

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 215



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The **ROSA DELMAS** seen approaching the IJmuiden locks

Photo : Peter Maanders ©

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EVENTS, INCIDENTS & OPERATIONS



The **PRESIDENT HUBERT** seen departing from Ijmuiden
Photo : Jan Plug ©

Customs - Cannabis is catch of the day for Irish trawler

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An Irish trawler scooped up an unusual catch of cannabis worth up to 1.4 million euros (1.9 million dollars) in the Atlantic, customs officials said Tuesday.

The discovery of eight bales made up of 200 kilograms (441 pounds) of drugs was made on Monday about 50 miles (80 kilometres) west of Slyne Head, County Galway, western Ireland.

An investigation is under way involving the Irish navy, police and customs.



The **SABRINA** seen in Rio Grande
Photo : Marcelo Vieira ©

Sunken ship a 'time bomb'

Uncollected fuel trapped in the sunken cruise ship **Sea Diamond** off the island of Santorini is a time bomb for the marine environment and has started to escape from the ship's tanks into other parts of the vessel, according to experts.

Oil from the cruise ship, which sunk in April close to the island's port, has yet to be siphoned off as authorities are still searching for a way to safely drain the 400 tons of diesel.

Experts said the fuel has remained trapped in the vessel but has started to seep into other parts of the ship, such as passenger rooms.

Divers are taking video footage of the sunken ship as an investigation continues into the conditions surrounding the accident which resulted in the death of two French tourists. In June, the government fined the owners, operator and captain of the **Sea Diamond** cruise ship 1.17 million euros for causing marine pollution.

Explosion at Curacao ship kills five welders



Five welders who were repairing a ship were killed in an explosion Thursday that apparently was triggered when they ignited oxygen fumes, officials said.

Photo : Kees Bustraan ©

Firefighters were still battling the blaze several hours after the explosion rocked the Curacao Drydock Company on this Dutch Caribbean island. The welders had been cutting the ship's hull to retrieve a motor, said Farley Hernandez, general manager of

the drydock. The **SEAMEC II** an offshore support vessel which usually carries a submarine and divers, was not loaded when the explosion occurred, Hernandez said.

The explosion happened when the welders hit some oxygen, said Jeritza Eikalanboom, a member of the Curacao coast guard. The five victims were all from Curacao, Hernandez said.



The **SEA PRINCESS** visited the port of La Rochelle – The Atlantic Call

Photo : Dennis van Harten ©

Cruises are no place for sex and murder

Congress is holding yet another hearing on cruise safety today, while new incident figures underscore the low level of the threat. The House Subcommittee on Coast Guard & Maritime Transportation convenes today to discuss "potential refinements in procedures for reporting alleged crimes on cruise ships to US authorities" and "specific measures that could be implemented to improve safety and security". The Cruise Lines International Association (CLIA) started voluntarily reporting incidents to the USCG and FBI on 1 April. In the six months since, 207 incidents have been reported, representing less than 0.01% of passengers cruising during the period. No homicides, suspicious deaths or kidnappings occurred. The total incidents are broken down as: four missing US nationals, 13 assaults with serious bodily injury, 41 sexual assaults, one tampering with vessel, 13 thefts over \$10,000, 41 thefts under \$10,000, 36 simple assaults, 28 cases of (inappropriate) sexual contact, four deaths (two suicides, one from natural causes, one accidental), four no-reboards and 22 miscellaneous. The FBI has opened 18 cases as a result, including 13 for alleged sexual assault, three for missing persons and two for alleged physical assaults. So far, the FBI has made one arrest for sexual assault.

Ballast blunder forces evacuation

More than 900 passengers were evacuated from a cruise ship after the 23,00gt, Bahamas-flagged **Dream** developed a ten-degree list as a result of a ballasting error. The incident happened in the harbour of the Aegean island of Rhodes, where the 1970-built cruise ship was completing a week-long trip in the East Mediterranean.



It was reported that a broken-down pump had caused uneven distribution of ballast water in the tanks. A spokesman for the local port authority said this morning that the technical problem was corrected and the list was adjusting, but the ship will not be allowed to sail until adequate evidence about its seaworthiness is submitted. The passengers were temporarily lodged in hotels. The ship is owned by Danielle Shipmanagement

of Greece and classed by DNV, according to LR-Fairplay's records. – **Photo : Reinier Meuleman ©**

Tunisian fishermen face 15 years' jail in Italy for saving migrants from rough seas

Seven Tunisian fishermen go on trial in Sicily today for the crime of rescuing 44 migrants from certain death in the sea. They are accused of aiding and abetting illegal immigration. If convicted, they face between one and 15 years in jail.

The men were arrested on 8 August after bringing the migrants ashore in Lampedusa, Italy's southernmost island. They were remanded in custody and remained in jail until 10 September, when five were released on bail and the two officers of the boat were put under house arrest.

On the morning of 7 August, Abdelkarim Bayoudh and his crew had dropped anchor on a shelf 30 miles south of the island of Lampedusa. They had just turned in for a few hours' sleep when they were woken by screams for help.

Coming out on deck they saw a rubber boat crammed with people wallowing in the rough sea, taking in water and on the point of sinking. Among them were two children and 11 women – two of them pregnant and one elderly and badly

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ill. In the crush to get aboard the fishing boat, two of the migrants went in the water. Two of the Tunisian crew dived in and rescued them.

Captain Bayoudh then headed for the nearest harbour. Their home port of Monastir was 90 miles away, Lampedusa only 30 miles. The best destination was obvious. Yet on arrival in Lampedusa, the seven Tunisians were arrested and thrown in jail. Experts say the charge of aiding illegal immigration is absurd.

The work of the criminals that run the migration racket finishes at the dock in Libya, where nearly all the crossings originate. The true object of the trial, it is suspected, is to dissuade fishermen from doing their duty. If so, it is likely to be successful. The fact that the fishermen have spent more than a month in custody sends a clear message to others like them.

Laura Boldrini, of the UN High Commission for Refugees, contrasts the behaviour of the Tunisians with that of other, unnamed fishermen reported to her who recently beat migrants attempting to get into their boat with sticks, forcing them into the water where several drowned. No action was taken against them. "We only know the tip of the iceberg of what happens in the Mediterranean," she said. "We must rely on fishermen to rescue people in trouble – or at the very least alert the maritime authorities."

Crossing to Europe by boat is an increasingly desperate gamble. The man put in charge of the boat may never have seen the sea before. Boats are getting smaller and flimsier by the year, and may not even be equipped with enough fuel for the passage. Migrants can become the prey of pirates, or they may simply capsize and disappear.

A website called Fortress Europe, which monitors deaths and disappearances at Europe's borders, says that 491 people vanished in the Canale de Sicilia this year, up to 1 September. Of those, 103 are definitely dead; the other 388 are the ones that nobody saw disappear. The figure is the highest since Fortress Europe began counting in 1994, and already nearly 200 more than all of last year.

Until recently there was good reason to believe that if boats in trouble managed to attract the attention of passing fishermen, they stood a good chance of being rescued. But now the odds on that are worsening.

The attitude shift was signaled by Malta, which is struggling with an immigrant problem. In 2005, a boat packed with 200 migrants was reported by the Maltese military five miles off the island of Gozo. They were instructed to "monitor the boat and keep a distance away from them". Thirty of the migrants drowned before the rest were rescued by Italians. Earlier this year, too, the Italians came to the rescue when the Maltese refused to accept 27 migrants who had been clinging to tuna nets for three days.

But now it seems Italy has begun taking a similar hard line. Once they had taken the 44 migrants on board, the Tunisians radioed Lampedusa – but when they were 12 miles out, at the limit of Italian territorial waters, a Coast Guard vessel approached and told them to turn back.

Tana de Zulueta, a Green Party MP who interviewed the captain of the boat, said: "It seems the Italian Interior Ministry had issued a new instruction that day saying don't bring people in."

The Tunisian captain said he ignored the order because of the children and pregnant women on board, and the fact that, ravenously hungry, they had already eaten and drunk everything on the ship. "I'm happy about what I did," he told Ms de Zulueta. "If I hadn't done it they would have died."

CASUALTY REPORTING



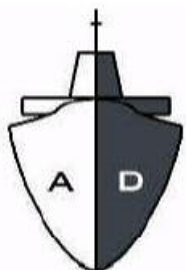
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Naval group urges refit for Victoria-class subs to patrol Arctic

The Navy League of Canada says the federal government should refit the country's often maligned Victoria-class submarines for limited under-ice operations if it is serious about defending the Arctic.

The defence group's national deputy director, Jerrod Riley, says the biggest military threat faced in the North comes from foreign submarines. The ability to track them and neutralize them should be a key plank in any defence strategy, he said.



The **HMCS WINDSOR** – Photo : **Jim Gallacher** ©

The navy conceded last week that the country's new Arctic patrol ships, announced by Prime Minister Stephen Harper with much political fanfare in July, won't be designed with sonar - or have the ability to hunt submarines.

Capt. Ron Lloyd, in an interview with The Canadian Press, said the navy would have to rely on other means to keep track of underwater intruders.

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Riley said the **Victoria-class** submarines, which have had a controversial, glitch-filled history, could be refitted with an air-independent propulsion system. As it stands, only nuclear-powered submarines are capable of remaining submerged under Arctic ice for long periods of time. But conventional subs, like the diesel-powered Canadian boats, can be designed from the outset - or refurbished - in order to allow for limited Arctic operations.

When the former Liberal government bought the four second-hand boats from the British in 1998 the stated intention was to outfit them with an independent propulsion system powered by a hydrogen fuel cell. The technology, however, has not panned out and the idea was quietly dropped. The navy has struggled to put the submarines, mothballed by the Royal Navy in the early 1990s, into active service. The biggest blow to the program happened in October 2004 when the last of the boats, **HMCS Chicoutimi**, caught fire on its maiden voyage to Canada, killing one crewman. Other submarines have had hull rust and leaking problems.

All of the bad press is one of the reasons the navy is reluctant to upgrade the propulsion system, Riley said. "There's also simply not enough money in the system to make it happen," he said. "The mission in Afghanistan is draining the Defence Department's budget." German shipyards are the leaders in refitting submarines with an air-independent propulsion systems, delivering 122 boats to 16 different countries over the last 30 years. Over the last few years Sweden refurbished three of its older boats on its own with a hybrid liquid oxygen-diesel engine that allows the submarines to operate underwater for 14 days at a stretch without surfacing to recharge batteries. The head of the Senate Security and Defence committee dismissed the notion of upgrading the **Victoria-class**.

The navy's program to bring **HMCS Victoria**, **HMCS Windsor** and **HMCS Corner Brook** up to Canadian standards, as well as repair the fire damage on **Chicoutimi**, is behind schedule and would be set back further, said Liberal Senator Colin Kenny.

He also questioned whether Canada wants to be hunting submarines in the Arctic, given that many of the so-called intruders would be allies, such as the United States and possibly Britain. Riley said the real concern would be submarines belonging to rogue nations, not allies. Kenny said he's not convinced the Conservative government's heavy military emphasis in the Arctic is necessary, given that the waters surrounding the archipelago will ice-free for perhaps three months a year. Harper announced in July the purchase of six to eight armed, medium icebreakers, a deepwater port and an Arctic training centre for the army. "It's one of the screwiest ideas to come out of this government," said Kenny.

Establishing a Canadian presence in the North has more to do with economic development and getting companies up there to explore for resources than with building bases and ships, he said. He said the new Arctic ships will be more important for patrolling the Atlantic and Pacific coasts than they will be in the Arctic.

SHIPYARD NEWS

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Aker Kvaerner Tapped for Skarv FPSO Job

BP has chosen Aker Kvaerner to perform the detail engineering, procurement and construction management assistance (EPCma) for the Skarv field development in the Norwegian Sea. Since November 2005, Aker Kvaerner has been involved with the project, performing the front end engineering design of the complete production ship (FPSO) and intermediate engineering of the topsides. The new EPCma contract covers detail engineering and procurement work for the 16.000 ton FPSO topsides as well as construction management assistance to BP. On peak, the project will engage over 400 people from Aker Kvaerner. The production start for the field is scheduled for August 2011.

The Skarv oil and gas field was discovered in 1998, and it has taken close to 10 years to mature the field to its current stage. The FPSO will be installed in the Norwegian Sea, approximately 200 kilometres west of the Norwegian city Sandnessjøen, between the Norne field (35 kilometres to the north) and Heidrun (45 kilometres to the south) in water depths between 350 and 450 metres. The development will also include the Idun gas field discovered in 1999. The contract parties are Aker Kvaerner Engineering & Technology AS and BP Norge AS. The Plan for Development and Operation (PDO) was submitted to the Norwegian Authorities June 29. The award is subject to final approval of the PDO by the Norwegian parliament.

Two huge Chinese yards for Pakistan

Pakistan is seeking technical and financial co-operation from China for the establishment of two new shipyards at Gwadar and Qasim ports. Official sources told Fairplay that Dr Salman Shah, an advisor to Prime Minister Shaukat Aziz on Finance, is visiting China and has met key Chinese bankers, financial institutions and shipbuilding companies to discuss setting up two giant shipyards in Pakistan. The two projects recently approved by a powerful policy board headed by Shaukat Aziz will cover an area of 200 hectares each, including two dry docks able to handle vessels up to 600,000dwt. "Pakistan wants to build these shipyards in co-operation between Pakistani private sector and Chinese corporate sector, while government will also participate", the official said.

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The 1965 built Croatian flag & owned cruise liner **DALMACIJA** seen leaving Valletta.

Photo : Lawrence Dalli - Malta Ship Photos ©

Coal, iron ore charter rates rise on demand for big ships

Coal and iron ore charter rates may extend gains after rising for the first time in six days on increasing demand to move raw materials using bigger ships. The Baltic Dry Index, an overall measure of commodity shipping costs on different routes and ship sizes, rose 0.2 per cent to 8,313 yesterday, according to the London-based Baltic Exchange. Hiring a capesize vessel, the largest type of bulk carrier capable of carrying 175,000 tonnes of cargo, costs US\$131,275 on average a day, more than double from a year earlier.

Dry bulk trade will rise 5 per cent a year from 2007 to 2010 with China and India's demand likely to continue to drive the need for iron ore and coal, Credit Suisse said in August. Freight rates will gain 5 per cent in 2008 and be little changed in 2009, the company said. Hiring rates for bulk carriers this year has so far doubled.

'We continue to believe that dry bulk shipping earnings will stay very high into 2009 at least,' DnB NOR Markets analyst Henrik With and Glenn Lodden said in a report. The decline last week in charter rates 'is seen only as a correction and not a change in longer term market fundamentals', the analysts said.

China's shift to being a net coal importer has driven other north Asian countries, which used to buy from China, to secure the fuel from alternative sources such as Australia and Latin America. China is the world's biggest producer and user of coal.

Port congestion in Australia will support dry bulk shipping rates further, Mr With and Mr Lodden said. There were 50 ships waiting to load at Australia's Newcastle, the world's largest coal-export harbour, as at Sept 17 from 47 a week earlier, according to the Newcastle Port Corp's website. Still, the average waiting time for ships loading coal shortened to 16.5 days on Sept 17 from 18.6 days as at Sept 10.

Shipping a tonne of cargo from Brazil to China on a capesize vessel rose 1.2 per cent to US\$69.41 yesterday, the second day of gains, according to data on the Baltic Exchange.

Major bulk cargo such as coal, iron ore and grains are typically shipped on bigger bulk carriers. The hiring rate for supramax vessels fell 0.3 per cent to US\$57,232 on Tuesday, its second day of decline. A supramax can haul between 50,000 tonnes and 59,999 tonnes of goods

Long Term Contract for CSV North Ocean 102

Oceanteam Power & Umbilical ASA has signed a long term agreement with the Mexican Offshore Construction and IMR Company CICSA for a minimum period of 5 years plus options. The contract consists of the **CSV North Ocean 102** and **Oceanteam** additional services supporting the contract. Oceanteam will support CICSA on a project by project basis with its range of services including engineering, subsea support and installation services.

Channel Reopens Following Bridge Collapse

River Services lost \$240,000 in gross revenue due to the six-week closure of the Mississippi River following the collapse of the I-35 Bridge on August 1.

"We were out of work or without freight for six weeks," said River Services General Manager Jerry Christensen.

"The big ticket item was that we were scheduled to do 30,000 tons of icing salt, which we hadn't received, and once the collapse happened, we lost business, because they had to look for another destination, not knowing when the channel would be reopened," he added.

The U.S. Coast Guard reopened the Mississippi River to limited commercial traffic from Mile 854 to 847 in Minneapolis September 6. A security zone limits traffic to commercial barges.

Christensen said some of his employees suffered due to being laid off but were hired back. River Services received its first barge placement early September 8 after the river reopened. River Services had four barges waiting 2.5 weeks to be brought to them while the channel was closed.

"We've unloaded three of those, so we're virtually caught up," Christensen said...

HAVENBEDRIJF WIL DAT ENERGIECENTRALES CO2-UITSTOOT OPVANGEN

Havenbedrijf Rotterdam stimuleert de bouw van twee kolen-biomassa gestookte energiecentrales op de Maasvlakte, maar dan wel onder de voorwaarde dat E.ON en Electrabel zelf de door de centrales uitgestoten CO2 opslaan. Het is de eerste maal dat het Havenbedrijf CO2-opslag zo expliciet als voorwaarde stelt voor deze ontwikkeling. Hans Smits, president-directeur Havenbedrijf, maakte dit vanmiddag bekend op het symposium 'Energy Port 2007' dat wordt gehouden op de Jules Verne bij het bulkoverslagbedrijf EMO op de Maasvlakte.

De heer Smits maakte van de gelegenheid gebruik om te pleiten voor een CO2 pijpleiding systeem met Rotterdam als centrum van Noord-West Europa. Hij ziet daarin de haven als een hub tussen de opvang van CO2 in industriële clusters en CO2-opslag in de Noordzee. Op dit moment werkt het HbR aan een business plan voor deze zogenoemde 'common carier pijpleiding voor de transport van CO2'. Dit plan is momenteel een van de belangrijke aandachtsgebieden voor het Havenbedrijf. Het Havenbedrijf neemt deel het Rotterdam Climate Initiative dat moet leiden tot een halvering van de Rotterdamse CO2-uitstoot in 2025 ten opzichte van 1990.

Het stimuleren van CO2-opslag door relaties past in het milieubeleid van het Havenbedrijf. Het HbR investeert niet alleen zelf in bijvoorbeeld schone vaartuigen maar pusht ook relaties een vooruitstrevend milieubeleid te voeren. Zo heeft Rotterdam World Gateway - het consortium dat de eerste terminal op de Maasvlakte 2 in gebruik neemt - op het gebied van luchtvervuiling en modal split afspraken gemaakt die qua duurzaamheid verder gaan dan welke Europese containerterminal dan ook.



The 12.6 mtr long **RVE 50** one of the boats of the Rotterdam Boatmen's Association
"Koninklijke Roeiers Vereniging Eendracht"
Photo : Bram Plokker ©

De **Roeiers Vereniging Eendracht** werd opgericht in 1895 als verenigingsvorm door 5 personen die elk een roeiboot in bezit hadden. Heden bestaat de vereniging nog steeds in deze organisatievorm en telt ruim 300 zelfstandige leden met 54 motorschepen van allerlei types, aangepast aan de eisen die het werk heden ten dage verlangt. De dagelijkse werkzaamheden van de Roeiers bestaat uit het vast- en losmaken van zeeschepen/vaartuigen, het vervoer van loodsen over land en water alsmede communicatievaren t.b.v. bemanningen/agentschappen/bedrijven, het leveren van (aanvullende) bemanning aan dek, het beschikbaar stellen van mensen en materieel bij calamiteiten als b.v. het uitbrengen van olieschermen bij oliemorsingen.

Bij het 100-jarig bestaan in 1995 werd aan de vereniging het predikaat "Koninklijk" toegekend vanwege haar jarenlange dienstverlening op een kwalitatief hoog niveau. Alle leden van de vereniging zijn volledig gediplomeerde schippers, die bij alle voorkomende weersomstandigheden dag en nacht beschikbaar zijn voor de scheepvaart.

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Carnival reports record income

Carnival Corporation & plc reported record net income for its third quarter ended August 31, 2007 of \$1.38 billion, or \$1.67 diluted EPS, compared to net income for the third quarter of 2006 of \$1.23 billion, or \$1.49 diluted EPS. Revenues for the third quarter 2007 increased to \$4.32 billion from \$3.91 billion in the third quarter of 2006.

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The **ZUIDERDAM** of the HAL seen in Tracy Arms – Photo : Mathijs van Steensel ©

Net income for the nine months ended August 31, 2007 was also a record at \$2.05 billion, or \$2.51 diluted EPS, on revenues of \$9.91 billion, compared to net income of \$1.86 billion, or \$2.25 diluted EPS, on revenues of \$9.03 billion for the same period in 2006.

Carnival Corporation & plc Chairman and CEO Micky Arison said that third quarter results came in better than expected primarily due to stronger pricing on bookings taken closer to departure.

"Our earnings were up 12 percent driven largely by the successful introduction of new ships for both our North American and European brands in time for our peak summer season. Our North American brands enjoyed another strong European season, a solid Alaska season, and a modest year over year improvement in revenue yields in the Caribbean. The recovery in the Caribbean has continued as the demand for Caribbean cruises remains strong," Arison said.

The company's European brands benefited from strong improvements in operating results with increased revenue yields on a dollar basis due to stronger Euro and Sterling currencies. Local currency revenue yields were down against very strong comparisons with the previous year.

Outlook

On a cumulative basis, occupancy for advance bookings taken for the fourth quarter of 2007 and the first half of 2008 are ahead of last year with pricing on a current dollar basis up slightly compared to last year.

"For the balance of 2007 and into the first half of next year, bookings are well ahead of last year," Arison said.

He cited the company's pricing strategy of early discounts on Caribbean cruises stimulating strong booking volumes early in the year-- a strategy now driving revenue yield improvement into the fourth quarter.

"We've already seen Caribbean pricing improvement in the back half of this year, and we are optimistic that it will continue into the first half of 2008," Arison noted.

Carnival says net revenue yields for its North American brands should see continued improvement in the fourth quarter based on the positive trends in the Caribbean business. The European brands are also expected to perform well continuing to benefit from the strong Euro and Sterling.

For the fourth quarter of 2007, the company expects earnings to be in the range of \$0.42 to \$0.44 per share, down from \$0.51 per share in 2006 primarily as a result of significantly higher fuel prices and timing of dry-dock expenses.



The **CARNIVAL CONQUEST** seen moored in Galveston
Photo : Piet Sinke ©

For the 2007 full year, compared to its prior June 2007 guidance, the company anticipates a slight improvement in its net revenue yield expectations. Excluding fuel, cost guidance for the full year remains unchanged on a constant dollar basis.

Despite increases in fuel prices the company expects full year 2007 earnings per share to be in the range of \$2.92 to \$2.94, toward the higher end of the company's previous guidance range of \$2.85 to \$2.95.

On September 14, Carnival began the operations of its 75 percent owned joint venture with Orizonia Corporation for a multi-ship Spanish cruise line, **Iberocruceros**. The new brand is operating the 1,244-passenger **Grand Mistral** and the 834-passenger **Grand Voyager**. In June 2008, Carnival Cruise Lines' 1,486-passenger **Celebration** will join the Iberocruceros fleet. The results of Iberocruceros will be consolidated into the company's financial statements beginning with the 2007 fourth quarter and have been incorporated into the company's fourth quarter and full year guidance.

At the end of the fourth quarter Cunard Line's 90,000-ton **Queen Victoria**, is expected to join its sisters, **Queen Elizabeth 2** and **Queen Mary 2** which will mark the first time ever that Cunard has had three Queens in service.

Ezra confirms order for additional deepwater multi-function vessel

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Ezra Holdings Limited has confirmed that it has awarded a contract worth approximately S\$162.4 million for the design and construction of a large 27,000bhp Multi-Functional Support Vessel (MFSV) to Karmsund Maritime Service AS in Norway.

The contract value includes the cost of sophisticated equipment as well as integrated features such as an ROV hangar and foundations for a heave-compensated offshore crane and A-Frame which allow the vessel to provide subsea support services.

The MFSV will also be built to meet the stringent requirements of 'Clean Design' notation for operations in the North Sea, including Norway.

Said Ezra's Managing Director Lionel Lee: "This latest newbuild is in line with our strategy to strengthen our position as an integrated support services provider to the buoyant offshore oil and gas sector in the North Sea, South America and West African markets."

"In order for the Group to tap meaningfully into the growth potential of these markets, we intend to expand our fleet of large, well-equipped multi-functional support vessels to complement and enhance the services provided by EOC Limited, our soon-to-be Oslo-listed production and construction arm," added Mr Lee.

When delivered in the first quarter of 2010, this latest MFSV will join Ezra's two 30,000bhp, deepwater multi-functional support vessels which were ordered in May and scheduled for delivery in 2009 and 2010.

"These large vessels will form the Group's special task force to meet the high, yet varied technical and engineering needs of mid and deepwater offshore support services and subsea support work. Together with EOC, these vessels are expected to drive Ezra's growth in the medium to long term," explained Mr Lee.

The MFSV will be equipped for various offshore duties such as: offshore construction; subsea installation; ROV interventions; installation, maintenance and repair; deepwater anchor handling in depths up to 5,000m; towing; supply runs; standby and rescue; and tanker assistance.



OPDR Las Palmas discharging containers at Rotterdam Shortsea Terminal (RST) on her northbound voyage coming from Canary Islands and South Spain.

Photo : Fred Gorter ©

Dockwise wil voor 12 oktober beursnotering Oslo

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Het Nederlandse Dockwise, gespecialiseerd in zwaar maritiem transport, wil voor 12 oktober dit jaar een beursnotering in Noorwegen, zegt Chief Executive Andre Goedee in een interview met Dow Jones Nieuwsdienst.



De **MIGHTY SERVANT 1** met als lading het **KIZOMBA** platform
Foto : Piet Sinke ©

"De beurs van Oslo heeft ons toestemming gegeven voor een beursnotering en die moeten we voor 12 oktober hebben volgens de regels. De voorbereidingen liggen op schema," aldus Goedee.

47% van de aandelen Dockwise is reeds genoteerd aan de over-the-counter markt in Oslo. Het bedrijf wil een formele beursnotering om de aandeelhouders, private equityfonds 3i en tankerbedrijf Frontline de kans te geven hun belangen (gedeeltelijke) af te bouwen. Daarnaast wil het bedrijf meer liquiditeit en exposure. De reden dat het voor een notering in Oslo kiest, is dat daar veel vergelijkbare offshore bedrijven genoteerd staan en er veel analisten en investeerders zijn met kennis en interesse van de offshoresector.

Dockwise is wereldwijd marktleider op het gebied van zwaar transport over zee voor de nautische en de olie en gas industrie. Volgens financieel topman Stefan Malvliet zal het bedrijf nieuwe aandelen uitgeven om daarmee een deel van de schuld af te betalen en om haar aandeelhouders de kans te geven de belangen (gedeeltelijk) af te bouwen. Dit is natuurlijk afhankelijk van de marktomstandigheden, zegt hij er bij.

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Dockwise is voor 30% in handen van 3i, 17% van Frontline en 6% van het management. Frontline zal naar verwachting haar belang geheel van de hand doen, terwijl 3i volgens volgers een belang van rond de 10% zal houden.

3i kocht Dockwise eind 2007 voor \$700 miljoen van de Heerema Groep en het Noorse Wilh. Wilhelmsen. In mei fuseerde Dockwise met het Noorse Sealift, dat in handen was van Frontline.

Dockwise had per eind juni 2007 voor \$958,4 miljoen aan schulden. In het eerste halfjaar moest het \$54,2 miljoen aan rente betalen. Mede daardoor, en enkele bijzondere lasten, maakte het bedrijf een nettoverlies van \$41,5 miljoen. Het operationele resultaat voor amortisatie en afschrijvingen (ebitda) kwam uit op \$53,1 miljoen.

Volgens marktschattingen zal de ebitda in 2008 uitkomen rond de \$260 miljoen en in 2009 op \$360 miljoen. De omzet wordt verwacht uit te komen rond de \$460 miljoen in 2008 en \$590 miljoen in 2009.

Dockwise heeft momenteel zestien schepen in de vaart. Tot en met 2008 zullen vijf nieuwe schepen in gebruik worden genomen, waarmee het aantal schepen eind 2008 op 21 komt.

Oceanex sells for \$200 million

The Montreal-based Oceanex shipping group, which moves cars, consumer goods and oil industry gear to fast-growing Newfoundland and Labrador, is being sold to a consortium of investors for more than \$200 million.

"We've the financial muscle to replace Oceanex's two older vessels and build an eastern Canada intermodal transportation group," Sidney Hynes, 51, well-known marine industry leader in Newfoundland and consortium leader, said yesterday.

"That replacement program will cost around \$200 million over four to eight years, but the first order goes out next year," Hynes said. "Oceanex's 400 employees in Montreal, Newfoundland and Halifax can rest assured. We're in this for the long term and I hope my son, now 22, will take over from me."

Oceanex will grow with Newfoundland's strong economy. ... I've been a sea captain and shipping's my life," Hynes said.

The South Coast Partners LP consortium is headed by Hynes, a former chairman of Marine Atlantic Inc., the federal crown corporation running the Newfoundland-Nova Scotia ferries, and is chairman of Canship Uglund Ltd., manager of a large tanker fleet.

The other consortium members are OPTrust, investment manager for \$16 billion of Ontario civil servants' pension money, and private equity group Terrma Capital.

The consortium is offering \$19 cash per Oceanex Income Fund unit. The fund owns 100 per cent of Oceanex, the operating company. There are 8.725 million units outstanding, making the total cash outlay \$166 million. South Coast assumes Oceanex debt to bring the total value to more than \$200 million.

The cash offer represents a 15.2-per-cent premium over Oceanex's trading price on Tuesday and 21.1 per cent over the previous 20-day average. The units traded at \$15 last October when Ottawa abruptly decided to tax income funds by 2011. The price was halved overnight - but has since recovered.

Oceanex's board recommends the offer, but under a "go shop" pact expiring Oct. 29, Oceanex can seek or respond to other bids. But South Coast can match any higher offer. If one is accepted, Oceanex pays South Coast \$2.1 million, and \$5 million if a deal is accepted after Oct. 29.

Activist investor George Armoyan's Clarke Inc. has built up a stake of almost 10 per cent in Oceanex, but was not a director, analysts said. He was not available for comment. Otherwise, the units are widely held, with management and employees together having less than 10 per cent.

The income fund would be wound up and Oceanex will become a private company fully controlled by South Coast.

"It's the best outcome possible for Oceanex," said CEO Peter Henrico, who joined in 1999. "I'm due to retire next week, but I'm staying until the deal is finalized."

Oceanex Income Fund must pay monthly cash distributions to unitholders, he explained, and it couldn't have financed the ship replacements. "South Coast has the capital resources and the vision needed," he said.

Oceanex delivers cars, consumer goods and oil industry gear from Montreal to Newfoundland, claiming 50 per cent of the province's intermodal cargo market. Its roots go back to 1949, and it went public in 1998.

Its new German-built Avalon, designed especially for the Newfoundland connection, is one of the world's most efficient cargo vessels and carries containers up 53 feet long. It steams from Montreal's Bikedike Basin to St. John's in 65 hours.

QE2 on 40th anniversary cruise around Britain

The **Queen Elizabeth 2** left Southampton on a special eight-day cruise around Britain's coastline last Sunday marking the world-famous luxury ocean liner's 40th anniversary.



Arriving on the river Clyde - **Photo : Tommy Bryceland – Scotland ©**

The **QE2** sailed out of its home port of Southampton, southern England, on a cruise that did see her welcomed Thursday on the River Clyde in western Scotland -- 40 years to the day since Queen Elizabeth II launched the transatlantic giant.

Royalty, presidents and prime ministers have all travelled on the luxury 70,000-tonne liner since then. The ship was to dock at Newcastle, South Queensferry near Edinburgh, Greenock on the Clyde near Glasgow, Liverpool and then back at Southampton.

One hundred workers who helped build the liner at the John Brown shipyard on the Clyde will attend a commemorative lunch in Greenock on Thursday.

The QE2 has carried 2.5 million passengers to date and this week's anniversary trip marks her 1,400th voyage.

The QE2 was the Cunard Line's flagship from 1969 to 2004 and is set to retire in November next year. The ship, which can hold 1,900 passengers and 1,015 crew, will become a floating hotel at the Palm Jumeirah resort in Dubai in the United Arab Emirates.

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Shipbuilding on the banks of the Clyde was a major source of employment in Glasgow before the industry fell into decline.



For the 40th Birthday visit of the QE2 to the Clyde thousands came to see her departing from Greenock. The town was gridlocked for most of the day and local ferry/cruise ship companies carried full loads of passengers giving them a good close look at the Cunarder.

Left seen the **BALMORAL** with a listing load all trying to get a closer look at the QE2. It was a great day on the river.

**Photo : Tommy Bryceland.
SCOTLAND ©**

MOVEMENTS



The **VOS SHELTER** (ex.Deurloo) seen in the port Scheveningen

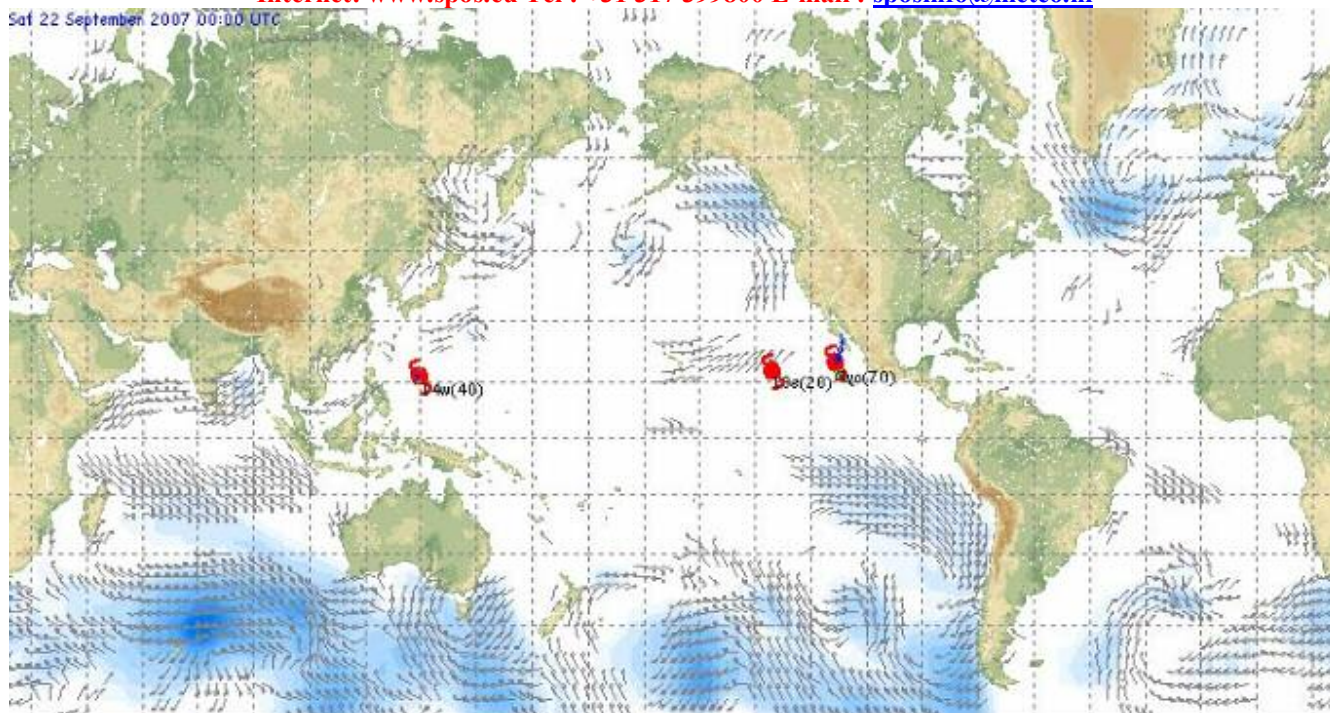
Photo : Koos de Jong ©

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



Above seen ms **Prinsendam** docked in Oslo, Norway.
Photo : Crew ms. Prinsendam ©

HME BUILDS TWO HOLLAND PAVILIONS AT EUROPORT MARITIME 2007



45 Dutch maritime suppliers in two national presentations

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Holland Marine Equipment Association (HME) will organize a unique Holland presence during Europort Maritime in Rotterdam, the Netherlands (November 6th until November 9th 2007). Thanks to the overwhelming number of participants, the national pavilion is split up in two parts. The first presentation will be set up in the Scheldehal, covering 700 m2 booth space. The second presentation, in Hall 1C, will cover 200 m2. In order to maximize size for participating companies and their guests, the lounge of the main pavilion will be situated on an upper floor.

Please, be welcome to visit our participants in their booths:

Hall 1 (Scheldehal)

- Alfa Laval Benelux
- Beele Engineering BV
- Bloksma Heat Exchangers
- Machinefabriek Borger BV
- BOT Groningen BV
- Centraalstaal BV
- Dagin Marine Technology
- Draka Marine, Oil & Gas
- Eefting Engineering
- eL-Tec elektrotechnologie
- Hanwel Environment and Energy BV
- Heatmaster BV
- Hytop Hydraulics
- Impas
- Intertech BV
- Johnson Pump BV
- KST BV
- Marine Service Noord
- N.R. Koeling
- N2Safety
- Ned-Deck Marine
- Netwave Systems BV
- Nijhuis Pompen BV
- Progress Technique BV
- Ridderinkhof BV
- Roden Staal BV
- Rotor BV Elektro Motoren
- Ship's Equipment Centre Groningen BV
- Statendam Steel Plates (SST Staalsnijstechniek)
- Techno Fysica
- Van Lessen & Punt - Cordobond
- VDL Klima BV
- Vuyk Engineering Groningen BV
- Winteb VOF

Hall 1C

- Absorbit Trading BV
- Amarcon BV
- Brevini Nederland BV
- Cubic Marine BV
- Greenship BV
- Johnson Controls Systems & Service BV
- Kelvin Hughes Nederland BV
- Liebherr Maritime Benelux BV
- Smits Neuchatel Marine Department BV
- Straaltechniek International BV

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- BV Twentsche Kabelfabriek

Holland Marine Equipment: Masters of Innovation

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