

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 152



**Number 152 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Monday 18-06-2007**

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

**THIS NEWSLETTER IS BROUGHT TO YOU BY :**



### **VLIERODAM WIRE ROPES Ltd.**

wire ropes, chains, hooks, shackles, webbing slings,  
lifting beams, crane blocks, turnbuckles etc.

**Binnenbaan 36 3161VB RHOON The Netherlands**

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

**Fax :** (+31)105013843

### **Internet & E-mail**

[www.vlierodam.nl](http://www.vlierodam.nl)  
[info@vlierodam.nl](mailto:info@vlierodam.nl)



The **REM ETIVE** seen approaching the IJmuiden locks  
**photo : Joop Marechal ©**

**SVITZER**  
OCEAN TOWAGE



**PARTNERS IN POWER**

**SVITZER OCEAN TOWAGE**

Jupiterstraat 33  
2132 HC Hoofddorp  
The Netherlands

Telephone : + 31 2555 627 11  
Telefax : + 31 2355 718 96  
E-mail: [smitwijs.sales@svitzerwijismuller.com](mailto:smitwijs.sales@svitzerwijismuller.com)

**PLEASE BE INFORMED THAT THE NEWSCLIPPINGS WILL BE PUBLISHED IRREGULAR FOR THE NEXT FEW WEEKS.**

## EVENTS, INCIDENTS & OPERATIONS



The **ACERGY FALCON** seen moored in Kalundborg

Photo : Bent Mikkelsen ©

## Proposal on another Estonia commission

The largest opposition party in the Estonian government has proposed that another parliamentary commission be set up to investigate the sinking of the ferry Estonia in 1994. The vice president of the latest parliamentary commission in Estonia, Evelyn Sepp, stated in the proposal that new facts emerging during recent years motivates a new commission. She also stated that the conclusions of the former commission together with the governmental commission led to the Swedish government having decided on new investigations and also that divers no longer are bound to confidentiality. Sepp suggests that the new commission will have representatives from all parties in the parliament.



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 152



The **RHAPSODY** seen departing from Amsterdam – Photo : Joop Marechal ©

The **RHAPSODY** is built as the **CUNARD CONQUEST** during 1975 at the Burmeister shipyard in Copenhagen under number 859, renamed during 1982 in **CUNARD PRINCESS** and in 1995 the 163 mtr long vessel was named **RHAPSODY**, owned by MSC the vessel is having 402 cabins for a total of 959 passengers.



The **SAGA RUBY** seen at the river Tyne departing from Newcastle  
Photo : Kevin Blair ©

The **RUBY SAGA** is built in 1973 as the **VISTAFJORD** at the Swan Hunter yard at the Tyne under number 39, in 1999 renamed in **CARONIA** and in 2003 the 191 mtr long vessel was renamed in **SAGA RUBY**, onboard are 376 cabins for a total of 732 passengers, the 191 mtr long vessel is powered by diesel engines with a total output of 17.900 kW.

## Bridge collapses after hit by boat in Guangdong



A section of road bridge in Guangdong Province collapsed after being hit by a boat laden with sand. Picture show a section of highway leading into the sea meters below. The bridge connects Foshan to the neighbouring city of Heshan, both in Guangdong.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 152

Nearly 200 meters of the bridge cracked and the sand ship sank into the river. Rescuers have saved all the 10 crew on the ship, the report said. Two men, about 40 years old, were injured in the accident, with one's finger bruised and one's chin hurt, the report said.

Traffic police have sealed off the bridge and diverted traffic to a neighbouring highway.

It's still unknown whether vehicles fell into the river, but Guangzhou and Foshan authorities have assigned frogmen and ships to prepare for the salvage, the report said.

"So far we don't know whether any vehicle fell into the river, but as the accident occurred at an early hour, there should not be too much traffic," a local police officer said.

A video tape showed that about 130 vehicles were passing through the bridge from 4:30am to 5:30am. Some witnesses said they saw several vehicles falling into the river.

The 1,600-meter bridge, crossing Xijiang to link the Jiujiang Town in Foshan and Heshan City, was built in 1988 and a check in 2005 showed it was safe, the report said. The bridge will take at least half a year to be rebuilt, an official with the provincial highway company said.



The **AIDAcara** seen in Rhodes – Photo : Bert Pellegrom ©

The **AIDAcara** is built as the **AIDA** during 1996 at the Kvaerner yard in Turku under yardnumber 1337, in 2001 the vessel was renamed in **AIDAcara**, onboard are 593 cabins for a total of 1230 passengers, the 183 mtr long vessel is powered by diesel engines with a total of 21.720 kW

**CASUALTY REPORTING**  
**MULTRASHIP**  
**TOWAGE & SALVAGE**  
Tel: +31 115 645000 - [www.multraship.com](http://www.multraship.com)





The 2001 built Italian flag & owned tug **SANTANTONIO PRIMO** arrived off Valletta towing the 1998 built Dutch flag & owned general cargo ship **NINA** of which she suffered from a crank explosion while she was off Bizerte, Tunisia.

Tug Malta tugs **FELICA**, **LIENI** & **WENZINA** took over the tow off Valletta & the whole operation was piloted by harbour pilot Cpt. **ALBERT GAMBINA** of which the vessel then berthed at Coal Wharf inside Valletta for repairs. Local Agents are **Ronasons Shipping Agency**.



Photo's : Lawrence Dalli - MALTA SHIP PHOTOS ©

## Captain admits blame



The full-rigger '**Sørlandet**' ran aground in the Oslo Fjord Tuesday evening, forcing a full evacuation.

**PHOTO: MMS-TIPSER**

The captain admitted that he had taken the ship around the wrong side of the fjord beacon which indicates a rocky reef.

A police boat reported at 9 p.m. that the '**Sørlandet**' had run aground less than 30 meters from land in the inner Oslo Fjord. The captain at first refused assistance from police and fire officials.

Eventually rescue crews began to evacuate the 126 passengers on board, with help from ferry boats that traffic the fjord and the small islands near the capital.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 152

Police said the captain had admitted his error and there was no suspicion that he had been under the influence of alcohol. Police would not comment on why the captain had initially refused assistance and indicated that maritime authorities would be taking over the matter.

The accident was a tragicomic sight in the fjord, with the listing vessel clearly having gone to the side of the beacon that signaled shallow ground. Lene Haugen, a passenger on the ship, said the incident was not particularly dramatic.

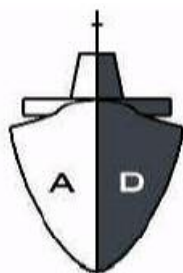
"There was noise and the ship stopped suddenly. It was an easy grounding if you like, there was very little fuss," Haugen told Aftenposten.no. There were no injuries, and at 4 a.m. on Wednesday it became clear after high tide freed the ship that the '**Sørlandet**' had not suffered any damage.

The vessel from Kristiansand is the world's oldest full-rigger still in operation, ready for action in 1927, and is now used for adventure tours.

### NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

## ANGLO DUTCH SHIPBROKERS bvba



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



Dutch **Hr Ms Van Speijk F 828** and Israelian cruise liner **Mirage I** in the harbour off Alanya, Turkey June 11th, 2007.

**Photo : Willem Kroon ©**

## **SHIPYARD NEWS**

**THIS SECTION IS BROUGHT TO YOU BY :**



[info@disamaritime.com](mailto:info@disamaritime.com)  
[www.disamaritime.com](http://www.disamaritime.com)

**Ketelaarstraat 5c  
B-2340 Beerse  
Belgium**

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



[info@disacivil.com](mailto:info@disacivil.com)  
[www.disacivil.com](http://www.disacivil.com)

## **Shipbuilder lays keels for two NOAA vessels**

"It's a big day for NOAA," Conrad Lautenbacher, NOAA Administrator, said Friday during the ceremony at Halter's shipyard in Moss Point.

"We laid the keel to two high-tech ships. These ships will replace ships that are over 40 years old," he said.

Halter CEO Boyd "Butch" King said the contracts his company had with the National Oceanic and Atmospheric Administration before its 2001 bankruptcy helped it emerge in 2002.

After Hurricane Katrina flooded Halter shipyards in Pascagoula and Moss Point, King said NOAA was one of the first customers to offer its assistance.

"We couldn't have made it without NOAA," King said. "They've been a good customer and friend."

Halter Marine went into bankruptcy in 2001 after a major commercial customer defaulted on two nearly finished ship contracts. The company was purchased from Friede Goldman Halter by Vision Technologies Systems Inc. and renamed VT Halter.

NOAA currently has 19 ships, down from a high of 40 ships in the 1970s. "We could always use more ships," Lautenbacher said. "But, the ships we have are very productive."

Lautenbacher said the coastal mapping vessel Ferdinand R. Hassler and the survey ship Bell M. Shimada will increase the ability of NOAA to carry out its mapping and research responsibilities.

NOAA Rear Adm. Samuel P. De Bow, director of NOAA Marine and Aviation Operations, said a number of NOAA ships were converted from Navy use. While he said NOAA is grateful for the converted Navy boats, he said the older technology didn't always fit exactly what NOAA needed.

"It's wonderful to have a brand new ship with a life of 30 years," De Bow said. "These boats will perform missions they are built for. They are purpose-built boats."



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 152

The **Hassler** is named after the first superintendent of the U.S. Survey of the Coast. Ferdinand Hassler took the position in 1816. After the survey was moved from the Navy to the Army in 1818, Hassler went to other duties, but returned in 1832 when the survey was returned to the Navy and remained the superintendent until 1843.

The **Shimada** is named after a key fisheries researcher. Bell M. Shimada, a Japanese-American, made his name in the 1950s researching tuna.

Shimada entered the University of Washington in Seattle in 1939. However, his studies were interrupted when the American government ordered all Japanese and Japanese-Americans interned during the war.

While in the internment camp, Shimada joined the U.S. Army and completed infantry basic training at Camp Shelby.

The **Shimada** is the fourth fisheries research vessel built by V.T. Halter. Two are in operation and the third is under construction at the shipbuilder's Moss Point shipyard.

## Werf 'kleine' Damen gaat weer draaien

De scheepswerf van Kommer Damen in Hardinxveld-Giessendam, in de volksmond de 'kleine' Damen, gaat waarschijnlijk over een paar weken weer draaien.

De werf Hoogendoorn in Werkendam is de nieuwe eigenaar van de scheepswerf, die enkele maanden geleden failliet ging. Belangstellende kopers konden zich tot 8 juni melden bij curator Hoogendam uit Gorinchem. Gisteren heeft de gunning plaatsgevonden.

Volgens directeur C. Hoogendoorn van de scheepswerf in Werkendam biedt de werf van Damen Shipyard goede mogelijkheden om uit te breiden. „In Werkendam werken nu 50 mensen. Wij hebben een overvolle orderportefeuille en waren daarom dringend op zoek naar meer ruimte. Voor de lopende orders kunnen we op korte termijn in Hardinxveld al 20 tot 30 mensen gebruiken. We hebben pas een nieuwe order uit België binnen, waar we snel mee aan de slag kunnen. Het liefst doen we dat in Hardinxveld-Giessendam. Over enkele weken zou de werf al weer in gebruik genomen kunnen worden. We blijven ongeveer hetzelfde doen als toen Damen er nog zat.”

Volgens curator Hoogendam heeft veel personeel van de failliete werf inmiddels een andere baan. De nieuwe eigenaar: „Wij hebben wat namen doorgekregen van mensen die nog op zoek zijn naar werk. Die ga ik zelf benaderen. Verder hopen we met sollicitaties de vacatures in te kunnen vullen.

## ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



### TOTAL VESSEL MANAGEMENT

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

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : [mail@workships.nl](mailto:mail@workships.nl)

Website : [www.workships.nl](http://www.workships.nl)



The **ASTORIA** seen in Flam (Norway) – Photo : Peter de Decker ©

Built as the **ASTOR** during 1981 at the HDW yard in Hamburg under number 165, the vessel was renamed **ARKONA** during 1985 and the 295 cabin and max capacity of 650 passengerliner got her present name **ASTORIA** during 2002.

## Princess Cruises finds a full-time gig in Australian waters

Could Down Under be the new Over There? At a time when the big cruise lines are trying to figure out how to cram even more ships into European waters, Princess Cruises says it will base the 77,000-ton **Sun Princess** in Australia instead, making it the largest ship ever to serve that region full time.

The ship (1,950 passengers) will operate out of Sydney, Melbourne and Fremantle (near Perth) during 2008, and will be joined during the 2008-09 season by Dawn Princess, homeporting in Sydney.

Ever since the mass-market lines discovered there's a world beyond the Caribbean and Alaska (case in point, the enormous fleet circling the Mediterranean), the race has been on to corner the next big thing, er, place. Much of the search, however, is based on attracting foreign passengers to cruise locally, rather than trying to get North Americans to go overseas. Assigning the Sun Princess was based on "strong demand from Australians for a premium cruising experience," according to a company statement released in Australia.

While the Australia fleet isn't being marketed toward North Americans -- the itineraries and experience will be tailored to Australians -- there are some attractive reasons to consider it, including the relative strength of the U.S. dollar in Australia (at least in port and onboard, if not on the price of the cruise itself).

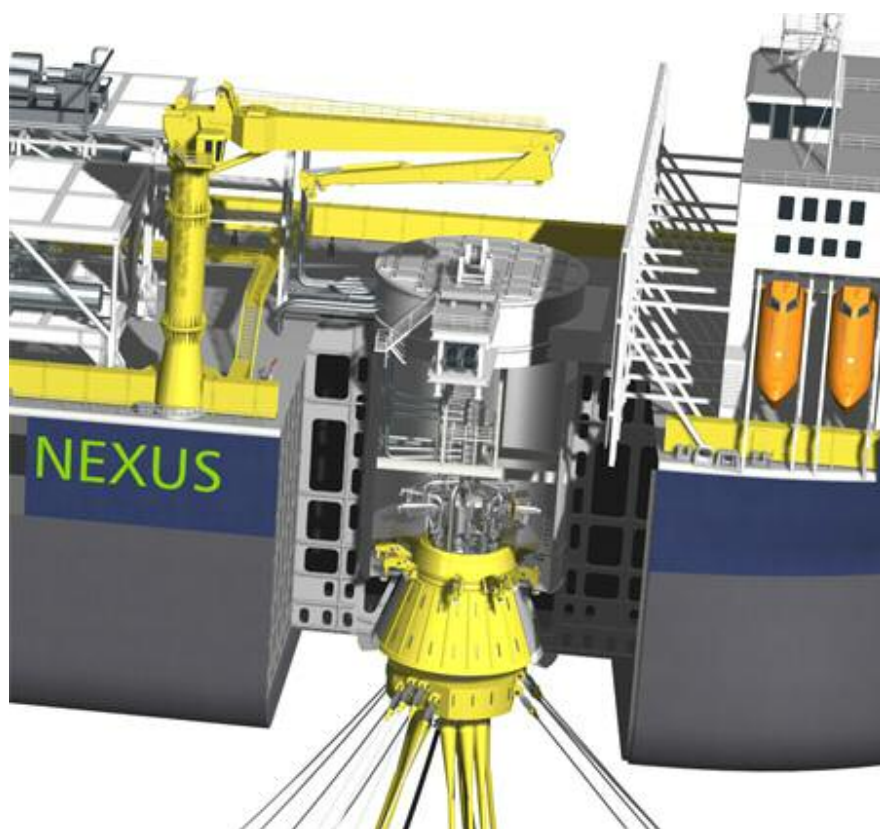
Also, unlike on most ships with a majority of foreign passengers, the predominant language on **Sun** and **Dawn** will be English -- or the Aussie variation thereof. (Most of the itineraries are longer than the weeklong trips standard for North America, likely in part because Australians get more vacation time.)

Among the planned itineraries:

- Round trips from Melbourne to New Zealand and around Australia and the South Pacific.

- A pair of 18-night voyages from Sydney on the east coast to Fremantle on the west coast via the northern route, including stops in the Kimberley region.
- Three cruises circling Australia that leave from Sydney or Melbourne.
- A 75-night "world cruise" that circles the Pacific -- Tahiti, Canada, Alaska, Japan, Russia, China and Vietnam -- but doesn't actually go around the world.

## Orders second FPSO



Subject to the capital placements described today, the Board of Nexus has decided to exercise the option to order a second FPSO from Samsung Heavy Industries.

Nexus has engaged First Securities to evaluate the opportunity to carry out a private placement of up to USD 20 million in new common shares plus a repair issue of approximately USD 5 million and a convertible bond issue of USD 75 million.

## Focus of European cruise is what's on shore, not ship

Concentrate on the ship's itinerary and how long it stays in port, as well as the menu of shore excursions, a cruise expert advises.

For cruise lines, Europe is the new Alaska. Its popularity is soaring, and for good reason.

The sizzle of a European cruise is simple: the chance to sample multiple destinations -- Paris, London, Rome, Athens, Barcelona, Amsterdam and scores of other culturally rich cities -- without the hassle of having to trudge around the continent on your own.

Cruise passengers can soak it all in -- from the cradles of Western Civilization to the cuisine of contemporary cultures.

So how might you approach selecting a cruise on the other side of the Atlantic?



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 152

Anne Campbell, author and founder of [solocruises.com](http://solocruises.com), thinks vacationers, after being weaned on Caribbean itineraries, might pick a cruise for the wrong reasons. "In the Caribbean, there are more days at sea and the focus is on the ship and its amenities, activities and entertainment. On a Europe cruise, the focus is much more on what's ashore; the ship is secondary."

Unlike a leisurely Caribbean sailing, a European cruise is work, Campbell says. "You're ashore by 8:30 a.m. and walk or drive until late afternoon." Shore excursions in antiquities-rich Rome, for instance, can take as long as 10 to 13 hours, or nearly as long to Florence or Paris, or even to Capri or along the Amalfi Coast from Naples.

To get the most out of your Europe jaunt, Campbell advises that you concentrate foremost on the ship's itinerary and how long it stays in port. Some cities simply cannot be appreciated in a single day and, aware of that, some lines offer overnights in a few of the most popular ports.

For example, Princess Cruises overnights in Venice; Crystal Cruises overnights in Bordeaux, Edinburgh, and Dublin, and Carnival Cruise Lines overnights in Civitavecchia, the port serving Rome.

"When comparing ships, and their length of stay in port, also pay attention to the menu of shore excursions as well as the line's reputation for delivering what it promises," Campbell says.

Besides conferring with a travel agent, visit the websites of several lines to explore their pre- and post-cruise land packages and excursions.



The **COSTA MEDITERRANEA** seen in Rhodes  
Photo : Bert Pellegrom ©

The **COSTA MEDITERRANEA** is built during 2002 at the Kvaerner shipyard under number 502.

**PLEASE BE INFORMED THAT THE NEWSCLIPPINGS WILL BE PUBLISHED IRREGULAR FOR THE NEXT FEW WEEKS.**

## Cruise ships need second sea lock'

A second sea lock must be built, or Amsterdam will loose wealthy cruise passengers, a lobby group warns. 'Pathetic', finds Haarlemmerliede city council member Erik Pentenga.



The **CENTURY** seen moored at the Amsterdam cruise terminal

Photo : Willem Kruit ©

The **CENTURY** is built during 1995 at the Meyer werft in Germany under number 637, the **CENTURY** is having 875 cabins for in total 2150 passengers.

Economic lobby group Masterplan NZKG has offered a new argument for building a second sea lock near IJmuiden in the canal connecting Amsterdam with the North Sea. Waiting times at the busy lock might cause cruise passengers to miss their connecting flights at Schiphol Airport.

This would ruin the reputation of Amsterdam as a cruise destination, said René Kouwenberg, director of the Passenger Terminal Amsterdam (PTA).

Two years ago, a study by the Netherlands Bureau for Economic Policy Analysis (CPB) found that there is no economic justification for building a second lock, at least not until 2013. Activists further say that a second lock will harm the environment.

Pentenga (PvdA) is not convinced by the cruise ship argument. "The argumentation for the second sea lock is becoming a bit pathetic".

Earlier this month, the New York Times reported that European cruise capacity is expected to increase 23 percent this summer and another ten percent next year. Cruises are becoming increasingly attractive to American tourists, because they pay much of their expenses in advance in dollars. They are thus protected against fluctuating exchange rates.

Cruise companies are repositioning vessels from South America and Alaska to Europe. New cruises include a three-week voyage from Amsterdam to Romania's Black Sea port of Cernavoda, and an 11-day northern European cruise passing through Amsterdam.

Whether the cruise boom justifies building a second lock is unclear. According to the CPB, a large share of the ships passing through the lock are bulk carriers for which the waiting time costs are low.



The **OCEAN MONARCH** seen moored in Rhodos – Photo : Ko Rusman ©

Built as the **PORT SYDNEY** during 1955 at the Swan Hunter shipyard at the Tyne, renamed in **AKROTIRI EXPRESS**, and in **DAPHNE** during 1988 until 1997 when she was renamed in **SWITZERLAND** until 2002 when the passengerliner was renamed in **OCEAN MONARCH**.

## GEM adds \$55m tanker to fleet

Dubai-based Gulf Energy Maritime (GEM), the Middle East's largest independent commercial product tanker operator, has taken delivery of its ninth double-hulled tanker worth \$55 million.

The third of 13 tankers on order with Korea's Hyun-dai Mipo Dockyard (HMD), and the second tanker to be received this year, the IMO II N2 type, 37,000 dwt **Gulf Moon** will be part of GEM's \$ 1.1 billion 19 strong fleet.

The remainder of the order book will be received by the end of 2009. "Gulf Energy Maritime has successfully completed its first phase of growth initiated when the company was set up three years ago, with results in line with the stated targets. **Gulf Moon's** delivery is a significant milestone as it signals the half-way point of our expected growth until 2009," said Ahmad Eisa Hareb Al Falahi, chief executive officer of GEM.

With two more ships to be delivered by HMD this year the Dubai firm is on its way to becoming one of the world's leading tanker operators.

"Our fleet has seen immense success with long-term charters, with signings of 15 and 20 years becoming the standard, and **Gulf Moon** will be no exception," Al Falahi said.

In keeping with IMO stipulations that all ships built after 2009 carrying flammable liquids must have an inert gas plant for full discharge capacity of the vessel, GEM has already invested in **Gulf Moon's** future by fitting a nitrogen plant. Most oil majors insist on this installation.



"This investment allows the safe carriage of low flash-point cargoes under extreme conditions and reduces the risk of possible contamination of sensitive high grade chemical cargoes," said Al Falahi.

## **New B.C. Ferries wired for the future**

Back in the 1960s, when shipyards in Victoria and Vancouver were building the Queen ferries, nobody anticipated satellite television or laptop computers or the Internet.



Today, laptops are everywhere, we expect to be able to watch the Canucks while on a ferry, and the Internet will allow stock on the Coastal-class ferries to be checked on a transaction-by-transaction basis. That means the shelves in the gift shops will be replenished daily.

There will be more places to plug in laptops than on any other vessels in the fleet. Safety messages will be shown on video monitors, according to Dale Phipps, senior master in the new-vessel department at B.C. Ferries.

Left : One of the new ferries under construction in Flensburg, Germany.

**Photo : Dave Obee ©**

More features are on the way. The ferries are being pre-wired for wireless Internet access for passengers. In a few months, if all goes well, monitors will show the ferry's location en route so we can finally figure out the name of that island we're passing.

Just as it would have been impossible to predict the arrival of the Internet, however, it's not easy to predict what technology will bring during the four decades or so the Coastals will be in use.

Phipps says B.C. Ferries is doing what it can by putting in extra power, extra fibre-optic lines and the highest data-transfer capability possible. It's easier and cheaper to do that now, rather than when the vessels have been completed.

It will also be easy to modify the gift shops and food-service areas on the ferries, again because they have been designed and built with future changes in mind - with electrical and data-port connections for future use, as well as some piping.

This flexibility goes beyond customer conveniences.

Each of the new ferries will have 38 video cameras keeping an eye on critical areas, with monitors in the wheelhouse, the chief steward's office and the engine control room.

With these cameras, crews will be able to see immediately what is happening throughout the ship. Instead of asking someone else what's going on with the loading ramp, captains will be able to check on the monitor.

The ferries will be wired for a total of 60 cameras, with another 60 possible locations already identified.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 152

The new ferries will also feature remote control of most key functions. The anchor, for example, will be dropped with the push of a button in the wheelhouse - the captain will not have to rely on radio communication.

The three vessels in the new Super-C class ferries, also known as the Coastal class, will be almost-identical ferries that will provide a level of flexibility never before seen in the B.C. Ferries fleet.

The ferries - the largest double-ended ones in the world - were designed for use in all the major ports as well as Langdale, and will include features such as a variety of access points for walk-on passengers.

B.C. Ferries' Phipps says having ferries that can go back and forth without turning around has advantages, beyond the fact that a single-ended ferry would not be able to use the tight Horseshoe Bay terminal.

"With strong winds at Tsawwassen, it could take up to 15 minutes to complete that turn-around," Phipps says.

"That affects our on-time performance." The first two vessels will be assigned to the Horseshoe Bay-Departure Bay route, with the third going into service between Swartz Bay and Tsawwassen.

That might not last forever, though, since the Coastal ferries can be moved from route to route as needed.



The **PRINCESS DANAÉ** seen at the river Tyne – Photo : Kevin Blair ©

The 162 mtr long equipped with 272 cabins for 657 passenger **PRINCESS DANAÉ** is built in 1955 as the **PORT MELBOURNE** at the HARLAND & WOLF shipyard in Belfast under yard number 1483, in 1965 the ship was renamed in **THERISOS EXPRESS**, in 1983 in **DANAÉ**, followed by **ANAR** during 1992, the same year she got the name **STARLIGHT PRINCESS**, the same year she got her name **DANAÉ** back again, in 1993 she was named **STARLIGHT PRINCESS** again followed by **BALTICA** during 1994, in 1996 the cruiseliner got her present name **PRINCESS DANAÉ**

## Louis strikes back

Cyprus' Louis Cruises has reacted to the issuance of arrest warrants by Greece in relation to the **Sea Diamond** case by vehemently denying it dallied over the threat of pollution from the sunken vessel.

A prosecutor on the Greek island of Naxos issued arrest warrants for three people connected with the case, including the captain of the 22,412-gt vessel, on Wednesday claiming that Louis had not acted swiftly enough to put in place measures to prevent or contain any possible oil spill from its vessel.

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 152

However, Louis Hellenic Cruises, a Greek subsidiary of parent Louis, issued a statement saying, "since the day of the accident (and as a matter of fact even before it was evident that vessel would sink), we immediately appointed a company specializing in the prevention and management of sea pollution."

The Cypriot company argues that, as a long-time provider of services to Greek islands it "fully shares the concern and will of the local population in protecting the environment."

Louis says that it currently has an "excellent and effective" pollution prevention and management company on the scene while another company, London Offshore Consultants, is currently reviewing the feasibility of removing bunkers from the submerged vessel. "This expert opinion is expected within the next few days," the statement read.

Sources indicate that the majority of the oil which was onboard the 1992-built, Greece-flagged vessel has surfaced since the vessel sank off Santorini in early April after hitting a reef. About two thirds of this oil has now been collected, it is believed.

Reports this week indicated that two of the arrest warrants issued by Greek authorities were for Louis officials but it is believed these were for legal representatives of the company.

It is believed the arrest warrants were only valid for 48 hours and expired at midnight on Thursday. Reports indicate that, while attempts were made to find the three individuals concerned, nobody has been arrested.

## MOVEMENTS



The **VAN GOGH** seen leaving the port of Harwich  
Photo : John van der Linden

The **VAN GOGH** is built in 1975 as the **GRUZIYA** at the Kvaerner yard in Turku under yard number 1213, in 1995 the vessel was renamed in **ODESSA SKY**, in 1999 in **CLUB 1**, and the 156 mtr long vessel got her present name November 1999, the **VAN GOGH** is flying the Marshall islands flag



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 152



HAL's **VOLENDAM** seen at Ketchikan (Alaska)

Photo : Lennart van Dijk ©

The Dutch flagged US\$ 215 million **VOLENDAM** is built in 1999 at Fincantieri in Marghera, the home builder for the HAL, the 237 mtr long vessel is built under yard number 6035 and made her first dancing steps September 13<sup>th</sup>, 1999, the liner is powered by diesel-electric propulsion with a total output of 34.560 kW.



The 1960 built **KRISTINA REGINA** seen here arriving in the French port of Brest

Photo : Jacques Carney ©

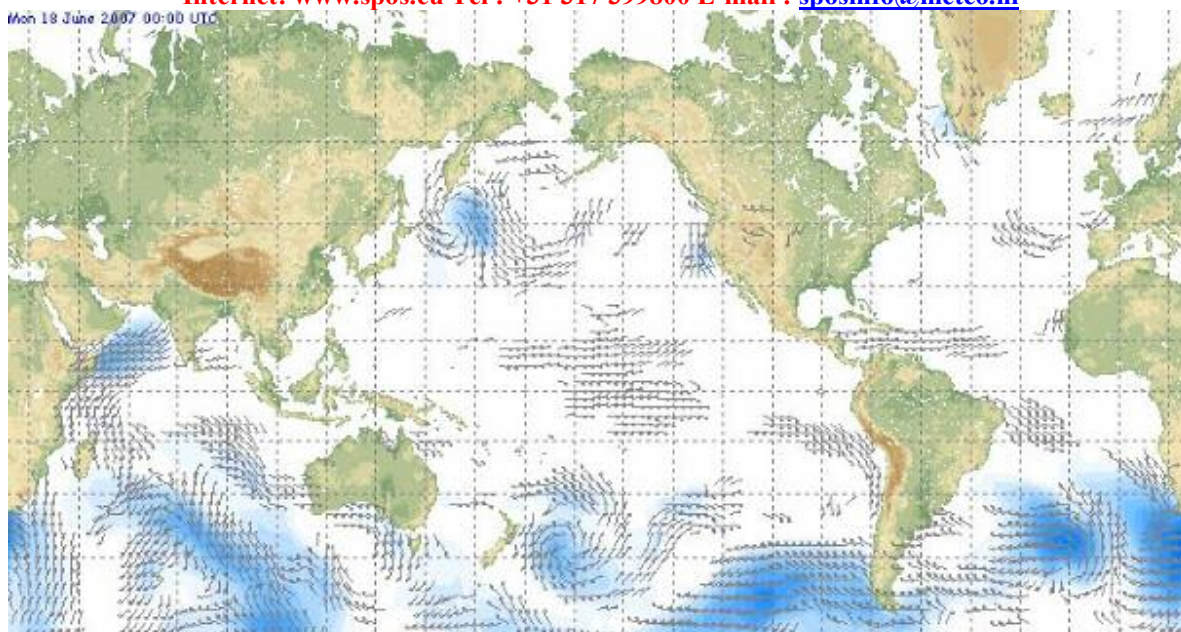
The **KRISTINA REGINA** is built as the **BORE** during 1960 at the NYA yard in Oskarshamn under yard number 353, renamed in 1979 in **BOREA** and in 1987 the vessel got her present name **KRISTINA REGINA**, the vessel is having a length of 99.8 mtr and is flying the Finnish flag.

## MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



Internet: [www.spos.eu](http://www.spos.eu) Tel : +31 317 399800 E-mail : [sposinfo@meteo.nl](mailto:sposinfo@meteo.nl)



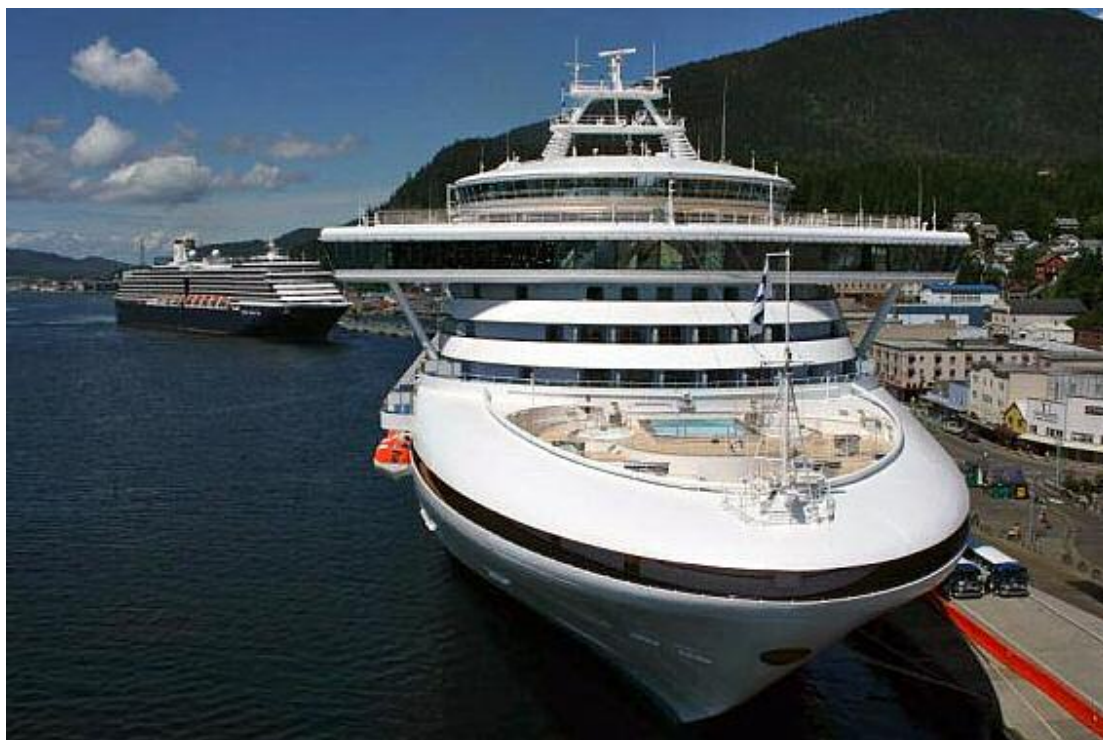
Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

**PLEASE BE INFORMED THAT THE NEWSCLIPPINGS WILL BE PUBLISHED IRREGULAR FOR THE NEXT FEW WEEKS.**

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



## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 152



The **SAPPHIRE PRINCESS** with in the background arriving the **OOSTERDAM** in Ketchikan (Alaska)  
**Photo : Lennart van Dijk ©**

The 2670 passenger **Sapphire Princess** is a jewel on the high seas - filled with innovative features and luxurious amenities. Swim in one of the four sparkling pools, shop the boutiques or get a massage in the Lotus Spa. Dine casually on pizza and burgers or more elegantly in one of the many formal dining rooms and specialty restaurants. And with nearly 740 balcony staterooms, there's a room with a view for you.



Above is seen the liner in **Ketchikan**, This southern-most Alaskan port city is known as Alaska's First City because it was the first major community travelers came to heading north. Founded as a fishing camp, Ketchikan is built on steep hillsides and is billed as the salmon capital of the world. A quaint village, the town is just three miles long and three blocks wide.

The compiler of the news clippings disclaim all liability for any loss, damage or exense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.

**PLEASE BE INFORMED THAT THE NEWSCLIPPINGS WILL BE PUBLISHED IRREGULAR FOR THE NEXT FEW WEEKS.**