disappeared from the funnels of the their tugs and were replaced by the blue band piped with yellow. At the beginning of the new century on a large scale URS Antwerp started a renewal of their fleet, which op till now has not yet ended. Last week Union Amber joined the fleet at Zeebrugge. The Royal Scheldt Group, owner of a number of harbour tugs at Flushing since 1947, sold their fleet to various parties in 1998.

However, the renewal of the fleet of URS is not the only positive news of the last two decades. Multiship Towage and Salvage Terneuzen was established in 1984 by Mrs. Muller-Ribbens. Soon her husband Kees Muller, withdrawn from Willem Muller Towage, took over the management and enlarged the company with three tugs of German origin. This became the start of a great story, because in twenty years time the Muller-family succeeded in building a fleet larger and more important than Willem Muller ever was.

What happened in the river Scheldt during the past 20 years? Lots of incidents, of which we only mention **Pelican I**, **Pioner Onegi**, **Aya II** and recently **Fowairet**. A great many tugs and salvage vessels of the various companies were involved in the salvage-activities. The museum shows all in pictures and ship models together with the fleetstories of the different Dutch and Belgian companies.



The Board of the museum was very honoured that **Captain De Block** was prepared to come to Maassluis, not only as a manager of URS, but also as the first Belgian ever to open an exhibition in a Dutch National Museum.

## Slepersruzie breidt zich verder uit

De zaterdag door de rechter onderbroken staking van de slepers van Smit begint nu ook elders in... de Rotterdamse haven onrust te veroorzaken.

Vandaag voeren vertegenwoordigers van havenwerkers van andere bedrijven overleg of mogelijk bij de acties wordt aangehaakt. En gisteren liet de chemiebestuurder van FNV Bondgenoten weten dat ook zijn achterban bij Shell, Kuwait Petroleum en Nerefco zich gaat beraden. „Mee gaan staken is lastig, zegt Egbert Schellenburg, bestuurder raffinaderijen bij FNV Bondgenoten, „maar dit zet het nieuwe CAO-overleg wel onder druk. Daarom geven wij dit signaal af.

In een brief aan Shell Nederland, Kuwait Petroleum en Nerefco stelt Schellenberg dat de vakbond met verbazing kennis heeft genomen van de rol van de drie bedrijven in het kort geding over de CAO-actie bij Smit. „Normaal gesproken heeft u geen enkele moeite FNV Bondgenoten te vinden, zeker niet bij een acuut probleem, schrijft Schellenberg. „Maar als uw bedrijf bij een staking van Smit wordt getroffen, dan weet u die overlegpartner niet te vinden en wordt de bond in kort geding gedaagd.

Volgens de FNV-bestuurder had overleg vooraf de rechtzaak van vrijdag kunnen voorkomen. „Maar daar waren de bedrijven niet op uit, meent Schellenberg, die de raffinaderijen en het Havenbedrijf Rotterdam vuil spel verwijt. „De opstelling is bijzonder verwerpelijk, omdat bewust is gekozen voor een aanval op het stakingsrecht van de Smit-werknemers, in plaats van normaal overleg.

Schellenberg vindt het frappant dat zaterdag alle achterstanden van de slepers in de haven waren weggewerkt. „Er waren geen tekorten, er lagen geen grote olieschepen klaar. Ook zonder kort geding zou er geen noodsituatie bij Nerefco zijn ontstaan, want men zou het werk toch wel hervat hebben. Dit doet de relatie tussen de bond en de raffinaderijen geen goed.

Het is nog niet duidelijk of en wanneer het CAO-overleg bij Smit wordt hervat.

## **CASUALTY REPORTING**

### **Oil Spills From Damaged Cargo Ship That Ran Aground Off Norway**

Oil is seeping into the sea off the Norwegian coast after a Cyprus-registered cargo vessel ran aground yesterday evening and broke into two, the Norwegian Coastal Administration said on its Web site.

Some oil has reached the shore of the Norwegian island of Fedje. The vessel, which floundered in high winds off the coastal town of Bergen, was carrying 585 tons of oil and 72 tons of diesel for its own use, the Coastal Administration said.

Diesel dissolves more easily in water than oil and is considered more toxic, said the Coastal Administration, which has sent a team to fly over the area to determine the size of the spill. Oil can stay on the surface for up to three days.

The vessel broke in two where the largest oil tank containing 290 tons was located, the Coastal Administration said. ``It is therefore very likely that the content has leaked out," the authority said on its Web site.

The vessel, owned by Avena Shipping, ran into difficulties about 6:30 p.m. yesterday amid waves about seven meters high. The 25 crew members were rescued by 9 p.m., two hours before the vessel broke in two. The stern sank during the night and the stem has been towed to a spot outside Bergen.

The vessel, constructed in 1985, carried no cargo and was headed for the Russian port of Murmansk.

### **Vessel ablaze off Vladivostok tugged to port**

The **Sinara** vessel that was reported to have been ablaze in Peter the Great Bay, 30 nautical miles from Vladivostok, has moored in Vladivostok.

Firemen are dousing the hold of the vessel where the fire was located, the Russian Emergency Situations Ministry in Primorye told Interfax. According to preliminary data, there are 74 vehicles aboard the ship. The **Sinara** is being currently unloaded.

The fire began in the hold of the **Sinara** vessel that was carrying vehicles from Japan. The ship has a ten-strong crew.

### **Container vessels collided in Hamburg**

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 070



Estonian container vessel the **Kurske** (Photo : Alain Doms ©) collided with the Greek Liberia flagged container vessel the **MSC Bulgaria** in Hamburg on the evening of March 9. Both vessels suffered only minor damage, according to BNS news agency.



The **MSC BULGARIA** – Photo : Richard Wisse ©

Estonian Shipping Company's **Kurske** (built 1997, 3,200 DWT) collided with the **MSC Bulgaria** during mooring and suffered damage to the superstructure. The **MSC Bulgaria** (built 1988, 25,648 DWT) suffered a two metre long hole above the water line. Both vessels continued their voyages on March 10. German authorities will conduct an investigation.

## NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

## **ANGLO DUTCH SHIPBROKERS bvba**



Waterstraat 16  
2970 SCHILDE  
BELGIUM  
Tel : + 32 3 464 26 09  
Fax : + 32 3 297 20 70  
e-mail : [anglodutch@pandora.be](mailto:anglodutch@pandora.be)

### **Cost overruns force Navy to stop building one of four new ships**

The Navy will temporarily stop construction of one of its newest and most high-tech ships to review cost overruns of the Littoral Combat Ship program, the Navy announced late Friday.

The Navy has touted Littoral Combat Ships as the wave of the future. They are designed to operate in shallow water and have weapons systems that can be tailored to a ship's specific mission, a Navy official said.

The Navy plans to build 55 Littoral Combat Ships over the next 30 years, the official said.

Currently, four such ships are under construction: Two are being built by General Dynamics and two by Lockheed Martin, the official said.

The cost problems are with the first ship being built by Lockheed Martin, USS Freedom, which was originally budgeted at \$220 million in 2005. The Navy has since allocated \$270 million for it, and now the company says the project is "significantly over budget," the official said.

The Navy believes Lockheed Martin underestimated labor costs, the official said.

Because the Freedom is about 70 percent complete, the Navy intends to finish it, but the Navy has ordered work to stop on another ship, LCS-3, while it reviews the project, the official said. Right now, the Lockheed Martin is helping the Navy determine exactly how much the Freedom is over budget, company spokesman Craig Quigley said in a telephone interview Friday.

Quigley said the company was "very disappointed" at the Navy's decision to temporarily stop work on the other Littoral Combat Ship.

"We take seriously our commitment to our customers, and that's not just a tagline," Quigley said. "It's for that reason that we kept the Navy fully informed of LCS-1 cost issues and worked with the Navy to reduce costs on future vessels in the class."



The forcastle deck of the new **L 801 JOHAN DE WITT** with seen the **GOALKEEPER CIWS**  
Photo : Peter Westdijk ©

## SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



- Marine emergency response
- Wreck removal and salvage
- Diving services
- Underwater civil engineering
- Welding and cutting services



[info@disamaritime.com](mailto:info@disamaritime.com)  
[www.disamaritime.com](http://www.disamaritime.com)

Ketelaarstraat 5c  
B-2340 Beerse  
Belgium  
Tel : + 32 (0) 14 62 04 11  
Fax : + 32 (0) 14 61 16 88



[info@disacivil.com](mailto:info@disacivil.com)  
[www.disacivil.com](http://www.disacivil.com)

## STENA HOLLANDICA ARRIVED AT THE LLOYD WERFT

As mentioned earlier in the Special Report about Capt Frank Haalmeijer, his last trip was to deliver the **STENA HOLLANDICA** at the Lloyd Werft in Bremerhaven for the lengthening operation.



Photo : Frank Haalmeijer ©

The **STENA HOLLANDICA** departed from Sunday from Hoek van Holland, with onboard 138 persons, from which 96 shipyard people, which started with the demolition of some parts of the vessel during the sailing to Bremerhaven, Sunday late night the Jade / Weser pilot station was reached and with 20 knots speed the **HOLLANDICA** sailed towards Bremerhaven, where the ferry was moored at 04:00 in the morning, this was also the last time that Capt Frank called the engine room to stop the main engines. The **HOLLANDICA** will go into the drydock as per today and it is expected the vessel is cut in tow parts on Saturday so the new mid-section can be installed.



The lengthened **STENA BRITANNICA** seen moored for the first time at the Hoek van Holland terminal  
**Photo : Edith Haalmeijer ©**



The **CALA PALMA** which was partly destroyed by a large fire seen alongside at the Lloyd Werft  
**Photo : Frank Haalmeijer ©**

## ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



**TOTAL VESSEL MANAGEMENT**

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 070

**K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands**

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : [mail@workships.nl](mailto:mail@workships.nl)

Website : [www.workships.nl](http://www.workships.nl)



The **VEENDAM** seen moored in Bonaire  
Photo : Engine Room Team Veendam ©

## Boa acquires AHTS

Seabrokers reported in the latest issue of its monthly newsletter Seabreeze that the 100 tons bollard pull anchor handler **Miclyn Magnetor** has been bought by Boa Offshore.

The vessel will be renamed **Boa Magnetor**. It is thought that the vessel will arrive in the North Sea around May and will probably be available for North Sea work thereafter

## Nu al een rotjaar' in haven Rotterdam

Het nieuwe jaar is in de Rotterdamse haven slecht begonnen. „Het is nu al een rotjaar“, zo zei havenmeester Jaap Lems dinsdag. Hij maakt zich zorgen over 2007. Het afgelopen jaar was echter zo slecht nog niet. Het aantal incidenten nam opnieuw af, hoewel er wel enkele kleine aanvaringen waren.

„Ik ben bijgelovig en ben bang dat het een raar jaar gaat worden. Een echte zeemansgedachte“, aldus Lems dinsdag tegenover de pers. Dit jaar begon met het schip Claudel dat tijdens een storm uit de trossen waaide en vervolgens de kade ramde. Bovendien heeft de haven te maken met stakingen bij sleepbedrijf Smit.

Lems noemt het opvallend dat de haven opnieuw veiliger is geworden omdat het er steeds drukker wordt, schepen steeds sneller varen en deze alsmaar groter worden. De havenautoriteiten telden vorig jaar een miljoen scheepvaartbewegingen. Alleen al het aantal zeescheepsbewegingen nam met ruim 1.700 toe ten opzichte van 2005.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 070

Doordat het steeds drukker wordt in de havenbekkens, gebeuren er meer botsingen. „Het is dringen en duwen om er tussen te komen", aldus Lems. Daardoor raakt een schip wel eens een kade of een ander vaartuig. De schade blijft daarbij beperkt tot wat 'blikshade'. Er vielen geen slachtoffers. In totaal noteerde het Havenbedrijf 119 ongevallen.

Verder moesten de patrouillevaartuigen 451 maal in actie komen wegens verschillende incidenten. Bij brand rukten zij 132 keer uit. 113 Maal moesten zij op pad voor het redden van drenkelingen, om opvarenden uit benarde situaties te helpen of om gewonden of zieken over te brengen naar ambulances. In zestig gevallen was er sprake van het indammen van waterverontreiniging. Het aantal geregistreerde morsingen lag in 2006 lager (284) dan in het jaar daarvoor (334).

Ook haalde de havenmeester nog kort het zeilevenement Volvo Ocean Race van vorige zomer aan. Dit verliep volgens hem vlekkeloos. „Wij ontvingen geen enkele klacht. Schippers vinden het prachtig, als ze maar weten waaraan ze toe zijn." Rotterdam zit volgens hem wel op de grens wat betreft evenementen waardoor schippers gehinderd worden. „Maar van ons mag de Ocean Race terug komen", aldus Lems.



Above seen the **OOCL San Francisco** outbound from Halifax, Nova Scotia, Canada with the tug **Atlantic Larch** which had assisted its departure from the berth.

Photo : John Attersley ©

<b>Green Pin<sup>®</sup></b>				<a href="http://www.vanbeest.nl">www.vanbeest.nl</a>
Standard & Polar are DNV 2.7-1 Type approved!				

## Panama tolls prompt industry fears

Four representative organisations have expressed serious concern about the size of toll increases proposed by the Panama Canal Authority and the period over which they will be introduced. In formal comments from the International Chamber of Shipping – with the backing of Bimco, Intertanko and Intercargo, Secretary General Tony Mason said there was disappointment that "our repeated request that increases in tolls should be equitable, transparent and spaced over a sufficient amount of time appear ... to have been ignored." Compared with 3.5% increases over 20 years as given in official proposals, "the actual proposals would lead to increases ranging from 26-34% over the first three years (8-10% a year), with increases for container carrying vessels and larger passenger ships considerably in excess of 10% a year," Mason added. ICS also believes the proposed toll increases have too short an initial notice period and are spread over too short a time period for adequate long term planning or for effective absorption of additional costs. "In particular, the three months' notice for some sectors will cause significant problems. Six months' notice of the initial increases, and phasing in the increases over, say, six rather than three years, would be far more

reasonable.” The statement has been issued ahead of the public meeting in Panama on Wednesday, which Mason will attend.

## **ANZ-Europe rivalry hots up**

German liner operator Hamburg-Sud has upgraded to weekly its Trident service between Australia, NZ and northern Europe via east coast North America. The move, which comes a year after the launch, brings Hamburg-Sud into line with competitors Maersk and CMA CGM. The number of ships on the service has been doubled from six to 12 x 2,500teu, each with 450 reefer plugs. At present there is no reference to a partner, although rumours circulating in NZ suggest that Hapag-Lloyd has already agreed to join Hamburg-Sud on Trident.



Hamburg-Sud's **CAP BEATRICE** seen near Walsorden at the Westerscheldt river

**Photo : Huug Pieterse ©**

This would probably mean Hapag Lloyd's defection from the weekly Suez service it runs in conjunction with CMA CGM and Marfret. The future for this service appears to be threatened by CMA CGM's launch of NEMO, another weekly ANZ/Europe service also through Suez but in conjunction with Delmas and Deutsche Afrika Line. The upgraded frequencies bring CMA CGM and Hamburg-Sud up against Maersk and its weekly relay through Tanjung Pelepas. NZ's reefer exporters are prime beneficiaries of the increased weekly capacity and faster transits.

## **MOVEMENTS**

**THIS SECTION IS BROUGHT TO YOU BY :**



**MULTRASHIP** Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

**Internet**

[commercial@multraship.com](mailto:commercial@multraship.com)

<http://www.multraship.com>

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 070



The **X-PRESS KAILASH** seen arriving in Jebel Ali Port  
Photo : Reinier Meuleman ©



The **GOLDEN PRINCESS** seen passing Cape Horn  
Photo : Marten Jan Visser ©

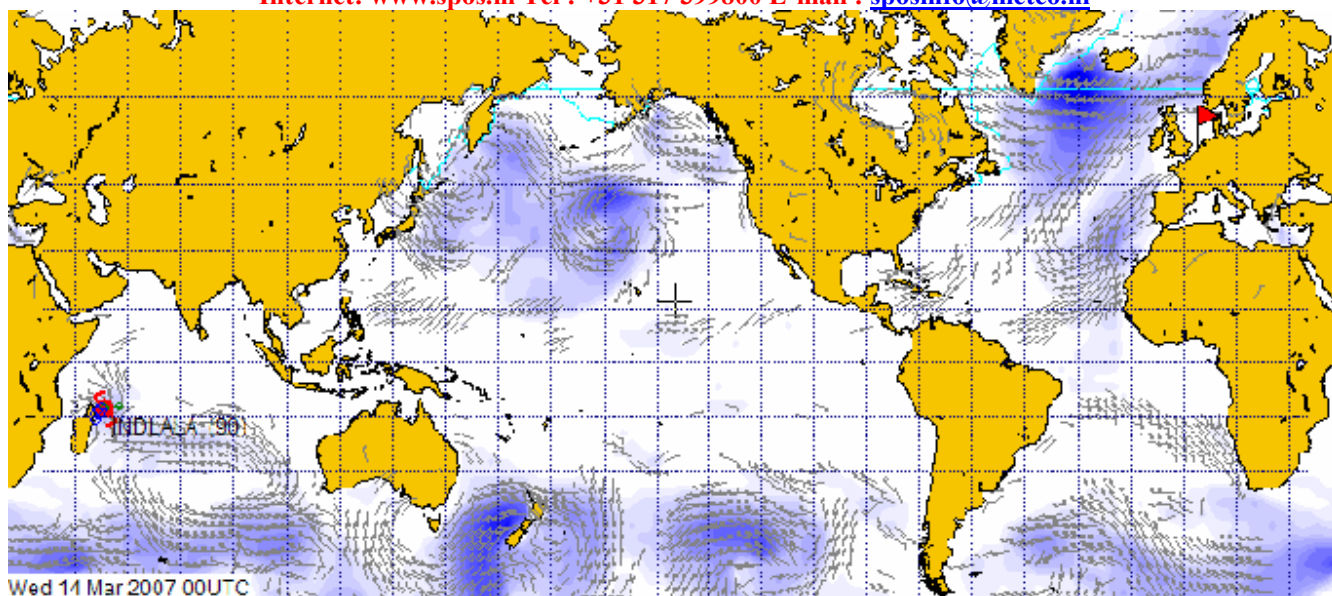
## MARINE WEATHER

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 070

THIS SECTION IS BROUGHT TO YOU BY :



Internet: [www.spos.nl](http://www.spos.nl) Tel : +31 317 399800 E-mail : [sposinfo@meteo.nl](mailto:sposinfo@meteo.nl)



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 ....



No ship today, but a beautiful photo made by **Marten Jan Visser** onboard HAL's **ROTTERDAM** of the famous

## CAPE HORN

## **DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 070**

The compiler of the news clippings disclaim all liability for any loss, damage or exense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.