

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 084



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The MIGHTY SERVANT 1 seen in partly submerged position in Rotterdam – Caland canal

Photo : Frits Janse ©

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EVENTS, INCIDENTS & OPERATIONS

French oil hub strike cuts into Europe fuel supply

Nearly 6 per cent of European refining capacity is now shut as the French oil port strike adds to output cuts due to planned maintenance work at plants across Europe, Reuters calculations showed on Wednesday.

Refinery turnarounds left 805,000 barrels per day of European capacity offline, or 5.1 per cent of the 16 million bpd total, according to the data.

The 16-day strike at the Fos-Lavera oil and gas hub in southern France has cut another 130,000 bpd of refinery production, or 0.8 per cent of the European total, due to a halt in crude oil deliveries into the complex.

The output cuts further limit Europe's ability to export gasoline to the United States, where stocks of the motor fuel have dropped for six weeks in a row amid turnarounds and outages affecting several of its refineries.

Oil major Total said over recent days that the French strike had forced it to cut production by a third at both its 155,000-bpd La Mede refinery in the Fos-Lavera area and at its 119,000-bpd inland southern France plant at Feyzin.

US major ExxonMobil and British chemical company Ineos both said on Monday that they had begun to cut output at their refineries at Fos and Lavera respectively.

Royal Dutch Shell said last week it had begun a major maintenance shutdown at its 126,000-bpd Berre L'Etang refinery, also in Fos-Lavera area, leaving it unaffected by the oil hub strike.

Three other European refineries are also supplied by crude oil delivered into the Fos-Lavera complex near Marseille.

They are the 77,000-bpd Shell-operated Reichstett refinery near Strasbourg in north-east France, the 68,000-bpd Petroplus refinery in Cressier, Switzerland, and the 310,000-bpd Miro refinery in Karlsruhe, Germany.

Those refineries, along with Feyzin, are all fed crude oil by the SPSE pipeline running from Fos to Karlsruhe.

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Petroplus declined on Tuesday to comment on the impact of the Lavera strike on its operations, while a Miro refinery official said there had been no impact on that plant as it was just returning from planned maintenance work.

French utility Gaz de France and striking workers at the Fos Lavera oil hub tried to thrash out a compromise yesterday in a bid to end the strike. Talks were still underway at 1510 GMT, seven hours after they started.

The strike, which is now blocking 57 ships, including 33 oil tankers, could close nearly half of French refineries by next Wednesday and halt fuel supplies to millions of motorists in south-east France, France's petroleum industry body UFIP said. – Reuters

Cruise-Student program in Curaçao: Inspired by the Panama Canal

On March 27th a unique internship project was concluded on board of Princess Cruises' 70.000 ton ship **Sea Princess** in Curacao. It was the third time such program was realized in Curacao Twenty local tourism and hospitality students gained valuable experience on board and received a certificate.



Photo of the Students group with on the left Shipping news clippings correspondent **Els Kroon**

The students became familiar on the **Sea Princess** on January 2nd and 30th and March 27th. The visits led to a successful conclusion and twenty valuable certificates were awarded at the end, enriching local students with an experience of a total different world, in which giving excellent service and working efficiently together is common. The certificates were presented by the captain of the vessel in the presence of the prime minister and other local dignitaries. A local TV station and a camera team of the Tourism Office taped and broadcasted the event and again the headquarters in California granted the promise for continuation

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A modern cruise ship is an inspiring learning platform for the students, a trip abroad on their own island. On the other hand the students add a "Caribbean Flavor" to the atmosphere on the ship, providing the passengers with a lot of information about the island. The teachers of both schools realized the positive effect for the island and put them through an immediate tourism crash course.

The students wore uniform blouses with the logo of the program, including the word Curacao and the island flag, obviously showing they were local students. The program is not dependent on sponsors. Princess cruises took care of the certificates, which might open doors for the students in this rather closed business. Prime Minister Emily de Jongh-Elhage supported the program from the beginning on. At that time she was the island commissioner of education, and she agreed to be the godmother of the project. She still shows a warm interest in the students and the coordinators.

On board the students get a good insight of the hotel business of the ship. They are able to get a peep behind the scenes at places that are not accessible for the passengers. They also experience working together with crewmembers of 40 nationalities and they were taught to be more environment-minded, experiencing the high standards on board, which certainly will affect the attitude of these future leaders of the Caribbean tourism industry. They also learned that American citizens loathe a filthy environment. With this acquired knowledge they might become shining examples for other young people on the islands.

It's a well known fact that the big cruise ships hardly ever open their gangway to interns. Princess Cruises' good example is praiseworthy and needs to be copied on more islands and by more cruise companies!

DUTCH EMBASSY DELEGATION VISITS SALVAGE WORKS OF CALLAO



Last Friday a delegation of the Dutch Embassy visited the salvage works of the **TWIN STAR** by SMIT Salvage off the port of Callao, at the picture seen Salvage Master **Tan Dong Gee** explaining to **Wendy Engelberts** (ministry of

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Foreign Affairs), **Maria Alfonsa Geraedts** (Deputy Dutch Ambassador in Peru) and **Carla Brokking** (Commercial and Cultural affairs) what works are executed, whilst Salvage Foreman **Jules Martina** keeps an eye on the situation.



From left to right **Jules Martina**, **Wendy Engelberts**, **Maria Alfonsa Geraedts** and **Carla Brokking** onboard the **Ibis**

Photo's : **Dennis van Harten** ©

A preventable grounding

THE grounding of the Singapore-flagged woodchip carrier **Crimson Mars** in Tasmania last year could have been prevented if simple precautions had been taken to ensure that conning orders were carried out correctly by the helmsman.

An investigation report released earlier this month by the Australian Transport Safety Bureau concluded that the 40,000-tonne vessel grounded because the wheel was put to starboard (right) at a point when it ought to have been put to port (left).

The incident took place in May last year after the fully laden **Crimson Mars** had sailed from Bell Bay at 2 pm with a local harbour pilot. The sky was cloudy but visibility was clear with a light wind. The pilotage went as planned until about 2.40 pm when a turn to port around Garden Island in the River Tamar was being executed.

During the turn, starboard instead of port helm was applied for about one minute. Maximum port helm was applied after the error was discovered and the pilot also ordered both anchors to be let go and the main engine to be run at full astern but could not prevent **Crimson Mars** from running aground on the Long Tom Reef.

No oil spill or other pollution resulted from the incident but **Crimson Mars** was severely damaged with its bulbous bow pushed in with a huge gaping hole. The forward ballast water tanks were also ruptured. No one was hurt.

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The damage could not be repaired in Bell Bay, and over the next few days the Australian Maritime Safety Authority liaised with the Maritime and Port Authority of Singapore and the vessel's classification society, ClassNK, on arrangements for the vessel to sail with its cargo.

Crimson Mars later sailed for Taiwan to unload its cargo and undergo permanent repairs in dry dock but not before the vessel put several contingency measures in place.

The investigation into the grounding incident found that the helmsman had applied starboard instead of port wheel for each of three consecutive helm orders from the pilot and the application of the starboard wheel for a full minute caused the grounding.

However, the pilot and the helmsman provided differing accounts of whether a port or starboard helm order was made and the Australian Transport Safety Bureau was unable to determine what the actual order was. The master and the third mate, who were both on the bridge, could not confirm the account of either the pilot or the helmsman.

The Bureau found that for about seven minutes before the grounding the pilot conned the ship from the starboard additional conning position, from which the only rudder angle indicator in the centre of the bridge was not visible.

It was only when the pilot moved from the starboard additional conning position to check the rudder angle just after 2.40 pm that he observed that the rudder was nearly hard to starboard and not to port as he had intended.

Solas (International Convention for the Safety of Life at Sea) regulations for navigational equipment provide that a vessel's rudder angle indicator should be 'readable from the conning position'. However, Class NK told the Bureau that this Solas requirement is met if the rudder angle indicator is readable from the centre conning position and there is no need to provide extra indicators at each additional conning position on the bridge.

The Bureau disagreed, stressing in its report that the Solas regulation neither refers only to a primary conning position or a position on the centreline nor implies that its requirements do not apply to additional conning positions.

'It is reasonable to interpret that the requirements that apply to a conning position in the Solas regulation apply to all conning positions on a ship's bridge,' said the Bureau.

The Bureau also found a lack of proper communication on the bridge among the pilot, master, third mate and the helmsman. According to the Bureau, the pilot should have consistently 'closed the loop' by acknowledging the helmsman every time he repeated a conning order or when the helmsman confirmed the state of the wheel after executing each order.

The pilot could even have combined his verbal conning orders with hand signals to avoid any confusion, said the Bureau, which strongly criticized the failure of the master, third mate and the pilot to notice that three consecutive helm orders had been wrongly applied.

'The situational awareness during the turn around Garden Island was manifestly inadequate and the state of the bridge can only be described as inattentive at this critical phase of the pilotage,' the Bureau added.



Bid to re-float fishing trawler

An attempt will be made on Friday afternoon to re-float fishing trawler **Mary Jo** that ran aground in the morning on the beach at Stilbaai on the South Cape coast. National Sea Rescue Institute (NSRI) said a fishing vessel had arrived on-scene, and would try to tow the trawler at high tide in the afternoon.

"We are hoping that at high tide there is deep enough water to swing **Mary Jo** around and re-float her," said John Muir, NSRI Still Bay station commander.

"The build-up to the approaching spring tide may make a big difference with today's high tide already expected to be a little higher than normal." The Mossel Bay trawler sent out a distress radio call just after 01:00 on Friday following suspected engine failure.

NSRI volunteers, Metro Ambulance and Rescue Services and the SA Police Services recovered all six crew, with only the skipper suffering slight bruising on his forehead. The vessel was damaged slightly.

Africa Mercy Sets Sail

The world's largest non-governmental hospital ship, the **Africa Mercy**, has successfully completed 'sea trials' enabling it to sail on its inaugural trip to Africa.



Photo : Kevin Blair ©

The former Danish rail ferry, has been converted into a state-of-the-art hospital ship at a cost of over £30 million and will provide free healthcare and community development services to the poorest people of Africa.

The 'sea trials' took place in the North Sea under the supervision of Bureau Veritas – an international marine certification organisation that tests systems on ships.

All systems onboard were checked and the trials took approximately 24 hours led by the ship's Captain and his technical crew.

The **Africa Mercy** will return to Blyth for another four weeks where hospital supplies and materials will be loaded. The ship is now free to start final preparations for its first field service in Africa where more than 400 volunteer crew will

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provide free medical care, capacity building, relief aid and community development programmes to the people of war-torn Liberia.

The **Africa Mercy** is the fourth ship to be operated by the international charity, Mercy Ships, which has provided more than £350 million worth of services since its inception in 1978.

Statistics include treating more than 200,000 people in village medical clinics; performing more than 26,000 surgeries and 162,000 dental treatments; and completing more than 800 construction, agriculture and water development projects.

Don Stephens, Founder of Mercy Ships, said: "Every ship has life savers, but this ship is a life saver in itself to thousands who wait for her arrival in Africa. Without this ship so many of the poorest of the poor face lives without hope. This huge white hospital ship docked in an African port is a strong symbol of hope."

Judy Polkinhorn, Executive Director, Mercy Ships UK, said: "This is a momentous day for everyone involved in Mercy Ships. Hundreds of people have worked tirelessly on this project over the last several years and we owe each of them a huge debt.

"Our focus is now to complete the loading of supplies and volunteer crew over the next few weeks in order that she can start service in Liberia."

All the crew on board the **Africa Mercy** will be volunteer professionals from around the world. Doctors, dentists, nurses, community developers, teachers, builders, cooks, seamen, engineers, and many others will donate their time and skills to the effort.

For further information on Mercy Ships, please visit the website at

www.mercyships.org.uk

Solar 1 Salvage Nears End

The vessel hired to recover oil from **Solar I**, which sank off Guimaras waters last year is set to finish its work on the two remaining tanks.

Task Force SOS chairman, Secretary Rafael Coscolluela said only about 5,000 liters of bunker oil were recovered from the sunken vessel off Guimaras waters by hired vessel **Allied Shield** of Sonsub of Singapore out of the 2.1 million liters allegedly carried by **MT Solar I** when it sank off Guimaras waters last August 11, 2006. "We have to say goodbye to the sunken **MT Solar I** for it can not be salvaged and refloated anymore," said Task Force SOS chairman, Secretary Rafael Coscolluela on Friday during a media briefing held at the Days Hotel here.

Coscolluela said there are 10 oil tanks of the sunken **MT Solar I** and eight were already opened by the vessel's equipment.

At 210 liters capacity each tank, there might be some 400 liters or less remain in the two closed tanks which is minimal to cause a major oil spill.

Coscolluela said the oil recovery vessel arrived in Bacolod on March 10 and immediately started operation. Sonsub will be paid P10 million per day of operation or about P200 million for its work.

It was reported earlier that the insurer Protection and Indemnity Club (P&I) has allotted some US\$ 10 million for the operation in Guimaras. The TF SOS chair said the oil recovery operation is needed to ensure that no further damage will incur to the environment caused by the oil spill. Commodore Arturo Olivario of the Philippine Coast Guard (PCG)

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and member of the National Disaster Coordinating Council (NDCC), said the PCG has established a one-kilometer exclusive zone at the ground zero.

Bantay Dagat vessels were intercepted on March 15 and March 19 and another fishing vessel on March 24 while **Allied Shield** was working in the area.

PCG contingency plans include oil spill response tugboats equipped with oil dispersants, oil skimmers for mechanical recovery of oil and spill booms for containment. An aircraft equipped with airborne dispersant capability is also monitoring the area.



One of the latest aquarelles of **Hans Breeman** is the **NIEUW AMSTERDAM** seen departing from Rotterdam

Bomb Hoax on Carnival cruise liner

A bomb threat forced nearly 3-thousand passengers and crew members to evacuate a Carnival Cruise Lines ship shortly before it was scheduled to leave Florida for the Bahamas.

Coast Guard and Brevard County sheriff's officers spent two hours searching the ship at Port Canaveral Thursday before determining the threat was a hoax.

"We did a sweep in accordance with security procedure," said Coast Guard Lt. Carol Swinson.

After the search, the passengers re-boarded, and the ship left port shortly after 8 p.m.

The company released a statement about the incident saying, "Carnival Cruise Lines takes any security threat very seriously and is working with law enforcement officials as the investigation continues."

MCA EXAMINES MSC NAPOLI CARGO



SSG-GOTEBORG. Every single container from the beached **MSC Napoli** is to be weighed, opened and the contents examined in the pursuit of undeclared or wrongly labelled hazardous cargo, according to Lloyd's List. The UK Maritime and Coastguard Agency (MCA) is carrying out the inspections, which could lead to prosecutions and jail sentences. The **MSC Napoli** is said to have carried more than 1,500 tonnes of toxic chemicals, including battery acid and a pesticide, banned in most countries.

LOWER PROFIT FOR MAERSK

SSG-RINGKOBING. A.P. Moller Maersk A/S landed on a profit of DKK 16.1 billion in 2006 or 20 per cent fall from the 2005 result, which was DKK 20.2 billion. This was expected after the problems in the container business after the takeover of P&O Nedlloyd along with a fall in cargo volume and rising fuel prices. Net revenue was DKK 264.7 billion (DKK 208.7 billion in 2005). Sales of vessels and rigs for DKK 4.2 billion were included in a pretax profit of DKK 35.9 billion. There was a huge loss in the container division, which posted net revenues of DKK 150.3 billion (DKK 128.9 billion in 2005). The division made a profit of DKK 1.83 billion on the sale of ships and a pretax loss of DKK 1.5 billion. After tax of DKK 1.7 billion, the net loss was DKK 3.3 billion compared with a profit of DKK 7.6 billion in 2006. Maersk Line transported a total of 6.1 million TEUs in 2006 or same amount as both Maersk Sealand and P&O Nedlloyd in 2005. The tanker and offshore division posted a net turnover of DKK 22.1 billion and made a profit of DKK 5.7 billion (DKK 3.8 billion in 2005) after tax. The oil and gas division reported a net turnover of DKK 41.1 billion (DKK 27.4 billion in 2005) and a profit of DKK 10.1 billion (DKK 6.9 billion in 2005) after tax. The retail division and industrial activities such as shipyards also generated a profit. The equity in A.P. Moller-Maersk amounted to DKK 136.7 billion at the end of the year.

Latvian crew is on strike

The crew of a Latvian-registered ship berthed in Greenore, Co Louth, is refusing to unload its cargo because they say they have not been paid for four months.

The 11 Latvian men on board the '**Fortuna 1**' say that they are supposed to earn basic pay of €257 per month, which unions claim is below minimum international labour organisation rates.

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However, International Transport Federation Inspector Ken Fleming alleges that, despite working approximately 300 hours a month, the men have received no money at all since November. The crew say they will not unload the ship, or leave Greenore, until they receive all arrears due to them.

The 2,200 tonne bulk freighter is carrying 1,750 tonnes of steel bars for Galway-based importer, Coen Steel.

Bulker was Intentionally Grounded

The Panamanian-flagged freighter **Antilles II** lost main propulsion as it approached the massive span bridge about 5 a.m., according to the U.S. Coast Guard. A harbor pilot decided to ground the ship to prevent it from hitting the bridge, which carries Interstate 275 across Tampa Bay.

I-275 was closed for two hours and Tampa Bay shipping lanes were restricted while crews freed the ship, which was carrying 10,000 metric tons of phosphate and 78 metric tons of fuel. A Coast Guard inspection found no serious damage or pollution problems.

In 1980, 35 people died when a ship hit the old Skyway bridge, causing a section to collapse.

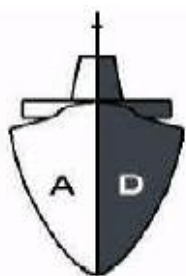
ANOTHER FERRY HIT BY SWITCHBOARD FIRE

SSG-RINGKOBING. Scandlines ferry **Tycho Brahe** suffered a blackout this weekend, just after leaving Helsingborg for Helsingor. Just like on the **Peter Wessel** last week, it was a small fire in the main switchboard in the engine room that caused the blackout. On the **Tycho Brahe** the train deck was filled with smoke, but with no danger to the 259 passengers on board. The **Tycho Brahe** was quickly taken back to Helsingborg by the Helsingborg-based tugs **Kullen** and **Dunker**. After docking in Helsingborg, the passengers had to remain on board for a number of hours, as there were no power at all on board to manoeuvre ramps and hatches. The **Tycho Brahe** will be repaired at the quayside in Helsingborg and will return to service at the end of the week.

NAVY NEWS

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US naval ship Dubuque docks in Mumbai

US naval ship **Dubuque** has arrived at Mumbai port to ready the Indian naval command for the arrival of the INS Jalashwa, formerly **USS Trenton**.

"This ship is going to help Indian naval command to prepare for the arrival of the **INS Jalashwa**, which is a ship of the same class as the **USS Dubuque**. The crew is right now in north of Virginia in the United States, training on the **INS Jalashwa**. We are helping to familiarize those folks in the Indian Navy who will be charged to maintain the ship, in the ship yards, workshops and that sort of things," said Captain William C. Hamilton, Captain of the **USS Dubuque**.

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Trenton, acquired by Indian Navy for 48.23 million dollars, was decommissioned on January 17, 2007. Indian sailors are currently undergoing training in the US on the Landing Platform Dock (LPD) ship.

Trenton is being seen as a major defence deal between India and the US. Their militaries now hold periodic joint exercises, including Special Forces training in jungle warfare and parachute jumps. The Indian naval fleet, the seventh largest in the world, consists of around 140 vessels but many of its ships and submarines are old and in need of replacement.

KRI DIPONEGORO COMMENCED TRIALS



The corvette **365 DIPONEGORO**, built by the Royal Schelde yard (Damen) in Flushing for Indonesia commenced her yard trials, seen at the photo the corvette anchored at the Westerscheldt river.

Photo : www.maritimephoto.com ©

JOHN F. KENNEDY DECOMMISSIONED



Distinguished visitors and guests attend the historical decommissioning ceremony of the aircraft carrier **USS John F. Kennedy (CV 67)** March 23rd. Kennedy served its country with more than 38 years of service and 18 official deployments.

SHIPYARD NEWS

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STX Shipbuilding targets US\$3 bln sales in 2012 at Chinese shipyard

South Korea's STX Shipbuilding Co., the world's seventh-largest shipbuilder, said Sunday that its shipyard to be built here will post US\$3 billion in sales in 2012, similar to that of its shipyard in Jinhae, South Korea.

During a ground-breaking ceremony for the shipyard, Kang Duck-soo, chairman of STX Group, said its \$500 million project to build the first South Korean-owned shipyard in China by the end of 2008 will help the company emerge as a global shipbuilder.

Aker Yards wins cruise vessel order from MSC Cruises worth 410 mln eur

Aker Yards ASA said it has won a contract from Mediterranean Shipping Company SA unit MSC Cruises to build a fourth MSC Musica Class Cruise ship, in a deal worth 410 mln eur. The Norwegian shipbuilder said the 'MSC Magnifica' will be built at its yard at Saint-Nazaire in France, with delivery scheduled for 2010.

The latest order from MSC follows three previous ones - '**Musica**', '**Orchestra**', and '**Poesia**'. Aker Yards said it is currently completing the construction of Orchestra, and delivery is expected to take place in May. The Norwegian shipbuilder added that its 'Cruise & Ferries' order-book now stands at 21 vessels, ten of which are cruise vessels - the firm's most profitable business.

Yantai Raffles Shipyard to build rock-placing bulker

Yantai Raffles Shipyard Limited has been awarded a contract to build a bulk carrier with rock-placing capabilities for Dutch dredging, offshore and marine construction company Van Oord.

The contract is worth approximately US\$78 million.

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The flexible fall pipe bulk carrier will measure 175 m long, with a 26 m beam and an operating draft of 10.67 m. It will have accommodations for up to 52 persons and will be built to the standards of ABS and Bureau Veritas.

It has been designed as a bulk carrier that can alternatively be operated as a DP flexible fall pipe vessel to carry out sub sea rock installation works. These include the stabilization, protection and covering of cables, pipes and flow lines, free span correction, upheaval buckling prevention and filling up holes around platforms, structures and rigs. Other operations include seabed preparation prior to pipe laying, construction of underwater berms, thermal insulation of offshore oil pipelines, protection against anchors and fishing operations and ballasting of platforms, structures and loading buoys.

As one of the largest of its kind in the world, the vessel will register a deadweight of approx. 30,000 tonnes and have a loading capacity of approximately 28,000 tonnes.

The fall pipe will be 1.1 m in diameter and can be operated with a maximum working depth of about 2,000 m.

Rock placement will be carried out through a central moon pool via a Van Oord patented flexible fall pipe system.

At the lower end of the fall pipe system a powerful cylindrical shaped Remotely Operated Vehicle ("ROV") is attached. This ROV, will be equipped with state-of-the-art survey equipment such as subsurface positioning, sonar sensors, cameras and monitoring equipment, which will allow highly accurate placing of rock material.

Upon completion in the fourth quarter 2008, the vessel will start its operations in European waters, but will be suitable for worldwide operations.

Yantai Raffles Chairman Brian Chang said "Having been awarded this contract has proved to be yet another milestone for YRS. As the offshore business continues to ride on an upswing, we will open up more of our capabilities and take on an even larger market share. We thank Van Oord for the trust and confidence that they have in us and we hope to maintain a long working relationship."

Listed on the Oslo OTC Stock Exchange in Norway with its headquarters in Singapore, Yantai Raffles Shipyard operates a 72-hectare shipyard in Yantai, Shandong, China. Facilities include a large gantry crane with a lifting capacity of 20,000 metric tons due for completion in mid-2007.

Another Axe Bow crew supplier delivered

Another Damen-designed 'Axe Bow' fast crew supplier vessel has been delivered.



Silni (which translates as 'Mighty' in Croatian) successfully completed sea trials earlier this year. Said Damen: "Although severe weather at the time caused many problems at sea and on land it was the ultimate conditions in which to test and prove the excellent seakeeping capabilities of this new **Damen Fast Crew Supplier (FCS) 3507.**"

Photo : Michel Kodde ©

Damen has already delivered three Sea Axe Fast Crew Suppliers and has three more under construction,

ranging from the 33m aluminium FCS 3307 to the 50m steel hulled FCS 5009. **Silni** has now been handed over owner

Brodospas of Split, Croatia, and will work servicing various production platforms in the Adriatic.

50 LET POBEDY FINALLY DELIVERED

SSG-TALLINN. On March 23 Baltiysky Zavod finally delivered the nuclear-powered icebreaker **50 Let Pobedy** to its operator Murmansk Shipping Company. The nuclear reactor was started for the first time in November and then again during the sea trials in February this year. Already in 1989, work begun on the icebreaker and she was launched in 1993. **50 Let Pobedy** was called the **Ural** until 1995 when she got her new name, which means 50 years after the victory. **50 Let Pobedy** is the eighth nuclear-powered icebreaker built by Baltiysky Zavod. She is the largest icebreaker, 159 metres long, 30 metres wide and with a displacement of 25,000 tonnes. She can do 18 knots and has a crew of 138. According to plan, she will assist vessels in the north already this spring, but due to low water, she cannot yet reach Murmansk. Supposedly **50 Let Pobedy** can do three knots in 2.8 metres of ice.

SMIT EUROPE READY TO BE LAUNCHED



Above seen the latest photo of the **Smit Europe**. Prepared for the transport of the tug to the waterside. As you can see the tug has a temporarily name **Bagazici 1**. The name was painted on in view of the Turkish law.

Photo : Hans van der Ster ©

ROUTE, PORTS & SERVICES

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Upgrade for Asia South Africa service

Kawasaki Kisen Kaisha, Ltd. ('K' Line), MISC and PIL will be upgrading their current Asia South Africa Service effective late April 2007. The upgrading will involve deployment of larger vessels with extended port coverage to include China, Taiwan, Hong Kong and Sri Lanka in its revised rotation.

The newly-upgraded Asia South Africa Service will have 7 containerships of 3300 - 3800TEU capacity, with 'K' Line and MISC each contributing 3 vessels and PIL one vessel.

New port rotation will be: Shanghai – Ningbo – Kaohsiung - Shekou - Hong Kong – Singapore – Port Kelang – Colombo - Durban – Cape Town – Colombo - Port Kelang – Singapore - Hong Kong – Shanghai.

The newly-upgraded service will make round-trip voyages in total of 49 days and is expected to commence around end of April with full deployment of the up-sized vessels to be completed around June.

By extending the current service to the North Asia region, customers will benefit from the wider market coverage and fast transit time. Having a Colombo call on both eastbound and westbound legs gives it the unique distinction of being the only service of its kind which is intended to connect the high growth markets in the Indian Sub-Continent as well as those of the Middle East.

The larger capacity containerships with significantly increased number of reefer plugs will comfortably meet the growing demand for space in this continually expanding eastbound trade.

This service upgrading further confirms the partners' commitment to meet their customers' needs as well as providing a reliable platform for future growth being anticipated for South African exporters and importers.

India's Varun to order 11 new ships from S Korea

India's Varun Shipping Co Ltd is expected to order 11 new ships from South Korean shipyards after April 1, with a fleet expansion budget of US\$600 million, a company official said late on Sunday.

'The Indian financial starts from April 1. We will place our orders for new ships right after April 1,' Capt Mohit Brij Malhotra, the company's senior general manager of safety and quality, told Reuters on the sidelines of the Intertanko Houston Tanker Event. Capt Malhotra did not specify any South Korean shipyards.

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Varun will order a total of six product tankers and Aframax crude carriers, two liquefied petroleum gas carriers, two offshore supply vessels and one oil rig, he said.

The company is also expecting delivery of a Very Large Crude Carrier soon, Capt Malhotra said.

Varun currently owns 12 liquefied petroleum gas carriers, one product tanker, three crude tankers and three offshore supply vessels. 'Varun is the fastest growing shipping company in India,' he said.

'We are still going to go ahead with the ship orders even though tanker asset values are high right now,' he added.

Varun is opting for South Korean yards over Chinese shipyards, partly due to more suitable ship designs and quality requirements, Capt Malhotra said.

In January, the company reported a 25 per cent fall in net profit for the third quarter ended December due to lower freight rates and sale of two vessels.

The company reported a net profit of 396.29 million rupees (\$14 million) in the October-December quarter compared with 527.20 million rupees a year ago.

Varun's managing director Yudhishtir Khatau said that the company was adversely affected by generally warm weather in the northern hemisphere, which had led to lesser demand for gas in the last quarter of 2006.

Varun Shipping sold two vessels during the third quarter and had lesser number of vessels in its fleet compared to the year-ago quarter, he said.

Last year, the company said it would invest 20 billion rupees to expand its fleet of tankers, gas carriers and offshore vessels.



RCCL orders second Genesis ship

Royal Caribbean Cruises Ltd. has exercised its option to build a second ship in its "Genesis Project".

Destined to become the 24th ship in the Royal Caribbean International fleet, the 5,400-guest, 220,000-gross-registered-ton ship is on order at Aker Yards in Finland, with delivery projected for August, 2010.

Royal Caribbean estimates the all-in cost of the ship will be approximately \$260,000 per berth. Aker Yards says the contract price is approximately EUR 900 million (about \$1.2 billion). The contract is subject to final confirmation of buyers financing.

"Genesis is a big challenge for us, when it comes to size and complexity in the numerous technical innovations. But we are well prepared and enthusiastic when taking on this challenge", says Yrjo Julin, President of Aker Yards, Cruise & Ferries.

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Royal Caribbean's "**Liberty of the Seas**" is scheduled to leave Aker Yards in a few weeks. It is the second in the series of the world's (for the time being) largest Freedom-class cruise vessels. Genesis will be 43 per cent larger, with a length of 360 m width of 47 m and accommodating **8,400 passengers and crew**.

Aker Yards' business area Cruise & Ferries now has in the orderbook 22 vessels, 11 of which are cruise vessels.

Bourbon orders GPA Methanol PSV's

Guido Perla, Chairman of Guido Perla & Associates, Inc., Seattle, reports that Bourbon Offshore has placed an order for four GPA 670 MKII Methanol PSV's.



This will take the GPA designed fleet ordered by Paris-based Bourbon to 96 vessels--including 54 GPA 254 AHTS, 24 GPA 654 PSV and four GPA 670 ROV vessels. All have been ordered within the last year.

The 70-meter GPA 670 MKII Methanol platform support vessels, currently under construction at Zhejiang Shipyard in China, will be equipped with two Z-Drive, open-water propeller units, as well as two tunnel bow thrusters. The use of environmentally friendly diesel-electric propulsion results in excellent fuel efficiency, as well as lower operating cost for the owner.

The GPA 670 MKII will primarily be engaged in the transport of stores, materials and equipment to offshore installations in tropical areas and differs from other platform support vessels mainly by its ability to carry approximately 170 cubic meters of methanol in specially designed tanks located in the aft end of the vessel. The DP2- and FFV1-certified vessel, which can accommodate 23 crewmembers, also provides the capability to carry 255 cubic meters of bulk material, as well as 1083 cubic meters of liquid products.

Delivery for the first GPA 670 MKII Methanol is expected at the end of May 2008 with the last due in December 2008, increasing the number of GPA 670 PSVs Bourbon owns to 18.

U.S. backer for Hartmann AHTS orders

A newly formed U.S. company, Suresh Maritime, is in a financing cooperation with Germany's Hartmann Logistik GmbH to add eight multipurpose AHTS's to the two already on order by Hartmann at Fincantieri.

A total of ten ships will now be built for delivery between end 2008 and the first half of 2010, with an option for another two vessels. As Fincantieri is already building two similar vessels for an Italian owner this means that 12 ships of this type have been ordered from Fincantieri within the past year.

Dr. Niels Hartmann, Managing Director of Hartmann Logistik, said: "We are pleased to continue working with Fincantieri with a view to building a fleet of cutting-edge ships. The vessels have been ordered by the Hartmann Group in a financing joint venture with Suresh Maritime. Suresh Maritime is a newly formed U.S. shipping and financing company, led by Siva Suresh, which is focusing on deploying U.S.-based capital in very select niche markets, such as the offshore sector"

Hartmann Logistik is confident that the vessels will prove to be highly flexible in service.

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They are of the "Moss 424" design developed by the Saipem Group company Moss Maritime, though Fincantieri says the basic Moss 424 design has been "considerably upgraded in various aspects."

The vessels will be 76.50 m long by 17.50 m wide with a draft of 6.85 m and a deadweight of over 3,000 tonnes.

Powered by four diesel engines developing 12,000 kW, the ships will be capable of reaching a maximum speed of 16.3 knots and will have a bollard pull of more than 190 tons.

The vessels will be able to work in any field of offshore operations and will carry out support activities for oil platforms, such as anchor handling and positioning, deep-sea towing, anti-pollution operations and fire-fighting (FiFi 2) class equipment), transport of dry-bulk and liquid cargo.

The ships will be equipped with a 450-ton pull winch system.

They will have a 600 sq.m dedicated area for cargo on deck and will be able to carry dry bulk and liquid cargo needed by offshore platforms during exploration and production activities.

Giuseppe Bono, Chief Executive Officer of Fincantieri commented: "In strengthening our relations with the Hartmann group we have decided to diversify our array of products and take up the opportunities offered in the highly dynamic offshore industry where, thanks to the wealth of experience the company has built up in a range of vessel types, we can provide multipurpose, highly specialized ships within a short time frame."

SAMSKIP MOVES INTO JAPAN

Samskip Reefer Logistics has signed a "vital" agency agreement that will move the company into the Japanese market for the first time. Samskip has appointed Interocean Shipping Corporation, a Tokyo-based agency organisation, to represent the company. Japan is one of the world's most vital and demanding perishables and frozen fish markets.

The agreement is the next in a string of deals which has seen the Icelandic company open branch offices in Qingdao and Dalian, Pusan and Seoul, and Ho Chi Minh City. Interocean CEO Mr Kitamura said: "We are pleased to be part of the Samskip agency network. In the past, Interocean has cultivated longterm relationships with dominant Japanese importers and exporters, especially in the frozen seafood industry but also in other refrigerated commodity sectors such as meat, fruit and vegetables."

"When it comes to imports of frozen seafood, Japan has had long relationships with Norway, Iceland, the Faroe Islands and the Netherlands. Since Samskip is so strong in these markets, this agreement is very important for Interocean."

"Besides focusing on forwarding reefer containers ex Europe to the Far East and Japan, this agreement also creates opportunities for intra-Asian business. Once produce is processed at fish factories in Asia and is ready for dispatch, Interocean Shipping Corporation will co-ordinate the transport with Samskip Reefer Logistics for final delivery inside Asia or for export to Europe or the US."

Samskip now controls coldstores in IJmuiden and Rotterdam in the Netherlands, Ålesund in Norway, Kollafjørður in the Faroe Islands and Reykjavík in Iceland as well as in Bayside in Canada.

COSCO PROFITS SLIDE

China's Cosco group has seen its second half profits fall 61% on the back of high fuel costs and a weak container market. Net income fell from 2.68bn yuan to 1.05bn (US\$136m). Cosco's container division saw fuel prices rise 19% but has been unable to increase rates due to high capacity in the market.

CMB Announced Results of 2006

During its meeting of 28 March 2007, CMB's board of directors discussed the final annual accounts as per 31 December 2006, reports the press-service of the company. In 2006 turnover totaled 424, 269 thousand euro. It is less than in 2005 (427,083 thousand euro). EBITDA - 196.971 thousand euro (2005 - 216.142 thousand euro), EBIT - 164.557 thousand euro (2005 - 182.028 thousand euro).

Accounts result for the period is 134.381 thousand euro (against 154.712 thousand euro in 2005). Taking into account the already announced sale of the vessels ("**Mineral Shanghai**", "**Mineral Poterne**" and "**SWS 1051**") and the strengthening of the markets for the transport dry bulk, it is expected that the results for 2007 will surpass those of 2006. Bomir has already covered more than 85% of its fleet for 2007 at rewarding levels.

Compagnie Maritime Belge (CMB) is a maritime group with its registered offices in Antwerp. The CMB Group's main activities are all directly or indirectly related to the shipping industry, i.e. transport of dry cargo and related financial activities.

PETER WESSEL OUT FOR A MONTH

SSG-TONSBERG. Norwegian passenger/car ferry operator Color Line's **Peter Wessel** will be out of service on the Larvik to Hirtshals route until April 23rd due to repairs of damage from a fire on board on Thursday 22 March. The fire started in the main switch board. Passengers who have booked on the **Peter Wessel** are now being offered alternative travel from Kristiansand to Hirtshals, Oslo to Fredrikshavn or Sandefjord to Stromstad

HEMPEL SOLD MORE PAINT THAN EVER BEFORE

SSG-RINGKOBING. The Hempel group had a very good 2006, with record sales of paint. 244 million litres were sold compared with 225 million litres in 2005. This resulted in a record high turnover of EUR 779.7 million, up 19 per cent. The operating profit was EUR 60.7 million and the net profit EUR 37 million. The marine segment increased 12 per cent, while the industrial paint grew some 30 per cent. The growth rate is, however, threatened by the much higher prices of copper, zinc and crude oil, which in the long term could eat into profits

MOVEMENTS

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The **L.STAR** seen in Shanghai – Photo : Tim Lodder ©

AIRCRAFT / AIRPORT NEWS

SAR helikopter voert medische evacuatie uit

Zondag 1 april is om 21.06 uur een Lynx helikopter opgestegen van Marinevliegkamp De Kooy om een medische evacuatie uit te voeren. Het Kustwachtcentrum maakte SAR-alarm voor een man die zwaar gewond was na een val van 17 meter en mogelijk gevaarlijke stoffen had ingeademd. De gewonde bevond zich aan boord van de **Maersk Nordenham** in Nederlandse wateren, 180 mijl zuidwest van Marinevliegkamp De Kooy.



Foto : Sjaak Klaassen ©

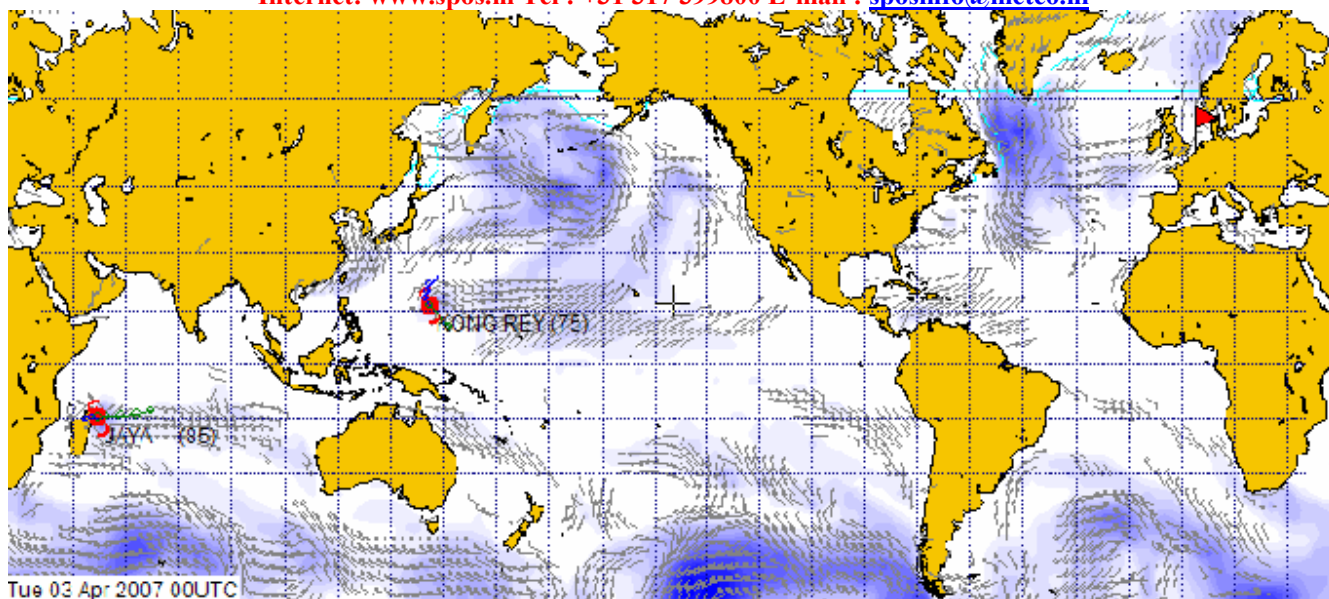
Nadat de helikopter bij het betrokken schip was aangekomen, zijn de reddingswerker en de vliegerarts aan boord gezet. De helikopter bleef in de buurt van het schip. Het enige wat de vliegerarts nog kon doen was de dood van de man constateren. De helikopterbemanning is vervolgens weer teruggekeerd naar Den Helder.

MARINE WEATHER

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

.... PHOTO OF THE DAY

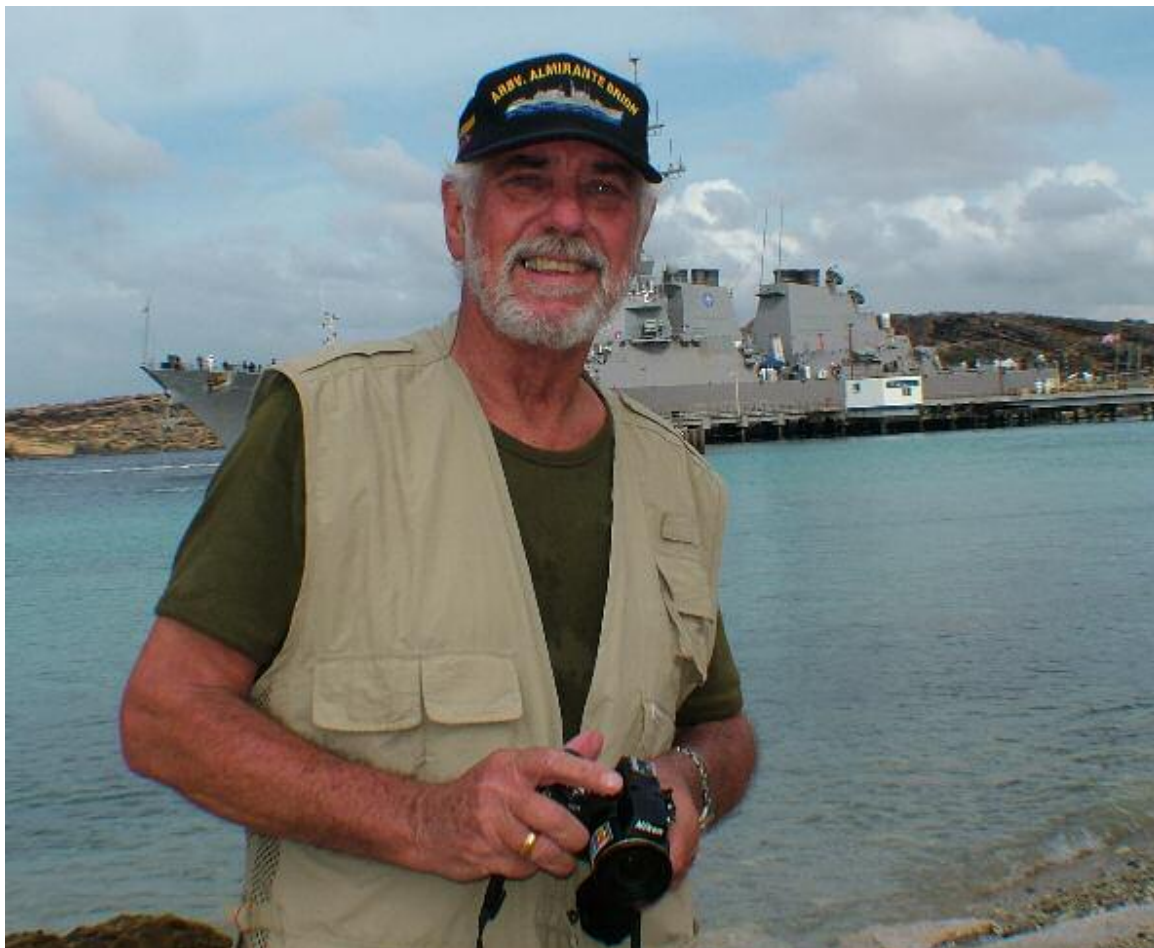


The gracious ZTUG **SMIT AMANDLA** seen leaving her homeport Cape Town for her next assignment.
Photo : Glenn Kasner ©

.....WHO IS WHO.....

In this section the contributors to the **SHIPPINGNEWS CLIPPINGS** will be introduced to the readers

*** KEES BUSTRAAN ***



News clippings reporter from Curacao **KEES BUSTRAAN** is fully recovered from his operation and is back in full swing again, as can be seen at the above photo, **Kees** in front of the just arrived **USS MAHAN** in Willemstad Curacao
Photo : Els Kroon ©

Thanks Kees for sending the beautiful pictures and other information from the always sunny Caribbean island of Curacao !!!

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