

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 118



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Above seen in Martinique the newly painted Super Servant 3.

Photo : Dominik Stehle ©

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EVENTS, INCIDENTS & OPERATIONS



Northern Lighthouse Boards **POLE STAR** at Harwich, Trinity House pier.

Photo : Derek Sands ©

Salvage begins of ship with priceless booty

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An ambitious operation to salvage the sunken treasure-loaded ancient boat **Nanhai I** commenced yesterday off the coast of South China's Guangdong Province.

Archaeologists estimate that there are up to 70,000 relics on the ship, which some cultural experts estimate are worth about \$100 billion.

The two-month operation by Guangzhou Salvage Bureau under the Ministry of Communications in collaboration with a British salvage company will cost about 100 million yuan (\$12.9 million).

Dating back to the early Southern Song Dynasty (1127-1279), the wooden merchant vessel, accidentally found off Yangjiang waters of Guangdong in 1987, was the first ancient ship discovered on the "Marine Silk Road" of the South China Sea and so was aptly named **Nanhai I**, meaning **South China Sea No 1**.

Lying on the seabed 20 meters below the surface, Nanhai I is 25 meters long and weighs an estimated 4,800 tons, the largest cargo ship discovered from that period so far.

The ship was located using global positioning system (GPS) technology. "It is unprecedented in underwater archaeology both at home and abroad," Kuang Jingming, deputy director with the Guangzhou Salvage Bureau of the Ministry of Communications, said.

Such salvage operations would usually recover relics first, followed by the vessel, Kuang said.

However, the operations team will use different tactics with **Nanhai I**.

"In order to better protect the precious relics on **Nanhai I**, and gain essential historic information, we plan to salvage it with the silt that covers it," he said.

The two meters of silt have helped protect the treasures and the ship, but at the same time presented archaeologists with significant challenges in recovering the boat, according to Zhang Wanxing, a member of China's national underwater archaeological team.

Measuring, drawing and photographing the relics were almost impossible. Drainage of the silt in the sea would cause damage to the porcelain on the ship, Zhang said.

In order to prevent damage to the relics caused by the recovery process, the ancient ship wrapped in silt will be put in a huge glass pool, in which water temperature, pressure and other environmental conditions will mirror the conditions of the sea bed where the ship has been for 800 years.

Green glazed porcelain plates, shadowy blue porcelains and other rare antiques have been found during the initial exploration of the ship.

WILH. WILHELMSSEN HIT BY BUNKER HEDGING LOSSES

NORWEGIAN marine group Wilh. Wilhelmsen made a Q1 net operating profit of US\$53m, down from US\$74m a year before, largely due to a US\$14m loss on bunker hedges.. The company says: "Comparisons between this period and the corresponding three months of 2006 are heavily influenced by special items. The first quarter of last year was characterised by an accounting gain of US\$7m from the creation of Express Offshore Transport. Changes to compensation under bunkers hedging contracts increased operating costs in the first quarter of 2007 by roughly US\$14m compared with the same period of last year. The combined effect of these items was roughly US\$21m."

Wilhelmsen expects a weaker whole year result this year, primarily because its car carrier operation EUKOR has still not reached agreement with car makers Hyundai on compensation for higher bunkers prices. Wilhelmsen insists that

"underlying operations are good" while group chief executive Ingar Skaug says: "We're still awaiting approval from Hyundai and Kia for important clauses on a bunkers adjustment factor for our Korean shipping company EUKOR." He adds: "EUKOR is otherwise operating under current contracts, which run until 2010." "Cargo availability is good and fleet utilisation very high in the market," says Mr Skaug. "Demand for shipping cars from Asia to the USA and Europe is particularly high." The company outlines its expansion plans: "In order to modernise the fleet, safeguard today's market shares and secure involvement in new growth markets, the group and its partners are scheduled to take delivery of 43 newbuildings up to 2011. These include the world's largest car carriers, ordered by EUKOR from Hyundai Heavy Industries."



Above seen the 1965 built 60.25m yacht **PALOMA** berthed @ Hamilton Wharf, Malta Shipyards of which the newly elected French President NICOLAS SARKOZY, his wife Cecilia & his son yesterday boarded her from Manoel Island Marina to the South of Malta. Neither the Maltese Government nor The French Ambassador knew he was coming.

Photo : Lawrence Dalli ©



India to press for stricter norms on ship-breaking

India refuses to be a dump yard for hazardous ships. During the forthcoming inter-sessional working group meeting at the International Maritime Organisation (IMO) in London, India is planning to put forth this point across to world players in the sector.

IMO, the specialised agency of the UN with 167 member states concerned with maritime security, safety, environmental concerns and legal matters involving shipping, is in the process of framing guidelines for the ship-breaking industry and will debate the 'draft international convention for the safe and environmentally sound recycling of ships' between May 7 and 11.

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With recent controversies involving French warship **Clemenceau** and Norwegian **Blue Lady** daunting the sector, India is being over cautious. India will insist that if a ship-breaking yard does not have the facility to treat a particular kind of hazardous waste contained in a ship headed for recycling, the onus of removing the hazardous waste should lie with the flag state.

India has already sent its comments to IMO seeking that responsibilities of ship-owners and administrators of the flag state whose ships proceed for recycling be fixed. There have been instances where ship-breakers at India's biggest ship-breaking yard at Alang have fallen prey to gimmicks by global players in the industry, reveals Ajoy Chatterjee, chief surveyor and additional director general (engineering), ministry of shipping.

"At IMO, India will press for a legally acceptable demolition contract and deregistration of a ship from a ship seller. Deregistration is an important part of the recycling process that will ensure that demolition is transparent and that the ship is not dumped at sea or becomes a ghost ship or is illegally recycled. There have been several instances where gullible ship-breakers at Alang have been handed over ships by a cash buyer without proper documentation, the contents of the ship, or that it is already mortgaged," he said.

The Gujarat Maritime Board, that manages the Alang Ship Breaking Yard, which is part of the London-delegation, will also push this demand. As for ship-breakers, president of Iron Steel Scrap and Shipbreakers' Association of India (ISSAI) Pravin Nagarsheth will put forth their objection to the draft seeking that the ship seller, who in most cases would be a 'third party', will supervise the entire recycling process.

"We would not like someone hiding the credentials of the ship to blackmail us once the agreement for ship-breaking has been stamped," he said.

CASUALTY REPORTING

Wilson, Sons tug sinks in Santos



A tug operated by Wilson, Sons has sunk in the Brazilian port of Santos but the three crew onboard escaped unharmed. The **Pegasus** sank at a point between the Fort of Itapema in Guarujá and Warehouse 15 on the right bank of the port. Capt Marcos Nunes de Miranda, of the Port Captaincy department in Santos, said an inquiry into the accident had already been launched.

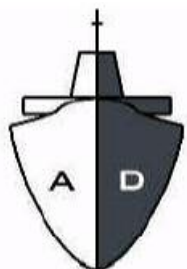
Photo : Silvio Roberto Smera ©

on," he said. The 30m Pegasus had left the Wilson, Sons base at Vicente de Carvalho and was en route to Pier Two, near the Saboo terminal, where it was to participate in the berthing of the Frotabelem, a container vessel owned by Frota Amazonica e Oceanico and operated by Log-in (the new name for Docenave, part of the CVRD group). A Wilson, Sons spokesman confirmed there had been an accident, but offered no further details.

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The Danish **Y 306 BARSO** coming alongside in Ronne, Bornholm Island

Photo: John Attersley ©

UNITAS 48-07 Begins in Argentina

UNITAS 48-07, a multinational exercise designed to increase interoperability of navies in the Americas, began off the coast of Central Argentina on May 3.

UNITAS 48-07 Atlantic Phase, hosted by Argentina, brings together nations with common interests in the Americas and includes Brazil, Chile, Spain and the United States.

"This is an excellent opportunity for partner nations to operate as a coalition task group," said Lt. Cmdr. Donald Voebel, Destroyer Squadron (DESRON) 40 operations officer. "Any time we can come together and execute precise military maneuvers and tactics is beneficial to meeting the CNO's vision of a 1,000-ship navy."

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UNITAS, now in its 48th consecutive year, strengthens relationships with partner nations through at-sea operations under various maritime scenarios. The exercises are conducted annually in Atlantic and Pacific waters around South America.

"I strongly believe that navy exercises like UNITAS have built healthy, close relationships between the navies and countries in this region," said Argentina Surface Fleet Commander Adm. Antonio Torres. "They reinforce confidence and understanding. They promote friendly relations."

Members of the U.S. Coast Guard international training division trained approximately 85 Sailors from all participating countries in visit, boarding, search and seizure techniques, which helps standardize procedures and emphasizes safety.

"It is a great opportunity to interact with Sailors from different countries and help the community at the same time. I feel proud to be able to cooperate in these types of projects," said Damage Controlman 2nd Class (SW) Jorge Zuniga.

Along with navies from the Americas, Spain is also participating UNITAS Atlantic phase this year.

"Spain's presence in this exercise shows us the importance of what we are doing," said Torres. "They come from the other side of the Atlantic Ocean to be part of that unity we show to the world."

The U.S. Navy representative is Task Group 40.0, under the command of Capt. Randy Snyder, commodore DESRON 40. Task Group 40.0 is comprised of dock landing ship **USS Pearl Harbor (LSD 52)**, guided-missile destroyer **USS Mitscher (DDG 57)**, guided-missile frigate **USS Samuel B. Roberts (FFG 58)** and Chilean frigate **CS Almirante Latorre (FFG 14)**.



Prior to the multinational force getting underway, there were several events in Puerto Belgrano to prepare the assembled forces for at-sea operations. Along with their exercise preparations, US Sailors took advantage of opportunities to deliver Project Handclasp materials to a local charity and participate in a wreath-laying ceremony commemorating the 25th anniversary of the loss of Argentine ship **ARA General Belgrano**, formerly the **USS Phoenix (CL-46)**.

The Project Handclasp donations are gifts presented by the U.S. Navy on behalf of the people of the United States and include medical supplies, toys, hygiene products and sewing machines.

Sailors from each participating nation also rolled up their sleeves during a combined force community relations project to paint the exterior of Eva Peron Hospital in Punta Alta, the civilian community located outside of the naval base.

Russia navy chief vows to build more warships

Russia will build more warships, both surface vessels and submarines, to ensure the country's security, the Itar-Tass news agency reported on Sunday, citing the navy commander-in-chief Vladimir Masorin.

"It is second in its might in the world. We should not feel shy, but be proud of our navy, which now has strategic submarine forces equipped with nuclear weapons," Masorin told a warship naming ceremony in Baltiisk, the main base for the Baltic Fleet.

Russia launched last month its first new generation nuclear submarine, the long-delayed **Yuri Dolgoruky**, since the disintegration of the former Soviet Union, amid President Vladimir Putin's strive to reinforce the military forces.

Russia has planned to build eight of the **Borei-class** (Arctic Wind) submarines by 2017, which were expected to be the core of the country's naval nuclear strength.

"Our country, despite all changes, has preserved capabilities of building ships of all classes," Itar-Tass quoted Masorin as saying.

S. Korea mulls naming new ships after fallen soldiers

The Navy is considering naming some of its new high-speed patrol boats after six soldiers killed in a 2002 sea clash with North Korea despite concerns that such a move may irritate the communist nation, a defense source said Monday.

South Korea has been working to develop 500-ton PKX high-speed naval boats to replace its aging 150-ton Chamsuri model. The first PKX ship is due to be launched in late June for a trial operation. The country plans to begin mass-producing the ships in 2009.

A Chamsuri boat sank in June 2002 during a fight against a North Korean patrol boat that crossed the Northern Limit Line, the de-facto western maritime border between the two Koreas. The skirmish in the West Sea left six South Korean soldiers dead and 19 others wounded, while the North's casualties are unknown.

The tragedy was a reminder of the grim reality on the peninsula that remains technically at war, despite inter-Korean reconciliation since the first-ever inter-Korean summit in 2000.

"The Navy is thinking about naming the new high-speed vessels to remind the military of the lessons from the incident and commemorate the sacrifice of the soldiers who perished," the source said.

In a related move, a group of 45 bipartisan lawmakers here submitted a resolution last week that calls for the relocation of the recovered Chamsuri boat, now on display at a military port south of Seoul, to the War Memorial in the capital.

Critics, however, opposed the idea, citing the possibility of antagonizing the North and undermining moves for rapprochement between the militaries of the two Koreas.

Two-star generals from the South and North Korean militaries are to open a three-day meeting on Tuesday at the truce village of Panmunjom to discuss how to guarantee the safe passage of trains on two reconnected cross-border railways.

Surface Forces - Abu Dhabi Corvettes

Abu Dhabi is building three **Baynunah class** patrol boats, and has three more on order. The ships are being built in France, after ten years of research, development and negotiation. Thus ships displace 900 tons, which would make them "corvettes" in many navies. They are 236 feet long, 36 feet wide and can operate in very shallow water (as little as ten feet deep). Top speed is 56 kilometers an hour.

The ships can stay out for two weeks at a time, covering 4,400 kilometers at cruising speed of 27 kilometers an hour. The crew of 45 includes an eight man contingent for the AS565 Panther helicopter. Armament includes a 76mm gun, two 30mm automatic cannon, eight Exocet anti-ship and eight Evolved Sea Sparrow anti-aircraft missiles. The ship can

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also carry mines. In addition to radar, the ship has a sonar for detecting underwater obstacles, as well as some types of mines. The first ship won't be launched until 2009, and will probably enter service in 2010.

An additional ship will enter service every year thereafter until all are delivered. Each ship costs about \$130 million. While these ships will spend most of their time assisting ships in the busy Persian Gulf, they will also hunt down smugglers. If there's a war, the likely opponent will be Iran, which has a surface fleet of inferior (to the Baynunahs) ships.

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The 303.430 DWT **TAGA** (left) build in 2004 at the Universal Shipbuilding and owned by Nippon Yusen Kaisha and on the right the 300.373 DWT **TATEYAMA**, build in 2002 at the NKK Corp and owned by Taiheiyo Kaiun KK both seen ready for departure at Dubai Drydocks May 7th 2007.

Photo : Reinier Meuleman ©

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The **DORDTSEBANK** was spotted in Panama

Photo : Hendrik Jan Almoes ©

Durban's south pier to be closed to public

Access to the south breakwater, Port of Durban, will be closed-off from 1 June 2007 as part of the entrance channel widening and deepening project. The widening and deepening also requires substantial upgrading of the south breakwater, which includes raising the deck and complete re-armouring of the structure.

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In addition, there is the construction of a fixed sand bypass system at the root of the breakwater on the seaward side.

The project entails the demolition of the existing north breakwater and the construction of a new north breakwater, other demolitions, excavation, dredging and construction work on the south pier. In terms of the Occupational Health and Safety Act, members of the public cannot be allowed access onto a construction site due to safety reasons.

Fencing off of the area is expected to commence by mid May 2007 with construction starting at the beginning of June. The fencing off of the north pier was recently completed and the area is no longer accessible to the public.

The entrance channel must be widened and deepened to improve the safety of navigation for ships currently calling at the port and to cater for the future needs of the port.

Harwich welcomes first cruise ship of 2007

Harwich International Port received 4th May 2007 her first cruise call of what will be a busy 2007 season, with the arrival of the **Ocean Majesty**. Operated by Page and Moy

Carrying 500 passengers, the Ocean Majesty will sail from Harwich on a Baltic cruise. With a gross tonnage of 10,400, the ship boasts eight passenger decks, a gym, five bars, a cinema and various restaurants. Chris Lewis, Chief Executive Officer of Hutchison Ports (UK) Limited, owners of Harwich International Port, said:

"Harwich International Port is one of the leading passenger ports in the UK, and is strategically placed as the most northerly cruise port on the East Coast. "This will be another marvellous cruise season for the Port. Yet again, we will welcome some of the world's largest cruise operators.

"It is testimony to the excellent facilities and service that we have here in Harwich that major cruise operators choose to use us, and return to us year after year." The Essex port is celebrating sixty-one cruise calls expected for 2007. It will be a busy year that will see returning customers, new customers and maiden vessel calls, as well as transit calls.

MSC Cruises will make its first transit call in Harwich in September, with the 1,600-passenger **MSC Lyrica**. Passengers on the cruise will be able to enjoy the delights of Harwich and the surrounding areas, including Colchester and Dedham Vale, during their stopover. **Spirit of Adventure** will also bring its self-titled cruise ship to Harwich for the first time. The 9,750-tonne vessel, with a capacity of 352 passengers, will specialise in European and Scandinavian cruises from Harwich.

Keith Brown, Chief Executive of East of England Tourism, commented: "The arrival of the **Ocean Majesty** into Harwich offers a great opportunity for tourism in the East of England. By offering passengers the chance to visit parts of the region, it will allow them to be charmed by our unspoilt countryside and discover its hidden treasures. We are pleased to be working with the Haven Gateway Partnership to help ensure the East of England benefits from this incoming business."

The Jewel of the Seas, operated by Royal Caribbean Cruise Lines, will make twelve calls this year, in its fourth season at the Port. **Discovery**, operated by Voyages of Discovery, will make eleven, and the Thomson Spirit, operated by Thomson - who are also returning - will make seven. These lines are specialists in cruises to the Baltic and the North Cape, as well as the traditional 'around Britain' cruises.

Since October 2005, a second berth has been made available at the Port, ensuring greater flexibility and increased options when accommodating a larger volume of ships. Investment by the Port in new baggage handling equipment and a refurbished passenger gangway will facilitate the extra business generated by such an increase in cruise calls.

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The **AFRICA MERCY** departed from Rotterdam bound for Monrovia (Liberia) via Tenerife.

Photo : Jan Simons ©

ECC rejects proposal to set up LNG depot at Port Qasim

The Economic Co-ordination Committee (ECC) of the Cabinet has refused to clear a proposal of the ports and shipping ministry on establishment of floating Liquefied Natural Gas (LNG) depot on BOT basis by the Associated Group at Port Qasim, official sources told Business Recorder.

"The summary of the ports and shipping ministry was sound, but it was deficient in some factual points which needed to be mentioned for solid backing of the proposal," the sources said. The issue was considered by the ECC in its meeting on April 10 with Prime Minister Shaukat Aziz in the chair. Sources said the summary failed to obtain approval of the Port Qasim Authority (PQA) board.

"The ports and shipping ministry has been directed to submit revised summary incorporating the missing essentials discussed in the meeting," the sources added. The ECC also decided not to favour anyone company for establishing LNG on BOT basis at Port Qasim.

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"Similar facilities and terms and conditions will be made available to other parties for floating LNG terminals on BOT basis after due publicity," the sources maintained. The government has already exempted import and distribution of LNG (LNG) from the general sales tax (GST) and the central excise duty (CED). "The government will charge 15 percent sales tax and Rs 17.18 per hundred cubic feet as CED on import and supply of LNG," they added.

In order to facilitate early start of an LNG import project, the Oil and Gas Regulatory Authority (Ogra) will issue licence to the applicant, having requisite technical and financial credentials for a specified location within 90 days provided the applicant must submit a complete application along with detailed feasibility study.

"If the applicant does not achieve financial close within 12 months of issuance of the licence, Ogra may terminate the licence on one month's notice," the sources said. In another meeting, the ECC has authorised the petroleum ministry to issue appropriate instructions to Ogra for removal of difficulties and implementation of the LNG policy with the approval of the competent forum as was approved in the draft policy.



The **MSC ROMA** seen in the Antwerp locks – Photo : Adri de Schipper ©

CSAV upgrades Asia – South Africa- S America service

CSAV (Compania Sudamericana de Vapores), the large Chilean shipping company has revealed it will be increasing services to South Africa as from next month (June) with the introduction of a weekly service known as the Discovery Service.



The **CSAV TIANJIN** – Photo : Richard Wisse ©

The **Discovery service** will operate in conjunction with Japan's 'K' Line offering a rotation of Shanghai, Ningbo, Kaohsiung, Shekou, Hong Kong, Singapore, Port Klang, Colombo, Durban, Cape Town, Colombo, Port Klang, Singapore, Hong Kong and Shanghai.

This is in addition to the existing ASAX (Asia Atlantic Express) service between Asia and the east coast of South America which calls at Durban on the eastern leg. As from early June the rotation of the ASAX service will be Ningbo, Shanghai, Chiwan, Hong Kong, Singapore, Santos, Buenos Aires, Paranagua, Itajai, Santos, Durban, Singapore and Ningbo.



The **COSTA FORTUNA** visited the port of Santos
Photo : Bruno Pricoli ©

New deluxe cruise line enters market

An entirely new, deluxe cruise brand has made its appearance in the cruise market with the launch of Azamara Cruises by Celebrity Cruises. According to the company the new cruise line is designed to offer exotic destination-driven travel

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experiences, Azamara Cruises -- consisting of Azamara Journey, which sailed May 5, and sister ship, Azamara Quest, which enters service in October -- will present a more intimate onboard experience, while allowing access to the less-traveled ports of call experienced travelers want to visit.

"We created Azamara Cruises to target an area of the market that we believe is underserved, and an area this product is ideally suited to fill," said Richard Fain, Chairman and CEO of Royal Caribbean Cruises Limited, parent company of Azamara Cruises. "This new line falls into what we consider the deluxe category -- a category between premium and luxury."

According to Azamara Cruises President Dan Hanrahan, who also is president of Celebrity Cruises, "Azamara Cruises is expressly designed for travel enthusiasts who appreciate what a cruise vacation has to offer, but are looking for something a little different, and a little more special. And what's special about Azamara Cruises is its distinctive combination of impeccable service, exceptional cuisine and off-the-beaten-path destinations, with truly immersive excursions."

Complementing the exotic Caribbean and Europe itineraries for Azamara Journey and Azamara Quest, previously announced under the former "Celebrity Expeditions" banner, Hanrahan said that Azamara Cruises' itineraries will not only take travelers to some of the most desirable locations in the Caribbean, but will immerse them in Asia, and even transport them around the world. Itinerary details for Azamara Cruises' Asia and world cruises are yet to be announced, but once finalized, the line expects to visit more than 200 ports -- most of them new to cruise travelers -- in over 70 countries.

Stena Line Freight wins prestigious customer award

Stena Line Freight has won a prestigious Customer Service Star Performer Award for the third year at the Lloyd's Loading List Shipping Line of the Year Awards.



The **STENA PARTNER** – Photo : Piet Sinke ©

The company picked up the Short Sea Ferry RoRo Operator of the Year award, which is voted for by independent nominations from customers, a fact that is particularly pleasing for Stena Line Freight Commercial Manager Frank Nieuwenhuys who collected the award from author and broadcaster Gyles Brandreth at a glittering award ceremony in the Tavern Banqueting Suite at Lord's Cricket Ground in London.

"This is the third year that we have won this prestigious accolade and it is particularly gratifying that this award is the result of the customers' vote, which is totally independent," said Frank. "I am delighted for the company, our staff and above all our customers who are at the receiving end of our performance as we try to meet and exceed their expectations every day."

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"This award is a true reflection of how we all perform throughout the year and how customers see Stena Line Freight in their day-to-day dealings with us," he added. Stena Line Freight offers customers a choice of over 50 sailings across eight routes on the Irish and North Sea. These include Stranraer to Belfast, Fleetwood to Larne, Holyhead to Dun Laoghaire, Holyhead to Dublin, Fishguard to Rosslare, Killingholme-Hoek van Holland, Harwich-Hoek van Holland and Harwich-Rotterdam.

In the UK alone, Stena Line offers over 30 daily crossings on its five different routes to Ireland (Stranraer to Belfast, Fleetwood to Larne, Holyhead to Dublin, Holyhead to Dun Laoghaire and Fishguard to Rosslare) as well as two daily crossings on its Harwich to Hoek van Holland route providing fast and efficient crossings with excellent onboard services and facilities.



The **CARNIVAL CONQUEST** seen moored in Galveston – Photo : Nick Wessels ©

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The **GRAND RUBY** seen in Rotterdam-Caland canal enroute her berth assisted by the **SMIT JAPAN**
Photo : Arie Verheij ©



A sure sign that summer is just around the corner, Splethoff's **Sampo Gracht** was recently seen in Fort Lauderdale taking on a full cargo of yachts bound for the Mediterranean in readiness for the summer cruising season"

Photo : Mark Pertuiset (c)

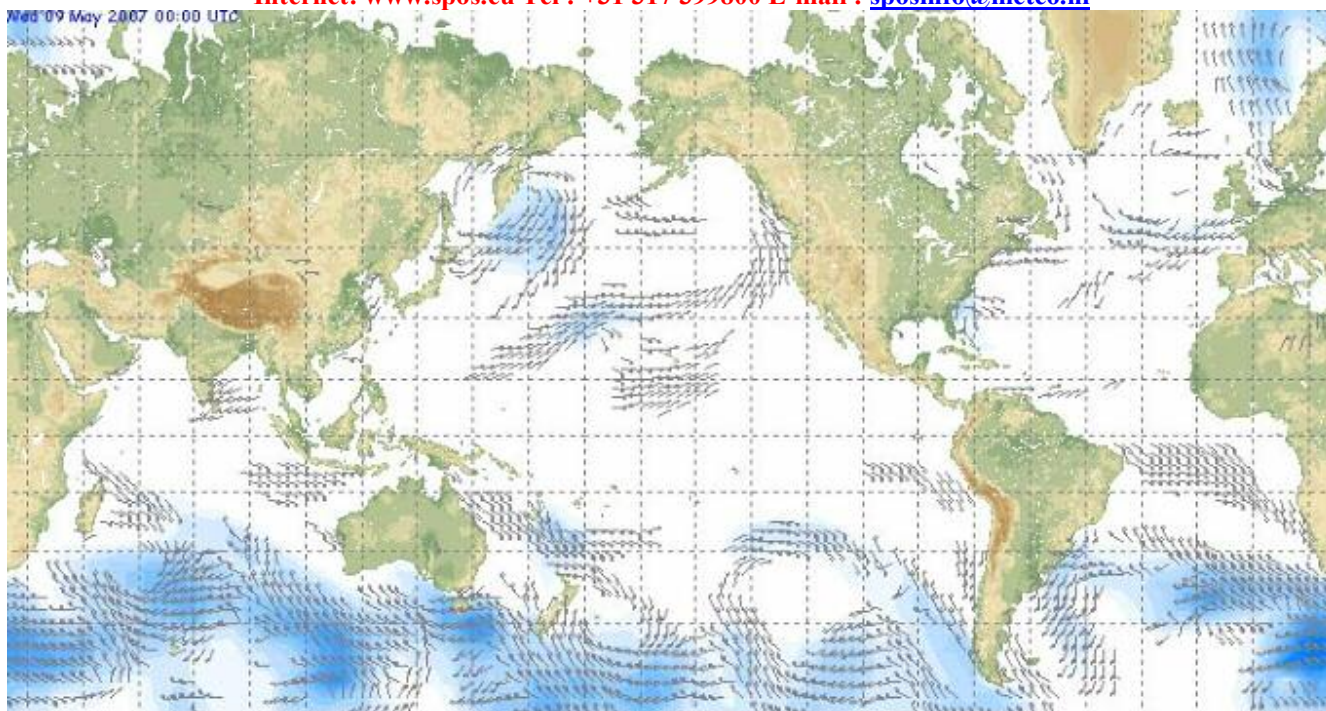
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.... PHOTO OF THE DAY



Heerema's **HERMOD** seen last week in Rotterdam-Caland canal

Photo : Erik Boersma ©

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