

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 176



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

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



**The Norwegian Coast Guard vessel W 318 – HARSTAD seen at the river Clyde
Photo : Tommy Bryceland – Scotland ©**

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EVENTS, INCIDENTS & OPERATIONS



The **MSC LAWRENCE** seen enroute Antwerp – Photo : Richard Wisse ©

India Steps Up Maritime Security After 13 Ships Face Casualties

Indian authorities are on high alert after 13 ships encountered maritime casualties in Indian waters following rough weather conditions with the onset of the monsoon early this month.

Over the fortnight, 13 ships with Indian, Panama and Eritrean (African) flags had been grounded or sunk in Indian waters due to the choppy seas.

Speaking in anonymity, a senior official from India's Ministry of Shipping, Road Transport and Highways told Bernama that the authorities had taken a series of measures, including monitoring old ships that are not sea worthy, to avert any sea mishap during the monsoon period, which is likely to last until September.

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"Most incidents were due to bad weather and we have instructed tighter regulations on old-age profiling of ships because most of the ships affected are about 20 to 25 years old. They can't cope with the rough weather," he said.

A spate of maritime incidents had troubled Indian authorities of late. On June 30, an Albanian ship carrying steel billets sank near Cochin Port after the crew members discovered leakage in the ship's hull.

Nine days later, India's Oil and Natural Gas Corp (ONGC) offshore vessel, **Samudrika-10**, carrying 17 crew members, sank after the engine room was flooded in Mumbai waters.

"Most of these incidents happened while on anchorage. We have instructed vessels to keep their engines on standby while at anchorage. If engines are shut down it is hard to control and vessels can drift away in bad weather," said the official.

Responding to these maritime tragedies in the Indian coastal areas, the ministry is formulating a blueprint to speed up salvage operations and information sharing among the various maritime authorities in the country.

The Indian navy, coast guard and all port authorities had been directed to be ready for any casualty during bad weather -- mainly to conduct search and rescue operations, said the official.

Seaports are major gateways to India's international trade, where 12 major ports and 187 smaller ports along the 7,517km coastline handle over 90 per cent foreign trade.



The **KEEN** seen leaving Ravenna – Photo : Ko Rusman ©



The **HIGHLAND GUIDE** seen alongside the **DISCOVERER 534** in the South China Sea
Photo : Don Mc Clelland ©

Rainbow Warrior on a mission in Spain

The Spanish branch of Greenpeace said on Monday its Rainbow Warrior vessel had docked on Spain's Mediterranean coast overnight to study the coastline amid warnings over diminishing red tuna stocks.

"We cannot continue with the destruction of the Mediterranean's ecosystems, overfishing and the systematic concreting over of the coastline," the environmental group said in a statement. "It is time for the politicians to take protective measures, time is running short," executive director Juan Lopez de Uralde said.

Rainbow Warrior is due to examine how "massive construction, overfishing pollution and climate change have destroyed a sea of which just one percent is protected", Greenpeace said, adding the vessel was in port at Sagunto, just north of Valencia and would stay in the region several weeks. The organisation is in the midst of a public awareness campaign, whose slogan is "**let's recover the Mediterranean**".

"Many species have been over-exploited and some are on the verge of extinction, in particular large predators such as sword fish and red tuna, whose adult population has dropped 80 percent in the past 20 years," Greenpeace said.

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Environmentalists from Greenpeace and the oceans section of the World Wildlife Fund said last year that too much demand for sushi from Japan was a major factor hitting red tuna stocks in the Mediterranean. The price of a prize red tuna can top €50 000 (about R480 000) on the Japanese market.

Green campaigners regularly hold up Spain as an example of coastal over-development with property developers and municipal authorities often accused of development-related corruption.



The shearlegs **TAKLIFT** (former **TAKLIFT 5**) seen in Moss July 5th

Photo : Jan Plug ©

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Car-carrier blast in Japan

Up to fourteen people were injured by an explosion onboard a car-carrier during a dry-docking at a Japanese yard on Tuesday.



File photo of the **GRUS** - Photo : Piet Sinke ©

The resultant fire onboard the 5,310-vehicle-capacity **Grus** (built 1981) was immediately extinguished, but between 13 and 14 people were taken to hospital after the incident.

A statement from the ship's technical manager, Barber Ship Management of Kuala Lumpur, said that the explosion on Tuesday morning at Shinkasago Shipyard "is reported to have taken place in the forward part of the lowest floor in the engine room."

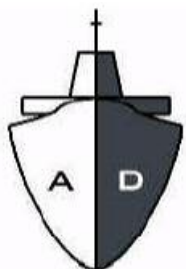
Barber's statement said that 12 dockyard workers and one crew member were injured in the blast but the Japan Times puts the figure at 14 with firefighters also injured. Stein Eriksen, general manager at Barber's Kuala Lumpur office, said on Wednesday that the injured crew member was an engineer who was released from hospital on the same day and is already back at work. Although Eriksen is waiting for confirmation from the yard on the condition of the injured yard workers he understands there are no serious injuries amongst them.

Barber's statement continued, "No serious damage to the hull and machinery is reported. The area was declared off-limits by local authorities for their investigation." Eriksen said the vessel, which was on a scheduled dry-docking, will leave the yard on schedule on Thursday. "The exact causes of the explosion are unknown and pending a further investigation," Barber's statement added. The Panama-flagged **Grus** is NK-classed and has P&I cover with Britannia Steamship.

NAVY NEWS

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ANGLO DUTCH SHIPBROKERS bvba



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

SA Navy honours a tradition as minesweepers enter Knysna Heads

Two minesweepers of the South African Navy, **SAS Umkomaas** and **SAS Umhloti** honoured a long-held tradition this past weekend when they sailed through the Knysna Heads and into the waters of Knysna Bay.



The **SAS UMKOMAAS** (with old pennant number) seen moored at Simonstown Naval base

Photo : Piet Sinke ©

The two River class minesweepers berthed at Thesen's Jetty where they became part of the attractions at Knysna's annual oyster festival.

Visits to Knysna have become something of a naval tradition, particularly since Knysna was deregistered as a port in 1954. The navy periodically undertakes surveys of the difficult entrance channel between the heads and ships of the navy including mine counter-measure vessels and strike craft have continued to sail through and into the estuary, the Algerine class minesweeper **SAS Pietermaritzburg** having become the largest navy ship to do this honour only a year before Knysna ceased being a port.

SAS Pietermaritzburg was later converted into a training ship. In respect of this tradition the town of Knysna 'adopted' the mine-countermeasure flotilla in 1989, further cementing the close ties between the former port and the navy.

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Also attending Knysna's annual oyster festival was the South African Navy Band, which paraded down the town's streets and later that evening gave one of its world-renowned performances at the Knysna Quays on the waterfront.

The crews of the two minesweepers used the visit to assist with various upliftment programmes among the local community.

SAS Umkomaas (M7001) and **SAS Umhloti (M7004)** are both River Class mine countermeasure vessels. **Umhloti** was built in Durban at the Sandock Austral shipyard and commissioned in 1981, while **Umkomaas** was built by Abeking & Rasmussen in Germany the same year and fitted out in Durban. Because of the UN arms embargo then in place the four ships of this class were initially described as research vessels and given the names **NAVORS I – IV** while being placed on the Durban registry and flying the South African flag instead of the SAN ensign.

Nieuw stationsschip in Caraïbisch Gebied

Hr.Ms. Van Nes (F833), het nieuwe stationsschip dat de gelederen van de Koninklijke Marine in het Caraïbisch Gebied komt versterken, passeert vrijdagochtend 13 juli om 09.00 uur de havenhoofden van Willemstad. Dit gebeurt onder het afgeven van de gebruikelijke ceremoniële saluutschoten aan de koninkrijksvlag en de Gouverneur van de Nederlandse Antillen. Dit saluut wordt vanaf Fort Krommelijn beantwoord.

De belangrijkste taak van het stationsschip bestaat – naast maritieme presentie – uit het uitvoeren van counterdrugoperaties. Het schip wordt hiertoe ingezet voor zowel de Koninklijke Marine als de Kustwacht voor de Nederlandse Antillen en Aruba. Voor counterdrugstaken buiten de territoriale wateren, krijgt de Van Nes een 'Law Enforcement Detachment' (LEDET) van de 'US Coast Guard' aan boord. Bovendien is het fregat uitgerust met een Westland Lynx helikopter.

Hr.Ms. Van Nes is een multipurposefregat. Dit type fregat is geschikt voor luchtverdediging, de bestrijding van onderzeeboten en van oppervlakteschepen. Door de rompvorm kan het schip bij hoge zee ook zijn snelheid behouden. Ook kunnen helikopters met slecht weer op dit type fregat landen. **Hr.Ms. Van Nes** is 122 meter lang, bij een breedte van 14,4 meter en diepgang van 6,2 meter. Het schip wordt voortgestuwd door twee Stork Werkspoor dieselmotoren en twee Rolls Royce gasturbines. Hiermee bereikt het een snelheid van 29 knopen. Qua bewapening beschikt de Van Nes over een geleidwapensysteem tegen luchtdoelen, een Harpoon wapensysteem tegen oppervlaktedoelen, een systeem voor radarmisleiding, een torpedowapensysteem tegen onderzeeboten en de Goalkeeper 30 mm snelvuurkanon tegen luchtdoelen op zeer korte afstand. De bemanning bestaat uit 144 opvarenden. De commandant van **Hr.Ms. Van Nes** is kapitein-luitenant-ter-zee Wolter Sillevs Smitt

Canterbury explosions spark emergency calls

A top secret military exercise on the former naval frigate **Canterbury** had Opuia residents dialling emergency services last month when they heard loud bangs coming from the warship.

A special unit of the New Zealand armed forces used the frigate, which is tied up at Opuia Wharf, for personnel training on the evening of June 20.

The **Bay of Islands Canterbury Trust** has revealed that the noises residents heard were controlled explosions to blow off compartment doors. Half-a-dozen residents phoned trust members, the police and coastguard about the mystery noises, says Bay of Islands Canterbury Trust spokesman Kelly Weeds.

Some residents were so alarmed they went down to the wharf to investigate, but were turned away by military personnel in plain clothes when they got to the ship.

The trust was aware that the training exercise was taking place, but wasn't at liberty to say anything at the time, says Mr Weeds. "We knew about it. We were just gagged for a while."

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Even last week, secrecy still shrouded the manoeuvres, which Mr Weeds was calling 'rescue exercises'. "We're not allowed to say who it was, just that it was members of the New Zealand Army." The army asked the trust a few months ago if it could use the frigate, saying the vessel offered a once in a decade opportunity to train personnel in an authentic setting, he says.

The trust would have removed the doors anyway as part of preparations to ready the vessel for sinking near Cape Brett later this year.

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info@disamaritime.com
www.disamaritime.com

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

**Tel : + 32 (0) 14 62 04 11
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Seadrill orders third drillship at Samsung

Seadrill has entered into a turnkey contract to build a third ultra-deepwater drillship at the Samsung Shipyard in South Korea.

The turnkey contract has a total project value of US\$598 million with scheduled delivery of the unit in June 2010.

The rig is based on a Samsung design and is similar to the two units Seadrill already has under construction at the Samsung Shipyard.

The new drillship will be dynamically positioned and capable of operating in water depths up to 10,000 feet in challenging deepwater areas such as the Gulf of Mexico, off Brazil and West Africa.

Seadrill says the decision to add another deepwater newbuild to the existing construction program is based on the continued strength of the offshore drilling market, the return that these investments are expected to deliver, the strong financial flexibility generated by the company's contract backlog and the limited availability of newbuild slots at quality yards with delivery in 2010.

The drillship is the tenth deepwater unit Seadrill and subsidiaries has ordered since the company was formed in May 2005.

Mr Kjell E Jacobsen, Chief Executive Officer of Seadrill Management AS, said: "Our commitment to make Seadrill a leading drilling contractor through investing in high specification efficient assets built by quality yards has been well received by our customers. With the most modern drilling fleet in the world and a total contract backlog of US\$7 billion, we have created a solid platform for further growth and good basis for a high return to our shareholders. The ordering of the new unit confirms our positive market outlook as well as our good experience with this design and the yard."

COSCO to convert VLCC's to ore carriers

China's COSCO Shipyard Group has secured VLCC (Very Large Crude Carrier) to VLOC (Very Large Ore Carrier) conversion contracts involving ten ships.

It has also won an order for eight 57,000 dwt bulk carriers.

Together, the conversions and the bulker contracts are worth \$563 million of which \$250 million is for the conversions and \$313 million for the newbuilds. The orders have been placed by what COSCO describes as "several international customers."

Contract (\$ million)	Commencing
3 VLCC conversions \$75	Jul. 07, Sept. 07, Jan. 08
3 VLCC conversions \$75	Sept. 07, Mar. 08
3 VLCC conversions \$75	Aug., Oct., Nov. 07
1 VLCC conversion \$25	Dec. 07
8 bulk carrier newbuildings	\$313 Aug. 07

The projects will be carried out at COSCO's Zhoushan, Dalian and Nantong shipyards.

Each VLCC conversion is expected to take approximately 160-180 days to complete and progressive deliveries are expected by the third quarter of next year.

The eight bulk carriers are targeted for progressive deliveries from May 2009 to March 2010.

Odense Steel Shipyard Receives Order

Odense Steel Shipyard Ltd. (Odense Staalskibsværft A/S) is pleased to announce, that the shipyard has entered a final contract with EPIC Shipping Group, UK for building and delivery of six Ro-Ro vessels.

The vessels are 193 meters long, 26 meters wide and have app. 3,700 lane meters. The vessels will be able to transport app. 250 trailers and are app. 11,000 dwt. The vessels will be delivered in 2009 and 2010.

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E-mail : mail@workships.nl
Website : www.workships.nl



The **MATTERHORN** seen in Rio Grande – Photo : Marcelo Vieira ©

Asia service cuts out congested Durban

The three-line consortium on the Asia-SA-South America trade – CMA CGM, CSCL and Maruba - has cancelled the Durban westbound call on the SEAS service, due largely to port congestion.

China Shipping Container lines to end round-the-world loop

CHINA Shipping Container Lines is terminating its weekly westbound around-the-world Asia-Med-America Express (AMAX) service, company officials told Canada's Halifax Chronicle Herald.

"It was an oddball service, and revenues produced were not up to [company] needs, and they decided to disband it and reallocate the ships to other services," said Bernie Dumas of China Shipping (Canada) Agency.

The AMAX service has been running two years and was considered experimental, he said.

The around the world service deploys ten 4,150-TEU scale vessels with a rotation of: Lianyungang, Busan, Shanghai, Ningbo, Xiamen, Yantian, Chiwan, Port Kelang, Damietta, Haifa, Naples, Genoa, Barcelona; Valencia; Halifax, New York, Norfolk, Savannah, Miami, Los Angeles and back to Lianyungang.

SFI jumps on boxship

Tanker tycoon John Fredriksen has confirmed he is shelling out \$32.5m for a modern 1,700-teu vessel on charter to Chile's CSAV.

As reported by Tradewinds last week, the 2003-built **Montemar Europa** is being bought by Fredriksen's vessel-owning company Ship Finance International (SFI) from Germany's Danz & Tietjens Schiffahrtsgruppe.

The ship, formerly known as the **Adria**, will remain on charter to Chilean owner CSAV. Its Uruguayan subsidiary, Libra, has the vessel until October/November 2008 at a net \$13,500 per day, said SFI.

In a statement confirming the purchase, SFI highlighted the significant strengthening seen recently in the charter market for modern containerships in this sector, and said it would market the ship for medium to long-term contracts after its current charter expired.

SFI will finance the deal with cash and existing credit lines. It brings the number of boxships owned by the firm to eight. SFI indicated it would seek further expansion in the container segment.



ICTSI to build 700,000-TEU container terminal in Colombia

MANILA-based ICTSI has finalised agreements to build a US\$180 million 700,000-TEU per annum container terminal at the Pacific coast Port of Buenaventura, Colombia as well as acquire Sociedad Puerto Industrial de Aguadulce (SPIA), reports The Philippine Star.

SPIA is a Colombian company with the right to develop the 225 hectares it owns in Aguadulce Peninsula across the channel from the Port of Buenaventura. Construction begins in November and is expected to be completed within two years.

ICTSI operates container terminals here and in Poland, Brazil, Madagascar, Indonesia and Japan. Last year, it won a 10-year concession to operate the Tartous Container Terminal in Syria.

Wilhelm Wilhelmsen sells 50 pct stake in Singapore-based supply vessel JV

Norwegian shipping group Wilhelm Wilhelmsen said it has sold its 50 pct stake in its Singapore-based supply vessel joint-venture, **Express Offshore Transport (EOT)**, to Macquarie Bank Ltd for an undisclosed sum.

No financial details were given, but Wilhelmsen said that its joint-venture partner, **Svitzer Far East**, had also agreed to sell its 50 pct stake in EOT to Macquarie.

EOT was established in February last year by Wilhelmsen and Svitzer, a unit of Denmark's AP Moller-Maersk, to manage a fleet of about 50 crewing supply vessels.

The company specialises in the transportation of personnel and supplies to the oil industry in the Middle East and south-east Asia.

Costa Adds Barcelona as New Embarkation Port for Guests

Europe's Number One Cruise Line Offers Travelers Convenience of Embarking in Barcelona on Western Mediterranean Costa Magica Routes in 2008

Costa, Europe's Number One Cruise Line, is adding Barcelona as a new embarkation port from March through November 2008 on sailings aboard the stunning **Costa Magica**. Travelers will now also be able to enjoy the vibrant ambience of the Catalan capital during pre and post cruise vacations with Costa, which offers an extensive selection of popular embarkation ports throughout Europe, including Venice, Savona (Genoa), Civitavecchia (Rome), and Copenhagen. These seven-night sailings will depart from Costa's new "Palacrociera" terminal, which was inaugurated in April 2007. Long known as one of Spain's most exciting and sophisticated cities, Barcelona will serve as the starting and ending point on these Mediterranean getaways, which include stops in Marseille, Savona, Naples, Palermo, Tunis and Palma de Mallorca.



The **COSTA ATLANTICA** seen departing from Amsterdam

Photo : Joop Marechal ©

With special "Diamond Anniversary Fares" offering savings of up to 60% and attractive air packages, there's simply never been a better time to discover the beauty and romance of the Mediterranean on this classic itinerary of the region's best spots either for the first, second or third time than with Costa. The sailings, which are conveniently scheduled from Friday to Friday, allow guests the opportunity to explore Barcelona both pre and post stay. In addition, Costa has teamed up with new and existing air partners to offer flights from over 150 gateway cities throughout North America.

"Our North American repeat guests tell us that Costa is far and beyond the number one choice for them in Europe as they love to experience our international flair both on and off the ship - or in their words, that the destinations linger with them once they step back onboard and get ready for their next adventure," said Lynn Torrent, President & CEO of Costa Cruise Lines-North America. "After listening closely to our guests' feedback, we learned just how popular Barcelona is with them. As such, it made perfect sense to offer an itinerary that highlights the best of the Mediterranean along with the convenience of embarking and disembarking in one of their favorite destinations."

Fares for the Barcelona sailings aboard the **Costa Magica** begin at \$599 per person. Government taxes are additional and all fares are subject to change and based on availability.

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Guests may also take advantage of Costa's "Diamond Anniversary Fares," featuring savings of up to 60%, on many other exciting Mediterranean itineraries. These include sailings aboard the new **Costa Serena**, with breathtaking itineraries from Venice to Greece, Turkey and Croatia with fares beginning at \$799. In addition, these fares are also available on the Costa Concordia from Civitavecchia to Italy, Malta and Greece with fares beginning at \$649.

Costa, named "one of the top 10 cruise lines" by the readers of Conde Nast Traveler, offers an experience that is delightfully different in service and cuisine, in an atmosphere filled with love, laughter and la dolce vita. It's called "Cruising Italian Style" and true to its heritage, no detail has been overlooked in bringing the beauty and hospitality of Italy to the sea. Cruising Italian Style ... that's Amore!

The ships of Costa, Europe's Number One Cruise Line, range in size from 30,000-tons to 114,000-tons, and provide an ambience that is distinctly Italian - from the progressive architecture and stylish design to the unforgettable cuisine and gracious hospitality. With twelve ships in service and three on order, Costa offers cruises that span the globe on itineraries of three nights and longer throughout the Caribbean, the Mediterranean, Northern Europe, South America, Transatlantic, Far East, Dubai; and at the end of 2007, the Indian Ocean.

Acergy awash with cash

Oslo-listed owner and energy contractor Acergy has driven up profits and revenues in its first half. It said net earnings were \$87.7m in the six months to 31 May, from \$80.1m in the same period of 2006.

Revenues soared to \$1.19bn from \$904.4m. Acergy has pipelay, construction, heavy lift and diving support ships, plus barges and survey vessels.

In April it won a \$400m deal to install a gas export line in Brazil. The contract for Petrobras will use the 20,000-gt pipelay barge **Acergy Piper** (built 1975).

It will install 120 kilometres of 34-inch diameter pipeline from an offshore fixed platform in the Mexilhao field to shore at Caraguatatuba, south of Rio de Janeiro.

And a \$180m diving support vessel has just been ordered at Norway's Havyard Leirvik in partnership with Havila Shipping.

CEO Tom Ehret said: "During the quarter, we effectively managed high levels of activity, complex operations and a stretched logistics and supply chain, while continuing to consolidate our growth and recruit new staff.

"We have two additional new ships joining the fleet in the second half of this year in addition to the **Sapura 3000** for our SapuraAcergy joint venture."

Holland America Line Features Latest Ship and New Itineraries for 2008 - 2009 Caribbean Cruises

In the next two years, Holland America Line plans its most diverse offering of Caribbean cruise options with new ports, back-to-back itineraries, and the introduction of its newest ship, ms **Eurodam**, in late 2008. Holland America Line has increased its presence in the region due primarily to the addition of the new 2,104-passenger Eurodam and has planned more 10-day and longer journeys along with some gateway changes to introduce in-depth itineraries.



The **PRINSENDAM** seen moored in Callao (Peru)

Photo : Piet Sinke ©

Beginning in 2008, Holland America Line also will embark on a full season of a southern Caribbean itinerary that proved to be a popular change-of-pace to traditional eastern and western sailings. The seven-day roundtrip from Fort Lauderdale visits Aruba, Curacao and the premium line's private island experience of Half Moon Cay, Bahamas.

"Next year we are thrilled to introduce our new Signature-class **Eurodam** to the Caribbean and know our guests will enjoy sailing on her," said Richard D. Meadows, CTC, executive vice president, marketing, sales and guest programs. "With our greatest selection of cruises and our push to lead the industry with longer, in-depth itineraries, Holland America Line stands out in the region as offering something very unique for cruisers.



The Route chart of the worldcruise as sailed by HAL's **AMSTERDAM** during 2007 – Photo : Piet Sinke ©

"Our on-board product, the amount of time we spend in port, and our private island experience that is regularly lauded as the quintessential Caribbean experience all add to the premium cruise experience our guests receive," added Meadows.

Holland America Line will have ten ships sailing the Caribbean in 2008 and through April 2009, offering 189 sailings. In 2008, ships depart from Fort Lauderdale, Tampa and New York; in 2009, gateways feature Fort Lauderdale and Tampa. The **Noordam**, which will sail out of New York in 2008, moves to Ft Lauderdale to offer the popular Seafarer/Wayfarer itineraries.



One of the Restaurants onboard the **Amsterdam** – Photo : Piet Sinke ©

Caribbean ships include three Vista-class ships -- **ms Noordam**, **ms Zuiderdam** and **ms Westerdam** -- and the **ms Maasdam**, **ms Prinsendam**, **ms Rotterdam**, **ms Veendam**, **ms Volendam**, **ms Statendam**, and **ms Eurodam**.

Cruises will range from three-day Bahamas getaways to exotic 14-day adventures in the Southern Caribbean, some including the Panama Canal or South American ports. Many sailings are designed as combination cruises; for example, guests can combine a seven-day Western Caribbean cruise with a seven-day Eastern Caribbean sailing to experience more of the region.

Most cruises also plan a day at Half Moon Cay, Holland America Line's acclaimed private island. With its horseback riding and swimming excursion, guided AquaTrax watercraft tour, stingray adventure, and fun-filled family aqua park, Half Moon Cay continues to be the line's highest rated Caribbean port of call.

Cruise fares begin at \$749 per person for a seven-day Eastern or Western Caribbean itinerary, \$1,099 for a Sunfarer Caribbean/Panama Canal cruise, and \$1,799 for a 14-day Southern Caribbean adventure.

Contract Signed for Winter Rescue Tug Coverage

The Department of Ecology (Ecology) and Crowley Maritime Corp. agreed to continue a contract stationing a company rescue tug at Neah Bay from October 2007 through mid-March 2008.

A rescue tug has been stationed at Neah Bay since spring 1999. The tug has stood by or assisted 33 ships that were disabled or had reduced maneuvering or propulsion capability while transiting along the coast and through the Strait of Juan de Fuca. The actions helped ensure the ships didn't drift onto rocks and spill oil.

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"The Neah Bay area is sacred to the Makah Tribe and Washington's coast is a world-class treasure," said Gov. Chris Gregoire. "Having a rescue tug stationed in the area, especially during the stormy winter months, means we can work to prevent catastrophic oil spills, keeping our beaches beautiful and our industries, such as shellfish, fishing and tourism, healthy as well." "Flanked by the Olympic National Park along the coast and the Olympic Coast National Marine Sanctuary where thousands of ships, including oil tankers loaded with more than 40 million gallons of oil, traverse state waters every year," she said. "It is staggering just how much environmental damage a large spill in the region could cause."

Under the extended contract, Crowley Maritime will begin stationing a company rescue tug at Neah Bay starting Oct. 1, 2007, through mid-March, 2008. Lawmakers made about \$1.45 million available to fund the tug for 168 days at \$8,750 a day.

"We know that having a tug at Neah Bay has and will continue making a difference," said Oil Spill Advisory Council chairman Mike Cooper. "Last year alone, the Crowley tug was deployed four times. Every time a ship is disabled at sea, there is a serious risk of a catastrophic oil spill. Due to this risk, the Council has recommended that a tug be permanently stationed at Neah Bay to provide year round protection."

Gregoire and Cooper noted that U.S. Sen. Maria Cantwell is working on a measure to have a rescue tug stationed at Neah Bay year round. The Senator is still working on her proposal. "It is critical we have a rescue tug stationed at Neah Bay. The area is one of the most environmentally sensitive and valuable areas of Washington," said Dale Jensen, who oversees spill prevention, preparedness and response activities for Ecology. "If oil is spilled, the damage to our environment starts and oil spilled in this area is all but impossible to contain, even during the best weather conditions." Winter storms present a higher risk of oil spills from the more than 7,000 tankers and cargo ships traveling through the Strait each year. Cargo ships can carry more than 2 million gallons of fuel oil, and oil barges or tankers can carry up to 40 million gallons of oil.

MOVEMENTS



The **MARC MITCHEL** seen departing from Rotterdam
Photo : Tjep van Roon ©



The cable laying vessel **CHAMAREL** seen arriving in Durban
Photo : Shiphoto International © (shack@iafrica.com)

MISTERY PHOTO



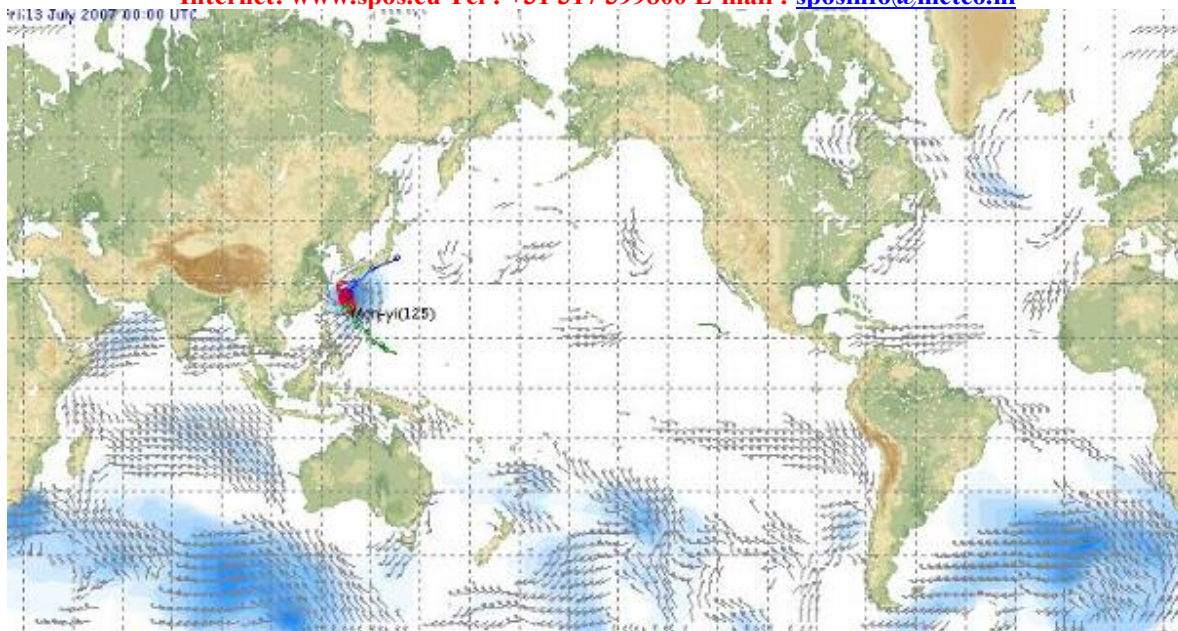
Newsclippings reader **FRANK HAALMEYER** is holding the above photo in his collection, the ship is named **ATLANTIC FREEZE**, does anyone of the readers have more details about this vessel, and how she ended up in this "high and dry" position – your help is appreciated – thanks.

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 **QUEEN ELIZABETH 2** seen in Norway
Photo : Nico ter Horst ©

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