

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 128



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**The STAR PRINCESS seen departing from Rotterdam**

**Photo : Jan Booden ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **STAR PRINCESS** – Photo : John van der Linden ©

## Super-rich yacht owners turn to exclusive service to move boats



Own a million-dollar yacht? Want to sail the Mediterranean without the hassle of crossing the Atlantic? More critical: got \$200,000 for a one-way ticket? If so, a Dutch shipping company has a deal for you.

Dockwise Transport uses cargo ships larger than football fields to shuttle high-end yachts between the world's premier sailing waters for the super-wealthy. This is yacht-owning made easy, especially for clients more interested in grilling steak on a yacht sun deck than hazarding a difficult trans-Atlantic journey or hassling with traditional cargo haulers.

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"This is the most relaxing time," said Robert Fagenson, 58, the president of a Manhattan investment service firm who spoke aboard his 25.6-meter **Sunseeker**. He met his boat in Newport after it arrived on a Dockwise freighter from the Virgin Islands.



While he relaxed on deck, he let his private captain deal with Ukrainian sailors shouting instructions as they prepared to unload 37 yachts from the 158.8-meter cargo ship the **Explorer** in Newport Harbor.

"It's true escapism," Fagenson said. Newport, a sailing Mecca with palatial seaside mansions built by the Vanderbilts and Astors, is one of two Dockwise stops on the East Coast. The yachts in the **Explorer** returned there after wintering in the Virgin Islands.

"We call it the snowbirds," said **Clemens van der Werf**, **(Photo left)** president and CEO of Dockwise Yacht Transport, based in Fort Lauderdale, Florida "Instead of putting your boat ashore in Newport" during the winter, "you can use it in the Caribbean."

Dockwise moved 1,200 yachts around the globe in 2006, according to company officials. The primary route is from the U.S. and Virgin Islands to the Mediterranean, but other stops include waters off northern France, Mexico, Alaska, Australia, New Zealand and Tahiti.

Traditional cargo ships will haul yachts, but they generally need to be small enough to fit inside a shipping container or hauled aboard with cranes. Lifting a multimillion dollar luxury vessel could strain it. An accidental drop would likely destroy it.

Dockwise ships, however, can submerge their decks a few meters below the waterline, allowing yacht owners to steer their boats on and off. Customers see it as relatively risk free.

"There's always a chance of it dropping," said Gene McMahon, who prefers Dockwise over potentially cheaper cargo haulers. "This is safer." Dockwise sales manager Ann Souder caters to her clients. Her cell phone chirped away while she monitored the unloading in Newport Harbor. One caller dialed from the Virgin Islands. Another customer needed a boat whisked to Cherbourg, France. She will even connect yacht owners with local captains to unload their boats from the cargo ship so they do not have to steer it out themselves.

While DYT serves a luxury market, its cargo boats are hardly luxurious. During trips to the Mediterranean, a skeleton crew can stay aboard the larger yachts, which are connected on deck to drinking and wastewater systems.

A new Chinese-built yacht carrier, scheduled for service this year, will offer customers their own cabins, not to mention a swimming pool, fitness room, a bar and a restaurant.

"We are the premier service, the most well-known transport company," van der Werf said. "And we also charge the highest price." Pricetags are not a major obstacle for Dockwise clientele. A private captain estimated the first six of 37 yachts unloaded in Newport were worth a conservative \$13 million.





Fagenson said he paid around \$45,000 to transport his boat from the Virgin Islands. He considers it a good deal.

Running his 25.6-meter **Sunseeker** between the Caribbean and New York could take two weeks, he said. The bill for diesel, food, docking fees and extra crew members could hit \$60,000 especially if the boat needs maintenance or repair work at the end of the journey.

"This now becomes an economical solution," he said. Charter firms use Dockwise's fleet because the cargo boats deliver yachts on time, even in rough water, and undamaged.

"If you're a charterer, right, you want to make sure the moment you arrive you're in business," van der Werf said. "Even an owner, if you're a busy man, these guys have busy schedules. They plan these vacations with family and friends and they want their yacht to be there."



## Sea rescue drama for race teenager

COASTGUARDS and a helicopter crew made a dramatic sea rescue after a teenager suffered a head injury while aboard a yacht off the coast of Suffolk. The 16-year-old boy was among the crew of the 37-foot yacht **Skipjack**, which was participating in the **Royal Ocean Racing Club Offshore Race**.

Thames Coastguard received an emergency call at 4.40pm from the mobile phone of a crew member requesting medical help. The yacht, which was about six miles off Sizewell at the time, had also put out a mayday call.

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The casualty, who had been hit on the head by the boom, was airlifted by a rescue helicopter from Wattisham Airfield and taken to the James Paget Hospital in Gorleston.

Julia Marston, from Thames Maritime Rescue Co-ordination Centre, said: "The yacht is one of approximately 80 competing in the North Sea Race from Harwich to Scheveningen. "We believe there were ten crew aboard the yacht when the young casualty was hit on the head by the boom." She said the weather conditions on scene were force six gusting to 30 knots.

At 5.25pm Harwich Lifeboat was called to assist a windsurfer who had got into difficulties off the coast of Felixstowe. The uninjured windsurfer was taken to shore and met by the coastguard. At 7.30pm the Harwich Lifeboat returned to Felixstowe where a yacht had suffered engine failure and lost two sails. Two people were rescued from the 28ft Sloop **Nightwind** and brought to shore. There were no injuries.

## MIGHTY SERVANT 3 RE-FLOATED



A salvage team of **SMIT Salvage** re-floated off Luanda (Angola) the sunken 28.000 ton and 181 mtr long **MIGHTY SERVANT 3** from 52 mtr waterdepth.

Photo : Crew **SMIT ORCA** ©

## N. Korean Ship Sails in South Waters

A North Korean cargo ship arrived in South Korean waters for the first time in more than 50 years on Sunday, as commercial shipping services began to open up between the divided countries, officials said.

The 1,850-ton **Kang Song Ho** with a crew of 27 anchored near the southeastern port of Busan early Sunday for inspections by South Korean maritime authorities, said Kim Na-young, a coast guard official.

Kim said the ship - the first North Korean cargo vessel to arrive in South Korea for commercial business since the 1950-53 Korean War - would dock at Busan port on Monday.

The North Korean ship will "carry cargoes between Busan and the North's northeastern port of Rajin three times a month," said Lee Won-jae, an official for Kukbo Express Co., a South Korean agent for the North's cargo ship.

The ship was expected to depart Busan as early as Monday after loading 60 empty containers, said Lee. Officials handling the issue at South Korea's Unification Ministry were not immediately available for comment.

North and South Korea are still technically at war as the Korean War ended in a cease-fire, not a peace treaty. But their relations have warmed significantly since the first and only summit of their leaders in 2000.

## DOLCE FAR NIENTE IN CURACAO



Photo : Kees Bustraan ©

The **DOLCE FAR NIENTE** seen in Wilemstad (Curacao), the yacht is built as the tug **CLYDE** (sistership of the museum tug **ELBE** in Maassluis), later renamed in **SMIT SALVOR** to be stationed at Port Royal (Jamaica) to serve the Caribbean as Salvage tug, after been replaced by the new **SMIT SALVOR** sold to Loucas Matsas in Greece and in 1978 renamed in **MATSAS SALVOR**, after serving as tug she was converted in a yacht and in 2002 renamed **SEAWOLFE**, in 2004 she got the name **SEAWOLFE C** at present her name is **DOLCE FAR NIENTE** which name she got during 2006, and is at present owned by Orchard Technologies, flying the Marshall Island flag and as can be seen at the photo above still going strong !!

## OM vervolgt in zaak-Probo Koala

Het schip **Probo Koala** dat vorig jaar een giframp veroorzaakte in Ivoorkust, vervoerde volgens het Openbaar Ministerie een 'zeer giftig resultaat van een raffinageproces dat zich aan boord van het schip heeft afgespeeld'. Het OM heeft besloten vervolging in te stellen in deze zaak.

Dat zegt milieu-officier Luuk Boogert deze week in een interne uitgave van het Functioneel Parket. Het OM weerlegt de bewering van eigenaar Trafigura van de **Probo Koala** dat het afval niet giftig was en bestond uit gewoon spoelwater.

Eerder deze week probeerde het bedrijf de feiten daarover nog te herschrijven in internet-encyclopedie Wikipedia. De vijfhonderd ton afval van de **Probo Koala** ontstond toen Trafigura op open zee een partij zwavelhoudende nafta bewerkte met caustische soda om er een bruikbaar mengproduct van te maken. Bij die productie kan onder meer zwavelwaterstof ontstaan; een levensgevaarlijk gif.



## CASUALTY REPORTING



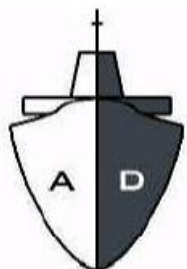
The **SMIT CLYDE** collected the **ADVANCE** near the Dutch island of Texel and delivered the vessel, with engine problems, safely in Rotterdam

**Photo : Harry van den Berg ©**

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ITC's **SABLE CAPE** seen departing last week with the loaded **AMT DISCOVERER** from Rotterdam  
Photo : Hans Lingbeek ©

## Christening of yacht carrier Yacht Express

According to the Chinese Traditional Calendar, May 24, 2007, is "**Huang Dao Ji Ri**," an auspicious date that will bring luck to anything new. On this date, Dockwise Yacht Transport (DYT), the world's only float-on/float-off yacht transport service, will christen its newest ship, the 209 meter **Yacht Express** at the Yantai Raffles Shipyard, located at Yantai, Province of Shandong in China. The largest vessel of its kind in the world, **Yacht Express** is purpose-built with a semi-submersible dock bay that allows yachts of any size to be safely floated on and off as cargo. The process is unique to DYT, which also operates four other semi-submersible yacht carriers. Dockwise Yacht Transport (DYT), based in Fort Lauderdale, Fla., is a group company of Dockwise Transport B.V., which is located in Breda, The Netherlands and considered the global leader in maritime transports of extremely large and heavy cargoes.

"Following the growth of the yachting industry and the still rising demand of intercontinental transportation of yachts, Dockwise has decided to invest in this type of vessel to further enhance the growing business of Dockwise Yacht Transport," said André Goedée, CEO of Dockwise Transport N.V.

DYT President and CEO Clemens van der Werf explained that since its maiden voyage in 1987, DYT has transported over 8,000 motor and sailing yachts to various destinations around the globe, offering yacht owners safe and easy access to many of the world's premier cruising grounds.



Yantai Raffles Shipyard began construction of the super ship in 2005. "**Yacht Express** is more than 130 feet longer than our largest carrier," said van der Werf. "It marks a major milestone in the development of the yacht transport industry, as it will not only accommodate more yachts on regularly scheduled trips to and from Florida and the Mediterranean but also it will deliver them faster." With a service speed of 18 knots, **Yacht Express** is expected to reduce the time of a transatlantic voyage by nearly 50%, from 15 to 8 days. The ship also will feature amenities such as complimentary cabins for ride-aboard crew; an atrium with swimming pool; restaurant; cinema; and conference, media and fitness facilities.

DYT has partnered with the International SeaKeepers Society to outfit the new ship with the modular SeaKeeper 1000TM ocean and meteorological monitoring system. The SeaKeeper 1000 is a fully automated unit that samples, measures, records and transmits critical measures of ocean health--salinity, temperature, oxygen and pollution, among others--to various scientific and public communities across the globe.

Following sea trials, **Yacht Express** will mobilize through Australia and New Zealand and to Florida before making a special appearance at the Monaco Yacht Show in September, where it will be re-christened.

Principal characteristics of **Yacht Express**:

Length overall	: 209.00 m
Width overall	: 32.20 m
Depth	: 8.50 m
Draft	: 5.80 m
Draft submerged	: 14.00 m
Deck length	: 165.00 m
Deck width	: 31.00 m
Weight	: 15,000 t
Service speed	: 18 knots

## LATEST ADDITION TO THE URS FLEET : UNION KODIAK



May 10<sup>th</sup>, URS Belgium officially received, as **Gmay 1** built, **Union Kodiak** from the Turkish shipyard 'Dearsan Shipyard'. The sister vessel, as **Gmay 2** built, **Union Grizzly** will be expected during this summer. Both tugs will be active in the Port of Antwerp where they will replace the **Union Diamond** and **Union Sapphire** which will go to sea for towage & offshore works.

The **Union Kodiak** left Istanbul port Wednesday 16th May at 14.30 hrs, bound for the port of Antwerp. It is expected, weather permitting, that she will arrive on the river Scheldt May 26<sup>th</sup>. – **Photo / Info : Hans van der Ster ©**



The Japanese cruise liner **ASUKA II** seen passing Terneuzen enroute Antwerp  
**Photo : Josine Dieleman ©**





## Robotic submarine reaches new depths

The location of El Zacatón Cenote in Mexico A robotic submarine yesterday mapped the bottom of the world's deepest water-filled sinkhole in Mexico for the first time. Similar autonomous craft could some day be used to explore the oceans of Jupiter's moon Europa, researchers hope.

DEPTHX (Deep Phreatic Thermal Explorer) is 2 metres wide, weighs 1.3 tonnes and is equipped with movement, depth, temperature, and salinity sensors in separate pressurised chambers. Sonar beams all around the probe to provide a map of its surroundings for navigation. A sampling arm can extend to collect samples from the walls of the sinkhole.

Entering El Zacatón Cenote in eastern Mexico for the first time on Wednesday, DEPTHX dived down to 270 meters, creating the first map of the giant cavity, which is large enough to swallow New York's Chrysler Building.

The maps show that the sinkhole has a sloped bottom, about 290 meters at shallowest and extending down to over 300 meters. This means that two drivers who made a record-breaking scuba dive in 1994 in search of the bottom were just a few metres off the sloping floor.

Sheck Exley and Jim Bowden went in search of the bottom of El Zacatón Cenote in 1994. Bowden set a new scuba depth record of **281.94 meters**, but Exley died at a depth just a few meters shallower.

The sinkhole may be connected to even deeper caverns. At the bottom of the slope, was an area DEPTHX's could not probe. This could be simply a depression or the entrance to further caves. The researchers hope to send the probe back later this week to find out, and to explore any connected passages.

The robotic probe is operated by a team of geologists from the University of Texas, and was designed and built by roboticists from Carnegie Mellon University, and a company called StoneAerospace, in the US. The project is partly funded by NASA, and it is hoped that similar technology could one day probe the oceans of other planets and moons

The researchers spent Thursday collecting samples from the walls of the sinkhole at depths down to 270 meters. Previous exploration of sinkholes in the region have revealed previously unknown micro-organisms living in the mineral-rich, heated waters.

Miles Pebody, who builds and operates autonomous underwater vehicles for oceanographic research at Southampton University, UK, says the sinkhole is "one of the most challenging environments to operate in", and notes that "there is a very high risk of losing your vehicle".

He adds that few autonomous robots subs use the advanced navigation method employed by DEPTHX, known as Simultaneous Location and Mapping (SLAM) This allows DEPTHX to create maps as it goes, which it uses to navigate.

A pre-programmed route would mean less risk of losing a vehicle, but "they have no choice, they can't pre-programme because they don't know where they are going", Pebody says. Using SLAM also allows the probe to know its own position with an accuracy of under a metre.

Pebody says getting such a heavy craft is unlikely to make it to Europa, but believes exploring the environment closer to home might be a more realistic goal. "Lake Vostok under Antarctica would be a good precursor to Europa," he suggests.



The **SAGA RUBY** visited Amsterdam  
Photo : Bert Pellegrom ©

## Shanghai pips HK as world's No 2 container port in Q1

China's Shanghai Port overtook Hong Kong to become the world's second-largest container port in the first quarter as the number of containers handled rose 28.1 per cent year on year during the period, state media said yesterday.

In the first three months of the year, Shanghai Port processed 5.9 million TEUs (20-foot equivalent units), the China Daily reported, citing figures from the Shanghai Port Administration Bureau.

During the same period, Hong Kong handled about 5.5 million TEUs, up 2.3 per cent from a year earlier, while Singapore remained the world's largest port, with TEUs handled rising 14 per cent to 6.6 million, the report said. The quarter marks the first time that Shanghai Port has exceeded Hong Kong in terms of container throughput, the paper added.

Shanghai Port has been the third biggest container port worldwide after Singapore and Hong Kong since the end of 2003. Its container throughput capacity has kept a growth rate of over 20 per cent in the past three years.

Last year, Shanghai Port reached a record throughput capacity of 20 million TEUs, compared with approximately 18.1 million TEUs in 2005. Statistics show that Shenzhen Port reached a throughput capacity of 4.5 million TEUs in the first quarter, making it the fourth largest in the world, following Hong Kong.

## Liberty of the Seas is Officially Named in Stateside Ceremony

With a dramatic smash of the champagne bottle against its brand new hull, Royal Caribbean International's 21st cruise ship, **Liberty of the Seas**, was officially named by travel agent godmother Donnalea Madeley today at the Port of Miami. The naming ceremony included performances by the Miami Children's Chorus, blessings by Rabbi Terry

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Bookman and Pastor Sverre Tofte, as well as remarks and a tribute by Royal Caribbean Cruises Ltd. Chairman and CEO, Richard Fain.



Photo : Patsy Collins ©

Performing the prestigious role often reserved for dignitaries and celebrities, Donnalea Madeley is the first travel agent to be the godmother of a Royal Caribbean ship. Ms. Madeley, of Ontario-based Marlin Travel, was selected from among nearly 2,500 nominations of exemplary women travel agents who have demonstrated dedication to philanthropy and service in their communities.

Holding the dual-title of world's largest cruise ship along with sister ship, Freedom of the Seas, Liberty is the first Royal Caribbean ship to showcase the line's enhanced onboard programming in the wellness, family and teen, and weddings arenas -- implemented to give all guests more onboard options and activities.

"We have listened to guest feedback and with the launch of **Liberty of the Seas**, we are proud to introduce new and enhanced onboard programs to give vacationers even more choices when cruising on our ships," said Adam Goldstein, president, Royal Caribbean International. "Our new programming will be rolled out fleet-wide this year, giving people even more reasons to book a Royal Caribbean cruise vacation."

Liberty features cruise industry innovations such as the FlowRider® surf simulator, the Powerbox boxing ring, the H2O Zone water park and the Royal Promenade entertainment boulevard, as well as the new programming, which includes Explorer Weddings, for couples looking to tie the knot in extreme style; the Vitality wellness program, promoting a healthier vacation with new, well-balanced fitness, spa, shore excursions and culinary choices; and new family programming, for children and teens.

At 160,000 gross registered tons, and a capacity of 3,634 guests (double- occupancy), **Liberty of the Seas** was built by Aker Yards, Finland, over the course of two years. Having just completed preview sailings from Southampton, England, Cape Liberty Cruise Port in Bayonne, New Jersey, and the Port of Miami, she sets sail on her maiden Caribbean voyage tomorrow from Miami, and will continue to depart on Saturdays, with her sister ship, Freedom of the Seas, departing on Sundays. The two sister ships will alternate between 7- night Eastern and Western Caribbean itineraries. Both itineraries include a call at Royal Caribbean's private destination Labadee, Haiti. Liberty's Western Caribbean itinerary calls in Cozumel, Mexico; George Town, Cayman Islands; and Montego Bay, Jamaica. The Eastern Caribbean itinerary calls in San Juan, Puerto Rico, and Philipsburg, St. Maarten, allowing for a third day at sea to take advantage of all the ship has to offer.

The two Freedom-class ships will be joined by a third, **Independence of the Seas**, when she debuts in Europe in May 2008. She will sail from the United Kingdom during her premier season and will be the largest ship home-ported in Europe.



## MOVEMENTS

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The **ATLANTIC CONVEYOR** seen moored at the NS container terminal (Halifax) at the Bedford Basin.

Photo : Jan van der Doe ©



FUGRO's **GEO PACIFIC** was spotted in Malta

Photo : Lawrence Dalli ©

## AIRCRAFT / AIRPORT NEWS

### Alitalia schrapt dinsdag bijna vierhonderd vluchten

De Italiaanse luchtvaartmaatschappij Alitalia verwacht dinsdag bijna vierhonderd vluchten te moeten schrappen omdat de luchtverkeersleiders in het land dan staken.

Vooraf internationale vluchten zullen niet doorgaan, aldus de onderneming op haar website. Op een daar gepubliceerde lijst staan ook verscheidene vluchten van en naar Schiphol. Alitalia werkt dagelijks ongeveer achthonderd vluchten af.

Behalve met stakende verkeersleiders kampt het bedrijf ook met aanhoudende stakingen van cabinepersoneel, die net als de verkeersleiders zijn verwikkeld in een loonconflict.

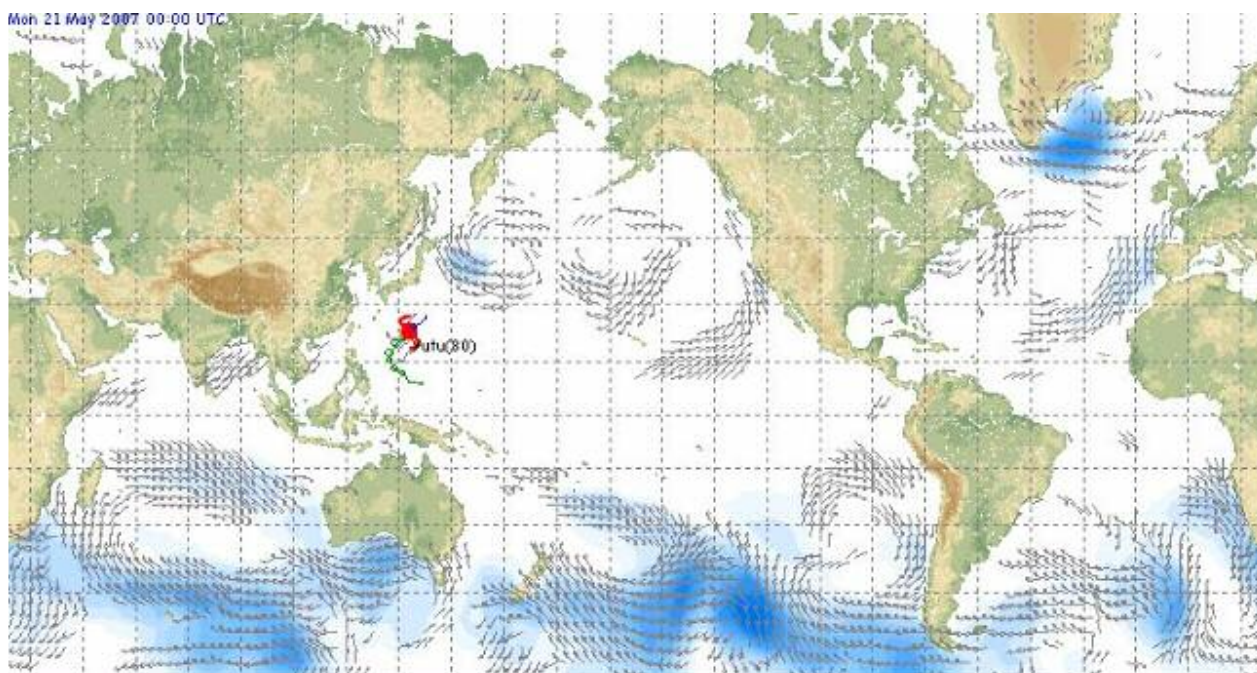
Als gevolg van het conflict met het eigen personeel moesten ook zaterdag vluchten van Rome naar onder meer Amsterdam worden geannuleerd.

## 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 **ASUKA II** seen enroute the Belgian port of Antwerp  
**Photo : Josine Dieleman ©**



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