

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 147



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The **WESTERDAM** was seen in Piraeus

**Photo : Oddgeir Refvik ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **Veritas Viking II** alongside Loyang Offshore base in Singapore, just prior to her renaming in **Viking II**, Sunday 10th June 2007

Photo : Capt. Jelle de Vries ©

## "Titanic zou ook zonder ijsberg zijn gezonken"

Het was een ijsberg die een einde maakte aan de 'maiden voyage' van de **Titanic**, dat weten alle fans van Leonardo di Caprio en Kate Winslett. Maar volgens de Sunday Telegraph was niet dat ijs, maar wel het ontwerp van het schip de werkelijke schuldige. Want nieuw onderzoek toont aan dat het luxeschip structureel zo kwetsbaar was, dat het bij de minste storm in moeilijkheden zou zijn gekomen.

"Onzinkbaar", dat was de **Titanic** volgens alle kenners toen die in het voorjaar van 1912 haar eerste tocht over de Atlantische Oceaan maakte. Niet dus, want de **Titanic** werd 's werelds beroemdste rampenschip en haar ondergang vormde eind vorige eeuw de inspiratiebron voor de grootste Hollywood-kaskraker aller tijden. Alles draaide daarbij

rond de ijsberg waar het schip tegenaan voer, waardoor water de kapotte romp binnendrong, het schip begon te kantelen en uiteindelijk, in een hoek van 45 graden uit het water stekend, in tweeën brak en zonk.

Dat laatste blijkt nu helemaal niet te kloppen. Een onderzoeksproject dat werd uitgevoerd door een Amerikaanse documentaire filmmaatschappij en het tv-kanaal History Channel, ontdekte namelijk dat de **Titanic** brak toen het nog slechts in een hoek van 10 graden uit het water stak - en dat kan al gebeuren bij een zware storm. Dat bracht onderzoeksleider Rushmore DeNooyer tot de vaststelling dat "de omstandigheden waarin het schip ten onder ging vergelijkbaar waren met die tijdens een zware storm. Dat lijkt erop te wijzen dat het schip structureel gewoonweg niet sterk genoeg was."

Hiermee worden eerdere aanwijzingen bevestigd die onderzoekers twee jaar deden toen ze stukken van het wrak ontdekten die nog niet eerder waren gevonden. Daardoor kon voor het eerst de hoek waarbij het schip doormidden brak precies worden gemeten. Tijdens dit onderzoek bleek voorts dat het schip, na tegen de ijsberg te zijn gevaren, veel minder lang bleef drijven dan tot dusver werd gedacht, waarmee de kans op redding van de opvarenden merkkelijk kleiner werd.

### Bourbon Dolphin commission gets under way

The royal commission into the **Bourbon Dolphin** sinking on April 12th of Shetland has got underway amid demands from the vessel's owner that interrogation of the survivors and other company employees be held behind closed doors. The interviews with the survivors are scheduled for 18-19 June, but the commission chairman, judge Inger Lyng has already said that there must be very compelling reasons for her to close the doors. Meanwhile the Norwegian Maritime Directorate (NMD) has issued recommendations after the **Bourbon Dolphin** disaster. The recommendation has four main points. Firstly the NMD wants to introduce limitation on bank angle and broadwise tension on the anchor handling wire/chain. Secondly they like to introduce a special definition of bollard pull in anchor handling operations, to demonstrate how much bollard pull any given anchor handling vessels has when say the thrusters are in use. Thirdly, the crew has a duty to know how the emergency release system on the winches works and finally there must be a procedure for anchor handling, particularly on tandem-operation. NMD hope these measures will be put into practice as soon as possible.



In Belfast Port last week berthed in Pollock Dock was the little tug **TUGERHAAI**.

**Photo : Tommy Bryceland. SCOTLAND ©**



## Passengers on cruise ship hit by gastroenteritis back in Singapore

A cruise ship was back in Singapore on Monday with all of its passengers in healthy condition despite a gastroenteritis outbreak on its voyage, officials said. Ninety-two passengers aboard the **Superstar Gemini** came down with the highly infectious norovirus when the vessel docked on Hong Kong more than 10 days ago.

The 44 male and 44 female passengers, aged 3 to 83, and four crew members were suffering from diarrhea, vomiting and fever, said the vessel's doctor. None required hospitalization.

Prior to arriving in Hong Kong, the **Superstar Gemini** had stopped in Koh Samui and Bangkok in Thailand and Ho Chi Minh City and Danang in Vietnam. The vessel was thoroughly disinfected before leaving Hong Kong. A medical team aboard the ship determined the passengers were healthy before their disembarkation.

## Matroos neergestoken op binnenvaartschip

Bij een incident op een binnenvaartschip gelegen aan de Sluisweg Noord bij de Volkeraksluizen is in de nacht van zaterdag op zondag een matroos neergestoken. De 18-jarige inwoner van Venlo, hoorde gestommel aan boord en ging kijken. Een tweetal mannen gekleed in zwarte jassen zijn hier vermoedelijk van geschrokken. Één verdachte pakte een mes en stak hiermee het slachtoffer in zijn borst. De man raakte hierdoor gewond en is overgebracht naar het ziekenhuis in Roosendaal.

Zondagmiddag heeft hij het ziekenhuis weer kunnen verlaten. Het slachtoffer heeft verklaard dat de mannen er op een scooter of brommer vandoor zijn gegaan en heeft inmiddels bij de politie aangifte gedaan. Die heeft de zaak op dit moment in onderzoek.



The pilot tender **MERCURY** seen operating in IJmuiden  
Photo : Maart Barnhoorn ©



The **EMMA MAERSK** seen in Singapore on June 8<sup>th</sup>  
Photo : Jeroen Anneveld / Volvox Asia ©

## Swedish smoker falls overboard

A young Swedish man fell overboard on Thursday morning from a passenger ferry docked at the port of Mariehamn on the Baltic island of Åland. He was rescued by an alert diver.

The 20-year-old man was sitting on a railing smoking a cigarette when he lost his balance and plunged into the water.

Staff on the **Birka Paradise** threw out a life ring but the rescue effort was hampered by the simultaneous departure of the **Tallink Romantica**. The current generated by the ship's propellers pushed the young man northwards.

A diver who witnessed the events jumped in to the water and swam out to the man. The two men were later picked up in a small boat. Both were taken to hospital to be treated for minor injuries.



The **BLUE STAR 2** seen at the Greek island of Kos  
Photo : Arnold Tombroek ©

## Zelfs Namibiërs op de boot

door Martijn de Koning

Ze werden zo hartelijk ontvangen, dat het leek alsof ze maanden waren weggeweest. De bemanning van de reddingsboot **Koopmansdank** werd zaterdag vlak voor thuiskomst tegemoet gevaren door een volgeladen tweede boot en op het reddingstation Noordland bij Neeltje Jans letterlijk met open armen ontvangen.

De boot en redders kwamen terug van een tiendaagse trip naar Göteborg in Zweden. Daar vertegenwoordigden ze samen met de **Frans Hogewind** uit Terschelling de **Koninklijke Nederlandse Reddingmaatschappij (KNRM)** op een bijeenkomst van de **Internationale Reddingboot Federatie**. "Die wordt één keer in de vier jaar gehouden", legt schipper Jaap van der Wal meteen na afloop uit. "Dit keer was het in Göteborg vanwege het honderdjarig bestaan van de Zweedse reddingmaatschappij."

De KNRM koos juist voor de Zeeuwen omdat de post Noordland eind 2005 een paar keer medewerking verleende aan een programma van televisiezender **Veronica** over de maatschappij. De trip was een beloning daarvoor.

Dat wilde overigens niet zeggen dat je zo'n reis 'eventjes' maakt, benadrukt de bemanning. "Iedereen moest vrij vragen, er moest een vervangende boot komen. Maar goed, we wilden erg graag. Dit doe je maar één keer in je leven."

In Göteborg waren redders uit de hele wereld aanwezig. Alleen een aantal Noord-Europese landen kwam met de boot. Voor de Zeeuwen betekende het twee keer een reis van bijna drie dagen, met zowel heen als terug een tussenstop op Terschelling en bij het Duitse Kiel. Drie man maakte zowel de heen- als terugreis mee. Twee duo's wisselden elkaar afgelopen maandag af. De reis op zich was al een avontuur, kijkt redder Hans Saaman terug. "Met deze boot rondvaren tussen die Zweedse rotseilandjes was een heel aparte ervaring."

"We praten er maanden over als we eens een klus van twaalf uur hebben gehad", vult Van der Laan aan. "Nu zijn we meer dan een week weggeweest."

Vorig weekeinde waren alle boten in Göteborg open voor publiek, waarna maandag en dinsdag de reddingsdelegaties uit andere landen welkom waren. De Zeeuwen kregen nogal wat exotische gasten aan boord. "Ze kwamen overal vandaan. China, Japan, de Faroer, noem maar op. Er was zelfs een groepje uit Namibië."

De belangstelling was enorm, vertelt Van der Laan. "We hebben aan heel veel mensen onze boot laten zien, maar zijn ook gaan varen en hebben demonstraties gegeven."

De **Koopmansdank** viel in de smaak, merkten ze al snel. "Het is de grootste in zijn soort", merkt machinist Rien Jol op. Zelf verbaasden ze zich op hun beurt over de andere landen. Jol: "De Duitsers hebben constant vier professionele mensen aan boord. Dat is nog eens wat anders dan een pieper naast je bed. Of ik daar jaloers op ben? Nee, absoluut niet. Ik denk dat wij een stuk gemotiveerder zijn. Als prof wordt het allemaal sneller routine."

In de weinige vrije uurtjes vielen de Nederlanders nog op een andere manier op. "De bemanning van verschillende boten hield onderling spelletjes", vertelt Van der Laan. "Bij het reddingboeigooien was Luc Scheers ongenaakbaar. En Rien wist als geen ander met een waterjet om te gaan."

## Sea search for father as child dies

The search has resumed for a man whose toddler son died after he was found floating in the English Channel on Sunday night. Two men in a yacht found the boy, aged about two and wearing a life jacket, in the sea off the coast of Littlehampton, West Sussex, at 6.50pm on Sunday.

Medics spent two hours trying to save his life but a Maritime and Coastguard Agency (MCA) spokesman said the child, who has not been identified, died at Worthing Hospital, West Sussex.



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Sussex Police said they believe the boy's father, 50-year-old Alan Watkins, from London, was with him on Sunday and is thought to be the only missing person. Ten minutes before the boy was found, Solent Coastguard had received a call from people on board another yacht reporting an empty dinghy containing personal items which was floating a mile out to sea - about 400 yards from where the toddler was found.

An MCA spokesman declined to give any more details about the personal items which were found on the dinghy, but said: "It wasn't any more than we would normally expect on a small dinghy." After the boy was found, a search was launched for anyone else who might have been on board the dinghy.

The search on land and sea included a lifeboat, a helicopter and dogs. Sussex Police and ambulance service also joined the teams. Solent Coastguard searched the coast between Rustington and Bognor while two Littlehampton RNLI lifeboats searched the wider area.

The MCA spokesman said the helicopter was stood down at 10pm on Sunday and the shoreline teams around midnight but the lifeboat was able to continue searching until 12.30am on Monday.



The 1993 built **MARINECO RAKSHAA** (ex D.H. Alpha / SMIT BISON) seen arriving in Ijmuiden  
Photo : Joop Marechal ©

## Norfolkline reaches union agreement

Maersk ferry subsidiary Norfolkline has reached agreement with the UK maritime union RMT that its deck, engine-room and catering ratings be recognized. Acceptance of such recognition in respect of Norfolkline's three Dover-based ferries **Maersk Dover**, **Maersk Delft** and **Maersk Dunkerque**, is seen by RMT general secretary Bob Crow as a "massive step forward" and a key part of the success of the week of action undertaken by the ITF and unions campaigning to improve standards. It is also a significant step for Maersk which generally steers clear of such arrangements. However, troubles with agency crews on the Irish Sea this year may have encouraged Norfolkline to accept recognition. It has

accepted in principle to extend the agreement to the Liverpool-Belfast route and its other Irish Sea vessels following further negotiations. Norrie McVicar, the ITF's co-ordinator in Ireland, told Fairplay: "the proposal from Maersk of recognizing social dumping on the Irish Sea is a major step forward and we are in negotiation to agree minimum standards, which will send a clear message to other operators= 2E" He indicated that ADG, the owner of two vessels Norfolkline had chartered for its Irish Sea services were in danger of being blacklisted by the ITF in respect of their seven ship fleet.

## **River cruise passengers treated for carbon monoxide poisoning**

Maritime New Zealand (MNZ) is investigating a dinner river cruise in Blenheim on Saturday night that left 11 people ill with carbon monoxide poisoning. One person was admitted to Wairau Hospital overnight and 10 people were treated and discharged after the incident aboard Marlborough's **River Queen** tourist boat. A Nelson-Marlborough District Health Board spokeswoman said the 11 were suffering varying symptoms of nausea and headaches typical of carbon monoxide poisoning.

All but one of those affected were discharged on Saturday night, with the remaining patient leaving hospital yesterday morning. Fumes from the replica paddle-wheeler's twin outboard engines leaking into the boat's main cabin were blamed for the incident.

An MNZ spokesman confirmed today an investigation was under way. No further details were available. **River Queen** owner Peter Makin told NZPA the incident was a "freak situation" which staff handled immediately.

A low tide and calm conditions on the Opawa River on Saturday night meant fumes from the **River Queen's** outboard motors kept pace with the boat, gradually building up inside the lower deck cabin.

Mr Makin said it was only when passengers went downstairs as the boat returned to the dock that people started feeling ill and the problem became apparent. "Everyone was having a great time and it was horrible for the evening to end like that," he said.

He arranged for the affected passengers to be ferried to hospital as a precaution, suspended operations immediately and notified MNZ. Mr Makin said marine surveyors this morning had recommended the engine compartment be sealed and an extraction fan installed. Modifications were expected to be completed for trials on Thursday.



The **ALBATROS** seen departing from Amsterdam, built as the **ROYAL VIKING SEA** during 1975 under yard number 397 at the Kvaerner yard, renamed **ROYAL ODYSSEY** in 1991, **NORWEGIAN STAR** in 1997, **CROWN** in 2002 and she got her present name in March 2004.

**Photo : Joop Marechal ©**



## **AMERICAN SALVAGE ASSOCIATION FORMS QUALITY PARTNERSHIP WITH UNITED STATES COAST GUARD**

The American Salvage Association (ASA) and the United States Coast Guard have formally executed the Marine Salvage and Firefighting Quality Partnership with a Memorandum of Understanding (MOU) between the association and the Coast Guard. Admiral Brian Salerno, Assistant Commandant for Plans & Policy for the U.S. Coast Guard, and George Wittich, President of the American Salvage Association, signed the partnership agreement at ASA's offices on Friday, June 8 (see photo below, attached).

Specifically, "the purpose of the partnership is to strengthen the communication and working relationship between the Coast Guard and the marine and firefighting industry in order to improve vessel and personnel safety within that industry; enhance national maritime security preparedness and response; promote timely, responsible and professional salvage response to marine casualties; and enhance the protection of the environment along our nation's waterways."

"The parties will interpret and implement this Memorandum so as to supplement and not adversely affect this regulatory relationship." and "The parties shall seek to achieve its purpose primarily through: ... cooperation to promote the interest of the American public in maritime safety and security, through non-regulatory means where possible;..." "The parties will promote this partnership within their respective organizations and, as may seem best, involve their representatives at all levels in steps to be taken at the national, regional, or local level."

ASA and the Coast Guard have had a long, successful history of partnering on projects, including Industry / U.S. Coast Guard Cross Training; maritime salvage conferences; ASA's participation in the Coast Guard's Federal On-Scene Coordinator (FOSC) Training in Yorktown, Virginia; ASA salvage training to the various USCG Strike Teams; and the ASA's early, and continued involvement to the Hurricanes Katrina and Rita response at the Coast Guard's request.

"The American Salvage Association is pleased to work with the U.S. Coast Guard in establishing a firm foundation for this quality partnership, which will yield results and continuous improvement in marine salvage and firefighting within our respective organizations, and will be of great benefit ultimately to the general public," said ASA President George Wittich.

The American Salvage Association is a trade association promoting professionalism and improving marine casualty response in North American coastal and inland waters.



## **Richards Bay crane goes into the harbour**

Richards Bay port people were hard at work during the weekend attempting to recover a large mobile crane that toppled over alongside the quayside leaving its extended boom and an arm from the Duys ship loader which it was assisting with dismantling laying in the water.

The accident occurred at the port's Dry Bulk Terminal near berth 705. There were no injuries in the incident but a small amount of diesel fuel has spilled into the harbour. No explanation has been offered as to how the accident occurred.

## Engine room destroyed by fire – trawler in Norwegian sea

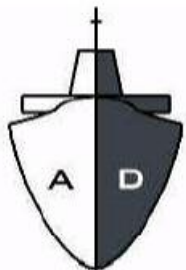
Trawler **Kapitan Bug** (big refrigerator trawler, L/B/H 103/16/6.2 meters, dwt 1810, year built 1994, flag Russia, crew 72, owner Robinson Co.) was on the way to fishing area in Norwegian sea, 65.33 N, 002.04 W, 270 miles off coastline. Fire in engine room.

10.10 – fire extinguished, engine room destroyed. Electric engineer missed. f/v **Nikolay Afanasyev** on the scene, standing by. The salvage **Purga** (Murmansk fishery port) steaming to the scene, ETA June 09. Engine room to be checked after ventillation. Weather fine.

### NAVY NEWS

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Sailors man the rails of the newest Arleigh Burke-class guided-missile destroyer, **USS Kidd (DDG 100)**, during an evening commissioning ceremony Saturday, June 9, 2007, at Port of Galveston, Galveston, Texas. Designated hull number DDG 100, the new destroyer honors Medal of Honor recipient Rear Adm. Isaac Campbell Kidd Sr. who was

killed on the bridge of his flagship USS Arizona on Dec. 7, 1941. Two granddaughters of Rear Adm. Kidd, Regina Kidd Wolbarsht and Mary Corrinne Kidd Plumer, brought the ship named for their grandfather to life. Congressman Ron Paul of Texas delivered the ceremony's principal address. **USS Kidd** is the 50th ship in the Arleigh Burke class of guided-missile destroyers. Cmdr. Richard E. Thomas of Westwood, N.J., is the ship's first commanding officer, commanding a crew of 276 officers and Sailors.

## **Navy Participates in MIO Drill with Russian Frigate During BALTOPS 2007**

**USS Mahan (DDG72)** participated in combined Maritime Interdiction Operations (MIO) with the Russian frigate, **RFS Neustrashimy (RFS 712)**, June 6 as part of the Baltic Operations (BALTOPS) 2007.

BALTOPS, taking place June 4 - 15, is the largest annual international training event organized in the Baltic Sea and includes in-port and at-sea serialized training events designed to build interoperability and better information-sharing practices with partnering nations.

The two ships took part in MIO operations -- the inspection and possible diversion of suspect merchant vessels -- as one of the first events of the multiphase exercise.

During the training event, small boats from Mahan with a boarding team from Neustrashimy practiced boarding procedures aboard the suspect cargo ship simulated by another player in the exercise, USNS LCPL Roy M. Wheat (T-AK 3016).

Russia also provided a KA-27/32 Helix helicopter to monitor the boarding. The U.S.-led invitational exercise will involve 25 ships, two submarines and several air assets over the course of the 11-day event.

Participants include the United States, Denmark, Germany, Russia, the Netherlands, Lithuania, Latvia, France, Poland, Sweden and the United Kingdom with the combined goal of promoting mutual understanding, confidence, cooperation, and interoperability among forces and personnel of participating nations.

## **Special Incentive For RMN's Submarine Crew**

The government has approved special incentives of between RM600 and RM3,000 monthly for Royal Malaysian Navy (RMN) personnel in submarine service.

The Submarine Service Incentive Payment would be backdated to Jan 1, 2005, Deputy Prime Minister Datuk Seri Najib Tun Razak announced Monday. He said the incentive would be paid from the start of training and based on their qualifications and expertise.

The RMN officers undergoing submarine training would receive RM800 while other ranks RM600 and having completed the training, the officers would receive RM1,400 while other ranks RM1,100.

"When they reach the level of experts, their allowances will be raised to RM1,900 monthly for officers and RM1,500 for other ranks," he told reporters after visiting the RMN Base in Teluk Sepanggar.

The submarine commanding officer would receive RM3,000, said Najib, who is Defence Minister. He said that presently, 145 RMN personnel including 49 officers were being trained in France to enable them to operate submarines safely and effectively since 2005. The RMN is expected to take delivery their first of two Scorpene submarines in early 2009.



## SHIPYARD NEWS

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The Damen built **VOE JARL** conducted yard trials in the Rotterdam area.

Photo : Jan Verhoog ©

## First China-made very large containership - 8,530 TEU - has been built

CHINA is now the fourth country after Korea, Japan and Denmark to be able to independently design and build a super large containership, which can be steered by one person, report The Peoples' Daily.

A very large container ship (VLCS) with a capacity of 8,530 TEU, was recently built with independent Chinese intellectual property rights by the Hudong-Zhonghua Shipbuilding (Group) Co., Ltd. for China Shipping Container Lines (CSCL). The vessel is the first in a series of five similar ships ordered by CSCL. It has a hull length of 334 metres, is 42.8 metres abeam and is 24.8 metres deep. The ship can carry 101,000 tons at 27 knots.

## **Cosco group to build shipyard in Dalian**

COSCO has announced the recent signing of an agreement with Dalian municipal authorities to jointly develop the Dalian Shipbuilding Project, reports Xinhua.

The signing of the accord in Beijing between the Mayor of Dalian, Xia Deren, and Cosco group president and CEO Wei Jiafu comes eight years after the establishment of Nantong Cosco Kawasaki Shipyard in north China.

The new shipyard will be located within the Shipbuilding Park at Dalian's economic development zone. A total of RMB 3.8 billion (US\$496.4 million) will be invested in constructing phase one of the development, which will be designed to have an annual production capacity of two million deadweight tonnes.

The second phase of development is expected to raise the annual shipbuilding production capacity to between 2.5 million and three million deadweight tonnes. This means that the combined shipbuilding capacities of Cosco's shipyards in Nantong and Dalian will have reached five million deadweight tonnes by this stage, the report added.

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Onboard the **MSC NAPOLI** the works are ongoing in view of the re-floating operation.

## Maersk service tops all others in volume calling at Tianjin

MAERSK Line, with the latest inclusion of its new South American and European services, now has six container services calling Tianjin, making it the largest shipping company in the port in terms of service offerings, Xinhua reports.

The newly launched Asia-South America service is Tianjin Port's first service to South America. Maersk Line deploys six containerships on the new service, which calls at Japan's Yokohama, China's Qingdao, Ningbo, Shanghai, South Korea's Pyeongtaek, Panama's Balboa, Panama City, Dominica's Manzanillo and Jamaica's Kingston.

While the new Asia-Europe service is the second European service of Maersk in Tianjin Port. Port rotation for the service is: Xingang, Dalian, Qingdao, Shanghai, Hong Kong, Malaga, Algeciras, Xiamen and Xingang.

Besides the two European service and the one South American service, Maersk also runs a Black Sea service, an America west coast service and a Middle East and Persian Gulf service into Tianjin.

Maersk Line said Tianjin has great potential in developing its shipping market as China is planning to make it an "international shipping hub" for North China, and the company will continue to expand its business in Tianjin by planning more services to call at Tianjin.

## EVER SAFETY LAUNCHED IN KOBE





The **EVER SAFETY** slides in her element  
Photo : Rene Blomme – Evergreen ©

**Ever Safety**, the ninth of ten 7024TEU S-series vessels being built for Evergreen in Japan, was launched on 5 June at Mitsubishi Heavy Industries' Kobe shipyard. She was named by S S Lin (Lin Sun-san), Second Vice Group Chairman of the Evergreen Group, while the ceremonial rope cutting, sending the ship down the slipway, was performed by Mrs. Shigemi Matsuda, the wife of Akira Matsuda, Senior Executive Vice President and Member of the Board of the Marubeni Corporation.

Due for delivery in October 2007, Ever Safety is scheduled to join Evergreen Line's transpacific service. The eight earlier vessels are currently in the process of being transferred to Evergreen Line's new China Europe Shuttle (CES) service that will offer a fast link between Asia and North Europe.

The Evergreen Group is approaching the end of a shipbuilding programme comprising 18 large post-Panamax containerships. Eight 8073TEU C-series are already in service and the S-series will be completed in the near future.

The S-series ships have won global recognition for their advanced design features, intended to minimize their impact on the environment during normal operations and in the unlikely event of any accident. With many of the world's leading manufacturers and retailers now seeking to work in partnership with ocean carriers who are committed to environmentally-friendly policies, Evergreen Line has been inundated with enquiries for more information on its S-series initiative. It has therefore set up a special section on its website to provide more details regarding the concept and design of these ships.

## DP World wins concession for Dakar container terminal

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DP World, the Dubai-based terminal operator has been awarded a concession to develop and operate the Dakar Container Terminal in Senegal, West Africa. According to the concession DP World will invest at least Euro 100 million in upgrading infrastructure and facilities at the terminal.

The Dakar Container Terminal currently has an annual throughput of 250,000 TEU which is expected to be increased to 500,000 TEU by 2010 once the upgrade is complete and in terms of the concession signed.

In addition to this DP World will spend Euro 300 million on designing and developing a new container terminal, Port du Futur with an annual throughput capacity of 1.5 million TEU.

DP World will also operate the new terminal when it becomes operational by 2011.

### Carnival Corp. Exercises Option for HAL Ship

Carnival Corporation & plc has exercised its option for a new 86,000-ton vessel for its Holland America Line brand. The new 2,100-passenger ship will be built by Italian shipbuilder Fincantieri at its Marghera shipyard at an estimated all-in cost of 425 million. Delivery is scheduled for fall 2010. Stein Kruse, Holland America Line's president and CEO, noted that the new vessel will be a **sister to the Eurodam** which is already under construction at Fincantieri and due to debut in summer of 2008. **Eurodam's** size has been increased slightly since originally announced and both ships will have a lower-bed capacity of 2,100. Kruse added that the two ships, to be the largest in Holland America's fleet, will maintain the brand's commitment to mid-sized vessels, larger staterooms, and richly appointed dining areas, lounges and other public rooms.

The addition of these two ships represent a 23 percent increase in our capacity over the 2008 through 2010 time period and will allow us to continue our premium leadership position and achieve a greater share of the growing cruise market, he said. The new vessel will continue the evolution of the Holland America Line brand with features that will include a topside 144-seat specialty restaurant, a diversity of live music and entertainment facilities, outside-view glass elevators at mid-ship, and an expanded Greenhouse Spa and Salon with thermal suites and hydro-pool.



### Ocean Tankers expects to triple fleet in four years

Cyprus' Ocean Tankers expects to more than triple its fleet in the next four years as it carves a niche for itself in the lucrative small tanker market, its vice chairman said.

Ocean Tankers now has five vessels in its fleet. It placed orders for four vessels this year, two from Korea's STX Shipbuilding in a \$44 million contract and two chemical tankers from China's Yangzhou Kejin Shipyard in a contract worth \$21 million. "Our target is to grow to around 20 vessels over the next three to four years," George Ioannides said.

Three of its five vessels at sea are now under time charter. "While the fleet grows it is normal practice to have some under-time charter and some under spot," said Ioannides, saying that for the time being, the firm was focussed primarily on the time charter market.

"A listed company has to give investors good and stable returns. As long as you know your revenue you can plan and control expenses, and leave investors a good return in the form of dividends, or future reserves for investments."

"Now that the company is still developing we are looking at time charters to secure our income, but as we grow, it would be good practice to have some under spot market as well," Ioannides added.

Ocean Tankers takes delivery of its sixth vessel in August, bringing the total tonnage of the fleet to 34,825.

## **Maersk Supply Service has ordered new offshore vessels**

Maersk Supply Service has ordered additional two 23,500 BHP multipurpose anchor handling tug supply (AHTS) vessels from Volkswerft Stralsund in Germany

The two vessels will be sister vessels to the four multipurpose anchor handling tug supply vessels ordered in December 2006. The vessels will be delivered in 2nd and 3rd quarter of 2010.

The above mentioned vessels will join the current Maersk Supply Service fleet of 55 vessels in operation and 16 new buildings on order.



The **RITA KNUTSEN** seen in Cape Town, the shuttle tanker is used for lightering operations from the FPSO **GLAS DOWR** in the Sable Field in Mosselbaai.

**Photo : Aad Noorland ©**

## **Fennica makes for Alaska**

Finstaship in Finland reports that the multi-purpose icebreaker **Fennica** has departed Norway for the northern coast of Alaska and is expected to arrive at Point Barrow, Alaska on June 27th.

In Alaska, **Fennica** and **Tor Viking II**, the Norwegian icebreaker chartered by Finstahip, will provide Shell Offshore Inc with arctic offshore services.



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Since the end of the icebreaking season, **Fennica** has been equipped in Finland and Norway in preparation for the Alaskan charter. **Fennica** crossed the Atlantic Ocean over the northern route and pass through the Panama Canal on her way to Alaska.

Chartered to Shell, **Tor Viking II** departed for Alaska from Stavanger, Norway on 15 May 2007. **Tor Viking II** will also sail over the northern Atlantic route, visiting first Port Fourchon, Louisiana, on the Gulf of Mexico, and then Dutch Harbour. Her estimated time of arrival at Point Barrow is early July.

Under the terms of a three-year charter contract between Finstaship and Shell, Finstaship will charter two multi-purpose icebreakers with crews for the periods from May to December in the years 2007-2009.

Shell will utilize the vessels towing rigs, and for anchoring and maintenance work. The vessels will also ensure safe working conditions for the rigs by managing ice floes that break off from the North Pole during the summer

## SMIT obtains contract in Angola

SMIT and her partner Octomar Serviços Marítimos Lda have been awarded a contract for BP's Greater Plutonio Development, Block 18, offshore Angola.

A new build floating production, storage and offloading (fpso) vessel will be moored at a water depth of 1310 metres. Amongst others, the contract consists of the following services: berthing and unberthing of export tankers, fire-fighting, oil spill control and safety standby, pilotage, mooring and loading supervision, inspection, repair and maintenance of the offloading hoses and buoy. A new build offloading support tug, a workboat and a mooring assist vessel will be deployed.

## Cal Dive swoops on Horizon Offshore

Cal Dive International, Inc. and Horizon Offshore, Inc. announced that they have signed a definitive merger agreement under which Cal Dive will acquire all of the outstanding shares of Horizon in a stock and cash transaction valued at approximately \$650 million, including approximately \$22 million of Horizon's net debt as of March 31, 2007.

Cal Dive expects the combination will:

- Diversify Cal Dive's vessel fleet and services offering with the addition of complementary assets consisting of pipelay, pipebury and derrick barges
- Expand Cal Dive's geographic footprint, enhancing international growth opportunities and further diversifying the company's operations
- Provide for greater economies of scale and increased operational flexibility
- Be accretive to earnings and cash flow per share
- Preserve Cal Dive's financial flexibility for future growth initiatives

The combined company will operate a fleet of 23 diving support vessels, seven pipelay/pipebury barges, one dedicated pipebury barge, one multi-service vessel, one combination derrick/pipelay barge and two derrick barges.

The boards of directors of Cal Dive and Horizon unanimously approved the transaction. Closing of the transaction is subject to regulatory approvals and other customary conditions, as well as Horizon stockholder approval, and is expected to occur in the third quarter of 2007.

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Quinn J. Hebert, Chief Executive Officer, President and Director of Cal Dive, stated, "We are very excited about this transaction as it is perfectly aligned with the strategic goals that we have outlined to our investors. The addition of Horizon's pipelay, pipebure and derrick barges diversifies Cal Dive's fleet and services offering by enabling us to offer trunkline and salvage and decommissioning services. Additionally, Horizon's operations strengthen Cal Dive's existing platform to further penetrate targeted international regions. We intend to leverage the strong organizations of both Cal Dive and Horizon to create long-term value for our companies' stockholders, customers and over 2,000 employees. We look forward to welcoming Horizon's employees to the Cal Dive organization and working together to realize the significant opportunities we expect to achieve from this combination."

David Sharp, Chief Executive Officer, President and Director of Horizon, stated, "We believe that this transaction provides our stockholders the opportunity to realize both immediate value through the cash consideration and the potential of continuing to participate in a larger organization with greater economies of scale and the diverse resources needed for sustained success in our industry. Cal Dive is a company we know very well through our longstanding business relationship and we believe that our employees will benefit greatly from the strong cultural fit."

Following the transaction, Quinn Hebert will continue to serve as President and Chief Executive Officer of the combined company and the Cal Dive Board of Directors will be expanded to include two Horizon directors for a total Board of eight members. The combined company will continue to be based in Houston, Texas.

Under the terms of the agreement, Horizon stockholders will receive in the merger a combination of 0.625 shares of Cal Dive common stock and \$9.25 in cash for each share of Horizon common stock outstanding, or an estimated total of 20.4 million Cal Dive shares and \$302.5 million in cash. Based on Cal Dive's closing stock price on Monday, June 11, 2007, this equates to a transaction value of approximately \$19.25 per Horizon share, which represents premiums of approximately 14% to Horizon's closing price on Monday, June 11, 2007, and approximately 18% to Horizon's 30-day average trading price.

The cash portion of the transaction will be funded through a \$675 million commitment from Bank of America, consisting of a \$375 million senior secured term loan and a \$300 million senior secured revolving credit facility. There is no financing condition to consummation of the transaction. Following the transaction, Cal Dive believes its strong cash flow from operations will allow it to reduce its net debt, fully fund its current capital program and pursue future growth initiatives. The limited amortization payments and prepayable nature of the term loan provide Cal Dive significant financial flexibility. In connection with this transaction, Banc of America Securities LLC and J.P. Morgan Securities Inc. have terminated an equity lockup agreement that was scheduled to expire on June 12, 2007.



The **POLAR QUEEN** seen fitting out at Huisman in Schiedam

Photo : Frank de Visser ©

## MOVEMENTS



Vroon's **IVER PROSPERITY** seen departing from Rotterdam  
Photo : Hans Mauritz ©

## China Southern launches first of 4 services to South Korea

THE Hunan division of China Southern Airlines launched the first of four services on June 6 from Changsha to Cheongju, Daegu, Busan and Kwangju in South Korea, Xinhua reported.

The Changsha-Cheongju service, Flight CZ3071, departed 0730 hrs on Wednesday, June 6 and arrived at Cheongju at 1100 hrs. China Southern operated flights on June 6, 7, 10 and 11, and starting June 15, it will provide daily service on this route.

The Changsha-Daegu service is to start June 15 and China Southern will operate two flights a week on this route on Mondays and Fridays. Departure time of the flights in Changsha will be 1650 hrs.

The twice-weekly Changsha-Busan service will commence on June 17. Flights of this route will take off in Changsha at 1650 hrs on Thursdays and Sundays.

While the Changsha-Kwangju service will start on June 16, China Southern will operate two flights weekly on the route on Wednesdays and Saturdays with departures in Changsha and arrivals at Kwangju leaving 1715 hrs and 2015 hrs respectively. All flights will use 156-seat A320 aircraft.

## MARINE WEATHER

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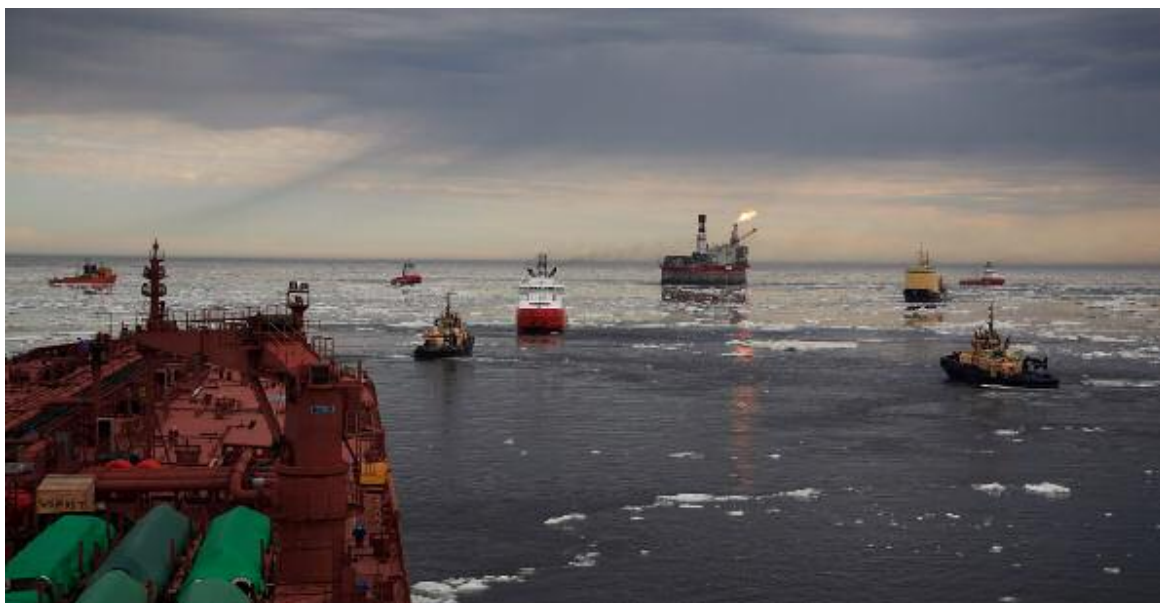




Above seen the "weather forecasters" at the marine department of Meteo consult.  
From the left to the right : **Monique, Heleen, Rijk, Hans, Wim, Ferry, Koen** and in the front **Jan**

The **METEO COSULT** team wishes everybody a "safe sailing" and a **big thumbs up !!!**  
**Photo : Piet Sinke ©**

## .... PHOTO OF THE DAY ....



Spring time in **Sakhalin**, the 2 new Swire icebreakers suppliers, 2 Svitzer tugs, the **SMIT SAKHALIN** (or **SMIT SIBU**) and two Russian suppliers all in action. - **Photo : via Richard Janssen**

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