

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 090



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Telephone: (+31)105018000
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Internet & E-mail

www.vlierodam.nl

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The TOR FICARIA seen at the Gent-Terneuzen canal

Photo : Cees de Bijl ©

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

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EVENTS, INCIDENTS & OPERATIONS



The **FAIRLIFT** seen departing from Rotterdam

Photo : Wil Kik ©

Captain charged after cruise ship sinks

The captain and five other senior crew members of the Greek-flagged cruise ship **Sea Diamond** have been charged with negligence and violating international maritime rules, according to CNN and other sources.

Owned by Cyprus-based Louis Hellenic Cruises, the ship **Sea Diamond** -- when it ran aground Thursday on a reef while trying to dock in Santorini harbor.

It was carrying about 1,600 people -- including 731 Americans and 391 crew. Greek Navy divers have continued searching for a 45-year-old Frenchman and his 16-year-old daughter who were among the passengers. All other passengers and crew were rescued.

The 22,142 gt ship is the former **Birka Princess**, built in Finland in 1986. The ship underwent extensive refurbishment in 1999 and joined Louis Hellenic Cruises' fleet in 2006.

CNN quotes a prosecution official as saying that the captain admitted in an interview that he tried to free the ship from the reef before evacuating the passengers. The CNN report says ship's hull was ripped open by the effort to move off the rocks, causing it to sink in Santorini's volcanic lagoon 18 hours later.

Cruise ship captain blames currents for sinking

The captain of the **Sea Diamond** cruise ship blamed currents for last week's sinking off a Greek island, state-run television reported Sunday.

Two French tourists have been missing since Thursday when the Greek-flagged ship struck rocks and eventually sank off the island of Santorini in the Aegean Sea. All the other people on board -- 1,154 passengers and 391 crew, according to operator Louis Cruise Lines -- were rescued.

State-run NET television quoted from what it said were excerpts of the captain's deposition to a public prosecutor on the island of Naxos, blaming currents off the volcanic island for the accident.

"I felt the ship, which had been on a normal course, slip to the right because of sea currents," NET quoted him as saying, according to The Associated Press. "I gave the order for a full turn left. But there was not enough time for the ship to respond."

The prosecution official told CNN the captain admitted in an interview that he tried to free the ship from the reef before evacuating the passengers as required by international rules. The ship's hull was ripped open by the effort to move off the rocks, causing it to sink in Santorini's volcanic lagoon 18 hours later.

The **Sea Diamond**, which is owned by Cyprus-based Louis Cruise Lines, had set sail from the port of Piraeus last Monday, taking its passengers on a week-long island-hopping cruise in the Aegean Sea. 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," Stephen Johnson, a Canadian passenger, told The Associated Press.

Owners of sunken Greek cruise ship to be sued over pollution risk

Greek authorities have announced plans to sue the owners of the Greek cruise ship **SEA DIAMOND** that sank near the island of Santorini, fearing a serious blow to the booming local tourist economy from oil pollution.

"We feel it is our obligation to take legal action," said the island's Governor, Chrysanthos Roussos. "We need to ensure that the ship's owners take responsibility for the clean-up operation."

The Greek-flagged **Sea Diamond** hit a charted reef near the tiny island port on Thursday (local time) and sank at dawn on Friday in the bay of Athinio, descending to a depth of between 90 and 140 metres.

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The location of the shipwreck complicates both efforts to drain the ship's fuel tanks and the search for two French tourists, believed to have been trapped on board during the accident when the **Sea Diamond** listed and its water-tight doors began closing.

"Divers cannot be used in these conditions, special deep-sea machinery needs to be brought in," a ministry press officer said. Though the local authorities insist Santorini's pristine beaches are located far from the shipwreck and are not threatened by oil slicks, anti-pollution ships and an aircraft have been operating on the site since Thursday.

"This is an unheard of situation for our island," a local fisherman said. The ministry said an oil slick 100 metres wide that appeared on Thursday has already been removed.

"We are told that the situation is under control," Mr Roussos said. On Saturday, the **Sea Diamond's** captain and five officers were charged with causing a shipwreck through negligence, breaching international shipping safety regulations and polluting the environment, a Greek judicial official said.

As the charges are at misdemeanour level and carry a maximum sentence of five years, the unnamed suspects were subsequently released pending further investigation. The captain faces more questioning over the fate of the two missing tourists and more charges could be forthcoming.

One of Greece's top tourist destinations, Santorini is visited by hundreds of thousands of tourists every year.

ITIC WARNS ON LEGAL RISKS TO SURVEYORS

THE International Transport Intermediaries Club (ITIC) has highlighted the extent of the potential legal exposure faced by marine surveyors even when they are innocent of any blame, or indeed responsibility, in specific cases.

In its latest Claims Review, ITIC reports on the case of a surveyor in Australia who, although appointed by a bank only to confirm the value of a vessel under construction at a local yard and to certify when additional funds could be drawn down during the construction period, nevertheless found himself – along with the shipbuilder and the building quality control surveyor - named in legal proceedings brought by the owner after defects were discovered in the vessel.

Legal proceedings against all parties took two and a half years to conclude. A settlement of \$235,000 was reached at mediation, with ITIC contributing US\$23,500 towards the settlement on behalf of the innocent surveyor, plus US\$25,000 in legal costs.

ITIC says it always instructs marine surveyors to obtain clear instructions and/or to confirm in writing the exact services they are to provide. "Unfortunately," it adds, "this does not always protect surveyors from legal action. This is an unfortunate example where the cheapest option is for a surveyor to contribute to a settlement even though his instructions and responsibilities were clear from the very beginning."



March surge doubles orders

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The resurgence of boxship orders in March has doubled the book of contracts for the first quarter of 2007.

Boxship orders recorded during the first three months of 2007 were pushed to 86 ships of 360,000 teu, according to analyst AXS-Alphaliner, which says half the vessels were contracted in March.

As a result, capacity ordered during the first quarter of 2007 almost exactly matches that delivered 102 ships of 361,800 teu.

But although boxship ordering has taken off again at least in part because a number of early panamax-construction slots have opened up in South Korea for 2009 delivery after delays to LNG projects the numbers are running below 2006 levels, when 401 ships were ordered of 1.6 million teu.

A low level of orders from November to February also led to a fall in the orderbook from a record of 4.85 million teu on 1 November 2006 to 4.77 million teu on 1 April. The orderbook has as a result fallen from being equal to 51.8% of the then existing fleet in November to 48% now.

But London broker Clarkson says the new-found demand from the container sector is beginning to have an impact on the availability of shipbuilding berths.

Clarkson says 2010 capacity at state-owned yards in China is becoming committed. "Early opportunities [are] limited to the private yards, which are often less experienced and require a cautious approach," Clarkson said.

Some major Korean yards are now claiming that over 75% of 2010 capacity is committed, says Clarkson, adding it does not see any imminent downward pressure on pricing.

"A surge in container ordering could easily replace tanker demand and keep the supply/demand balance in the builders' favour," Clarkson said.

However, deliveries in 2007 have come in slightly lower than originally expected because of delays at Polish yards that in turn are leading to order cancellations, AXS-Alphaliner says.

Polish yards are the focus of a European Union investigation into subsidies and are also facing financial difficulties.



The **NIBE MAERSK** seen in Shanghai
Photo : Tim Lodder ©

CREW EVACUATED FROM BURNING VESSEL

The crew of a motor yacht were evacuated from their vessel Saturday afternoon after they broadcast a mayday message which was received by Solent Coastguard.

The Coastguard received the broadcast at 3.26 pm on Channel 16 reporting that the 36ft yacht **Reef Raider** had a fire in its engine room. There were six adult crew on board. The vessel was in the eastern Solent.

Solent Coastguard requested Gosport Rescue independent lifeboat and Hamble Rescue independent lifeboat to launch. The crew were evacuated from their vessel onto Gosport Rescue, then taken to shore by Hamble Rescue. They were received at Hillhead by the Hillhead Coastguard Rescue Team.

A team of four fire crew from Hampshire Fire and Rescue Service were taken out to the vessel by Gosport Lifeboat to assess the fire. A decision was taken to tow the yacht into Town Quay, Cowes, escorted by the Police launch **Earl Mountbatten of Burma** where the Isle of Wight Fire and Rescue team were able to assess the situation, and establish that the smoke had been caused by an overheated engine.

Needles Coastguard and Isle of Wight Police were also in attendance.

Matthew West, Solent Coastguard Watch Officer says:

The Skipper was unsure whether there was a fire or not, and rightly assumed the worst by putting out a Mayday and preparing his crew to evacuate the vessel without allowing them down below to collect their belongings first, as the lifeboat arrived on scene he was preparing the liferaft and had a flare at the ready. He did everything right by putting the safety of the crew first.

The vessel is now being escorted back to Port Solent by the Police launch.

Man who kept 'Erika' out of harbour now employed by MMA

The man who was port commandant of Saint-Nazaire, France in December 1999 and forbade stricken tanker **Erika** from entering the port of Donges, now works for the Malta Maritime Authority, the tribunal considering responsibility for the pollution tragedy heard last week.

The testimony by Mr Tcheng referred to the events on Saturday 11 December 1999 when the old and single-hulled tanker was battling the storms off the coast of Brittany but could, conceivably, have been saved had it been allowed to enter the harbour of Donges.

Following the refusal, and also the ship's captain's decision to withdraw the distress call he had made earlier, the ship spent a terrible night battling the waves only for it to sink the next day with a vast quantity of fuel leaking from its tanks polluting the shores of Brittany. The issue at the court hearing last week was why Mr Tcheng decided to refuse entry to the ship and whether he knew the ship was in bad shape and leaking fuel at the time.

The court ordered a confrontation between Mr Tcheng and the two previous witnesses, Mr Gergaud from the agency Pomme and Mr El Fillali from the agency Stockloire, from whom he had obtained information regarding the state of the ship.

While Mr El Fillali confirmed he had not mentioned fuel losses, Mr Tcheng repeated he had referred to both fuel losses and fissures in the ship's hull, and it was because of this information that he had refuse the ship entry to the harbour.

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Asked by Judge Tordjman if he systematically refused entry to ships with fissures, Mr Tcheng replied this happened only rarely and he was also aware that the ship was carrying heavy fuel and was leaking.

Another point on which the witnesses could not agree concerned the involvement of the owner of the fuel in the ship, oil giant Total. Mr Tcheng repeated his earlier claims that Total had requested the other oil company Elf to allow the ship to discharge its cargo in Elf's refinery in Donges. Mr El Fillali however once again denied he had given this information, which Mr Tcheng described as "logical and credible", to Mr Tcheng. The two companies were going through a merger procedure at that time.

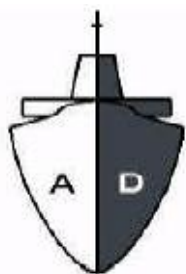


The **ELVIRA** seen departing from Rotterdam – Photo : Frans Bausch ©

NAVY NEWS

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Waterstraat 16

2970 SCHILDE

BELGIUM

Tel : + 32 3 464 26 09

Fax : + 32 3 297 20 70

e-mail : anglodutch@pandora.be

Ronald Reagan Carrier Strike Group Concludes 7th Fleet Operations

USS Ronald Reagan (CVN 76), USS Lake Champlain (CG 57), Destroyer Squadron (DESRON) 7 and Carrier Air Wing (CVW) 14 concluded military operations as part of Carrier Strike Group (CSG) 7, in the U.S. 7th Fleet area of responsibility (AOR) on April 6.

The more than 6,000 Sailors assigned to the Ronald Reagan Carrier Strike Group deployed Jan. 27 under the Navy's Fleet Response Plan (FRP), which provides the U.S. the ability to respond globally to a wide range of situations, on short notice, with flexible and sustainable forces.

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Demonstrating the commitment of the United States to peace, security and stability in the Pacific region, the Ronald Reagan strike group deployed to the Western Pacific while **USS Kitty Hawk (CV 63)**, the Navy's only permanently forward-deployed aircraft carrier, underwent scheduled maintenance in Yokosuka, Japan.

"The **Ronald Reagan Carrier Strike Group** performed a key role in providing stability in the Western Pacific region during its surge deployment," said Vice Adm. Doug Crowder, U.S. 7th Fleet Commander. "I am very impressed with the high level of readiness the strike group showed working with Japanese and Korean naval forces. These Sailors are great ambassadors for the United States."

Rear Adm. Charles W. Martoglio, Commander of the Ronald Reagan Strike Group was also pleased with the performance of the strike group.

"Our strike group made a significant, positive contribution to our relationships with friends, allies and coalition partners as well as improved the readiness of our forces to meet the broad array of challenges in the maritime environment," said Martoglio. "We value the close relationship with our friends in this part of the world and we work very closely to address regional issues of vital importance to us all."

During their time in the 7th Fleet AOR, the Ronald Reagan Strike Group participated in joint exercises with the Republic of Korea as well as the Japan Maritime Self Defense Force. The ship also hosted numerous distinguished visitors from China, Japan and the Republic of Korea.

Capt. Terry B. Kraft, Ronald Reagan's commanding officer, added, "The officers and crew of Ronald Reagan were able to accomplish every mission while in the 7th Fleet AOR and were good ambassadors at each and every port call."

According to Capt. Richard Butler, commander, CVW-14, the embarked air wing maintained an intense flight schedule while the carrier strike group was operating in the 7th Fleet AOR.



Off the port side of **USS Ronald Reagan (CVN 76)**, **USS Paul Hamilton (DDG 60)**, center, **JS Myoko (DDG 175)**, right, and **JS Hamagiri (DD 155)** move into position to participate in a photo exercise (PHOTOEX) between the U.S. Navy and Japan Maritime Self Defense Force (JMSDF). Ronald Reagan Carrier Strike Group, with embarked Carrier Air Wing (CVW) 14, is deployed in support of operations in the 7th Fleet area of responsibility

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"The air wing, comprised of some of the most advanced aircraft in the world, is an example of naval airpower that can be quickly relocated to support U.S. interests and our allies in the region," said Butler. "Our focus each day was to keep the best-trained aircrews and best-maintained aircraft ready to execute missions when called upon."

While in the region, the Reagan strike group also made three port calls: Sasebo, Japan; Hong Kong; and Busan, Republic of Korea. During the port visits, the Sailors enjoyed the local culture, purchased souvenirs, and hundreds volunteered their time in various orphanages, homes for the elderly, and assisted living centers for the disabled.

The Ronald Reagan Carrier Strike Group is comprised of CVW-14, DESRON-7, the nuclear-powered aircraft carrier Ronald Reagan, the guided missile cruiser **USS Lake Champlain (CG 57)**, the guided-missile destroyers **USS Russell (DDG 59)** and **USS Paul Hamilton (DDG 60)**, and Explosives Ordnance Disposal Unit 11, Det. 15.

The squadrons of CVW-14 include the "Redcocks" of Strike Fighter Squadron (VFA) 22, the "Fist of the Fleet" of VFA-25, the "Stingers" of VFA-113, the "Eagles" of VFA-115, the "Black Eagles" of Airborne Early Warning Squadron (VAW) 113, the "Cougars" of Electronic Attack Squadron (VAQ) 139, the "Providers" of Carrier Logistics Support (VRC) 30, and the "Black Knights" of Helicopter Anti-Submarine Squadron (HS) 4.

The 7th Fleet AOR includes more than 52 million square miles of the Pacific and Indian oceans -- stretching from the international date line to the east coast of Africa, and from the Kuril Islands in the north to the Antarctic in the south.

More than half of the world's population lives within the 7th Fleet AOR. In addition, more than 80 percent of that population lives within 500 miles of the oceans, which means this is an inherently maritime region.

Commissioned in July 2003, Ronald Reagan is the ninth and newest Nimitz-class, nuclear-powered aircraft carrier. The ship is named for the 40th U.S. president; its motto, "**Peace through Strength**," was a recurrent theme during the Reagan presidency.

Project to sink military ship begins

The ship would become the second-largest vessel intentionally sunk to become an artificial reef.

After 10 years of fund-raising and getting permits, a project has begun to sink a retired military ship off Key West to serve as an artificial reef.

Last Friday, the decommissioned U.S. Air Force missile-tracking ship **Gen. Hoyt S. Vandenberg**, a 523-foot ship that also monitored NASA space launches from 1963-83, was towed from the James River Naval Reserve Fleet in Fort Eustis, Va., to Colonna's Shipyard in Norfolk, Va.

The ship also saw "action" as a film set in the 1999 movie *Virus*, starring Jamie Lee Curtis and William Baldwin.

The ship is to become the second-largest vessel intentionally sunk to become an artificial reef, according to maritime and recreational diving experts. The largest ship ever scuttled for an artificial marine habitat is the **USS Oriskany**, an 888-foot Navy aircraft carrier sunk in May 2006, 21 miles southeast of Pensacola. To date, the second-largest vessel, the 510-foot landing ship dock **Spiegel Grove**, was scuttled in May 2006 about six miles off Key Largo.

Artificial Reefs of the Keys has \$3 million in commitments from two Monroe County government entities, a \$1.3 million pledge from the City of Key West and other funding resources to help defray the estimated \$5.7 million price tag to properly sink the ship, according to Joe Weatherby, the project's coordinator and founder of ARK.

Make-ready and cleansing is being coordinated by ReefMakers, and is expected to take about a year. The ship is slated for scuttling about six miles off Key West in spring 2008.

The proposed artificial reef is expected to attract marine life, provide ongoing positive impact to the tourism-based economy and benefit the underwater environment by taking recreational diving pressure off natural coral reefs.

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It also will serve as a sportfishing venue.

"She's an eye-popper and doesn't look like anything else out there," Weatherby said of the ship, noting the large electronic tracking dishes that are to be removed and then reinstalled on the ship before sinking.

`` Portions (of the ship) will come up to within 40 feet from the surface, making it a world-class dive."

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info@disamaritime.com
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Ketelaarstraat 5c
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Belgium

Tel : + 32 (0) 14 62 04 11
Fax : + 32 (0) 14 61 16 88



info@disacivil.com
www.disacivil.com



The **FRONTIER DISCOVERER** seen under maintenance in Singapore

Photo : Brendan Lally ©

Cruiseship heads for sale

Singapore's Sembawang Shipyard once again appears to be close to selling the long laid-up cruiseship **World Discoverer** (built 1989).

This week, Chikara Holding International formally announced that it had signed a memorandum of agreement (MOA) to purchase the 6,000-gt vessel for an undisclosed sum.

The announcement provides few details except that the vessel is to be renamed **Chikara Princess** and operated by the **Chikara Yacht Club**, which would announce a programme of itineraries for the vessel later this month.

Industry sources believe the vessel could be destined for a new cruise service in Europe if a deal is concluded.

Chikara, which lists its head-office in Belize City, is fronted by UK-based entrepreneur John Paul Airs, who last year announced he was planning to launch a revolutionary new high-speed ferry service across the English Channel using catamaran-type car ferries capable of travelling at speeds in excess of 55 knots. A contract was signed last November with French naval architects BGV to come up with a suitable design.

If a sale of the **World Discoverer** is concluded, it will come as a relief for Sembawang, which has been the unwilling owner of the ship since repossessing it from German-backed Society Expedition Cruises in early 2004. The yard has been trying to sell the ship for EUR 25m (\$33m) ever since.

Sembawang officials confirm that the MOA to sell the ship has been signed.

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Fax : (31) 10 - 453 05 24
E-mail : mail@workships.nl
Website : www.workships.nl

CapRock Launches New Broadband Maritime Service

CapRock Communications on announced the launch of SeaAccess Communications, its new broadband maritime service providing always-on corporate networking and crew morale solutions to ships at sea. With SeaAccess, shipping companies can more efficiently operate their fleets, captains onboard vessels can leverage the corporate network and crew members can take advantage of services designed to help keep them connected.

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SeaAccess represents the next step in CapRock's commitment to further serve the specific needs of the commercial maritime market. The launch of the service builds upon the announcement of CapRock's new Maritime Service division that opened last year.

SeaAccess extends business-class communications traditionally found at the corporate office to the remote waters of the commercial shipping industry. The service provides multi-line voice with toll quality connections, Web and e-mail access, Internet VPN capabilities and broadband data speeds starting at 64 Kbps. Global (C-band) solutions are available for vessels making transoceanic routes and regional (Ku-band) solutions serve vessels operating in specific waters.

Unlike many traditional communication solutions used by the commercial shipping market today, SeaAccess provides an always-on service at a fixed price. This eliminates the need for shipping companies to restrict communication usage based on the often high rates associated with metered services and enables them to budget predictable monthly costs. And, as the commercial shipping industry continues to face challenges with recruiting and retaining talented crews, shipping companies are always looking for advantages to enhance the quality of life onboard their fleets. SeaAccess provides services specifically for crew morale, including pre-paid calling plans, hosted e-mail services and wireless Internet connections. SeaAccess also enables shipping companies to benefit from their vessels virtually becoming "offices at sea."



Overview of Ro-Ro vessels in the port of Antwerp with in the background the capsized **REPUBLICA DI GENOVA**

Photo : **Richard Wisse ©**

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The **REPUBBLICA DI GENOVA** – Photo : Richard Wisse ©

Saga to float?

Cruiseship operator Saga's parent may soon be on course for a stock market floatation. Saga Holdings, which provides holidays and financial services to the over-50s, says it has appointed Close Brothers to explore future ownership options. It could lead to an initial public offering (IPO) in the second half of 2007, says Saga.



The **SAGA ROSE** seen departing from Zeebrugge – Photo : Piet Sinke ©

Subsidiary Saga Cruises operates three vessels, the 587-passenger **Saga Rose** (ex-Saga Fjord, built 1965), 668-passenger **Saga Ruby** (built 1973) and the 360-passenger **Spirit of Adventure** (built 1980).

Close Brothers is the City bank whose private equity arm recently sold its stake in leading shipmanagement group V.Ships at a big profit. This time investors set to gain if Saga is floated are Charterhouse Capital Partners, which backed a £1.35bn (\$2.67bn) management buyout three years ago.

There is speculation that Charterhouse could sell all of its 80% stake in Saga, which is estimated to be worth, excluding debt, £2bn to £2.5bn. Staff and senior managers hold the other 20%.

In a statement, Saga's chief executive Andrew Goodsell said the company had made excellent progress since the management buyout in 2004, it is consistently outperforming its business plans, and it was considered an "appropriate time" to look at the best future ownership for maximizing growth potential.

An IPO was considered in 2004 by the former owners, the de Haan family, but not pursued. Saga was founded by Sidney de Haan in the 1950s and the family were said to have netted around £1.2bn when it was sold.

Saga Cruises tells TradeWinds its bookings are up 30% on last year

Team Lines Cancels Winter Surcharge for St. Petersburg

Team Lines has announced withdrawing the winter surcharge for the St. Petersburg service for all shipments from and to the terminals FCT, PLP, Moby Dick and Reg.1 with the Feeder B/L dated 07.04.2007 or later.



The **MOBY VINCENT** seen departing from Livorno – Photo : Thijs van Steensel ©

Big Offen orderat Hyundai Mipo

German containership and now products-tanker owner Claus-Peter Offen has confirmed an order for eight 52,000-dwt tankers at South Korea's Hyundai Mipo. Last month, Offen told TradeWinds that he would order four of the vessels but now says he has also firmed up a further four options.

Deliveries of the tankers, priced between \$47m and \$48m, stretch from the end of 2009 through to early 2011.

Offen says he is in discussions with a number of major oil-industry charterers about the employment of the vessels but it remains unclear if the ships will be commercially managed by Sweden's Brostrom group.

Brostrom will manage the eight 37,000-dwt chemical tankers ordered by Offen in December 2006, when he converted orders for eight 1,800-teu boxships at Mipo into tankers because of difficulties in finding profitable charters.

The company's tanker orderbook now stands at 16 ships as the owner takes advantage of strong charter requirements predicted for products tankers as the phasing out of single-hull vessels kicks in. The 37,000-dwt tankers are due to be delivered in the second half of 2008.



The new **ADSTEAM INTREPID** – Photo : David Hazell ©

MOVEMENTS

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MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.com

<http://www.multraship.com>

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The **GRANDE ITALIA** seen arriving in Malta - **Photo : Anthony S. Chetchuti – Malta Pilots ©**



The **PEARL ACE** seen arriving at the river Tyne - **Photo : Kevin Blair ©**



The **LEVERKUSEN EXPRESS** seen at Maas pilot station - **Photo : Dirk Kleijn ©**

OLDIE – FROM THE SHOEBOX

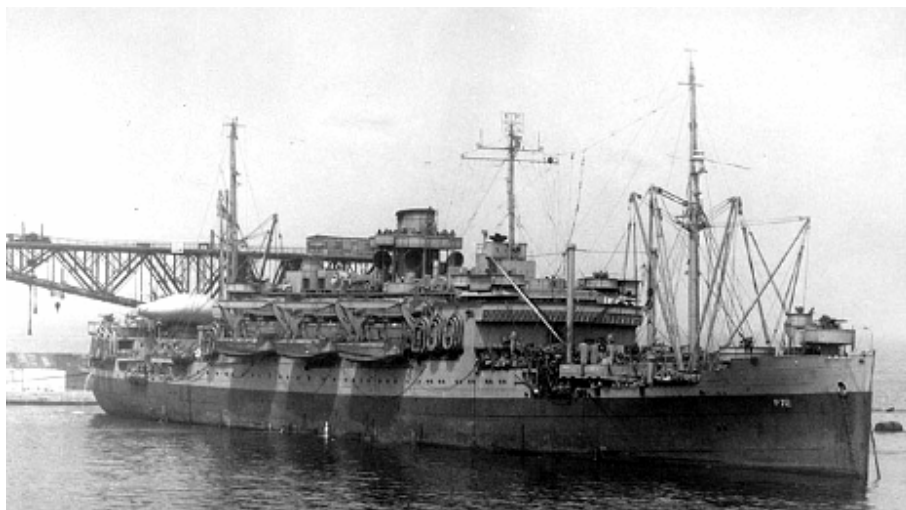
SANTA CLARA



The **SANTA CLARA** (1930-44) seen passing the Panama Canal
Photo : Coll. Piet Sinke

The **SANTA CLARA** was a passenger steamer built at Camden, New Jersey for the Grace Steamship Company, she was launched in March 1930 by the New York Shipbuilding Corporation, She was acquired by the Navy on 7 August 1942; renamed **Susan B. Anthony**; converted at Bethlehem Steel's New York yard; and commissioned on 7 September 1942, Captain Henry Hartley assumed command on the 29th, the passenger liner served as a troop transporter until early in the morning of 7 June 1944, while cruising through a swept channel off Normandy, she struck a mine which exploded under her number 4 hold. Immediately, she lost all power, and her rudder went hard to port and stuck. By 08:05, holds numbers 4 and 5 were shipping water badly, and the ship took on an eight degree list to starboard. In an effort to save his ship, the commanding officer, Commander T. L. Gray, USNR, ordered the embarked soldiers to move to the port side. This human ballast soon brought Anthony back to an even keel.

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At 08:22, **Pinto (AT-90)** came alongside, prepared to tow the paralyzed **Anthony** to shallow water. However, soon thereafter, fires erupted in the engine and fire rooms, and the transport began to settle more rapidly. At this point, the captain concluded that the ship was lost and ordered her abandoned. With **Pinto** and two destroyers alongside, the troops were evacuated expeditiously and without resorting to fireboats and rafts. Anthony's crew followed closely behind the soldiers. By 09:05, the main deck was awash at the stern, and she was listing badly. The last member of the

salvage crew hit the water at about 10:00 with Commander Gray soon following. At 10:10, **Susan B. Anthony** was gone. No one was killed, and few of the 45 wounded were seriously hurt. She was struck from the Navy list on 29 July 1944.

MARINE WEATHER

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.... PHOTO OF THE DAY

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The **ADSTEAM CINGA** and the **ADSTEAM LARRAKIA** seen moored in Darwin (Australia)
Photo : Jan Mark Meeuwisse ©

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