

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 241



**Number 241 \*\*\* COLLECTION OF MARITIME PRESS CLIPPINGS \*\*\* Saturday 20-10-2007**

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The **FULL CITY** seen approaching Risdon (Australia)

**Photo : Glenn Towler ©**

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## EVENTS, INCIDENTS & OPERATIONS



The **NARCEA** seen enroute Rotterdam – Photo : Jan Verhoog ©

## Strike at Port of Auckland

On October, 17 dock workers at the Ports of Auckland were on strike again. According to PortWold, some 260 dock workers took part in the action which has been triggered by a dispute over pay.

The workers want a 4.5-4.9% pay increase; the port operator has offered around 3.25% raise.

Notification of the "rolling stoppages" had been issued to port officials from the Maritime Union for another strike next Wednesday October 22.

It should be pointed out that an initial two-day strike early into the month forced Maersk Line and the CMA CGM Group had to change their routes and schedules. **Source : Seaneews**

## Odyssey Explorer captain freed



A Spanish judge has released the captain of the flagship of treasure-hunting company Odyssey Maritime Exploration, company spokesman Alidar Nessar confirmed today. Captain Sterling Vorus, an American citizen, was arrested yesterday on charges of disobedience after he rejected a request from Spanish security officials to board his vessel, the **Odyssey Explorer**.

**Photo : Scanpix ©**

Vorus will now have to report to court once a month until Spain's judicial inquiry into the treasure-hunting company's activities.

Odyssey today denounced what it described as Spain's "illegal, heavy-handed" arrest of Vorus. "His arrest was illegal as the Captain received no warning that this would occur ... Spanish authorities are required to seek permission from the ship's flag state to search a ship if its captain rejects such a request," Nessar told Fairplay today. Odyssey Explorer is now being searched with Vorus in attendance. The ship was forced at gunpoint yesterday to head to Algeciras by an armed Spanish navy corvette and Guardia Civil patrol boat, the company says. Spanish authorities then removed all electronic equipment, including chips from mobile phones from the 19 journalists on the ship. Spain and Odyssey are battling over ownership of a huge treasure trove OME says it found in 'Atlantic waters' off Spain in May. The US company airlifted the booty from Gibraltar shortly after discovering it. John D Kimball of law firm Blank Rome, which represents Odyssey, told Fairplay this morning that the judge was clearly unimpressed with the manner of his arrest. "The Guardia Civil lured him off the ship, never suggesting that he might be subject to arrest," Kimball said. Vorus has been compelled to remain in the vicinity. Additionally, Kimball says he has asked the Bahamian government, flag state of the **Odyssey Explorer**, "in the strongest terms" to seek the ship's immediate release. Otherwise, Kimball wants action before the International Tribunal of the Law of the Sea, believing that this detention is a clear violation of UNCLOS. **Source : Fairplay Daily News**

## European cruises enjoy boom with US tourists

Carnival Corp and Royal Caribbean Cruises Ltd are increasingly catering to US tourists who want to dodge the rising euro while visiting Europe. The trend will help reverse two years of share declines for both companies.

To capture the growing appetite for European cruises, Carnival boosted capacity on North American lines going to the continent by 16 per cent this year and will raise it by another 20 per cent next year to meet increased demand. Their fleets are growing more slowly in the Caribbean after softer demand drove down their stock prices.



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The euro's 7.3 per cent gain this year is inspiring more people to see Europe by sea. Cruises allow travellers to pay for their vacation in US dollars in advance to avoid currency fluctuations and are also up to 30 per cent cheaper than comparable land vacations, according to Cruise Industry News.

To meet demand and entice a new clientele, the Miami-based companies are adding cruises from Finland to Croatia. 'A cruise ship is a mobile asset,' said Jason Lisiak, who helps manage more than US\$15 billion, including 4.3 million Carnival shares, at Manning & Napier Advisors Inc in St Petersburg, Florida. 'You can allocate capacity according to the highest yielding market, which right now is Europe. As Carnival builds up critical mass in Europe, profitability should rise.' European growth will help push both Carnival shares and Royal Caribbean's 30 per cent higher in the next year, according to Raymond James & Associates Inc.



The **ORIANA** seen moored in Rotterdam – Photo : Lenie Kleingeld ©

Susquehanna Financial Group estimates Carnival's revenue will climb about 10 per cent in each of the next two years, while Royal Caribbean sales will jump 15 per cent in 2007, the fastest pace in five years.

Carnival, which operates the Princess and Holland America lines, is also expanding its fleet. Carnival on Oct 10 ordered a new **Queen Elizabeth** ship. The luxury liner will begin taking travellers on the vessel in 2010. A July 2008 seven-night Royal Caribbean cruise in the western Mediterranean costs US\$1,721.89 per person for a cabin with an ocean view. In the western Caribbean, a Royal Caribbean cruise at the same time and duration costs US\$1,300, according to Just Cruises & Vacations.

'With the fixed costs basically equal and ticket prices higher, Europe is generally more profitable than the Caribbean,' said Susquehanna's Robert LaFleur. He rates both companies 'positive'. Carnival, the world's largest cruise company, and Royal Caribbean began to suffer in 2005 because of higher fuel costs, which ate into profit. Last year, lower-income consumers shunned the trips as the fuel prices ate into their own incomes. Others were turned off after a spate of disease outbreaks and deaths. Carnival's net income growth slowed to a one per cent increase in 2006 after rising 22 per cent in 2005. Royal Caribbean's net income fell 11 per cent in 2006.

Grace Andary, 61, booked a 12-night British Isles cruise with her husband for June 2008, paying in US dollars. While they considered tours on land, they decided sailing along the coast was the most frugal option. 'If we paid for the cruise in pounds, we'd definitely have to rethink the vacation because it'd cost twice as much,' said Ms Andary, a homemaker in Shelby Township, Michigan. Source : **Business Times**



## Fifth ferry victim's body recovered



Search and rescue teams have recovered a fifth body from the waters where the ill-fated ferry **Seagull Express** sank last Saturday. Marine police sources in Tampoi, in Malaysia's Johor province, confirmed the find to Fairplay but would give no further details. Another two passengers are still listed as missing. The recovery comes amidst mounting fury in Malaysia over lax harbour clearance procedures coupled with the revelation the vessel did not have an operating licence. Yesterday transport minister Datuk Seri Chan Kong Choy reportedly told Malaysian media that the tragedy could have been avoided if stricter checks had been in place. He said the vessel's inability to meet safety requirements was the reason why its operating licence was not renewed at its expiry in March 2006.

Seagull Express, owned by Seagull Express and Accommodation, was sailing from Mersing to the resort island of Tioman when a fire, reportedly caused by faulty wiring, broke out in the vessel's engine. **Source : Fairplay Daily News**

## Blue Lady starts getting stripped

Dismantling of the 46,000dwt cruise ship **Blue Lady**, formerly the **Norway**, has begun on the Alang beaches, after the Indian Supreme Court ended a year's litigation by granting permission for its demolition. Workers have begun by scouring the 16-deck ship to remove items of value such as tables, chairs and chandeliers which could be sold for good prices, after which the demolition proper will start. Despite warnings over the risk involved – environmentalists claimed the ship contained 900 tonnes of toxic waste such as asbestos – the workers welcome the job "Forget the toxic fumes and chemicals. Health is only second. If we don't get work we will die of starvation", one worker is quoted as telling the press. The Court has approved the demolition subject to safeguarding workers' safety for which purpose the ship should be decontaminated and the toxic waste properly disposed of. Greenpeace argues that the Alang shipbreaking yard does not have the technology to dismantle the ship safely. Workers are poorly equipped for the job and had no health insurance cover, it says. **Source : Fairplay Daily News**

## FERRY CREW "SMOKING CANNABIS"

CANADA'S Transportation Safety Board (TSB) has issued a "Board Concern" about cannabis use aboard ferries to vessel operator BC Ferries as part of its ongoing investigation into the sinking of the **Queen of the North** on 22 March this year with the loss of two lives.

The TSB says it has learned that several crew members of the Queen of the North regularly smoked cannabis between shifts, both on board and off the vessel. The TSB stressed that there is no evidence that the crew members on the bridge at the time of the accident were impaired.

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"Ferry crews whose performance is impaired by cannabis are a clear risk to the travelling public," said Wendy Tadros, Chair of the Board. "We are confident that BC Ferries will determine the extent of the problem and effectively manage this risk so it will not lead to a serious accident."

A statement added: "In expressing its concern and highlighting the risk, the Board believes that BC Ferries is in the best position to determine whether this behaviour is present on board other vessels in its northern fleet. As a first step, BC Ferries should determine whether cannabis is in use by crews of other vessels or whether it was isolated to the **Queen of the North**. This should include a review of the effectiveness of the company's policy on alcohol/drugs. The Board further encouraged BC Ferries to address the issue without delay."

The TSB says that it will be monitoring the progress made by BC Ferries on the drugs issue and will be reporting on it in its final report into the sinking of the Queen of the North. **Source : Maritime Global Net**

## SCARABEO 8 ENROUTE PALERMO



At the photo's seen north of IJmuiden the **Neftegaz 55** and **57** enroute with the **Scarabeo 8** – from Severodvinsk to Palermo.

Both tugs will visit the port of Rotterdam one by one to take bunkers and stores

**Photo's : Flying Focus. ©**

Neftegaz ships are managed by **Workships. Broker – LKL Oceantrade, Inc.**



## Boskalis heeft volle orderportefeuille

Bestuursvoorzitter Peter Berdowski van baggeraar Boskalis vertrouwt erop dat de marktomstandigheden de komende drie tot vier jaar gunstig blijven. De topman baseert zich daarbij op de goedgevulde orderportefeuille, die aan het eind van de eerste helft van dit jaar een recordomvang had van 2,6 miljard euro.



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De grote baggeraars, waaronder Boskalis, hebben diverse omvangrijke opdrachten in de wacht gesleept die tot en met 2012 beslag leggen op de capaciteit van de grote baggerschepen, zegt de topman in een vraaggesprek met persbureau ANP.

'In die portefeuille zitten alle tot nu toe binnengehaalde opdrachten, maar daar kunnen nog projecten bijkomen die stukje bij beetje in kaart worden gebracht', aldus Berdowski. Tot die potentiële projecten behoren onder andere de aanleg van de tweede Maasvlakte en werkzaamheden voor oliemaatschappijen in de kustgebieden van West-Afrika en Australië.

Boskalis houdt zich momenteel niet actief bezig met overnames, hoewel Berdowski consolidatie 'een goede zaak' zou vinden. De mondiale baggersector wordt gedomineerd door vier spelers, de Nederlandse ondernemingen Boskalis en Van Oord en de Belgische bedrijven Deme en Jan de Nul. Berdowski ziet ruimte voor verdere schaalvergroting, maar acht de haalbaarheid van een samensmelting van twee van deze partijen 'niet zo hoog.' Wat betreft toestemming van de kartelautoriteiten ziet Berdowski geen problemen. 'Juridisch kan het volgens mij, maar de aandring om samen te gaan is nu minder aanwezig.'

Boskalis tekende vorige week een intentie-overeenkomst met het havenbedrijf in het emiraat Abu Dhabi voor de aanleg van deze buitengaats haven in samenwerking met Archirodon en het Koreaanse industriële conglomeraat Hyundai. Het contract is 1,1 miljard euro waard, waarvan Boskalis aanspraak kan maken op 670 miljoen euro.

Berdowski wil niet speculeren op het in de wacht slepen van grote projecten in de Verenigde Staten, één van de door handelaren vermoedde redenen voor de koersstijgingen in de afgelopen weken. 'Het genoemde bedrag van 23 miljard dollar voor waterwerken betreft een raambudget, waarbij nog niets zeker is. Het zal denk ik nog een jaar of twee duren voordat duidelijk wordt hoeveel geld daarvoor beschikbaar is en wat de plannen zijn.'

Vast staat dat Boskalis nog steeds de enige buitenlandse baggeraar is die op de Amerikaanse markt mag werken. Het bedrijf had een samenwerkingsverband in de VS, maar dat is inmiddels ontbonden. Berdowski zegt wel oog te hebben voor nieuwe samenwerkingsverbanden 'maar er is geen haast bij' **Source : Nieuwsblad Transport**



The **HIGH PROGRESS** seen departing from Rotterdam – **Photo : Jan Oosterboer ©**

## Ship's Chief Engineer Convicted in Vessel Pollution Case

Mark Humphries, the chief engineer of the M/V **Tanabata**, an American-flagged car-carrier ship based in Baltimore, was convicted by a jury on one count of conspiracy and two counts of making false statements, announced Ronald J. Tenpas, Acting Assistant Attorney General for the Justice Department's Environment and Natural Resources Division and Rod J. Rosenstein, U.S. Attorney for the District of Maryland.

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At trial, it was proven that the M/V **Tanabata** had a removable bypass pipe or "magic pipe" that was used to discharge oily waste without the use of an oily-water separator, a required pollution control device. The discharges were, however, falsely recorded as having been processed through the separator in the ship's oil record book, a required log regularly inspected by the U.S. Coast Guard. An engineer testified that the defendant referred to the bypass pipe as the "illegal pipe." It was also shown during trial that the pipe was hidden when the ship was in port so that it would not be discovered by the Coast Guard.

Humphries was found guilty in U.S. District Court in Baltimore of conspiring to violate four different laws including making illegal discharges of oil-contaminated bilge waste, in violation of the Act to Prevent Pollution from Ships; failing to fully maintain an oil record book, in violation of the Act to Prevent Pollution from Ships; making and using materially false documents; and obstruction of agency proceedings. The jury also found the defendant guilty of two counts of making materially false statements to the Coast Guard in 2002 and 2003, related to instances when the ship was in Baltimore with a falsified oil record book. Humphries was found not guilty of one count of destruction of evidence.

Humphries was chief engineer of the M/V **Tanabata** between April 2002 and September 2003, during which period he traded shifts with the ship's other chief engineer, co-defendant Stephen Karas. Karas pleaded guilty to similar charges on March 29, 2007.

"Intentional pollution and deliberate falsification of records by U.S.-licensed mariners are completely unacceptable and will be vigorously prosecuted," said Acting Assistant Attorney General Tenpas.

Maryland U.S. Attorney Rod J. Rosenstein said, "The Department of Justice is working diligently with the Coast Guard and the Environmental Protection Agency to prosecute people and corporations responsible for polluting our waterways."

"Protecting the maritime environment is a mission the U.S. Coast Guard performs every day. Uncovering illegal operations such as this one and bringing the perpetrators to justice requires a coordinated effort," said Captain David Lersch, Chief, Prevention Division, Fifth Coast Guard District. "We will continue to aggressively search for and uncover illegal environmental discharges that are affecting oceans throughout the globe."

"The oceans must be protected and commercial vessels must obey the law," said Granta Nakayama, Assistant Administrator for the Environmental Protection Agency's enforcement and compliance assurance program. "Those who pollute our waters, and then falsify records in an attempt to cover it up, will be vigorously prosecuted."

Sentencing has been set for Jan. 10, 2008, before Judge William N. Nickerson. Humphries faces a maximum of five years in prison and a \$250,000 fine for each count.

The M/V **Tanabata** was operated by Pacific Gulf Marine, Inc. (PGM). PGM pleaded guilty and was sentenced on Jan. 27, 2007, to charges of making illegal discharges of oil-contaminated waste from each of four ships managed by the company. After learning of the investigation, PGM conducted and voluntarily disclosed the results of an internal investigation and cooperated with investigators and prosecutors. PGM was sentenced to pay a \$1 million criminal fine and \$500,000 in community service payments and to serve three years probation under the terms of an Environmental Compliance Program subject to court approval.

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## OLIVIA AGROUND IN TURKEY



**Hans van der Ster** reports that the newbuilding **OLIVIA** snapped her moorings at the yard in Erigli (Turkey) due to bad weather and was pushed aground close to the yard as can be seen above

**Photo : Cor Eindhoven ©**

## Zeilster overlijdt na aanvaring met binnenschip



Een zeiljacht met een man en een vrouw aan boord is donderdagochtend omstreeks half 12 in de buurt van Flevo Marina bij Lelystad overvaren door de cementtanker **Admiralengracht**. De vrouw is volgens de politie na aankomst in het ziekenhuis overleden. Hoe het ongeluk gebeurde is nog niet duidelijk.

**Foto : KNRM station URK**

De schipper van het met cement geladen schip alarmeerde ogenblikkelijk de Kustwacht via marifoonkanaal 16 waarop de vrijwilligers van KNRM-Station Urk werden gepiept. Binnen twintig minuten waren de **Willemtje** en de **Koningin Beatrix** ter plaatse bij het inmiddels gezonken jacht. De man werd vrij snel opgepikt door het binnenvaartschip en opgevangen door GGD-personeel. De vrouw werd pas later gelokaliseerd

door de KNRM-vrijwilligers en samen met brandweerduikers van Lelystad boven water gehaald. Ze is onmiddellijk gereanimeerd door het ambulance personeel dat al op de reddingboot **Koningin Beatrix** klaar stond en overgebracht naar het AMC in Amsterdam. 'Terug op station kreeg de bemanning van KNRM-Station het trieste bericht te horen dat het slachtoffer het niet gehaald had', vermeldt het reddingrapport op de KNRM-site. **Source: Vaart !**

## Heavy Load Carrier Almira G in distress, Yellow sea

RCC Vladivostok got information from manager, Sapporo Shipping, Vladivostok. 1979 built Heavy Load Carrier **Almira G** in distress in 34.47 N 125.31 E – Yellow sea, 50 miles west off Mokpho, South Korea. Engine room flooded, water ingress in cargo hold through cracks in hull. All crew evacuated to Korean Coast Guard 2 ships, no injuries. Rescue under joint control RCC Mokpho and Vladivostok. Salvage under way, trying to tow vessel to nearest port.

**Source : Mike Voitenko**

## ONGEVAL ANBOORD VAN DE BUNGA MELATI DUA

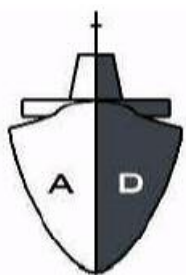


Op een schip bij de Vopak-terminal aan de Torontostraat in Rotterdam is dinsdagochtend een 24-jarige man ernstig gewond geraakt bij een bedrijfsongeval. Hij was een opvarende van de Maleisische chemicaliëntanker **Bunga Melati Dua**. Het schip had net had gelost. Bij het openen van een tankdeksel liep de man brandwonden op aan zijn gezicht, mogelijk door bijtende dampen. Het slachtoffer is naar het brandwondencentrum van het MCRZ in Rotterdam gebracht. De toedracht van het ongeval wordt nog onderzocht". **Source : RTV Rijnmond nieuws.**

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A Norwegian **Hauk class** guided missile patrol boat seen in Norwegian waters  
**Photo : Marc van der Stok ©**

## MSDF ships to withdraw Nov. 2

The government plans to withdraw Maritime Self-Defense Force vessels assigned to the refueling mission in the Indian Ocean on Nov. 2, the day after the expiration of the Antiterrorism Law under whose terms the mission is being conducted, government sources said Wednesday.

The MSDF supply ship **Tokiwa** and the destroyer **Kirisame**, currently serving on the mission, will perform the final refueling on Oct. 27, the sources said, adding that the vessels will remain in the area for a short period before starting the three-week return journey home.

The government came to the conclusion that the withdrawal of the MSDF ships from the area and the start of the return journey to Japan was inevitable since it is far from clear how long it will take to pass a new law to replace the current Antiterrorism Law and continue the mission. **Source : Daily Yomiuri**



The 1979 built Brazilian Frigate **F 48 BOSISIO** seen arriving in Santos, the frigate is built as the **HMS BRILLIANT** for the Royal Navy and was transferred to Brazil during 1996  
**Photo : Bruno Pricoli ©**



## US hydrographic survey ship makes first visit to Vietnam

The US naval ship **Bruce C. Heezen** arrived in Da Nang yesterday, one of seven hydrographic and oceanographic survey vessels that are part of the 24 vessels in Military Sealift Command's Special Mission.

The ship's four-day visit, the first by a ship of this kind to Vietnam, was designed to familiarise counterparts from Vietnam's weather and hydrographic agencies, military and civilian, with the oceanography programme and capabilities of the US Navy hydrographic and oceanographic survey vessels.

The visit will include tours for representatives of Vietnam's Hydro-Meteorological Service, Maritime Safety Administration, and other related agencies.

Briefings and displays will include an overview of the US Navy's oceanography programme and will demonstrate the value of hydrographic, oceanographic, and meteorological data in ocean prediction as well as safe and secure navigation.

With its team of oceanographers and hydrographers from the Naval Oceanographic Office, these vessels conduct a wide range of survey operations covering the disciplines of physical oceanography, hydrography and bathymetry, acoustics, and geophysics.

They use sophisticated sensors to measure the temperature, salinity and currents in the ocean. Additionally, survey vessels can map the bottom of the ocean to determine water depth and the geology of the sea floor.

"The visit is a great opportunity for the US Navy to work with our fellow scientists in Vietnam," said US Navy Capt. John Cousins, commanding officer of the Naval Oceanographic Office based at Stennis Space Centre in Mississippi.

"We can exchange ideas, discuss procedures, and gain a better understanding of the science. Greater hydrographic, oceanographic, and meteorological co-operation leads to improved safety at sea, be it storm evasion or safety of navigation. The net result will be improved safety of navigation, and improved commerce for all countries."

The vessel is crewed by 26 merchant mariners. Additionally, the vessel can disembark up to 27 scientists from the Naval Oceanographic Office to perform oceanographic and hydrographic survey operations. **Source: Viet Nam News**

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## Keppel Nantong wins orders for eight tugs

Keppel Nantong Shipyard Co. Ltd, Nantong, China, has won contracts worth a total of around \$75 million, including owner furnished equipment, to build eight tugs.



A wholly-owned subsidiary of Singapore's Keppel Offshore & Marine, Keppel Nantong was acquired in 2005. It constructs specialized vessels such as offshore support vessels and tugboats and is located along the Chang Jiang River, about 110 km north-west of Shanghai.

The first of the contracts reported is from **Smit Internationale Beheer B.V (SMIT)** and is for **two 90-tonne** bollard pull offshore support tugs with anchor handling, diving support, and fire fighting capabilities.

Delivery of these two vessels is expected in the first half of 2010. They will be deployed in West Africa.

The second and third contracts are from **Keppel Smit Towage Pte Ltd** and **Maju Maritime Pte Ltd**. Each covers the construction of **three 65-tonne** bollard pull twin-screw Azimuth Stern Drive (ASD) tugs. They will be built in accordance to the MTD 3265ST design, developed by Keppel O&M's technology unit, Marine Technology Development (MTD). The vessels are expected to be progressively delivered in the year of 2011.

Mr Lee Tai Kwee, President of Keppel Nantong, said, "With the eight new vessels, Keppel Nantong has an orderbook of 26 vessels currently under construction on our 16 hectare site. We are glad that our customers have confidence in the capability of this new yard which is just under two years old."

**SMIT Internationale Beheer B.V** is a division of Dutch company, **SMIT Internationale NV**, that provides services relating to transport barges, tugs, support vessels and self-propelled floating sheerlegs. It is a repeat customer of Keppel O&M.

Both **Keppel Smit Towage** and **Maju Maritime** are 51/49 joint ventures of **Keppel O&M** and **SMIT Internationale N.V.** Source : **MarineLog**

## EC GREEN LIGHT FOR UK NAVY YARDS MERGER

THE European Commission says it has authorised creation of a joint venture in naval surface shipbuilding and related support services between UK companies **BAE Systems** and **VT Group**, both of the UK which will effectively create just one UK warship builder. The Commission concluded that the operation would not significantly impede effective competition in the European Economic Area (EEA) or any substantial part of it.

The EC notes: "The proposed joint venture would bring together the two remaining UK companies having the capability of designing and building naval surface ships. In addition, the parties would integrate their existing joint venture, Fleet Support Limited (FSL), which is active in naval surface ship support, into the new joint venture."

the EC adds: "The Commission's investigation showed that there has been little if any competition between BAE and VT for the design and building of naval surface ships in the UK in the past ten years, as each company has focussed on different classes of ships. As a result, the proposed joint venture would not bring about any significant change in this respect. This is also true for markets in the rest of the EEA as BAE and VT have never bid against each other for the design and build of a naval surface ship in the past decade." Source : **Maritime Global Net**

## ROUTE, PORTS & SERVICES

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The **GLORIA G.CERAMIE** seen in Houston waters

Photo : Chris Rombouts ©

## Boluda gets Les Abeilles at last

Spain's **Boluda Group** has officially acquired French tug company **Les Abeilles** from the Bourbon Group for €270M (\$383.67M). Les Abeilles owned 66 tugs and employed 1,100 people. Boluda says it now operates 230 tugs in over 50 ports around the world. As well as reinforcing Boluda's position in the Mediterranean, "the acquisition of Les Abeilles is part of the wider strategy of the company to expand in West and Central Africa," a senior advisor to the Boluda Group in the Canary Islands said. Bourbon has spent several years strengthening its operations in West African countries.



## Tug-Boat for Poti Seaport Ltd

According to the press-service of Poti Seaport Ltd, Dutch Company Damen Shipyard has completed the tug-boat hull construction and installation of the engines is in progress. Construction is being supervised by the international classification organization "Bureau-Veritas".

The technical data of the tug-boat: capacity- 3500 hp; hauling capacity – 46,7 t; draught - 3,90 m; breadth- 7,94 m.

The delivery of the tug-boat to the Poti port is planned on April 2008. **Source : Seanews**

## KNRM redt 75.000ste drenkeling

De Koninklijke Reddingsmaatschappij, de KNRM, heeft de **75.000ste** drenkeling aan wal gezet, sinds zijn oprichting, bijna 200 jaar geleden.



De **Jan van Engelenburg** van **KNRM** Station **Scheveningen** in actie – **Foto : Arie van Dijk** ©

De drenkeling was een opvarende van een zeiljachtje dat aan de grond gelopen was in de Ooster, een deel van de Noordzee voor de Zeeuwse eilanden. Reddingsboten uit Stellendam en Ouddorp wisten de enige opvarende van het schip weer veilig aan wal te brengen. Het zeiljacht wordt als verloren beschouwd.

Sinds de oprichting in 1824 verdronken 67 medewerkers van de KNRM bij operaties op het water. De organisatie werkt alleen met vrijwillige reddingswerkers.

## CMA CGM opens new Senegalese coastal service

French line CMA CGM has this month introduced a weekly coastal container service between the Senegalese ports of Dakar and Ziguinchor in the south of the country. The service will be carried out with the 3,500-ton 319-TEU Ro-Ro **ANAM CARA III** which will transport containers, trailers, trucks and breakbulk cargo in a transit time of under 24 hours, which the line says compares with two or three days for land transportation.

Dakar and Ziguinchor are separated by only a few hundred kilometres but the separate state of Gambia lies astride the Gambia River, separating the two coastal regions of Senegal and adding further to land transport transit times. The new CMA CGM service includes a call at Bissau (Guinea Bissau) and Mindelo (Cape Verde). Maersk Line already provides a similar coastal shuttle service between Dakar and Ziguinchor as well as to Guinea Bissau and the Cape Verde islands, making use of the 374-TEU container vessel **STADT HANNOVER**, which however cannot handle Ro-Ro cargo.

According to CMA CFM the company president Jacques R. Saadé met with Senegalese president Abdoulaye Wade earlier this year to discuss plans of developing a regular freight service between Dakar and the Casamance region of Senegal. Three months later on 10 October that became a reality with the service's inaugural call in Ziguinchor.

Various officials of the Senegalese government and CMA CGM plus Delmas Line were on hand to celebrate the introduction of the service. We have a strong presence in the country with five lines sailing regularly into and out of Dakar. We are very pleased that this new service will contribute to the economic development of the Casamance region and to all of Senegal," said Rodolphe Saadé, general manager of CMA CGM.

The French line handles one quarter of all container traffic imported into Dakar and one third of all exports. It also transports passengers between Dakar and Ziguinchor through its SOMAT subsidiary whose majority shareholder is COMANAV, a wholly-owned CMA CGM subsidiary since April this year. CMA CGM operates a fleet of 370 ships, of which 110 are owned and serves 400 ports worldwide. In 2006 the company carried a total of 6 million TEUs. **Source :** [ports.co.za](http://ports.co.za)



## Costa orders two more

Carnival Corporation's Italian subsidiary, Costa Crociere, has announced an order for two new **3,780 passenger, 114,200-ton** ships to be delivered in 2011 and 2012.

Costa's total capacity will increase by 20% (based on double occupancy) with the addition of the two new vessels, confirming the Italian cruise line's position as market leader in Europe. The two new orders bring Costa's fleet expansion program, which began in 2000, to a total value of euro 5.5 billion and the total number of vessels introduced between 2000 and 2012 to 13. By 2012, when the last of the new orders is completed, the Costa fleet will be 17 strong and have a total guest capacity of approximately 36,700 based on double occupancy.

The order comes within days of Carnival's Cunard Line unit's ordering a new 92,000-ton at Fincantieri. While the Cunarder will be built at the Italian shipbuilder's Monfalcone yard at an all-in cost of approximately \$700 million, the two Costa ships will be built at the Marghera yard at a cost of approximately Euros 510 million (about \$720 million) each.

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The two new ships will be built at Fincantieri's Marghera shipyard and be sister ships to the Costa Concordia, Costa Serena and Costa Pacifica, the latter of which is currently being built at Fincantieri's Sestri Ponente shipyard. The new ships will each be able to accommodate 3,780 passengers in total (including all upper berths) or 3,012 guests based on double occupancy.



The **COSTA VICTORIA** seen departing from the port of Genoa – Photo : Piet Sinke ©

"By ordering two additional ships for our fleet of twelve, plus three ordered previously, we are not only reinforcing our position as the market leader in Italy and Europe, but also responding to the increasing demand for our product from our customers across the globe," said Pier Luigi Foschi, Chairman and CEO of Costa Crociere S.p.A. "We are very pleased to have Fincantieri build these two new Concordia class ships and to enjoy our continued successful relationship."

Fincantieri's Chief Executive Officer, Giuseppe Bono, added, "We are most proud to have contributed and to continue contributing to Costa's growth. The largest cruise operator in Europe, Costa has just celebrated its millionth passenger in the year. I am confident that this alliance will stand the test of time and enable our companies to further consolidate our positions as market leaders in our respective business areas. This new agreement means that over the course of the last year we have gained, in the cruise sector alone, orders for 12 ships, of which 2 options, for a total value of over 5 billion euros."

The two new ships ordered will offer the same innovative elements featured on the other Concordia class ships including the 23,000 square-foot Samsara spa, which is one of the largest spas at sea, complete with exclusive cabins featuring direct access to the spa and a dedicated restaurant. The ships will also feature two swimming pools with retractable magrodomes, the central one equipped with a giant movie screen and authentic Grand Prix race car driving simulators. In addition, the new ships will boast 17 additional veranda cabins and an overall total of 1,506 cabins, six more than the other Concordia class ships. The two ships will also feature additional innovations to the spa area as well as upgrades to onboard entertainment for both adults and children and teens, among many other new and unique features.

## Arcadia To Visit Australia As Part Of Tour

P&O Cruises liner **Arcadia** is set to sail to Australia for the first time in 2009 along with her sister ships **Oriana** and **Aurora**, it has been announced.

The three vessels are set to transport cruise holiday passengers to 71 destinations in 34 countries over the course of the sailings, with the Australian ports of Perth, Albany, Adelaide, Melbourne, Sydney, Brisbane and the Whitsundays to be visited in February 2009.



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Those looking to relax on an adult cruise would do well to opt for a voyage on the child-free Arcadia - named after the Greek mythological paradise.



The **ARCADIA** - Photo : Kees Bustraan ©

"**Arcadia**, bigger than all her predecessors, is a chic, child-free ship tailor-made for couples. She boasts 14 bars, a three-storey West End-style theatre, panoramic glass-walled lifts facing the sea, aromatic jet showers in the spa sanctuary and three pools," P&O Cruises notes.

Fans of classic cruising may also enjoy holidays onboard P&O Cruises ship **Oriana**, which offers "the very best of British cruising".

## SHIP FINANCE SELLS SINGLE HULL SHIP

JOHN Fredriksen-controlled shipowning company Ship Finance International Limited ("Ship Finance") has sold the single hull VLCC **Front Duchess** and terminated the long term charter party to another John Fredriksen company, Frontline. Ship Finance will pay Frontline US\$25.4m for the early termination of the charter.

A statement says delivery to buyers is expected to take place in January or February 2008. **Source : Maritime Global Net**



The **CLIPPER CULLIN** seen outward bound from Rotterdam  
Photo : Harry van den Berg ©

## **MOVEMENTS**



The **MAERSK IMPORTER** – Photo : Paul Kruger ©

## **MARINE WEATHER**

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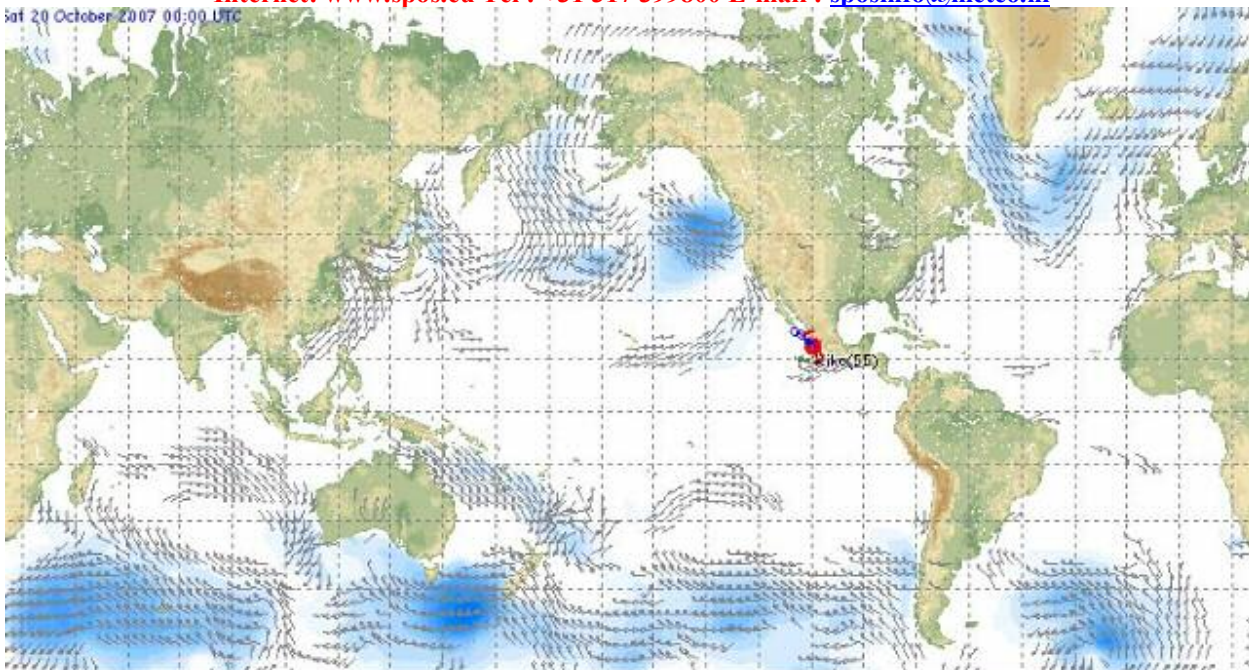


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## .... PHOTO OF THE DAY ....



The **ROCKWATER 1** seen in IJmuiden  
Photo : Joop Marechal ©



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