

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 088



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The ZUIDERDAM seen departing from St.Thomas

Photo : Bauke Lijklema ©

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EVENTS, INCIDENTS & OPERATIONS



Tidewater's **ALDEN J. LABORDE** seen with the semi-submersible rig **ATWOOD HUNTER** off Marsaxlokk Harbour(Malta). - **Photo : Lawrence Dalli ©**

Anchor Watch

The Singapore Authorities have reacted to the recent contact between two vessels at anchor. One vessel dragged its anchor and investigations revealed that the master of one of the vessels had not ordered a navigational watch to be maintained despite the fact that there were other vessels anchored in close proximity.

As a result Masters and persons-in-charge of vessels are reminded to comply with the Seafarers' Training, Certification and Watch Keeping (STCW) Code Chapter VIII Section A-VIII/2.

Owners Running Scared

Ship operators in the UAE engaged in shipping cargo to Somalia has called on their fleet of ships to sail to neutral waters and return to their ports of origin after pirates reportedly hijacked two UAE ships, this month.

At least two UAE ships have reportedly been attacked and taken captive by gunmen in the Somalian waters since Sunday evening, according to a maritime monitoring body.

This decision by ship operators in the UAE has come after UAE-registered cargo vessels **MV Nishan** and **MV Nimatullah** were hijacked near the Somalian port of Mogadishu.

MV Nishan was reportedly hijacked the day before yesterday while **MV Nimatullah** and its 800-tonne cargo was seized by armed men after a gunbattle on April 1. The pirates initially demanded a \$ 50,000 ransom for the release of the 14-member all-Indian crew and cargo.

Ajay Bhatia, a prominent Dubai-based shipping operator, has instructed his Mogadishu-bound cargo vessels to return to Ajman port in the UAE.

Bhatia owns the **MV Veesham 1**, the cargo vessel hijacked by a small band of Somali pirates in October last year. Bhatia expressed apprehension over the spate of reported hijacking incidents in the last few days.

"Business in Somalia has been affected again. The situation is very bad," he said, calling for international attention to the poor maritime security in the African region. Two of Bhatia's ships are expected to return to the UAE in a few days.

Another Dubai-based shipoperator, Abdi Hassan of Mogadishu Shipping, said recalling his Somalia-bound ships will result in marginal losses to company. "But it is better to be safe than sorry," he said.

About 90 per cent of merchant vessels entering Somali an waters are from the UAE, according to Andrew Mwangura, head of the Kenyan chapter of the Seafarers Assistance Programme.

UAE is home to Dubai-based Somalian businessmen engaged in exporting goods to East Africa. The Dubai Somali Business Council has said UAE-flagged vessels have seen the most alarming rate of maritime hijacking in the last three years.

Last year, there were three reported cases of hijacking of UAE-flagged vessels in the pirate-infested waters of the Horn of Africa. The International Maritime Bureau based London has also termed the area pirated-infested.

The recent hijackings come after the transitional government took control of Somalia. A United Nations-owned vessel **MV Rozen**, transporting food aid in the region, is also in the custody of pirates after it was hijacked earlier this year.

According to Somali traders, the pirates are taking advantage of the political unrest in the country since the transitional government is weak. Both ship operators and businessmen have called on international forces to monitor the security threat.



Louis ship sinks, 2 people missing



Two passengers were reported missing after **Sea Diamond** sank, 15 hours after grounding near the Greek island of Santorini. Louis Hellenic Cruises said efforts are being made to locate two members of a French tour leader's group who have not been in contact with him. The missing passengers are a 45-year-old man and his 16-year-old daughter. The man's wife and son are safe, a Louis spokesman told Seatrade Insider. 'They obviously got separated somewhere,' he said. Yesterday, all passengers and crew were reported safely evacuated while the ship was listing and taking on water. After the rescue operation was completed, Louis said the

vessel was stabilized. Two groups of passengers evacuated from **Sea Diamond** have arrived in Piraeus on the **Aegean II** and **Perla**. Some passengers remain on Santorini and have checked into hotels and others have chosen to make their own way back to the mainland, the Louis spokesman said. The total number of evacuees who have reached Piraeus is unknown at this time. It is also too early to know the size of the gash in **Sea Diamond's** hull caused by the grounding on the vessel's approach to its anchorage at 4 p.m. yesterday. The Greek Ministry of Merchant Marine will lead the investigation into the grounding and sinking.



Divers search for 2 missing after Greek cruise ship sinks in Mediterranean



A Greek cruise ship that struck a volcanic reef and forced the evacuation of hundreds of tourists sank, 15 hours after it began taking on water off the coast of a Mediterranean island. Navy divers searched around the sunken wreckage for a Frenchman and his daughter -- the only two passengers still missing.

Passengers on Thursday climbed down rope ladders to coast guard boats below in a three-hour rescue that involved Greece's military, commercial ships and local fishermen from the island of Santorini. Those on board were mostly American, and also included groups from Canada and Spain.

Authorities said two French passengers -- Jean-Christophe Allain, 45, and his 16-year-old daughter, Maud -- had still not been accounted for. Tourism Minister Fanny Palli Petralia said she had spoken with the missing passenger's wife.

"The lady said her cabin filled with water when the ship struck rocks and that she narrowly escaped," Petralia said. "She was not sure whether her husband and daughter made it out because things happened so suddenly ... in a few seconds. Her other child was up on deck and was evacuated safely."

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The **Sea Diamond** struck rocks in the sea-filled crater formed by a volcanic eruption 3,500 years ago. Tourists gathered on cliff-top towns and villages to watch the rescue.

"We realized there was a serious problem ... We exited our cabin and it was tough to be able to walk out of the ship. A lot of people were very emotional over it, upset, very frightened," said Stephen Johnson, a Canadian passenger.

The ship's operator, Louis Cruise Lines, insisted the 21-year-old vessel had been well maintained. "The vessel maintained the highest level of safety standards and was equipped with the latest navigation systems," spokesman Giorgos Stathopoulos said.

Investigators were questioning the captain and three officers about Thursday's crash into rocks, which are marked with warning lights and clearly indicated on navigation charts.

An Australian passenger, Katie Sumner, said the early stages of the rescue were chaotic. "We heard a big shudder and then the whole boat started to tilt," Sumner said.

"All of our glasses were sliding everywhere and our warning that the ship was sinking was some of the staff running down the corridor screaming out 'life jackets' and banging on doors, so we got no time to, sort of, get ready or anything, we just left as we were."



The Merchant Marine Ministry said 1,195 passengers and 391 crew members were on board.

"Whoever is responsible for this will be held accountable in the strictest way," Petralia said. "Greece is a major tourism destination and incidents like this must not be allowed to occur. ... Authorities handled the rescue very well."

Lizbeth Mata, 15, was on the Aegean Sea cruise with her family and said some crew members left before the passengers. She waited at Athens Airport with her parents and brother, hoping to board a flight to Paris.

"The crew members were more scared that we were," said Mata, still wrapped in a blue blanket given to her after the rescue. "They were yelling and screaming -- didn't know what to do." The 469-foot **Sea Diamond** was built in 1986 and refurbished in 1999.

Cruise Liner Accidents Since 1980

A look at cruise liner accidents since 1980.

- **Dec. 17, 2000:** The **Sea Breeze I** sinks following engine failure 200 miles east of Cape Charles, Va. No passengers are aboard the ship, which is sailing from Halifax, Nova Scotia to Charleston, S.C. All 34 crew members are saved.
- **Aug. 4, 1991:** Luxury Greek liner **Oceanos** sinks off the coast of South Africa when the engine room floods. The 571 people on board are rescued. The ship's crew had failed to replace ventilation pipes it removed during repairs.
- **Aug. 31, 1986:** The **Admiral Nakimov**, a Soviet cruise ship carrying 1,234 passengers to a holiday resort, collides with a cargo vessel twice its size and sinks into the Black Sea eight miles off the port of Novorossysk. Seventy-nine people are killed, 836 are rescued and 319 people are never found.
- **Feb. 16, 1986:** The Soviet cruise ship **Mikhail Lermontov** sinks in 100 feet of water off the northern tip of New Zealand's South Island after hitting a reef. One of the 330 crew members dies, but the rest of the crew and all 409 passengers, mainly elderly Australians, are evacuated.
- **Sept. 11, 1982:** A 152-foot cruise liner, the **Majestic Explorer**, got stuck on a shoal in Frederick Sound off southeastern Alaska. One woman dies and two are injured during the rescue. The remaining 77 passengers and 21 crew are safely evacuated.
- **Oct. 4, 1980:** The luxury liner **Prinsendam**, a Holland America Line ship carrying 319 passengers and 203 crew members, catches fire during a violent storm. All passengers and crew are successfully evacuated.

ZOEKTOCHT OPVARENDEN GESTAAKT

De Griekse politie heeft de zoektocht naar twee Franse opvarenden van een cruiseschip dat gisteren bij het eiland Santorini tegen de grond liep gestaakt. De toeristen, een vader en zijn tienerdochter, zijn door de vrouw en zoon van de man als vermist opgegeven.

De twee vermiste Fransen bevonden zich naar verluidt benedendeks toen het schip bij het eiland tegen de rotsbodem botste. Het vaartuig zonk vrijdagochtend naar de zeebodem. De autoriteiten vrezen dat de twee zijn verdronken.

Het schip, de **Sea Diamond**, helde donderdag na het incident gevaarlijk over en hulpdiensten stelden alles in het werk om de 1600 passagiers en opvarenden van boord te halen. De autoriteiten lieten eerder weten dat dat was gelukt.

BERLIN EXPOSITIE GEOPEND

Door : Frank Haalmeijer ©

Afgelopen woensdag 4 april is de tentoonstelling over het "**HET BERLIN DRAMA**" geopend in het Maritiem Museum Rotterdam. De opening werd verricht door Prof. Mr. Pieter van Vollenhoven, in aanwezigheid van vele hoogwaardigheidsbekleders, waaronder ook burgemeester Opstelten van Rotterdam.

De opening, waarbij alleen genodigden bij aanwezig waren, werd muzikaal opgeluisterd door solo zangeres Karin van Arkel, die schitterende aria's zong uit de werken van Lohengrin en Van Beethoven. Hierna werd door de heer Van Vollenhoven een passende speech gehouden, waarbij hij nog eens aanstipte, dat o.a. deze ramp in 1907 een van aanleidingen was om een onderzoek te doen door de regering naar de toestand van ons reddingwezen. Hiervoor werd een commissie in het leven geroepen, dat een verslag deed rechtstreeks aan het Staatshoofd.

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Dit verslag van de commissie, een prachtig boekwerk in cassette, lag in het Koninklijk Huis Archief en werd door de heer Van Vollenhoven in bruikleen aan het Maritiem Museum overgedragen.

Mede door dit onderzoek en daarbij de ramp met de veerboot **BERLIN** op 21 februari 1907 was de aanleiding tot het oprichten van een onafhankelijk college, de Raad voor Scheepvaart, opgericht in 1909. Deze Raad moest onderzoek gaan doen naar scheepsrampen met het doel daar lering uit te trekken.

Als echtgenoot van de Beschermvrouwe der Koopvaardij, H.K.H. Prinses Margriet en thans voorzitter van de nieuwe Raad voor de Veiligheid, waarin de Raad voor Scheepvaart is opgegaan, is hij de juiste persoon om deze tentoonstelling over een van de meest indrukwekkende rampen op de Nederlandse kust, te openen.

Na de opening kon de tentoonstelling bezocht worden door de genodigden.

Als je aan het begin van de tentoonstelling met het geluid en de unieke filmfragmenten van deze ramp erbij, wordt je meegenomen in die tijd. Je kan in de salon zitten en het gekraak van het schip en gehuil van de wind beleven en de gesprekken, die mogelijk daar geweest zijn tijdens de oversteek naar Hoek van Holland, aanhoren.

De namen van de omgekomen passagiers en bemanning kunnen gelezen worden naast een mooie maquette van de pier. De tentoonstelling is een terugplaatsing in de tijd.

Een knap staaltje werk van de maker Wouter Heijveld, conservator van het museum. Proficiat!

Het is de moeite waard om deze tentoonstelling te bezoeken.
De tentoonstelling "Het Berlin Drama" in het Maritiem Museum Rotterdam is te zien tot en met 2 maart 2008.

FIGHTER WORDT TOCH NIET BEHOUDEN

De sleepboot FIGHTER wordt niet meer behouden als museumschip.

Mede dankzij de negatieve bemoeizucht van derden en de openbare discussies die er de afgelopen weken zijn gevoerd is besloten om het plan te laten varen.

Rest wel een groot woord van dank aan diegenen die zich positief hebben opgesteld, ook alle reeds aangemelde vrijwilligers, donateurs en sponsors.

Model windjammer 'Stadsraad Lehmkuhl' in ere hersteld

GROOT MODEL WEER "IN GEBRUIK" GENOMEN

Op 5 april is het scheepsmodel van de **Statsraad Lehmkuhl** weer 'in gebruik' genomen.

Het model stond sinds 1953 op een prominente plek in de zeevaartschool aan het Ankerpark te Den Helder. Eind jaren negentig heeft het een aantal jaren in Fort Kijkduin gestaan.

Het ondertussen 50 jaar oude model diende gerestaureerd te worden. De Maritieme Academie van ROC Kop van Noord-Holland heeft hiervoor ruimte en middelen vrijgemaakt. De heer Siem Meijn heeft vol overgave de restauratiewerkzaamheden gedurende tweeënehalf jaar verricht.

Het bijna 4 meter lange model staat nu te pronken in het Technisch Onderwijs Centrum aan de Sportlaan te Den Helder waar ook de Maritieme Academie is gevestigd.



Foto : via Frans Schepers

Een stuk oude glorie uit het vervallen gebouw aan het Ankerpark is bewaard gebleven!

De echte **Statsraad Lehmkuhl** is overigens een van oudste, nog varende driemastbarken ter wereld. Vandaag de dag bevaart ze nog steeds de zee en eindigt bij de Tall Ships Races meestal bij de eerste drie. Ook tijdens Sail 2008 zal de **Statsraad Lehmkuhl** de haven van Den Helder aandoen.

Brandweer haalt patient van schip in werf

De brandweer van Terneuzen heeft vrijdagochtend een hoogwerker en een tankautospuut ingezet om een onwel geworden man van het schip de '**Normid Gemlik**' te halen.

De bemanning van de ambulance 19136 had de hulp van de brandweer ingeroepen omdat het niet mogelijk was om de man van het 95 meter lange cargoschip te halen. Het vaartuig lag in het droogdok van scheepswerf De Schroef in Sluiskil. Na twee uur was de klus geklaard en kon de patiënt per ambulance naar een ziekenhuis worden gebracht.

CASUALTY REPORTING

Unfall bei Sicherheitsübung auf MS »Astoria«

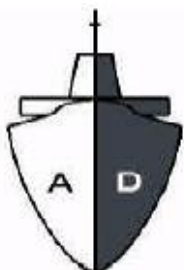


Während einer Sicherheitsübung der Besatzung auf dem Kreuzfahrtschiff **MS Astoria** ist es am Donnerstagmorgen zu einem Unfall im Hafen Kerkyra/Korfu gekommen: Ein Rettungsboot hat sich beim Herablassen ins Wasser aus einer Halterung gelöst. Dabei ist ein Besatzungsmitglied tödlich verunglückt, vier Besatzungsmitglieder wurden leicht verletzt. Weitere Mitglieder der Besatzung oder Passagiere wurden nicht gefährdet, zumal der größte Teil der Reisenden zum Zeitpunkt des Unfalls an Landausflügen teilgenommen hat. Der Unfall war Folge einer regelmäßigen Sicherheitsübung, bei der die Rettung von Passagieren und Besatzung simuliert wird. Diese Übung findet gemäß der internationalen Vorschriften SOLAS (International Convention for the Safety of Life at Sea) wöchentlich statt. Hierfür werden unter anderem Rettungsboote zu Wasser gelassen, die gemäß dieser Vorschriften mit speziell geschulten Mitgliedern der Schiffsbesatzung besetzt sind. Als Folge des Unfalls hat der weltweit tätige Germanische Lloyd (TÜV-Gesellschaft für Schiffe) die **Astoria** in Korfu heute geprüft und einer Weiterfahrt zugestimmt, da die **Astoria** trotz des Vorfalls allen erforderlichen Sicherheitskriterien entspricht.

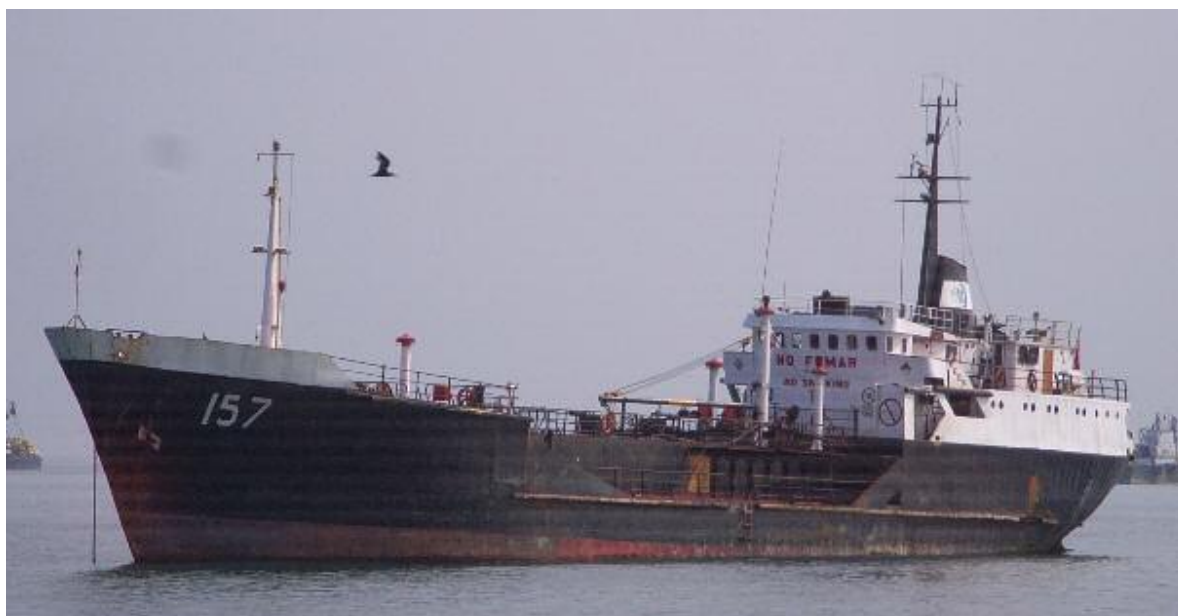
NAVY NEWS

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The Peruvian Navy coastal transport tanker **A 157 SUPE** seen anchored at Callao anchorage, the tanker is built as the **GEVOTANK** in 1965 at the Gerhard Volnes shipyard in Fosnavag (Norway), later renamed in **CRYLA** and **TAXIARCHIS** and purchased by Peru as per 29-08-1995, the **SUPE** is intended for revenue-producing service, delivering parcel cargoes to coastal ports and fueling fishing fleets at sea. Has an ice-strengthened hull. Cargo: 1,200 tons (1,437 m³) liquid in eight tanks. Typed as a *Buque Transporte de Petroleo*.

Photo : Piet Sinke ©

Technical Data A 157 SUPE

D: 1,400 tons (fl) **S:** 10 kts (9 loaded) **Dim:** 66.81 (63.68 pp) × 9.53 × 3.95
A: none **Electronics:** Radar: 2 . . . nav.
M: 1 MaK 6-cyl. diesel; 1 CP prop; 1,100 bhp
Electric: 128 kw tot. (2 × 56-kw, 1 × 16-kw emergency diesel sets; 220 V a.c.)
Range: . . ./. . . **Fuel:** 38 tons **Crew:** 17 tot.

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Fincantieri posts record results

Fincantieri, the Italian state-controlled shipbuilder that has been calling on the government for greater financial support for research and development, today posted a massive 16% rise in pre-tax profit to €115.7M (\$154.6M) compared with €99.8M in 2005. Commercial activity reached record levels last year, with new orders worth €4.1Bn. Together with total value of orders due for delivery, the orderbook at the end of the year stood at €10.2Bn (\$13.6Bn). A company statement noted that investment in R&D, equal to €43.7M, matched 2005 and 2004, which confirmed the emphasis placed by Fincantieri on industrial development and product innovation. The company holds a 40% share of the world cruise ship building market, and is Carnival Corp's preferred builder: at the end of 2006 ship on order for Carnival's brands amounted to 13 (including an option for Holland America Line) with deliveries up to 2011 and a total value of \$7Bn. The ferry construction sector was described as "particularly challenging", with a standstill in fleet renewals, prompting the company to turn to ship repair, offshore and naval construction for development outside the cruise/Carnival dominance. The government is seeking ways to sell up to 49% in Fincantieri, although chief executive Giuseppe Bono has stressed that private equity funds are unlikely to feature among the buyers.

Samsung Builds World's Biggest LNG Tanker

Samsung Heavy Industries Co., the world's second-largest shipyard, will start building the world's biggest liquefied natural gas carrier for an Exxon Mobil Corp. project in Qatar.

Samsung will cut steel for a 266,000 cubic-meter LNG tanker, twice the size of a typical carrier, in Koje island in South Korea tomorrow and deliver the vessel by August 2008.

There are 45 LNG tankers of 200,000 cubic-meter capacity on order at Korean shipyards for Qatari gas projects. These orders include tankers of 209,000 cubic meters in size, known as the Q-flex, and 266,000, or Q-max. Each Q-max carrier costs about \$300 million.

BEAUMAGIC CHRISTENED

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The **BEAUMAGIC** seen moored in Harlingen - Photo : Marius Esman ©

At the DAMEN shipyard in Bergum yardnumber 9366 was christened and named **BEAUMAGIC**, the freighter of the Damen Combi Freighter 3850 type is built for Unisea Shipping B.V. and will be delivered next week, the **BEAUMAGIC** is having the IMO number 9373266 with callsign PHKH.

Original the name for the ship was **BEUMAJOR** but was changed in **BEAUMAGIC**.



Next week the same yard will deliver an other Damen Combi Freighter 3850, named the **HATHOR** which is built under yard number 9368 to Hunze Lloyd B.V. in Midwolda.

Photo : Marius Esman ©

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The Gibraltar flagged **MIRAMAR** was named before [Bingumersand](#) and [Geestborg](#)

Photo : **Bram Plokker** ©

RoK Wants to Build Seaport in Vietnam

The Republic of Korea (RoK)'s Handong E&C met with Ba Ria-Vung Tau Province authorities to discuss building an international seaport in the locality.

The proposed seaport is expected to cover 800 hectares at the Cai Mep-Thi Vai port complex in Tan Thanh district. Park Young Suk, chief representative of Handong E&C in Vietnam, said three RoK companies - Dongbu Express, Halla E&C and Posco E&C - had agreed to join hands with Handong E&C to carry out the project.

A number of banks and the RoK Ministry of Maritime Affairs and Fisheries also agreed to fund and support the project, he said

Hefschip laadt windmolenpalen in Vlissingen

Een bijzonder schip komt tweede paasdag lading aan boord nemen in Vlissingen-Oost. Het gaat om de **Resolution**, die palen voor een windmolenpark bij de Engelse kust komt laden.



Resolution – Foto : Jan van der Klooster – www.scheepvaarthoek.nl

Het schip kan zichzelf met behulp van zes hydraulische poten uit het water verheffen. Zo ontstaat een stabiel platform, waarop eenvoudig lading kan worden overgebracht.

De windmolenpalen worden met een binnenvaartponton vanuit Hoboken in België aangevoerd. De **Resolution** (lengte 130 meter, breedte 38 meter en diepgang 4 meter) komt elf keer naar Vlissingen, steeds om vijf palen en andere materialen aan boord te nemen. Elk bezoek van de **Resolution** zal ongeveer 72 uur duren, waarvan 48 uur worden gebruikt om de vracht te laden.

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Germany to Renovate Kiel Canal

Germany has approved a \$375 mn investment to renovate existing locks of the Kiel Canal and to build a new one, reports DynaLiners. The waterway connects the North Sea with the Baltic, and was last year used by 43 thousand ships carrying a total of a 100 mn tonnes of cargo of all kinds, including containers. Work is to start in 2009 and should be completed by 2014.

NO NOX TAX EXEMPTION FOR CRUISE VESSELS

SSG-TONSBORG. Cruise vessels calling at Norwegian ports will not be exempt from the NOx tax, introduced on 1st January this year, according to the minister of state (statssekretær) at the Ministry of Finance, Geir Axelsen. He said that 40 per cent of Norwegian NOx emissions come from shipping and that the cruise industry had been duly warned in the revised national budget for 2006, nearly one year ahead of implementation. Norwegian NOx emissions have been reduced 7.0 per cent since 1990, but will have to be cut by another 21 per cent if Norway's obligations under the Gothenburg protocol on reductions in air pollution are to be met.

Nieuwe containerterminal Rotterdam start mei 2008

De nieuwe 'Delta Barge Feeder Terminal' (DBF) op de Maasvlakte waaraan het Havenbedrijf Rotterdam en stuwadoor ECT bouwen, moet volgend jaar mei operationeel zijn. De terminal is bedoeld voor binnenvaartschepen en kleine containerschepen.

ECT verwacht in maart 2008 de eerste drie kadekranen te ontvangen. Deze kunnen 2 maanden later operationeel zijn. In deze eerste fase krijgt DBF een capaciteit van 300.000 teu. De eindcapaciteit is het drievoudige en dan zijn de totale investeringskosten opgelopen tot circa 145 miljoen euro. Hiervan is ongeveer een derde besteed aan de kade plus overige basisinfrastructuur.

Team Lines Adds Antwerp to Russian Service

Team Lines has announced that the company will start calling Antwerp, deploying "**Beluga Stimulation**" on its Hamburg - St. Petersburg service. The revised service commences since April 9. The new master schedule based on 14 days set-up is as follows: Antwerp - Hamburg - Bremerhaven - St. Petersburg.

In St. Petersburg Team Lines will operate at Kronshtadt (Moby Dick terminal), in Antwerp at the terminals PSA 869, PSA 913, PSA 1742 and PSA 730.

Rotterdam akkoord met plannen Tweede Maasvlakte

De Rotterdamse gemeenteraad heeft donderdag de voorlopige plannen voor de Tweede Maasvlakte goedgekeurd. De raad nam de Milieueffectrapportage (MER) en het ontwerp voor het bestemmingsplan met een grote meerderheid aan. Nu de voorlopige versie is goedgekeurd, volgt een nieuwe ronde van inspraak en mogelijke protesten.

In de twee documenten staat beschreven hoe het nieuwe havengebied eruit komt te zien en wat de gevolgen voor het milieu zijn. Negatieve gevolgen zijn er wel voor de chemische toestand van het water. Ook zorgt de uitbreiding van de haven voor geluidsoverlast in stiltegebieden, waar bijvoorbeeld vogels broeden.

De bijdrage aan luchtvervuiling is volgens het rapport beperkt. Schermen langs de A15 en de A4 moeten voorkomen dat schadelijke stoffen worden verspreid. De energie komt voor een deel uit windmolens.

De goedkeuring van de plannen door de gemeenteraad is belangrijk, omdat die het bestemmingsplan vaststelt.

STRONG GROWTH FOR TT-LINE

SSG-ABO. In 2006 the number of trucks and trailers carried by TT-Line on the routes Trelleborg-Travemünde and Trelleborg-Rostock increased by close to 11 per cent compared with the previous year, totalling 335,641 units. According to TT-Line the company maintains its market leading position and has increased its market share. During the first three months of 2007 the growth continues strong.

The number of passengers with TT-Line increased by close to 3 per cent, totalling 684,819 in 2006. The most significant growth was recorded on the Trelleborg-Rostock service. It is expected that the passenger volumes will continue to grow in 2007.

WWL WINS CLEAN SEAS AWARD FOR SECOND TIME

SSG-TONSBORG. Wallenius Wilhelmsen Logistics (WWL) has won the Clean Seas Award at the 2007 Lloyd's List Awards for the company's continuous efforts to significantly cut its sulphur dioxide emissions over a five-year period. This is the second time the company has won this award. Lena Blomqvist, Vice President, Environment, said: "This award is important to us because it encapsulates all that we aspire to - a cleaner logistics environment where eco-friendly ships sail the seas. Our owners, Wallenius Lines of Sweden and Wilh. Wilhelmsen of Norway, have a high environmental focus and the investments they have made in our company have been instrumental in enabling us to achieve our environmental goals to aspire to a greener future for our children and children's children." Other measures taken by the company, with the help of its owners, include trialling the first commercially viable ballast water treatment system, called PureBallast, designed to prevent micro organisms being transplanted from one region to another. In addition, Wallenius Wilhelmsen Logistics has altered main engine fuel combustion to minimise emissions; is using tin-free bottom paints on hulls; double hulls; has changed cooling agents in refrigeration plants; has implemented biodegradable oil in the stern tubes; has found more environmentally friendly ways of putting out fires; has installed bilge water treatment systems achieving content of 5 parts per million (ppm); and employed biocide-free antifoulants.

MOVEMENTS

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The **SVITZER MARKEN** arrived with the **A 836 AMSTERDAM** from Den Helder Naval base at the Damen Shiprepair facility in Schiedam

Photo : Bert Bot ©



The cement carrier **SIMON B** (ex Paula) seen near Dordrecht (The Netherlands)

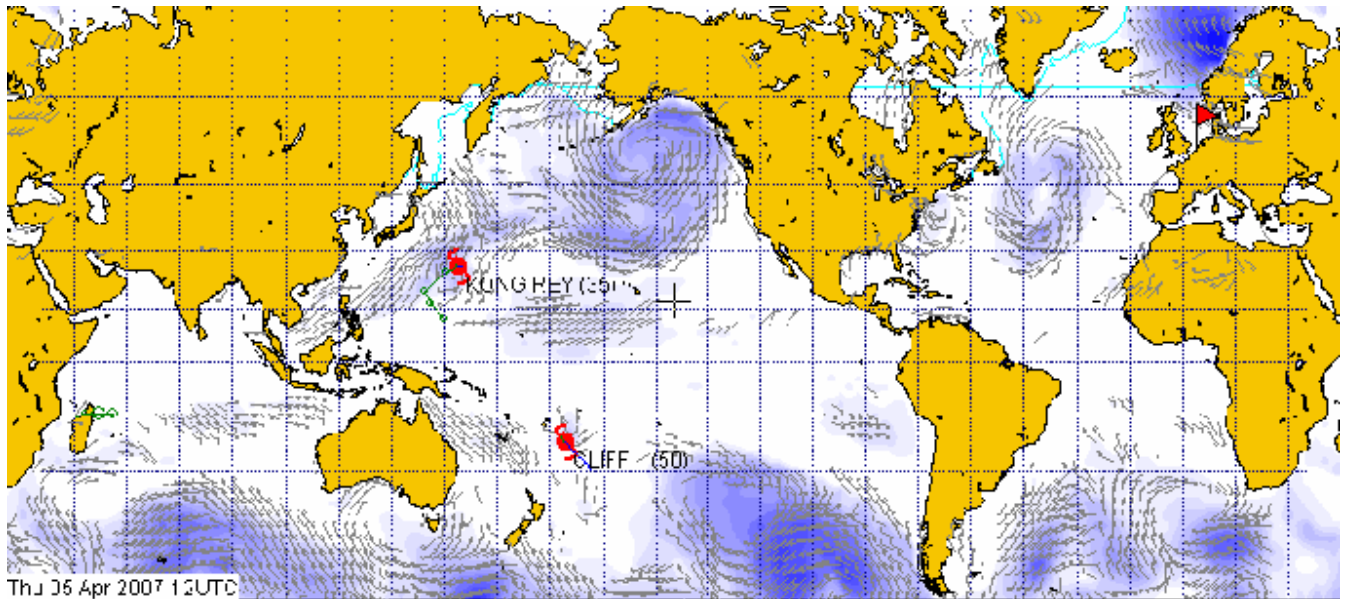
Photo : Bram Plokker ©

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 **SMIT EUROPE** was transported through Tuzla to the waterfront prior her launch.

Photo : Hans van der Ster ©

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

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

Gustavo Sousa



Newsclippings photographer **Gustavo Sousa** in Santos (Brazil) seen onboard the **MAERSK NEEDHAM**.

Gustavo, Thanks for sending regularly pictures for the shipping news clippings, it is appreciated by all the readers around the globe. !!!!!

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