

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 096



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The QUEEN MARY 2 seen in Roadtown Tortola

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EVENTS, INCIDENTS & OPERATIONS



The **FAIRMOUNT FJORD** seen under conversion in Malta Drydock

Photo : Lawrence Dalli ©

Ferry accident likely due to whale; 1 killed

Incident highlights lack of preventative measures for such collisions

"Upon seeing whales, we try to avoid them, but we often cannot due to the fast speed of the ships."

The more frequent appearance of whales in the Korean Strait, where passenger liners regularly shuttle between South Korea and Japan, has threatened the operation of the ships.

In the afternoon of April 12, the 267-ton **Kobee 5**, a passenger ferry heading from Fukuoka, Japan, collided with what was most likely a whale 35 kilometers from Busan port. A 75-year-old Korean woman died of a cerebral hemorrhage after the accident, and 27 were injured, with many of them hospitalized. Witnesses said that after the accident, the surrounding sea became red with the blood of what was most likely a whale.

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Passengers were taken ashore by Navy ships, and the vessel was towed into port by a maritime police tugboat. The ship had been traveling at the normal speed of 75 kilometers per hour at the time of the collision.

There have been seven such collisions between high-speed ferry boats and what appear to have been whales on this route since 2004, most of which have happened from March to April. Mink whales and porpoises in the West and South seas return to the East Sea via the Korean Strait from March to June.

According to Kim Jang-geun, an official of the National Fisheries Research and Development Institute (NFRDI), "Since commercial whaling was banned in 1986, the number of mink whales has sharply increased around the Korean Strait, and large whales have been witnessed more frequently in the past few years. The number of accidents involving whales and high-speed ferry boats will inevitably rise."

However, there is no practical way to stop such collisions. Some preventative measures involve the use of soundwaves or special floating material designed to deter the whales from entering in a collision course with the boats, but they have not proven effective.

Diving behavior unique to whales makes it hard to prevent their collisions with boats. As whales come out of the water when oxygen in their body is nearly drained, they cannot prevent surfacing, even if they detect approaching boats. Smaller whales alternate from surfacing every 3-4 and 17-18 minutes, while larger whales can stay underwater longer, such as the sperm whale, which does not need to surface for periods of up to 80 minutes.

In addition, the maximum swimming speed of small whales is 35 kilometers an hour, and 10 kilometers an hour for large whales, so they cannot avoid high-speed ferry boats, which travel at 70-80 kilometers an hour.

A total of 1.2 million passengers made the ferry voyage between Busan and ports in Japan last year.



The **SOLITAIRE** seen from the **HIGHLAND FORTRESS** in the Gulf of Mexico
Photo : Capt Brian Harvey – master Highland Fortress ©

Bourbon Dolphin salvage set to start

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Bourbon Offshore Norway says that following the tragic loss of the **Bourbon Dolphin** on Thursday, April 12th, salvage operations of the ship will start on Sunday, April 15th at noon local time.

Smit Salvage has been contracted by Bourbon Offshore Norway to take charge as project manager, under an assistance contract, to carry out the salvage operations.

Particular attention will be given to these operations that could lead to the discovery of the bodies of the missing seamen.

Bourbon Offshore Norway has identified those missing as Oddne Arve Remoy (44), of Heroy, the captain of the AHTS, and his 14 year old son, David, making the voyage as a work experience, Bjarte Grimstad (37), of Hareid, Kjetil Rune Vage (31), of Alesund, Frank Nygard (42), of Hareid, Ronny Emblem (25), of Alesund, Soren Kroer (27), of Orum Djurs, Denmark, and Tor Karl Sando (54), of Alesund.

The cause of the vessel's rapid capsizing remains unclear.

The BBC quotes union leader Jake Molloy, general secretary of the Offshore Industry Liaison Committee, a saying the vessel must have capsized "very, very quickly" for crew members to have been trapped inside and that "there is some suggestion that perhaps the anchor [that the vessel was handling] slipped up the side of the vessel."

The Norwegian Maritime Directorate has urged the Ministry of Trade and Industry to appoint a special investigating committee to look into all aspects of the disaster.

"Today, at the closing of the rescue operations and with crew members due to come home shortly, we are focusing on caring for our people and their families," said Jacques de Chateauvieux, CEO of Bourbon. "Hopefully soon, we will also know what occurred that made Bourbon Dolphin capsize. It will however take a long and professional investigation to understand why this unbelievable and inconceivable accident has happened."

"It will be our duty to the memory of our lost crew members, to the world offshore industry, as well as a testimony to our endless commitment to safety, to make sure everything is done to prevent such a tragedy happening again," he said.

Latest news from the Editor

The latest news received regarding the **BOURBON DOLPHIN**, is that the capsized vessel whilst under tow (upside down) of the **HIGHLAND HERCULES** sank Sunday night 21:15 hrs.



Piracy Pact

India, South Korea and Sri Lanka on April 7 joined a regional cooperation pact against marine piracy in Asia, bringing to 11 the number of countries that have signed up, the Singapore government said.

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The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) is a Japanese initiative launched in Tokyo in November 2004. Singapore serves as the depository of the agreement and hosts the group's information sharing center.

Seven of the signatories have fully ratified the agreement: Japan, Laos, Singapore, Thailand, the Philippines, Myanmar and South Korea, which submitted its ratification papers also on April 7.

The agreement will enter into force 90 days after the 10th country submits its instrument of ratification. In addition, Brunei and Cambodia have signed the agreement and are in the process of completing their domestic procedures for ratification, the Singapore foreign ministry said in a statement.

Asia's busy sea lanes, particularly the Strait of Malacca, are prone to piracy by armed bands. Governments in the region have also stepped up measures against potential terrorist attacks on seaports as well as smuggling of weapons of mass destruction.



The **WINDSTAR** seen arriving in Willemstad (Curacao) – Photo : Kees Bustraan ©

UAE signs pact on pollution from ships

The UAE has endorsed the international convention for the prevention of pollution from ships (Marpol 73/78) as per the federal decree No 74 of 2006.

The convention will take effect as of today. Before the admission, Sultan bin Saeed Al Mansouri, Minister of Governmental Sector Development and Chairman of the National Authority for Communications (NAC), has instructed the authority to take all measures needed to meet requirements of the convention.

Salim Ali Al Za'abi, assistant under-secretary at NAC for land and sea affairs, said the UAE's move was in implementation of the GCC recommendation for quick admission to the Marpol convention.

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He said that a national committee comprising representatives from seaports, Supreme Petroleum Council , Adnoc, Federal Environment Agency and the Environment Agency — Abu Dhabi, was set up to remove obstacles and establish a mechanism to put the GCC recommendation in place.

The convention includes regulations aimed at preventing and minimising pollution from ships —both accidental pollution and that from routine operations —and currently includes six technical annexes: Annex (i) Regulations for the prevention of pollution by oil. Annex(ii) Regulations for the control of pollution by noxious liquid substances in bulk. Annex (iii) Prevention of pollution by harmful substances carried by sea in packaged form. Annex (iv) Prevention of pollution by sewage from ships (entry into force date 27 September 2003). Annex (v) Prevention of pollution by garbage from ships. Annex(vi)prevention of air pollution from ships.



The **BAHIA** seen in Rio Grande – Photo : Marcelo Vieira ©

Cruise death may speed up lifeboat regulations

Pressure is set to mount on regulators to speed up proposed changes to lifeboat-drill procedures following another death, this time on the 602-passenger cruiseship **Astoria** (built 1981).

The incident occurred last week off the port of Corfu despite a recent revision of drill procedures. In an effort to try to prevent frequent fatalities and injuries to seafarers during drills, lifeboats are to be lowered first empty to test safety and then with only its operating crew.

It appears that the **Astoria** accident, in which one Filipino seafarer was killed and four others injured, involved a total operating crew of five on the craft.

The accident occurred after the harness securing the lifeboat snapped, which suggests either a mechanical breakdown or operational mistakes. At the International Maritime Organisation (IMO)'s January design and equipment meeting, delegates agreed that recently adopted guidelines on lifeboat safety should be mandatory by 2010 "at the latest".

These include further guidance on safety during abandon-ship drills and the simulated launching of free-fall lifeboats.

But, crucially, it also tightens the regulation of servicing and maintenance of lifeboats and release equipment, making the manufacturer responsible for conducting maintenance.

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The IMO is also considering changing the design criteria for lifeboats and lifeboat-release gear as well as testing procedures.

The issue is set to be taken forward at the IMO's October Maritime Safety Committee meeting, where the formal adoption may be speeded up given the continuation of related accidents.

The Bahamas-registered **Astoria** is currently being held by the Corfu port authority as a probe into the accident continues.

No official figures exist for the number of deaths caused during lifeboat drills but some sources suggest "hundreds" of seafarers may have died over the past two decades. The **Astoria** is operated by Limasol's Passat Shipmanagement



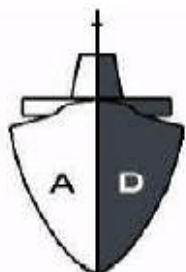
The lighthouse at the Island of Grip seen during the approach to Kristiansund

Photo : Jan Plug ©

NAVY NEWS

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Canadian Navy spends millions to sink ship

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The navy spent more than \$4 million to get a retired destroyer "clean as a whistle" before it can be sunk in a West Coast naval exercise next month. Recent environmental regulations are making disposal of old ships an expensive project in ports across the country.

But Lt.-Cmdr. Garry Hansen, the officer in charge of the 18-month cleanup of the 35-year-old destroyer **HMCS Huron**, said it's money well spent.

The **Huron** will be sunk next month. Behind the decision to scour the vessel of potentially hazardous materials was a change in the way the international community regards hazardous waste disposal and the sale and treatment of retired military equipment. Old navy ships fall into both categories.



DDGH 281 HURON

In the late 1990s, Canada signed on to at least two international conventions that have made it all but impossible to export used warships for salvage without removing all military equipment, conducting a complete cleanup and cutting the ship into such comparatively small pieces as to make the entire exercise just too expensive.

Jeff Taylor, head of Environment Canada's industrial programs unit on the West Coast, says as a result of one of those international agreements, the so-called London Convention, in 2001, Environment Canada issued revised cleanup standards for ocean disposal of vessels.

It is a 21-page list of everything required to be removed, from oil and grease to hazardous materials such as mercury, lead, copper, zinc and PCBs to debris, insulation - including asbestos - and marine paints and coatings.

New guidelines were also put in place. "Actually our cleanup standards have been copied all over the world," said Taylor. Hansen described them as "extremely rigorous."

"They're more rigorous than any other country in the world," he said, based on his own experience and talking to colleagues in other navies now faced with the prospect of having to dispose of their own warships.

Hansen said from the outset the navy committed to meeting and even bettering what Environment Canada required.

"It's true, we didn't even try to cut any corners," he said, adding that as a native West Coaster he is an avid outdoorsman and "pretty keyed in on the environment." "I was pretty proud that the navy and the (Canadian Forces) in general didn't try to influence this process at all. And the ship is clean. We put a lot of effort into it and I'm pretty proud of that."

Beginning in the summer of 2005, every piece of military hardware was removed from the Huron.

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Much of it was returned to navy stores for possible use in the three remaining destroyers of Huron's class that are still in active service. A massive effort followed to remove all the so-called high value material for recycling. That included all the aluminum, brass, nickel, and copper.

"We removed well over 500,000 pounds (227,000 kilos) of those recyclable materials," he said, adding that most of that went to salvagers and scrap dealers.

A team of navy engineers from Montreal surveyed the ship for hazardous materials. Hansen said hundreds and hundreds of samples of every piece of electrical equipment and cable were taken with a particular eye toward polychlorinated biphenyls, or PCBs.

Just removing the kilometres of wiring from the ship turned into a huge undertaking. "At one point we had about 120 contractors aboard for virtually a month removing wiring, there's just tonnes and miles of it," Hansen said.

The same went for oil and grease. Every space had to be cleaned to the point where there is "no oil to the touch," which Hansen said was done in every crevice and corner. "You can literally eat off the bilges," he boasted, adding the extra effort was needed to satisfy Environment Canada.

"(Their) inspectors are that meticulous. They crawl right down into the bilges, under the engine platforms, into the fuel tanks." Hansen said a senior salvage engineer from the U.S. Navy was aboard and said it was the best cleanup he'd ever seen.

The United States has hundreds of mothballed warships, presenting an extremely expensive problem for military authorities and the government.

In total, Hansen said the disposal of the **HMCS Huron** is costing the navy roughly about \$7.5 million, of which about \$4.4 million was in cleanup to meet the new federal standard.

Environment Canada certified the ship was clean and issued a permit March 31 under the Environmental Protection Act to allow the navy to dispose of the ship at sea. "I think we got very good value for our dollar and we can sleep at nights knowing that this former naval asset is not going to have a harmful effect on the waters in Canada," Hansen said.

The navy plans to tow **HMCS Huron** from Esquimalt harbour May 12, taking about a day and a half to reach a military weapons range about 100 kilometres off the west coast of Vancouver Island. As part of an international naval exercise dubbed **Trident Fury**, the hulk will be sent two kilometres to the bottom of the Pacific using "Sea Sparrow missiles, aircraft machine guns and naval gunnery" including torpedoes.

"She was a good ship right up to the end and some people look at this as one last service to the navy," said Hansen.

"But there will still be a lot of people sad to see her sink."

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More bad news at Lindo

A third consecutive annual loss has been posted by AP Moller-Maersk's Danish shipyard Lindo despite threats from its parent that it needs to raise performance levels or close.

Lindo logged a net loss of DKK 507m (\$91.5m) for 2006, a lower deficit than the previous year but one that was bolstered by extraordinary tax gains. The underlying operating loss actually increased from DKK 940m in 2005 to DKK 1.13bn.

The company blamed high steel prices for the result, but also admitted it had missed productivity targets for the year.

Lindo hopes to save DKK 450m through cost cutting and other efficiencies by October 2008, but has already been threatened with closure if it does not sharpen up its act.

The yard is halfway through building a series of eight 11,000-teu vessels for Maersk-Moller, with the last four ships due for handover this year. It is also constructing three patrol vessels for the Royal Danish Navy, scheduled for delivery in the period ending 2012.

However the company has now thrown its doors open to third-party commercial shipowners in a bid to boost the orderbook and keep its head above water.

TradeWinds reported in March week that Maersk boss Jess Soderberg said Lindo was offering early 2009 deliveries as an invitation to rival shipowners to order vessels at the troubled yard.

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The RO-RO Ferry **AMANDA** – Photo : Cees de Bijl ©

New ferry makes first trial run from Georgia to Russia

The transport ferry **Smat** successfully made its first trial run from the Georgian port of Poti to the Russian port of Kavkaz on Saturday.

Regular trips will start in a week or a week and a half and "the first cargo to be carried by the ferry to Poti for Armenia will be five VK-10 electric locomotives," which are already arriving at Temryuk by railway, the head of the Temryuk office of the Parom Chernogo Morya (Black Sea Ferry), Yuri Timchenko, told Itar-Tass on Saturday.

"The electric locomotives will be delivered to Armenia as humanitarian aid by a decision of the Russian government," he said.

On Sunday, "technical procedures of ferry loading and unloading will be practiced," Timchenko said, adding that similar work has already been completed in Poti.

The ferry is run by a Russian crew of 20 members. It will run at least once a week and can take up to 50 railway carriages or 34- containers or 86 automobiles.

Until recently cargoes between Armenia and Russia were transported by the Poti-Ilyichevsk (Ukraine) route, but it is longer and more expensive. The new route will reduce both travel time and costs.

From Poti cargoes will travel on to Armenia by railway. First Deputy Prime Minister Sergei Ivanov said recently in Yerevan that the launch of the new ferry service "will at last establish a regular and extensive transport connection with Armenia".

Ivanov considers it very important to launch a ferry link between Kavkaz and Poti to resolve transport problems.

"The launch of a new ferry running en route Kavkaz-Poti that can carry up to 50 cargo railway carriages helps to resolve one of the key problems - Armenia's transport blockade," Ivanov told a joint news conference with participation of Armenian Prime Minister Serzh Sarkisian on Wednesday. "The opening of the ferry link will make it possible to partially cut the Gordian knot already now," he said. "By late summer a second ferry will begin operating,

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which will increase cargo turnover," he said. "There are also long-term programmes for the development of railway transport, but it is still early to speak about them."

"Transport is a key problem in our relations, because all the rest becomes senseless without transport," Ivanov said.

The agreement on the opening of the Kavkaz-Poti railway and ferry link was signed by the then Georgian Prime Minister Zurab Zhvania and Russian Transport Minister Igor Levitin back in January 2005.

The first ferry shipped 14 railway carriages full of corn in March 2005. Later the ferry made several passages and this link was suspended soon.

Initially the ferry should have run between the ports twice or thrice a week. The resumption of a ferry link is very important, as Russia and Georgia have not had direct railway link since August 1992, when an armed conflict broke in Georgia's breakaway of Abkhazia.

Since then cargoes to Armenia that has no common border with Russia have been delivered by motorways bypassing its neighbour of Georgia, which resulted in transportation price hikes.



The **TAI AN KOU** loaded with the **SEVAN HUMMINGBIRD** seen anchored in the Offshore put in Rotterdam-Europoort

Photo : Frans Bausch ©

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Hong Kong Shipping Growth

The gross tonnage of merchant ships registered in Hong Kong have crossed the 33.4 million gross tonnage mark with a record high of 1,177 ships, ranking the southern Chinese city the top five on world merchant fleet.

The size of the Hong Kong fleet has increased by five times since 1997, through the efforts of the Hong Kong Shipping Register and a series of new measures implemented, said a statement issued Thursday by the government of the Hong Kong Special Administrative Region (HKSAR).

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From 1995 to 1997, many shipowners switched their ships' flag from Hong Kong to other flags and the tonnage on the ship register reached a record low of about 5.4 million gross tonnage, said the statement.

"I am pleased to learn that Hong Kong is now ranked one of the top five on the world merchant fleet. I am confident that the Marine Department will keep up its good work and will continue to endeavor to strengthen Hong Kong's status as an international shipping center," said Donald Tsang, chief executive of the HKSAR. Tsang made the remarks when visiting the Marine Department to better understand their work in vessel traffic control, maritime rescue and co-ordination as well as ship registry and safety inspections.



The latest addition to the NOMIS fleet is the **OCEAN SERVICE** seen here in the port of Cape Town

Photo : Jameson ©

Dioryx in \$500m boxship splurge

A Greek owner is taking advantage of early delivery slots for boxships.

Dioryx Maritime Corp has sunk close to \$500m into containership newbuildings, most of which have remained under wraps for several months. The company has booked two 4,300-teu boxships at Hyundai Heavy Industries with deliveries slated for the fourth quarter of 2009. It has also purchased six other newbuildings.

Dimitris Papadimitriou of Dioryx says the Hyundai pair have been ordered at "around market prices". Recent orders would suggest a level in the range of \$66m to \$68m.

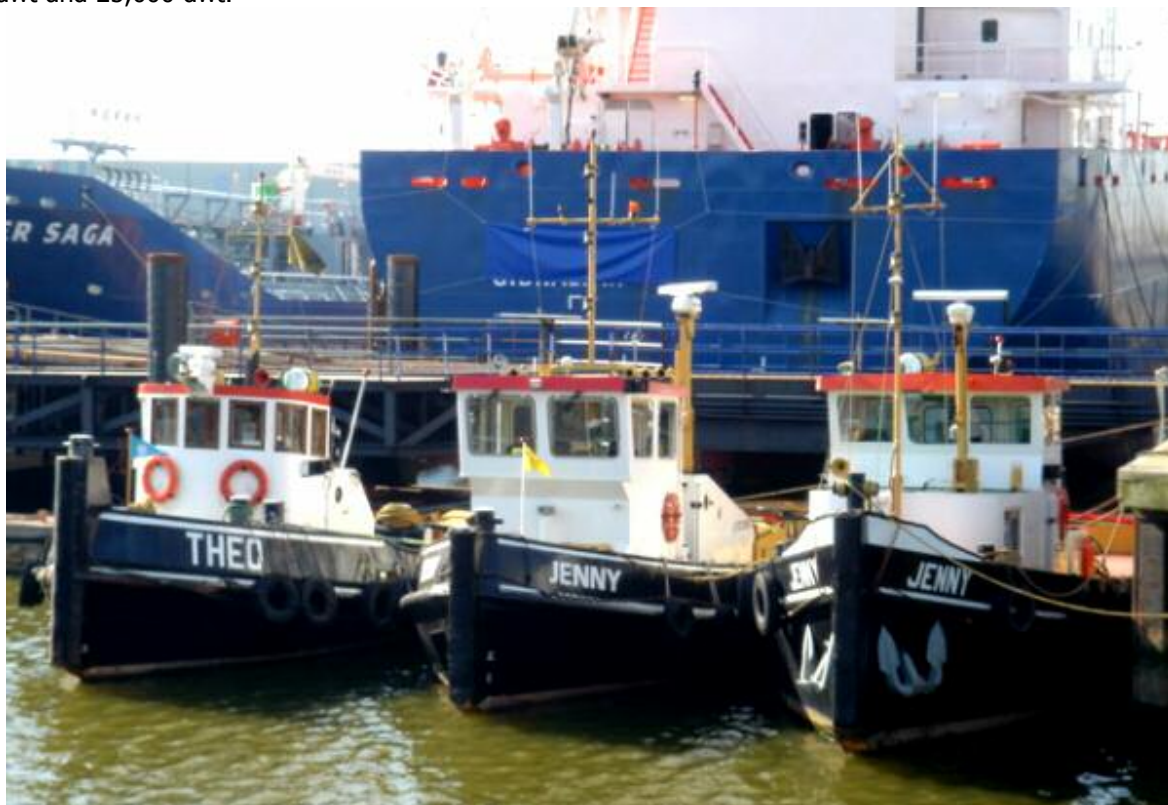
TradeWinds reported recently that Hyundai can offer early delivery slots for boxships because of delays on its LNG-carrier contracts. Papadimitriou also says Dioryx has acquired from CMACGM the first series of 4,300-dwt boxships ordered at Hanjin Heavy Industries's Subic Bay facility in the Philippines. Six ships booked around last February at a reported \$59m each have been credited to CMA CGM. Market sources say the French owner contracted the vessels but may have sold them on to Dioryx shortly afterwards.

CMA CGM says it is chartering the vessels back for 12 years. Sources indicate the rate may be around \$22,000 per day. Steel cutting for the first ship is scheduled to be carried out next week during a celebratory event to be attended by Philippines president Gloria Arroyo.

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The ship is slated for delivery in May 2008 and all six will be delivered up to the end of 2009.

Dioryx, one of the oldest Greek companies operating containerships, was founded in 1947. The company has been keeping a low profile in recent years. It is currently listed with a fleet of six vessels, including two containerships of 1,600 teu and 2,500 teu chartered to CMA CGM, another 1,900-teu boxship and two multipurpose (MPP) vessels of 19,700 dwt and 25,000 dwt.



No double vision, and the camera does not lie - there are two tugs with the same name at Volharding Shipyard, Harlingen - see above picture.

Photo : Colin Butler

MOVEMENTS

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The tug **OCEAN** seen arriving in IJmuiden with the **SCH 303 ARIADNE**
Photo : Joop Marechal ©



The **BELUGA FEDERATION** seen in Rio Grande
Photo : Marcelo Vieira ©

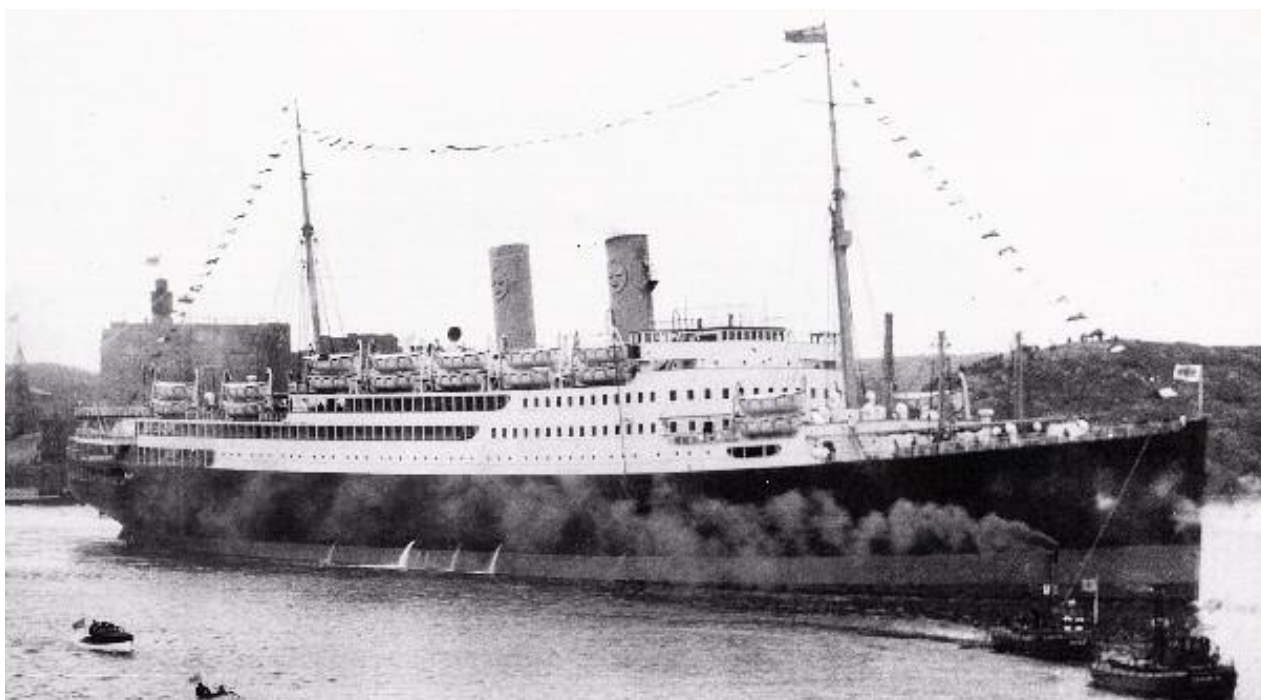


The **RHINE** seen in Rotterdam
Photo : Jan Steehouwer ©



The **MULTRATUG 7** and the **VAGANT** seen at Maaspilot station
Photo : Crew KNRM Ter Heijde lifeboat **GEORGE DIJKSTRA** ©

OLDIE – FROM THE SHOEBOX GRIPSHOLM 1925-1966



The **Gripsholm** was launched on November 26, 1924. Upon her deliverance to SAL a year later she was hailed for her exquisite exteriors and the planning of the interior passenger areas. The interiors were indeed something special. For
PSi-Daily Shipping News

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the first time Swedish design was put on the oceans – on the **Gripsholm** the spirit of her namesake castle was easily felt in the liners spacious saloons and that became a popular feature for any passenger. The **Gripsholm** was later dubbed '**The Floating Palace**' by enthusiastic passengers.

The lounges were designed in Gustavian style – a design created under the reign of Swedish King Gustaf III (1771-1792), and they sported both sculptured furnishings and a marble fire place.

The magnificent Viking Hall was dominated by mighty beams and leaded-pane windows. The walls were decorated with copies of famous paintings that hung in Gripsholm Castle. The two artists Törneman and Wrangel had completed these works for SAL.

The overall standard on any cabin on board the **Gripsholm** was above the day's Atlantic liner standard. In first class you could book a luxury suite for a considerable sum of money, and the two other classes' standard would easily exceed some of the first class cabins on older liners. One popular facility was the swimming pool. It was the largest pool on any ship of the **Gripsholm's** size, and appropriately contained pure, salt Atlantic water.

The successful maiden voyage of the **Gripsholm** started on November 21, 1925, and the destination was New York. Just as she would continue to do during the rest of her career, the **Gripsholm** completed this voyage admirably. The following years the liner ploughed the Atlantic between Sweden and America numerous times without any major mishaps. In 1928 she was given a larger sister named **Kungsholm** in order to increase the level of service for SAL's passengers. The two ships teamed each other perfectly and quickly became the favourite vessels for many distinguished passengers. The most famous celebrity to board one of SAL's liners was the divine Greta Garbo. In February 1927 the **Gripsholm** made the longest cruise a SAL-ship had ever done – from Göteborg down to the Mediterranean.

The entire 1930s would have been a great decade for the **Gripsholm** if it had not been for the outbreak of war in 1939. In November that year she was laid up until further notice from the Swedish authorities. The following year she was chartered by the United States and turned into an International Red Cross Exchange Ship. In May 1942 she made her first repatriation voyage from New York to Goa in order to leave Japanese diplomats and embark American prisoners of war. She completed another eleven round trips to other parts of the world, carrying 27,712 passengers until 1946 when she was returned to the Swedish American Line.

In order to modernise the now rather dated look of the **Gripsholm** and **Kungsholm**, SAL invested money in having the exteriors changed in 1949. **Gripsholm** was given a slanting, more 'soft' bow and broader, swept-back funnels. Also, the navigation equipment was renewed. The passenger capacity was reduced down to 976 people.

The **Gripsholm** continued to sail for SAL until late 1954 when she was sold to Norddeutscher Lloyd. She was renamed **Berlin** and made her maiden sailing for NDL on the eighth that month between Bremerhaven and New York painted in the German company's familiar livery with a black hull and mustard-coloured funnels. The **Berlin** was the first German liner to enter North Atlantic service after World War II.

The **Berlin** sailed with distinction until November 1966 when she was considered too old to keep up the liner service. She arrived at the notorious scrapping firm at La Spezia, Italy on the 26th – they had bought the ship for £223,000. Ironically, the former **Gripsholm**, who had been the first newbuild for SAL, went out of service the same year as the company's last vessel, the 26,000 gross ton **Kungsholm**, entered service.

Info : www.greatoceanliners.net

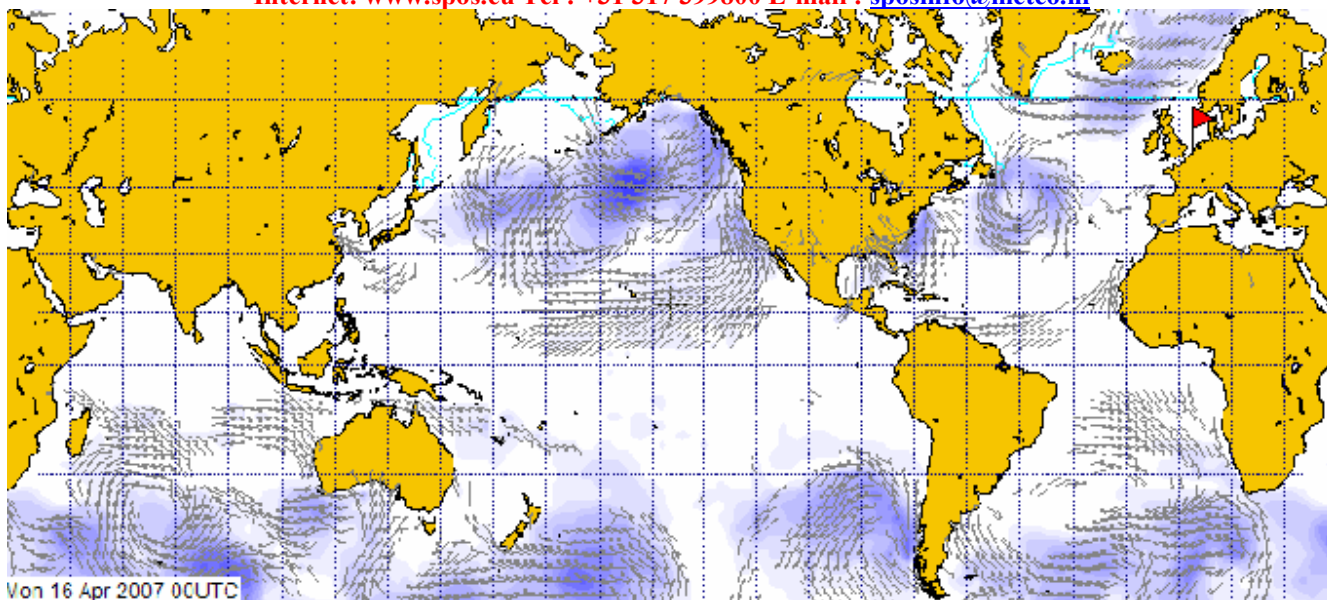
MARINE WEATHER

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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 1000 vessels today.

.... PHOTO OF THE DAY

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The **WITTE BISSCHOP VAN ARKEL** seen enroute Rotterdam to participate with the Race of the Classics which will start today (Monday April 16th)

Photo : Frans Bausch ©

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