

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 111



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Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



View from the wheelhouse of HAL's NOORDAM when entering the locks in the Panama Canal

Photo : Bauke Lijklema ©

SVITZER OCEAN TOWAGE



Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands
Telephone: +31 2555 62711
Telefax: +31 23 557 1896

E-mail: smitwijs.sales@svitzerwijsmuller.com

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EVENTS, INCIDENTS & OPERATIONS



The **OMEGA PRINCESS** seen enroute Rotterdam

Photo : Arie Verheij ©

No plans to raise Bourbon Dolphin

The Gard P&I Club issued a statement reporting that it is extremely uncertain that it is technically possible to raise the **BOURBON DOLPHIN**.

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The current situation is that the **BOURBON DOLPHIN** has sunk in about 1,100 meters of water in the North Atlantic Ocean about 85 nautical miles (157 kilometers) northwest of the Shetland Isles. This ocean area is outside the territorial waters of any state, but within the Exclusive Economic Zone of the United Kingdom.

London Offshore Consultants (LOC) was consulted on the technical aspects of raising the ship.

LOC's advice is:

The **BOURBON DOLPHIN** is currently at an extreme depth and has sunk in a location that is exposed to difficult wind, wave and current conditions.

The greatest depth from which any ship has been raised previously is about 600 meters. That ship was much smaller and lighter than the **BOURBON DOLPHIN**.

The condition of the vessel on the seabed is unknown. The hull may have suffered serious damage as it sank and hit the seabed, it may have also become partly buried on the bottom.

The enormous water pressure at this depth, as well varying currents at different depths of water, represents additional problems.

The location in the North Atlantic Ocean is remote and hostile and will only allow for operations in the summer months, and even then any activities are likely to incur significant weather downtime.

LOC has concluded that it is extremely uncertain that it is technically possible to raise the ship. Any method that could be attempted would, by its very nature, be untried and would require a significant period of time for research, engineering and planning.

From a legal perspective, the state that has jurisdiction over the ocean area where a ship has sunk can order it to be removed if it poses a danger to navigation or the environment, neither of which appears to be the case with the **BOURBON DOLPHIN**.

Bourbon Offshore is insured by Gard for legal liabilities.

Gard can only cover costs incurred in raising the **BOURBON DOLPHIN** if the shipowner is legally liable to comply with an order issued by a competent authority. This means that, in the absence of such an order, Gard cannot cover the costs to raise the **BOURBON DOLPHIN** even if it were technically possible to do so.

Like all the other P&I Clubs, Gard only covers its shipowner members' legal liabilities. Gard cannot assume any greater responsibility to pay claims or incur costs than what follows from the legal liabilities incurred by its members.

Loss of or damage to the ship itself is covered by hull and machinery insurance.

The **BOURBON DOLPHIN** is regarded as a total loss, which means that the hull and machinery insurers will have to pay the sum insured, but they are not responsible for taking any other measures.



The **CMA CGM MATISSE** seen enroute Rotterdam
Photo : Jan Steehouwer ©



Bridgetown, Barbados April 28th night , the passengerliners **Maasdam, Norwegian Crown, Galaxy, Royal Clipper, Carnival Destiny** and **Sea Dream II**, were chartered for the World Champion Cricket , in view of lack of enough accommodation in Bridgetown. The **Carnival Destiny** had only 130 passengers onboard during the night !!!!
Photo : René van der Voort ©

MarAd Lifts Ghost Fleet Moratorium

According to the Daily Press, MarAd has lifted a moratorium on the disposal of ships in the James River Reserve Fleet, clearing the way for more of the rusting ships in the ghost fleet to be removed. The agency had put a temporary freeze on ship disposal last month while state agencies nationwide disputed how the ship hulls are cleaned. The environmental dispute is holding up disposal work in California and Texas, but Virginia officials have let the work proceed.

Since last year, the Coast Guard has required that ship hulls be brushed to remove marine growth that may have accumulated before it is towed to foreign waters. Some complained the process could remove lead paint or decayed metals that end up in the water. Three ships slated to be removed from the fleet before the moratorium could now leave Virginia as early as mid-May, said Shannon Russell, a spokeswoman for the maritime agency. Additional ships could leave the fleet later this year. About 45 ships remain in the fleet anchored off of Fort Eustis. Those decaying ships could pose an environmental risk as they age. While the state Department of Environmental Quality approved of

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the disposal work proceeding, it asked the maritime agency to clean the ship hulls in dry-dock facilities instead of in open waters.



The **CSCL NAPOLI** seen outward bound from Rotterdam

Photo : Wil Kik ©

Aussies leap from burning ferry

TERRIFIED she would die, a WA woman has told how she abandoned a burning ferry as it sank off the coast of Thailand this week. Valerie Metcalfe, 49, and her partner Garry Straker, 47, were among 80 passengers forced to leap into the sea when the engine of the **Jet Wave 3** boat burst into flames as it approached the Phi Phi Islands off Phuket on Tuesday morning. Miraculously, there were no deaths.

The Bicton couple were among 20 Australians on board when the fire took hold at 11am, engulfing the three-tier vessel in minutes. Speaking to The Sunday Times from a resort on Phi Phi Lei, Ms Metcalfe said: "I was extremely frightened. I just thought, 'S--t, this is it'. All of a sudden the fire just took hold and was spreading underneath.

"People were panicking ... not everyone had vests, people were jumping in without them.

"There were people who couldn't swim and they were terrified. It was very distressing."

Ms Metcalfe said the ferry's life jackets were a tangled mess and the hoses could not be used because they were knotted and tied with rope. "There were no fire extinguishers and even life vests had knots in them, so people were really panicking," she said.

"I don't think there was any head count done. You wouldn't have known if someone was stuck in the toilet and burnt." She said the crew did not help passengers. A holidaying firefighter from Adelaide was hailed a hero after he helped people leap to safety.

Known only as Nathan, he paired strong swimmers with weak as the ferry started to sink. "He stood on an upper level and told everybody, 'This fire is going to take control very quickly'," Ms Metcalfe said. "Then he warned that the paint was highly toxic and the fumes were dangerous." She said they were rescued by speedboats in 15 minutes.

A Department of Foreign Affairs spokesman confirmed 20 Australians were on board and said none was injured.

He said consular officials were helping them get new travel documents.

More insider play at Quintana

Quintana Maritime is partnering once more with a member of its board of directors, this time to buy four capesize newbuildings.

As with three previous similar acquisitions this month, Quintana has negotiated charters with European power utility EDF, this time with only two of the four ships.



Quintana's **IRON MINER** seen during her maiden voyage departing from Rotterdam

Photo : Frans Sanderse ©

A joint venture owned in equal parts by the Nasdaq-listed shipowner and director Hans Mende has agreed to purchase the four 180,000-dwt bulkers from new South Korean shipyard Korea Shipyard Co Ltd.

The contract cost is \$310.8m, or \$77.7m per ship. Deliveries are set for May to August 2010. Two of the ships go to EDF on five-year charters upon delivery. As was the case in the previous joint-venture deals, the EDF charter terms include a significant profit-sharing component. The daily rate for the ship will be a minimum of only \$27,720 per day but there will be a 50% split above that, based on the Baltic Exchange's monthly AV4 BCI average.

Quintana has now acquired seven capesize newbuildings this month as part of joint ventures with Mende or board chairman Corbin Robertson Jr. In all cases, the company says its conflicts committee of independent board members has approved the transaction.

CASUALTY REPORTING

Crane Strikes McTeer Bridge

On April 26, a crane being towed by the tug **Sara Kaitlin** struck the McTeer Bridge on the Beaufort River. The barge under tow, **Mobro 139**, was carrying the crane that struck the bridge. The tug and barge were heading south towards Savannah, Ga. The crane sustained minor damage. The operators of the tug and barge, Savannah Marine Services Inc. and CML Equipment Company LLC respectively, are fully cooperating with the Coast Guard. This matter is under investigation by the Coast Guard. South Carolina Department of Transportation has closed the McTeer Bridge to

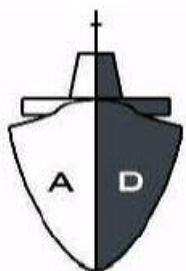
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vehicular traffic. The Lady's Island Bridge (Wood's Bridge) is open to recreational vessel traffic on a restricted schedule as follows. Commercial vessel traffic restrictions have not been implemented at this time.

NAVY NEWS

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ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax : + 32 3 297 20 70
e-mail : anglodutch@pandora.be

Swedish Coast Guard Orders Third Vessel

In December 2005 the Swedish Coast Guard awarded Damen the newbuilding contract for two state-of-the-art 81-metre Coast Guard Vessels. Construction of these vessels is currently taking place at Damen Shipyards Galati in Romania and delivery for the first vessel is scheduled for the summer of 2008, the second vessel will follow towards the end of 2008.

The contract included an option for a third vessel; this option has now been exercised. The third vessel is specially designed and equipped to perform chemical recovery duties and is provided with very sophisticated equipment which enables the vessel to combat abroad range marine accidents involving fire, hazardous gasses, explosion danger and chemical disasters. The capabilities of this multi purpose vessel makes it unique in the world. Delivery will take place by the end of 2009. The newbuilding contract for three high-tech vessels is a joint effort between Schelde Naval Shipbuilding, Damen Shipyards Galati and Damen Shipyards Gorinchem.



The Military Sealift Command (MSC) fleet replenishment oiler **USNS Patuxent (T-AO 201)** completes a vertical replenishment (VERTREP) with the guided missile destroyer USS (DDG 72) in the Atlantic.

Photo : US Navy ©

SA Navy gets second submarine

The second of the South African Navy's three new submarines, the **SAS Charlotte Maxeke**, arrived at its home base in Simonstown.

The submarine travelled directly to Simonstown from the port of Rota in Spain, following its launch from Emden in Germany, escorted by the South African Navy's combat support vessel, the **SAS Drakensberg**.

Defence Minister Mosiuoa Lekota said the submarine's arrival was another milestone in the re-equipping of the South African National Defence Force and welcomed the 30-member crew, referring to them as the "cream of the crop".

ThyssenKrupp Marine Systems manufactured the diesel-electric submarine in German naval shipyards at Emden.

According to ThyssenKrupp Marine Systems spokesperson Stephen Laufer, the total cost of the three submarines is 660-million euro, a price that includes the intensive training of the submariners and ongoing logistical support.

Lekota said the intensive training of submariners was needed due to the nature of the technologically advanced submarines, which came equipped with "some of the best underwater sensor and weapon systems in the world".

"The development of technological expertise and the retention of scarce skills is not only important but fundamental to the accomplishment of our strategic objectives," he said.

With a coastline that stretches 3 000 kilometres, Lekota said that the primary role of the submarine is to defend South Africa's interests and territorial integrity.

However, "her task is far greater", he said, adding that all three submarines "bring to the region and the African continent a significant strategic deterrent capability".

He added that the submarines together with the four new MEKO-class frigates already present at Simonstown had strengthened the capabilities of the navy, enhancing South Africa's regional reach, providing security for the entire Southern African Development Community.

"It is our opinion that the contribution of extra-continental role-players in this arena will continue to reduce," Lekota said.

The first submarine, the **S101**, arrived at Simonstown - where all three submarines are to be based - in April 2006, and the third and last submarine is expected in April next year.

Colombiaanse zeemacht neemt recordhoeveelheid cocaïne in beslag

De Colombiaanse zeemacht heeft de recordhoeveelheid van 20 à 25 ton cocaïne in beslag genomen tijdens een controle van een schip in het noordoosten van het land. "Het gaat om de grootste vangst in de geschiedenis van Colombia. Er werden 1.000 pakjes gevonden, elk ongeveer 20 à 25 kilogram zwaar", aldus minister van Defensie Juan Manuel Santos.

Volgens Santos gaat het om een gezamenlijke handel van de guerrillabeweging FARC en een paramilitaire groepering. De autoriteiten schatten de waarde van de vangst op meer dan 650 miljoen dollar.

SHIPYARD NEWS

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info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium

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



info@disacivil.com
www.disacivil.com



The latest newbuilding of DAMEN shipyard is the **MAQUIDI TIDE** seen above during the yard trials
Photo : Hans Lingbeek ©

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TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl



The **DESTINY 1** seen anchored at Dubai anchorage

Photo : Reinier Meuleman ©

Heerema to Invest \$1b for New Deepwater Construction Vessel

Heerema Marine Contractors (HMC) is investing \$1b in a new deepwater construction vessel. The new vessel will feature unrivalled speeds and state-of-the-art equipment. It will enable HMC to operate in remote areas and ultra deepwater increasing the pace of field development worldwide. Once the vessel enters the market in 2010, it will secure construction capacity for at least another three decades. The conceptual design was prepared in-house Heerema Marine Contractors. The new vessel will be 721.7 ft. It will have a maximum speed of 20 knots: up to four times the speed of our current deepwater construction vessels. The high speed capacity of the new vessel will dramatically cut travel time between projects and provide our clients with more productivity in a broader range of

geographic areas. There will be facilities for 550 people, upgradeable to 750 people. Payload is 25,000 tonnes and the power generation capacity will be of 75 MW. The Dynamic Positioning Station keeping system will be of NMD Class III. The dual crane capacity of 15,000 mT enables us to continue installing the largest and heaviest fixed and floating structures to date. The new J-Lay tower and deepwater lowering construction means we can install pipelines and structures from 200 - 3,500 meters water depth with a maximum of 32"O.D. The tension capacity will be 2,000 mT: this is double the capacity of the **Balder**. Opening up the Arctic frontier Because of its design and speed, the new vessel will make offshore construction in the Arctic feasible. The placement of the cranes, the J-Lay tower and other installation equipment, as well as the structural quality of the hull and thrusters, are well suited for the Arctic.

Next steps -to be expected this summer- will be the long-lead ordering of key components, such as the cranes and J-Lay Tower. Options are currently being discussed with possible suppliers. Heerema Marine Contractors (HMC) based in Leiden, The Netherlands, is the world leading offshore construction company for the oil and gas industry. HMC transports, installs and removes all types of offshore facilities. The fleet now consists of three crane vessels

ANL strengthens Pacific position

Australia-based ANL Container Line has strengthened its position in US Lines' triangular Pacific service by taking over the charter of one of USL's eight vessels, the **Bavaria**. ANL, which previously had an allocation of only 125 slots a week, has renamed the ship ANL **Yanderra** and has entered into a vessel sharing agreement with USL. The weekly service operates between California, New Zealand, Australia, Hong Kong and South China. There is an option for CMA CGM-owned ANL to introduce a second vessel into the trade in or before February next year. ANL chief executive John Lines said in a statement that the company was committed "to invest in all markets that enhance the trading opportunities of its customers".



Further delay for Corsica services

A court on Corsica has thrown the future of ferry services between the island and the French mainland into confusion by cancelling the tender awarded just two weeks ago to SNCM and CMN. Corsican authorities are meeting this afternoon in Bastia to find a way to extend the current public service contract, which expires tonight. The cancellation of the tender follows a complaint placed recently by Corsica Ferries with the Bastia court claiming that the ferry tender was unfair. In December, France's Council of State cancelled the ferry tender after irregularities were found. Pierre Mattei, director general of Corsica Ferries, welcomed the court's decision, and asked: "How many legal decisions will be needed to convince the Corsican Transport Office to respect the rules of competition in its choice of candidates?" SNCM's reaction was more moderate, pointing out that the court was only criticising minor points, rather than calling into question the content of the tender. "We believe this [court] decision will only delay the application of the new public service contract by a few weeks," said SNCM chief executive Gerard Couturier.



The **CHIKUMA REEFER** seen alongside in Rotterdam-Merwehaven FTR pier
Photo : Herman Broers ©



The **CLIPPER SAGA** seen during her maiden call in Rotterdam

Photo : Frans Sanderse ©

Evergreen Marine's profit falls 71% to NT\$349.6m in Q1

Evergreen Marine Corp, Taiwan's biggest shipping line by market value, posted a 71 per cent drop in first-quarter profit because increased global capacity made rates decline.

Net income fell to NT\$349.6 million (S\$16 million), or 11 NT cents a share, from NT\$1.22 billion, or 40 NT cents, a year earlier, the Taipei-based company said in a filing to the Taiwan Stock Exchange yesterday.

That was better than the median estimate of a NT\$290 million loss in a Bloomberg survey of three analysts. Sales fell 17 per cent to NT\$7.21 billion.

A 14 per cent surge in the global shipping fleet's capacity last year has forced Evergreen Marine and its global competitors including AP Moeller-Maersk A/S to cut rates in the past year.

'The number of new ships in the market is huge,' Charles Ma, a Taipei-based analyst at SinoPac Securities Corp and who has a 'hold' recommendation on the stock, said before the earnings announcement.

'Market conditions haven't been as good as anticipated,' he added.

Evergreen Group, of which Evergreen Marine is a member, has 150 vessels, which can carry a combined 560,000 standard 20-foot containers.

For 2006, Evergreen Marine's net income fell 97 per cent to NT\$411.6 million, or 13 NT cents a share, from NT\$12.2 billion, or NT\$3.96, a year earlier, the company said in a separate filing to the Taiwan Stock Exchange yesterday.

Shares of Evergreen Marine fell 2.6 per cent to close at NT\$20.45 in Taipei at 1:30pm before the earnings announcement.

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The stock has advanced 8.5 per cent this year, compared with a 0.7 per cent gain in the benchmark Taiex index.

Singapore-based Neptune Orient Lines Ltd, operator of Asia's fourth-largest container line, said on April 2 that average revenue per cargo box fell 6 per cent in the 10 weeks to March 9.

Maersk, the world's largest shipping company, said March 28 that net income fell 23 per cent in 2006 as freight rates were on average 10 per cent lower, excluding an extra fee the Copenhagen-based company took for higher fuel costs.



This is the end of the road for the famous **Caroline Seeker** or to many better known as **Radio Caroline** (Irish Sea). She is beached at St. Margaret's Hope in Orkney and will be cut up shortly!

Photo : Rinus Koppenhol ©

Completion of sale of HSC Tallink Autoexpress 3

Tallink Autoexpress Ltd., a subsidiary company of AS Tallink Grupp and Arab Bridge Maritime Co have completed the sale of **HSC Tallink Autoexpress 3**. The vessel has now been delivered to the buyers.

The vessel was sold at a price of Euros 8.2 million. The profit from the sale does not have any significant impact on the overall increase of AS Tallink Grupp's profits. In connection with the sale of **HSC Tallink Autoexpress 3** and **HSC Tallink Autoexpress 4** the outstanding bank loan in the amount of EUR 4.5 million was prepaid.

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>



Monday afternoon the **REGGANE** was assisted by the **MULTRATUG 7, ANTON V, ZEEBRUGGE** and **WALCHEREN** from buoy 23 to her berth at "DOW OCEAN DOK – North".

Photo : www.tugspotters.com ©

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The **SEALAND CHAMPTON** seen in one of the locks of the Panama canal

Photo : Bauke Lijklema ©



The **SCH 24 AFRIKA** seen enroute Rotterdam

Photo : Lenie Kleingeld ©

MARINE WEATHER

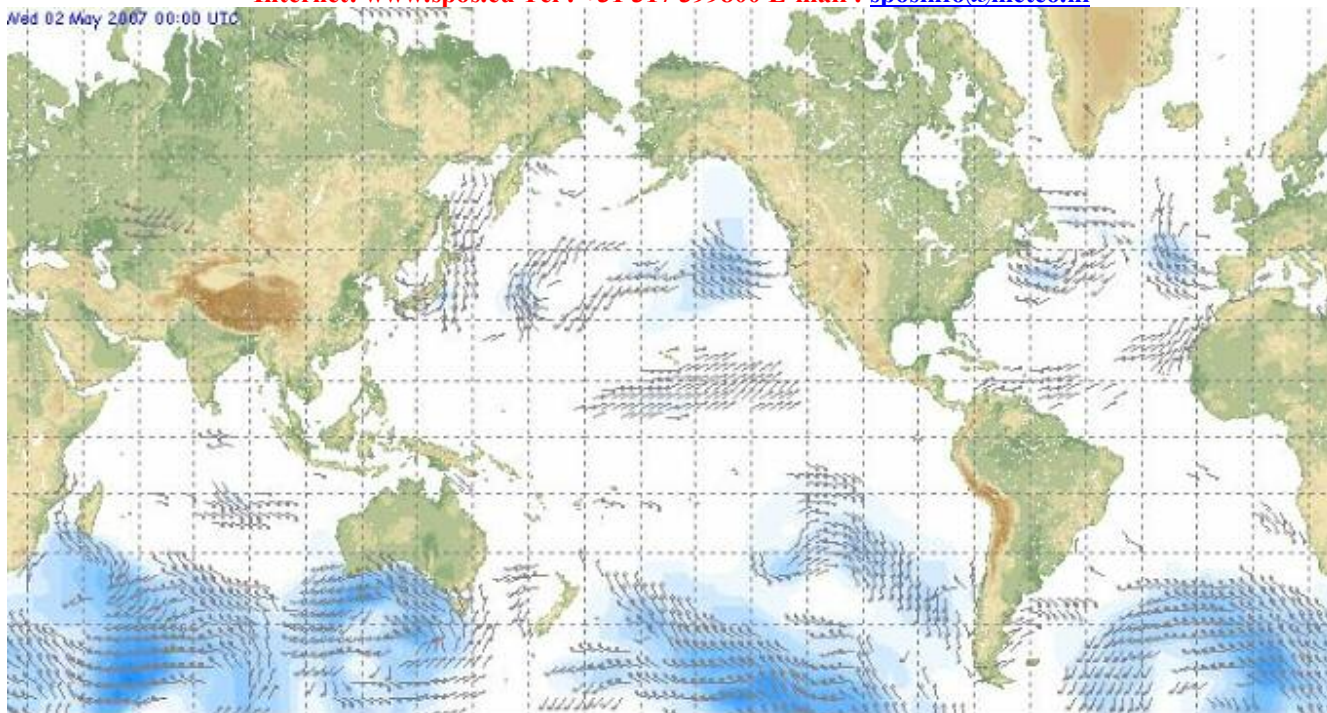
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Wed 02 May 2007 00:00 UTC



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 **BOW SUMMER** seen in Balboa
Photo : Luis Giampietri ©

BOEKBESPREKING

Auteur : Frank NEYTS

“Waypoints 2007”

Bij Uitgeverij De Alk verscheen een zeer handige boekje onder de titel

“Waypoints 2007. IJsselmeer + Nederlandse en Belgische kustwateren”.

Het werd samengesteld door **Paul Schol**.

Allen in de pleziervaart die voor onze kust de zee opgaan zullen dit boekje als een onmisbaar werkinstrument ervaren. Het namelijk een onmisbare gids voor GPS-bezitters. GPS-apparatuur is nu vrijwel op elk toerjacht aanwezig en maakt het mogelijk zeer nauwkeurig te navigeren. Een waypoint of een routepunt is een punt op aarde, uitgedrukt in breedte- en lengtecoördinaten. Door waypoints in te voeren in een GPS-ontvanger wordt navigeren een fluitje van een cent. Deze nieuwste uitgave van “Waypoints van het IJsselmeer en de Nederlandse en Belgische kustwateren” is geheel herzien door Paul Schol. Het bevat alle belangrijke waypoints van de Nederlandse en Belgische kust, van Delzijl tot Nieuwpoort en van het IJsselmeer. Tevens bevat het werkje achttien duidelijke kaarten.

“Waypoints 2007” (ISBN 978-90-5961-049-1) werd op handig formaat uitgegeven als softback en telt 42 pagina's. Het boek kost 8.50 euro. Aankopen kan via de boekhandel of rechtstreeks bij de Uitgeverij De Alk, Postbus 9006, 1800 GA Alkmaar, Tel 072-511.39.65, Fax 072-512.99.89, Email: info@alk.nl. In België wordt het verdeeld door gora Uitgeverscentrum, Aalst/Ermbodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com

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