

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 099



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

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**The NEDLLOYD MARITA seen in Rotterdam**

**Photo : Jan Simons ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **MARIA GORTHON** seen in Halifax – Photo : John Attersley ©

## Yacht in Collision with Ship in Fog

Yarmouth Coastguard received a mayday call from the yacht **Whispa** reporting that they had been in collision with a commercial vessel 7 miles south east of Lowestoft. The wooden built 45 foot yacht with 2 people on board made the mayday call to the coastguard after being in collision with the 4,000 ton gas carrier **Gas Monarch** in Fog. The Gas Monarch was carrying a cargo of 2,500 tonnes of propane.

The weather at the time of the incident was reported as North West force 2/3 with 0 visibility in fog. Yarmouth Coastguard requested the launch of the Lowestoft RNLI lifeboat to go to the aid of the yacht and the crew. The lifeboat and yacht were met on arrival at Lowestoft by the Lowestoft Coastguard rescue team. The **Gas Monarch** stood by the yacht **Whispa** until the arrival of the lifeboat. The lifeboat was then able to take the yacht under tow back to Lowestoft. No one was injured in the incident, and the Marine Accident Investigation Branch have been informed of the incident. Wayne Brunning, Watch Manager, Yarmouth Coastguard said: The yacht was carrying full life saving apparatus and immediately called for assistance after the collision. Thankfully no one has been injured in this incident.

## The loss of the anchor handler **STEVNS POWER**

**In 2003 a routine task suddenly became a disaster**

Although industry experts who have worked or work in the North Sea have described the **BOURBON DOLPHIN** tragedy as 'unprecedented', this can only really apply to the North Sea. It isn't the first time an Anchor Handling Tug (AHT) vessel has sank during routine anchor handling operations in this manner.



The **STEVNS POWER** seen anchored off Sicily - Photo : Piet Sinke ©

On 19th October 2003 a Danish AHT, the **STEVNS POWER**, sank whilst operating off the Nigerian Coast. She was at the time moving an anchor, one of 12, that was holding the position of the **CASTORO OTTO**, a pipe laying vessel.

Unlike the **BOURBON DOLPHIN** she was not a new vessel, being built in 1976, but the procedure was one she and her crew were largely familiar with and had been doing so regularly for at least two years with the **CASTORO OTTO**.

It is the job of an anchor handler to re-position the anchors that keep a rig or other sea platform in their desired position. The **CASTORO OTTO** was laying a gas pipe and needed to relocate her anchors. Late that afternoon **STEVNS POWER** began operations to relocate anchor No.10. She lifted the anchor off the sea bed and indicated she had done so and **CASTORO OTTO's** winch then began pulling the anchor wire with **STEVNS POWER** manoeuvring astern as this was done.

The tug then executed a turn, necessary to keep the anchor cable following a straight line to the new position for the anchor, when suddenly she heeled over. It appeared that her stern plunged below the surface of the sea and within a minute the vessel was so overpowered by the ingress of water she capsized, leaving just her bow sticking out of the water. None of her 11 crew survived the tragedy.

A subsequent inquiry concluded that factors which had contributed to the loss of the vessel and her crew included:

- Lack of proper safety procedures between the pipe laying vessel and **STEVNS POWER**
- The practice of having very little freeboard aft to allow easier lifting of the anchor buoy
- The turning manoeuvre and the speed at which the anchor line was pulled in from the client ship.
- The tug was going astern too fast.

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- Open hatches and perhaps open watertight doors (the heat in the region probably meant crew left doors open instead of closing them as is normal practice during anchor handling)

There were other factors that could have contributed, but the inquiry did not have sufficient evidence to establish if they did: these included the anchor wires snagging, failure of steering gear (the **STEVNS POWER** had had problems with this before the incident), lack of experience on part of the navigator at the helm at the time or fatigue on his part.

The report also concluded with a warning to crews not to wish for speedier, but safer operations. A few minutes saving was not worth the risks involved. The tragedy focussed minds on how potentially dangerous anchor handling is. Here were experienced hands on a vessel that had performed such tasks over and over again, often many times in a day, and in the relatively calm waters off the African coast.

Every day in our waters these vessels, with the expertise of their masters and crew, bravely carry out their duties in seas that can be hostile indeed. The general public never give such matters a second thought, nor do many shipping buffs for that matter, and whether or no the **BOURBON DOLPHIN** tragedy proves to have any similarities with the one in 2003, we must always remember that it can take just one minute for any operation to change from routine to disaster



## Weekly Piracy Report 11-17 April 2007

The following is a summary of the daily reports broadcast by the IMB's Piracy Reporting Centre to ships in Atlantic, Indian and Pacific Ocean Regions on the SafetyNET service of Inmarsat-C from 11 to 17 April 2007.

Recently reported incidents

**13.04.2007: 1500UTC: Posn: 11:57N - 060:23E, 350nm East of Socotra, Arabian Sea.**

A speedboat doing 20kts was sighted on radar at distance of 8nm of a bulk carrier underway. Ship raised alarm, crew mustered and activated fire hoses and switched on deck lights. Boat approached up to 2.0 nm and aborted the chase. Suspected boat was seen heading towards the African coast

**13.04.2007: 0900LT: Posn: 08:20N - 076:32E, off Trivandrum, India.**

About 100 pirates including fishermen armed with long knives boarded a barge under tow. They stole cargo and escaped.

**11.04.2007: 0930 UTC: Posn: 15:14N - 052:25E, Gulf of Aden.**

Pirates in two speed boats chased a product tanker underway with intent to board. The C/O contacted the Piracy Reporting Centre, in Malaysia, for assistance. The centre contacted coalition naval forces at Bahrain and a warship and a helicopter were dispatched to render assistance to ship. Meanwhile ship took extra measures to prevent boarding by pirates. When a helicopter arrived the two speed boats aborted the attempt and moved away. Ship continued her voyage to her destination port. All crew are safe.

**11.04.2007: 0530 UTC: Posn: 06:32S – 039:35E, 28 miles NE of Dar Es Salaam, Tanzania.**

Pirates boarded a container ship drifting. They broke open two containers and stole some cargo bags and left the vessel.



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### 06.04.2007: 0345 LT: Dumai Anchorage, Indonesia.

A tanker at anchor was boarded by two robbers who entered the engine room via the open sky light. Crew in the engine room noticed the two robbers and when they tried to apprehend them, the robbers threatened them with long knives. Engine room crew informed the bridge and the alarm was raised and crew mustered. The robbers threatened the deck watch with long knives as they escaped from the funnel deck. The robbers escaped with some engine spares by jumping into the river. Upon investigation, it was revealed that the robbers may have boarded the vessel when one crew had gone into the accommodation to wake up the next watch and the other crew went for a security round on deck. No injuries to crew.

### 29.03.2007: 0300 LT: Chittagong Roads, Bangladesh.

Two robbers using grappling hooks with ropes boarded a container ship from a small boat near the stern. The alarm was raised by the deck watchmen who were attacked by the robbers armed with knives. The crew sustained serious cuts to their hands. The robbers jumped into the water and the small boat moved away. Port control was informed. The small boat was still near the vessel but moved away when the coast guard came on board to investigate.



The AHTS **ZEUS** – Photo : Dennis van Harten ©

## ITF looks at West Sailor crew complaints

An ITF inspector is investigating claims from the crew of the Maltese-flag chemical tanker **West Sailor** that they were not allowed to call for assistance to extinguish an engineroom fire late last week. The 4,300-dwt vessel caught fire off the west coast of Ireland on 10 April. The crew managed to put the fire out but were unable to re-start the tanker's engines, so had to anchor before being towed into Cork. Irish Marine Department surveyors have carried out port state control tests. The **West Sailor** had already unloaded its cargo of sulphuric acid before the fire on board. The vessel is owned by Vestland Marine (Poland) and operated by Vestland Rederi of Norway.

## Bourbon Dolphin enquiry begins Friday

An enquiry into the capsizing and sinking of **Bourbon Dolphin**, 75 nautical miles north west of Shetland, begins in a Norwegian court on Friday and the offshore supply industry is eagerly awaiting its outcome. The Norwegian government is shortly setting up a permanent royal commission to investigate maritime accidents. The supply boat industry hopes that the court enquiry will reveal exactly what happened. According to the Havila Shipping CEO, Njaal Sævik, the industry expect to gain new knowledge, which may be used to introduce measures to existing vessel and those on order to retain the high safety record of the supply industry.

## CASUALTY REPORTING



NERI's sheerleg **ITALIA** seen working on the grounded **SIERRA NAVA** in Algeciras  
Photo : via Corrado Neri ©

## Ship explosion injures crew member

Maritime New Zealand is investigating an explosion on a ship off the Southland coast yesterday which injured a crew member.

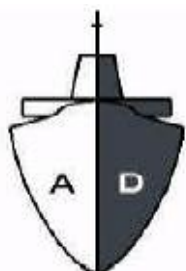
Maritime New Zealand spokesman Lindsay Sturt said a compressor exploded early yesterday afternoon when the **Adelaide Pearl** was near the Auckland Islands, south of Stewart Island. The ship sailed to Bluff Harbour where a man, who suffered chest injuries in the explosion, was taken to hospital.

His injuries were not life-threatening, Mr Sturt said. Maritime New Zealand would today be interviewing crew members to find out what happened, he said. The investigation could take a month.

## NAVY NEWS

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### **Carriers announcement delayed, Navy faces cuts says paper**

The broadsheet The Herald, published in Glasgow, reports today that a long awaited announcement on the construction of the UK's new aircraft carriers will be delayed primarily because of the Scottish elections.

Shipyards up and down Britain, but especially the Scottish yards, have been awaiting news on the contracts as it will mean a huge boost to the fortunes of shipbuilders as the biggest ever navy ships are built in the UK.

However a belief that an announcement would be imminent a couple of weeks ago has now turned to one will be made after the elections are held in Scotland in May. The Herald said this was decided upon to prevent accusations that the Government was seeking to sway voters minds if they made an earlier announcement.

'Hard bargaining' at shipyards was also a factor in the delay, said the paper. The construction of the giant vessels will ensure work for thousands of shipyard workers around the UK with sections being built on the Clyde, at Barrow, Portsmouth and final assembly in Rosyth in Scotland. On top of this it has been made clear that all shipyards in the UK should benefit in some way or other, contributing to the construction efforts.

When the announcement comes though it will be time for the Royal Navy to face up to more cuts in its fleet to make up some £250m overrun in fuel, maintenance and other costs says the paper. Quoting an un-named source this could mean, it claims, mothballing of two Type 42 destroyers and four Type 22 frigates.

Critics of the Government's navy policies have been vocal in pointing out that much of the RN's capability is in fact incapable at present, with ships laid up or 'in reserve' meaning that should a conflict arise they would not be commissioned for months. The Herald's source added to this by saying the carrier INVINCIBLE would only be in a ready state after 18 months of preparations and that five other vessels would take half a year to be made seaworthy.

Government spokespersons have however pointed out that the new wave of shipbuilding for the navy will result in a smaller but much more effective fleet to cover operations expected of them in the future. Currently the Clyde and Portsmouth enjoy a boom with construction of the Type 45 destroyers. Last week the Prime Minister Tony Blair and Scotland's First Minister toured the Govan shipyard on the Clyde. Sheet metal worker Sheryl Dobie, who has recently completed her modern apprenticeship, and fourth year technical apprentice Ross Frew conducted the tour.

After meeting a group of 60 graduates and apprentices Mr Blair said, "This industry is immensely important for Scotland, immensely important for skills that once lost are hard to recapture, and immensely important for the national defence industry. He praised the Clyde workforce and said the Type 45s were 'absolutely vital' to the future of the Royal Navy.

And in Barrow this week, on Thursday Lee Foster, project manager at BAE Systems shipyard there, will outline what the construction of the new carriers will mean for Barrow. The meeting will take place at Chetwynde school at 7.30pm



## “Almirante Irizar” waiting to be towed to Puerto Belgrano

Argentine icebreaker “**Almirante Irizar**” which caught fire last Tuesday in the South Atlantic remained on Monday anchored 140 miles off Puerto Madryn waiting for an improvement in weather conditions so she can be towed to Puerto Belgrano.



According to the Argentine Navy the captain of the vessel, 30 crewmembers and a team of tactical divers from the Salvage Department remain on board preparing for the recovery operation and to ensure the fire that engulfed the icebreaker has been definitively dominated.

“The situation is similar to Sunday’s: strong gales and huge waves impede the start of the towing operation. Meantime the crew on board is preparing the vessel for its trip to the continent”, said Argentine Navy sources.

“Almirante Irizar is under control and nautically secure”, said the Navy spokesperson, “a problem with the rudder has been fixed so there should be no resistance when sailing”. Meantime Federal Judge Hugo Sastre who is head of the inquiry into the fire that forced all on board to abandon ship said it was too premature to attribute the accident to “human failure or mistake”.

“So far I’ve interrogated the personnel on duty the night of the incident and who were responsible for the engine and generators room where apparently the fire begun”, said Judge Sastre. “It’s too premature and it would be irresponsible from my part to attribute the incident to human failure or errors”, he said adding that once the “**Almirante Irizar**” reached Puerto Belgrano or Puerto Madryn the technical inquiries will begin.

Five Navy and Coast Guard vessels are in the vicinity waiting to begin rescue operations. They include destroyer **ARA Almirante Brown**; corvettes **ARA Robinson** and **ARA Granville** plus support vessels **ARA Lieutenant Oliveri** and **ARA Lieutenant Olivieri**, loaded with tools, generators, chains and other equipment for the operation.

Fire in the icebreaker which apparently started in the generators’ room took almost five days to dominate. Last Saturday when the fire was extinguished and all was under control the idea was to begin the towing operation but weather conditions changed rapidly frustrating the effort.



The Argentine Navy estimates it will take from three days to a week to have the vessel taken to Puerto Belgrano for repairs and refurbishing, "which could involve up to two years". **Almirante Irizar** is the logistics backbone of Argentina's Antarctic operations and was on her return from the 2006/07 campaign when the incident occurred. All on board, crew members and scientific staff, 241 people, were evacuated in order and timely.

## NAVO vloot in Martinique

Door : Els Kroon

Na talrijke trainingen, oefeningen en het simuleren van oorlogssituaties op zee kwam de NAVO vloot vorige week aan in de haven van Fort de France van het Franse eiland Martinique. Fort de France was de tweede en laatste Caribische haven die de onder NAVO vlag varende schepen aandeden. Na enkele dagen rust en vertier zetten de **USS Mahan**, **de FGS Sachsen** en de **RFA Wave Ruler** koers naar het oosten met bestemming Kaap-Verdische eilanden. Daarna staat een bezoek aan een Zweedse en Poolse haven op het programma. Het vaarschema drukt uit hoe de NAVO, die oorspronkelijk bedoeld was als West Europese alliantie, haar grenzen wereldwijd verlegt. Naast het monitoren van vaarbewegingen en afweren van internationale bedreigingen is ook het beschermen en veilig houden van handelsroutes over het water een belangrijke doelstelling Samenwerking, en het uitwisselen en profiteren van elkaars expertise staan daarbij voorop.

Elke dag vond er dan ook een uitwisseling van manschappen tussen de diverse schepen plaats. Enkele dagen voordat de vloot binnenliep op Martinique voegden zich opnieuw twee marineschepen kortstondig bij het eskader. Het nu voor de Chileense Marine varende luchtverdedigingsfregat **Almirante Latorre**, dat tot enkele jaren geleden onder de naam **Hr Ms Jacob van Heemskerk** voor de Nederlandse Marine voer, en het Amerikaanse fregat **USS Samuel B Roberts** sloten zich aan in een passing exercise, waarin de schepen in verschillende formaties varen. De diamant en diagonaal figuren werden vanuit de Lamps Mark III helikopter van de **Samuel B Roberts** vastgelegd. Volgens NAVO bevelhebber Michael Mahon is het een gewoonte dat marineschepen, die in elkaars nabijheid varen een passing exercise uitvoeren. De diverse nationale vlaggen gingen daarvoor in groot formaat in top.



Foto : US Navy / Vincent J. Street ©

Aan het einde van het verblijf in het Caribische gebied verklaart vice-admiraal Mahon dat de bemanningen van de schepen die onder zijn bevel vallen een grote stap voorwaarts hebben gemaakt op het gebied van samenwerking: "We zijn klaar voor de oversteek van de Atlantische Oceaan. Mijn doel is vooral om de capaciteiten van elk individu aan boord van alle schepen te ontwikkelen en optimaal te benutten in een gecoördineerde samenwerking, waarbij ook de ervaring van alle medewerkers een duit in het zakje doet.

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Foto : US Navy / Vincent J. Street ©

De integratie van de samenwerkende schepen is daarbij een belangrijke factor. Die cohesie willen we ook bereiken door een effectieve communicatie, zodat we goed voorbereid zijn op zowel bedreigende situaties als humanitaire hulpverlening bij plotseling optredend gevaar. Hier in het Caribische gebied zijn we bijvoorbeeld voorbereid op een plotselinge uitbarsting van de vulkaan op Montserrat. Zoals we onlangs ook hulp hebben verleend in de wateren rond Libanon, waar we duizenden mensen uit Beiroet hebben geëvacueerd naar het eiland Cyprus”, aldus Mahon.

Na de Atlantische oversteek bereidt het eskader zich voor op de grote oefening “Noble Mariner” die in mei plaatsvindt in Noord Europa. In juli volgt dan de certificering als NRF 9 (NATO Response Force 9), die een half jaar actief zal zijn tot 26 januari 2008. Tot die datum blijft vice-admiraal Mahon het commando voeren over de groep, die de instemming geniet van 25 aangesloten NAVO landen en NRF groep 8 opvolgt.



The Singaporean Navy patrol vessel **P 89 VALOUR** seen patrolling the Singapore straits

Photo : Slotmaritimephoto ©

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## Yantai Raffles shipyard to build third rig for Awilco

Exciting year ahead says Yantai Raffles chairman. Singapore headquartered Yantai Raffles Shipyard Limited ("YRS"), following an option exercised, has signed a new contract to build a third semi-submersible rig for Norwegian firm Awilco Offshore Semi ASA

The GM4000-D rig is a semi-submersible unit with a dynamic positioning system, accommodation unit and ballasting system designed to support duties such as intervention and drilling. Dubbed the '**WilPromoter**', the vessel will be deployed to operate in the North Sea and Norwegian Sea upon completion. The rig is the third to be built for Awilco Offshore, who currently have two other semi-submersible rigs under construction at the Yantai shipyard.

Two of the rigs have been awarded long term drilling contracts by Norsk Hydro Produksjon AS.

Mr Brian Chang, YRS Chairman said, "We are very pleased with the trust and confidence that Awilco Offshore has placed in us. We will continue to deliver the best to our clients in a manner that is both efficient and timely. We believe that this is just the beginning of a very exciting year as we foresee bigger and newer orders ahead."

## ASRY'S BUSY QUARTER

BAHRAIN-based ASRY says it has secured contracts worth US\$42m during the Q1, while 35 ships were stemmed during the period.

In a statement the yard says: "As is now the norm the demand for dock space has been high throughout this period with full order books for all three docks as well as along side services. The range of repairs has been extensive, from major refurbishments to two offshore rigs, the **Al Mariyah** for NDC and the **ARB-1** for Saudi Aramco, to VLCCs, gas carriers, dredgers, chemical carriers and offshore supply boats, again illustrating the flexibility of the yard to be able to undertake a broad range of repairs to all types of vessels. There has been no let up in the level of enquiries received and all indications are that this year will be as successful as last year. "

The International markets again performed well with eighteen (18) vessels in for repairs and the Arab markets also performed strongly with seventeen (17) vessels in for repairs, up on the same period as last year. "What has been encouraging for the yard is the fact that the value of repairs completed has risen over the year and with high demand it is hoped that this trend will continue", commented Mr. Mohamed Alkhateeb, ASRY CEO.



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ASRY says its new twin slipway project is now well underway and is due to be completed at the beginning of next year. This development is set to have a major impact on business for the yard, since it will free up valuable dock space for larger vessels and give owners more flexibility in space availability, which these days is at a premium. The maximum length of vessel will be 140m with a breadth of 20m and a displacement of 5,000 tones. ASRY says the will significantly increase its market share for the repair of small and medium size vessels of around 15,000 dwt.

### Piraeus repairs for Celtic Mist

The ro-pax vessel **Celtic Mist** is back in Piraeus for further repair work after being barred from operations on the Portsmouth-Cherbourg route. The vessel was to have been chartered by CelticLink Ferries, but inspection by the UK's Maritime & Coastguard Agency and the French Coastguard service led to its failing various Solas regulations relating to carrying passengers. The latest move follows an earlier refit in Piraeus, repairs in Southampton and a series of crew problems that have been investigated by the ITF. The crew problems involved a Lithuanian agency crew employed by Jay Management, the vessel's owner, and a number of issues remain unresolved. CelticLink managing director Paul Tyrrell told Fairplay: "we cannot get involved because we do not own the ship and have not yet chartered it. When it does pass all the necessary inspections we will use the vessel. In the meantime we are continuing our hunt for an alternative ship." The launch of the services has now been delayed by more than two months.

## ROUTE, PORTS & SERVICES

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The former KNRM lifeboat **CORNELIA CLASINA** seen moored in Grou, the lifeboat was formerly based at the Dutch island of Vlieland

Photo : Dennis van Harten ©

## Mombasa dredging plan gets government approval

Kenyan transport minister Chirau Ali Mwakwere said at the weekend that the government has granted approval for the long-awaited dredging of Mombasa harbour.

The minister said the Sh3.5billion dredging contract, which involves deepening the Likoni channel, will be completed within three years. The project was necessary to avoid any risk of Mombasa becoming a mere feeder port on the East African coast, he said.

Were this to happen the cost of transport would rise accordingly. The minister said that the dredging project would commence this year and be completed by 2010. It will be undertaken in three phases, and would take place alongside another project of constructing a second container terminal at an estimated cost of Sh20 billion. A Japanese company has been identified for the container terminal project.

The combined projects would intended to help modernise the port of Mombasa and equip it for future challenges.

Like other ports along the Africa coast Mombasa faces the threat of being isolated by major shipping lines as they introduce larger tonnage vessels on the African services. In South Africa the average size of the larger container ships now calling at Durban, Port Elizabeth and Cape Town is in the order of 4000-TEU, compared with 3000-TEU a decade ago, while 5000-TEU ships have been introduced by several lines. All indications are that ships will continue to get even bigger on these services.

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As a result a massive project of deepening the harbour at Durban is underway, including widening the port entrance to accommodate the larger ships in greater safety. Mombasa clearly faces a similar challenge and the dredging project will help assure the Kenyan port's place as the major hub to the East African region.

"The maritime industry is faced with challenges such as rapid growth in container traffic, increasing ship sizes requiring deeper draughts and better equipment, as well as heightened competition between ports," Kenya's Transport Minister pointed out.



Panoramic overview of the Greek port of Piraeus

Photo : Evangelos Detsikas ©

## More buying and selling of DryShips vessels

Three in and one out as fleet expansion continues for Greek shipping firm.

DryShips today announced that it has entered into the following agreements with unaffiliated third parties:

- To purchase a 2001 built, 74,000 dwt Panamax bulk carrier, "**M/V Heinrich Oldendorf**" for \$49.0 million, from Oldendorff Carriers GmbH & Co. KG of Germany, scheduled to be delivered in the second quarter of 2007.

Upon delivery to DryShips, the vessel will commence a bareboat charter back to the seller for a period between 11 and 13 months at a daily bareboat charter rate of \$28,000.

- To purchase a 2001 built, 74,832 dwt Panamax bulk carrier, to be renamed "**MV Capitola**" upon delivery, for \$49.0 million, scheduled to be delivered charter free in the second quarter of 2007.
- To purchase a 2002 built, 74,816 dwt Panamax bulk carrier, to be renamed "**MV Barga**" upon delivery, for \$49.0 million, scheduled to be delivered charter free in the second quarter of 2007.
- To sell the 1981 built, 75,395 dwt Panamax bulkcarrier, "**M/V Mostoles**", for \$13.3 million with delivery to the new owners scheduled during the second quarter of 2007.

DryShips expects to realize a book gain on this sale of approximately \$ 10.3 million.

Upon completion of the recent sale and purchase activity, DryShips will have a fleet of 36 vessels, composed of 5 Capesize, 28 Panamax, 1 Handysize and 2 newbuilding Panamax vessels, with an average age of 8.6 years, compared to the industry average of 12.6 years, and a combined cargo-carrying capacity of approximately 3.04 million deadweight tons.

Mr. George Economou, Chairman and CEO of DryShips Inc., commented: "We continue to consistently implement our fleet renewal and expansion strategy and reaffirm our leadership position in the drybulk sector. During 2007, DryShips has entered into agreements to acquire 7 vessels with an average age of 7.5 years and sell 6 vessels with an average age of 14 years. Our goal is to replace our older vessels with younger and more modern ones with a higher upside potential. Company's ultimate objective is to enhance the quality of our earnings thus maximizing long term shareholder value."



## French shipowner welcomes new containership to the fleet

First of a series of six 1700 teu vessels - and flying the Red Ensign

CMA CGM recently announced the addition of the **CMA CGM HERODOTE** to its fleet. She is the first company-owned vessel in a series of six (four CMA CGM and two MARFRET) vessels dedicated to the Europe – Guyana – North Brazil trade.

With a 1,700-TEU capacity, these new container ships are the largest ever to berth at Saint Maarten and French Guyana. They offer 51 percent greater cargo capacity, and their special hull design enables to maximize transport of goods to shallow-draft ports.

The vessels are fitted with 240 reefer plugs, three times more than current vessels. This enables them to load the equivalent of 480 TEUs of reefer cargo, or 5,200 tons of melons, grapes and other exotic fruits from North Brazil. These vessels are equipped with two thrusters so that they can berth and manoeuvre without a tug. They also have three cranes (two 45-ton cranes and one 30-ton crane) to handle containers even in ports without such equipment. Finally, like most CMA CGM container ships, these vessels are outfitted to accommodate passengers who can reserve single or double cabins for an unforgettable experience living alongside the crew, learning about life at sea, eating meals at the captain's table, and enjoying a variety of amenities including a lounge, gymnasium, pool and library.

"CMA CGM was willing to invest in modern vessels which would be dedicated to this trade where the Group has a historical presence," explains Nicole Chamard, Director of Mediterranean/Caribbean and Europe/Guyana, North Brazil lines. "These new vessels are larger, faster, and they have been specially designed to cope with the nautical constraints of the area. Our customers will therefore benefit from an improved quality of service, with faster transit-time, and better opportunities to expand their business in the coming years."

These vessels will provide direct service to the following ports in the rotation: Cadiz, Leixoes, Rotterdam, Tilbury, Rouen, Le Havre, Saint Maarten, Port of Spain, Degrad des Cannes, Belem, Fortaleza, Natal, and return to Cadiz.

The sister ships of the series, the **CMA CGM HOMERE, ARISTOTE** and **PLATON**, are scheduled for delivery in April, June and October 2007, respectively. Hyundai Heavy Industries, the world's largest shipyard, built these vessels at its sites in Ulsan and Mokpo in South Korea.

The **CMA CGM HERODOTE** called at Saint Maarten on April 1st, 2007 and at Degrad des Cannes, French Guyana on the 6th. She flies under the British flag. She is expected to dock at Tilbury on the 27th April.

## Extra Zuid-Amerikadienst Maersk op Antwerpen

Maersk Line neemt Antwerpen op als nieuwe aanloophaven in de zogenaamde L-Class Service. Dat is de belangrijkste dienst van de Deense rederij tussen Europa en de oostkust van Zuid-Amerika.

Voor de verladers die via Antwerpen verschepen, betekent dit een tweede wekelijkse loop van Maersk op dit vaargebied. Ook de zusterrederij Safmarine gebruikt de dienst. Het eerste schip dat de Scheldehaven rechtstreeks aanloopt, is de 4.500 teu grote Leda Maersk op 19 mei.

Het nieuwe Europese vaarschema van de dienst wordt: Rotterdam, Thamesport, Bremerhaven, Antwerpen, Le Havre en Algeiras. In Zuid-Amerika staan aanlopen in Itaguai (Sepetiba), Santos, Buenos Aires, Montevideo en Rio Grande op het programma.

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De opname van Antwerpen in de rotatie heeft als gevolg dat Vigo volgende maand uit het vaarschema verdwijnt. Maersk blijft de Spaanse haven bedienen via transshipment over Algeciras. Tussen beide havens wordt voortaan een schip van 1.837 teu ingezet, dat bijna dubbel zo groot is als de 950 teu grote **Husky Runner** die tot op heden als Vigo feeder fungeerde.



## ORIENT EXPLORER



Referring to the photo of the **ORIENT EXPLORER** made by **Capt Jelle de Vries** in Langkawi, in yesterday's issue, newscippings reader **Tonny Terry** send today some additional information about this vessel

**Photo : Capt Jelle de Vries ©**

She was built as a patrol vessel at the Pullman Standard Car Co in Chicago Illinois (USA) and commissioned into service October 9<sup>th</sup>, 1943 as the **PCE 833**, sailed during the war for the Royal Navy with pennant **Z-07**, Returned to U.S.N. in 1946, Sold to Fylkesbaatane i Sogn og Fjordane, Bergen, Norway in 1949 and converted to a passenger ship being

renamed **M/S Sognefjord** in 1950. Sold in 1982 to Filmeffekt A/S, Oslo, Norway and renamed **Orion**. Sold in 1984 to A/S Orion, Milde, Norway and laid up. Sold in 1987 to Matkat OY, Helsingfors, Finland, Sold again in 1991 to Orion Risteilyt O/Y, Hamina, Finland and renamed **Orion II**. Sold in 1996 to Jaako Mathias Eriksson of Honduras. Sold again in 1997 to an unknown buyer in Thailand and renamed **Explorer**. Currently named **Orient Explorer**.

## Transfer of harbour masters confirmed

The National Ports Authority (NPA) of South Africa has confirmed some of the harbour master transfers first revealed by Ports & Ships on 30 March 2007.

**Captain Mike Brophy**, who held the post of Chief Harbour Master as well as that of Harbour Master at Durban, relinquishes the latter position to devote more time to national matters. He will continue to operate from Durban.

His place as Harbour Master of Africa's busiest port has gone to **Rufus Lekala**, the former Harbour Master at Cape Town. In turn Lekala's replacement in Cape Town is **Captain Ravi Naicker**, until recently Harbour Master at Richards Bay.

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What we weren't able to reveal on 30 March was the identity of the new Harbour Master for Richards Bay, in place of **Ravi Naicker**. That person is **Denis Ncwadi**, present Harbour Master at the port of East London.

Who goes to East London? That's where our source of information dries up once again. Watch this space. There will however be a short delay before **Ncwadi** moves to the Zululand port and an acting harbour master has been appointed from among the pool of pilots at Richards Bay. That man is **Ashwani Pathak**, who in September 2005 suffered severe injuries when surviving the crash of the port helicopter in which the helicopter's winchman died.

## STANISLAV YUDIN LIFTS EAST DECK IN POSITION



The east deck (2200 ton) was installed by **Stanislav Yudin** yesterday, the west deck (similar weight) was installed some days ago also by the **Stanislav Yudin**

Photo : **Wim van der Velde - Seaway Heavy Lifting Engineering B.V. ©**

## Teekay and Torm swoop on OMI

Teekay Shipping Corporation and A/S Dampskibsselskabet Torm have entered into a definitive agreement to acquire OMI Corporation in a \$2.2 billion deal. The agreement was unanimously approved by OMI's Board of Directors.

Upon closing, Teekay and Torm have agreed to divide the assets of OMI equally between themselves.



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OMI's 3.5 million dwt fleet comprises 13 Suezmax tankers (seven of which it owns and six of which are chartered-in) and 32 product carriers (of which it owns 28 and charters-in four). OMI also has two product carriers under construction, which will be delivered in 2009.

Teekay will acquire OMI's Suezmax operations and eight product tankers, and Torm will acquire the remaining product tankers, 26 in total.

Under the agreement, OMI shareholders will receive \$29.25 in cash for each share of OMI common stock they hold. Teekay and Torm will equally split the total cost of the transaction of approximately \$2.2 billion, including assumed net debt and other transaction costs. Under the terms of the agreement, OMI will be permitted to pay a dividend at a rate of \$0.15 per share per quarter, pro rated from April 1 to the closing of the tender offer, up to a maximum of \$0.15 per share in the aggregate.

Under the agreement, Teekay and Torm are required to commence a tender offer to the OMI shareholders on or before April 27, 2007. The tender offer will be subject to acceptance from OMI shareholders representing over 50 percent of OMI's outstanding shares as well as receipt of standard regulatory approvals. If the tender is successful, the transaction is expected to close during the second quarter of 2007. OMI will promptly file a copy of the definitive agreement with the Securities and Exchange Commission.

"We are delighted with the outcome of this process, which we believe has greatly benefited our stockholders and is a testament to the outstanding job our people have done in a highly competitive market environment," said Craig H. Stevenson, Jr., Chairman and Chief Executive Officer of OMI.

Due to the pending transaction, the OMI Board of Directors has postponed OMI's 2007 Annual Meeting of Stockholders to June 28, 2007 from May 9, 2007.

## EURONAV FEELS LOWER RATES

BELGIAN-based tanker company Euronav made a Q1 net profit of US\$30.2m, down dramatically from Q1 06 when the profit was US\$93.5m.



The **TI EUROPE** – Photo : Peet de Rouw ©

The company notes: "The difference in net earnings in Q1 07 compared to Q1 06 is due to the lower VLCC spot market: the average daily time charter equivalent rates (TCE) obtained by the company's owned fleet in the Tankers International pool was approximately US\$51,000/day compared to the historically high US\$82,500/day in the first quarter of 2006. The time charter equivalent earnings of the Euronav suezmax fleet which is fixed on long term time charters, including profit shares when applicable, was US\$35,800/day (Q1 06 US\$34,000/day) for the first quarter 2007."

Commenting on the current market Euronav says: "VLCC rates in the second quarter have been, thus far, higher than previous years which gave a good start to the current quarter. However spot VLCC rates have begun to evidence the first signs of softening in line with seasonal expectations."

## Huisman opens new production facility in China

Huisman, the well known marine crane manufacturer that has built many cranes for offshore vessels and heavy lift cranes for the heavy lift market has opened a new production facility in Zhangzhou City, Fujian Province, in the south-east of the People's Republic of China.

The facility will produce large steel equipment for the offshore and onshore industry in the Asian region, said Huisman.

A fast expanding offshore market and fast-growing market in the Asian region were the reasons for the company's expansion into China. Fujian Huisman Steel Manufacturing Co Ltd is a US\$40 million investment for Huisman.

Huisman China currently has on order 20 offshore cranes and heavy lift cranes in the capacity range of 300 te to 2,700 te together with a 90 meter long stinger for the new pipelay vessel **Sapura 3000**.

## Euroseas Ltd. Takes delivery of its 10th Vessel

Euroseas Ltd. an owner and operator of drybulk carriers, container ship and multipurpose vessels and provider of seaborne transportation for dry bulk and containerized cargoes, announced today that it took delivery of **M/V Manolis P** (ex M/V **Bitre Ritscher**), a Handysize containership of 20,346 dwt and 1,452 teu, built in 1995 in Germany, which it had previously agreed to acquire, on April 12, 2007. The M/V **Manolis P** was acquired for approximately \$19.15 million and has been secured under a one-year period charter until March 2008 at \$13,450 per day.

## MOVEMENTS

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Today, Thursday 19th April the 1977 built tug **HECTOR (ex-KINTORE of J.P. Knight)** is due to enter Malta Shipyards @ 0700 & will leave @ 1400 towing the barge **TMI IV**.



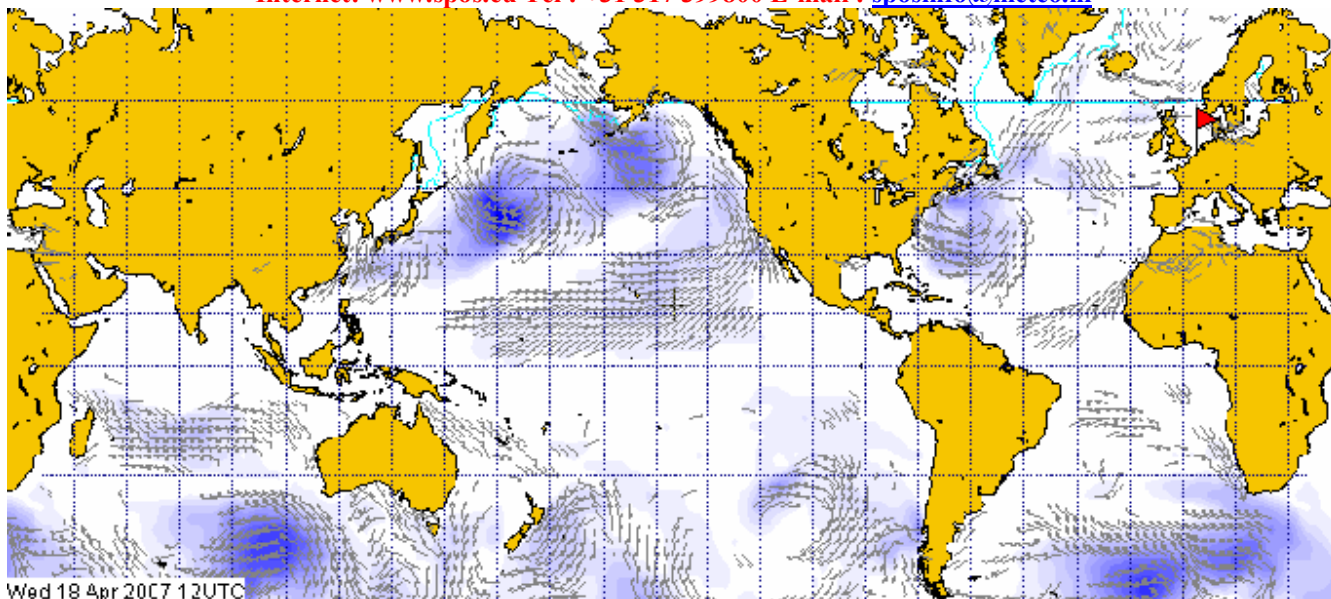
The **KHK VISION** seen during her maiden voyage in Fujairah (UAE) - Photo : Reinier Meuleman ©

## 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 ....



The new **Guangzhou Salvage** crane vessel **Hua Tian Long** ( 4000 T revolving) enroute from Daya Bay to her first (Chinese) assignment. Vessel is scheduled to operate in Malaysian waters later this year.

**Photo : via Capt Jelle de Vries**

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