

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 292



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**The SD GIRONDE and the FAIRLAY 21 seen operating in Rotterdam Europoort
Photo : Jacco van Nieuwenhuyzen ©**

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EVENTS, INCIDENTS & OPERATIONS



BRABO in the Princess Channel off Shivering Sand Towers
Photo : Jan van der Klooster - www.scheepvaarthoek.nl ©

Oil tanker docked to await replacement for anchor

Downtown Seattle office workers with Puget Sound views might be wondering why a fuel tanker is sidled up to Pier 66, home to cruise ships in the summer. Anchor troubles, for the second time in a year.

The **Alaskan Navigator** discovered a crack in one of its two anchors on Dec. 4, after which the BP tanker received clearance from the U.S. Coast Guard to travel from Long Beach, Calif., to Puget Sound for repairs.

"There is certainly concern, that is why we're making them change it out," said Lt. Cmdr. Todd Howard, the chief of domestic vessel inspections for the U.S. Coast Guard's Sector Seattle. Howard said the anchor being pulled off the boat for further investigation "had a 6- to 8-inch crack along one of its flukes," which is the broad, flat part that holds onto the ocean floor.

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The anchor was still "basically ready to go" had the ship encountered foul weather, Howard said. "If there had been a rough storm, the one fluke may have come off, but it certainly still would have helped anchor the ship."

The nearly 950-foot fuel tanker would have been headed north anyway; it is one of four BP tankers hauling oil from Valdez, Alaska, first to Long Beach, Calif., and then to BP's Cherry Point refinery.

Though it can carry up to 1.3 million barrels of oil, the **Alaskan Navigator** was emptied of its load at Cherry Point before arriving at Pier 66 on Wednesday, where it will be docked until Saturday while receiving its annual inspection and a new anchor -- this time from Kum Hwa Cast Steel Industrial Machinery Co. Ltd., in Yangsan, South Korea.



The cracked anchor was made by a company in the Netherlands that manufactured the **Alaskan Navigator's** anchors as well as those on a sister tanker, the Alaskan Frontier. The other three Dutch anchors were inspected and found to be sound, said Anil Mathur, the president and chief executive of American Tanker Co., the BP subsidiary that operates the tankers.

"The real problem was that the anchor was hammered by storms on this particular ship," Mathur said. "It shouldn't have cracked -- the ship is designed for stormy weather -- but for a ship anchor to crack in stormy weather is not unheard

of."

Last year, the Navigator lost one of its anchors, this one built by a Chinese foundry subcontracting with General Dynamics NASSCO, a San Diego-based shipyard that built BP's Alaskan fleet. Mathur said the company replaced the NASSCO anchors, which a company spokesman said were put only on those ships.

Oil tankers transit the Strait of Juan de Fuca, pulling up to Port Angeles to pick up a Puget Sound pilot and two state-required escort tugs before continuing to one of five Puget Sound petroleum refineries: two near Bellingham, two in Anacortes and one in Tacoma.

Container ships are not required to have an escort tug, instead relying on a rescue tug stationed at Neah Bay in times of distress.

When the **Alaskan Navigator** departs Pier 66 on Saturday, she will be replaced by the **Kauai**, a 720-foot container ship operated by Matson Navigation Co. between Seattle and Hawaii.

The **Kauai** will be repaired at Pier 66 from Dec. 20 to Jan. 12 after its bridge was blown out by ocean waves near Cape Flattery. The Department of Ecology sent the seasonal Neah Bay rescue tug, the **Gladiator**, to the **Kauai's** rescue, which was the 34th time since 1999 that a rescue tug at Neah Bay had stood by or aided ships.

Source : SeattlePI.com

Nieuwe topman: 'Maersk in kritische situatie'

'Maersk Line bevindt zich in een kritische situatie.' Dat schrijft de nieuwe topman Eivind Kolding van de Deense rederij in een vertrouwelijke brief aan het topmanagement waarop het dagblad Jyllands-Posten beslag heeft weten te leggen. 'Bijna 50 procent van onze transporten zijn tenminste een dag vertraagd en 20 procent van onze facturen zijn foutief. Eigenlijk zijn wij niet eens in staat een aantal basiszaken goed te doen.'

Volgens Kolding is de divisiestructuur te bureaucratisch en moet er worden ingegrepen. 'Maersk Line staat op een kruispunt. Indien wij de ontwikkeling niet weten te keren, zullen we niet genoeg groeien waardoor we uiteindelijk niet genoeg middelen zullen hebben om in nieuwe schepen te investeren.'

Kolding wil een aantal activiteiten verkopen en sommige routes stopzetten om het rendement en kwaliteit te verbeteren. 'Als we dat niet doen en geen goede diensten leveren aan onze klanten, lopen ze sowieso over de concurrentie. Dat betekent dat onze leidende positie in de nabije toekomst kan worden overgenomen door de concurrentie.'

Het nieuwe reorganisatieplan van Maersk Line heet StreamLINE. Details daarvan zullen in januari van het volgend jaar bekend worden.



Spliethof's **ERASMUSGRACHT** was spotted in Australia

Photo : Glenn Towler ©



Oil spill ship scheduled to leave San Francisco Bay

The container ship that spilled 58,000 gallons of oil into San Francisco Bay last month is scheduled to set sail to South Korea. The **Cosco Busan** could leave San Francisco Bay at noon Friday if it gets clear from the U.S. Coast Guard as expected.

The accident occurred Nov. 7 when the ship sideswiped a support tower of the Bay Bridge, tearing a 230-foot gash on its side and puncturing its fuel tanks. The shipping fuel quickly spread inside and outside the bay, fouling miles of coastline and killing thousands of birds.

The ship has been repaired and its hull has been cleaned of oil.

The vessel and its owner face several lawsuits seeking damages caused by the spill. **Source : San Diego**

SEVAN HUMMINGBIRD DEPARTED FROM ROTTERDAM



The tugs **FAIRMOUNT ALPINE** and the **FAIRMOUNT GLACIER** seen towing the **SEVAN HUMMINGBIRD** from the Keppel-Verolme shipyard in Rotterdam-Botlek to the Chetnut Oilfield about 110 miles North-East of the Aberdeen, with the **JANUS** is stand by during the transport

Photo's : Piet Sinke ©



Two Chinese ships sent to assist in ROK oil spill

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China has sent two vessels to assist in a crude oil clean-up operation after a supertanker collided with another ship near the Republic of Korea (ROK) coastline, the Ministry of Communications said on its website on Friday.

Xu Zuyuan, vice minister of communications, said the two ships, carrying more than 65 tons of oil-absorbing materials and heavy equipment, left Qingdao port in the eastern province of Shandong on Thursday night.

A week ago, the ROK barge, Samsung No. 1, hit the oil tanker **Hebei Spirit** from Hong Kong, sending more than 10,000 tons of crude oil into the Yellow Sea. Although the damaged tanker had stopped leaking, a ROK official said a long stretch of coastline had been polluted.

Xu said the dispatch of Chinese clean-up vessels was in response to a ROK emergency request. In 2003, Japan, Russia, the ROK and China all signed an agreement to jointly deal with large oil spills in the Pacific northeast.

The announcement also said a Chinese team of experts would travel to the spill site to provide technical support.

The spill, which stained one of the ROK's best-known beaches 150 kilometers southwest of Seoul, was the largest of its kind in the country. In 1995, another tanker, the **Sea Prince**, struck a reef and released 5,035 tons of oil into the water off the country's south coast.

Following the recent spill, the ROK government sent 90 vessels and six planes to the site to prevent further spread of the floating oil. **Source : China Daily**



The **ZP CAYMUS** seen in Bremerhaven
Photo : Piet Sinke ©

Nine Filipino seamen safe after pirates abandon ship

THE nine Filipino crewmen of a Japanese chemical tanker that was seized by pirates off the Somalian coast are now safe and can be back in the country by December 18, the Department of Foreign Affairs said on Wednesday.

The chemical tanker M/V **Golden Nori** was seized by Somali pirates about six weeks ago, and took hostage its 23-man crew. Foreign Affairs Undersecretary for Migrant Workers Affairs Esteban Conejos said in a press briefing that the pirates have abandoned the Japanese ship, which is now in the hands of Somali authorities.

Conejos said the information his office received was that elements of the US Navy have boarded the ship and "were securing the ship and the crew."

The Filipino crewmen were identified as ship captain Restituto Bulilan, Melchor Cayabyab, Loreto Quiles, Reymundo Panaligan, Mario Ocenar, Adelino Amparo, Carlito Lotoc, Laureano Villanueva and Ismael Perez.

Conejos said the nine Filipinos who were abducted in October 28 are "safe and in good health," and can be back in the country on December 18. Meanwhile, the ship will be piloted by Bulilan to Dubai once it is in international waters.

"Somali waters are among the most dangerous in the world. That's why it's patrolled by a multinational naval task force, led by elements of the US Fifth Fleet and including Pakistani warships," he said.

Asked if ransom was paid for the release of the crewmen, Conejos said: "The government maintains the policy of not negotiating with hijackers." On Monday, the United Nations Office for the Coordination of Humanitarian Affairs said the pirates were threatening to kill the crewmen if a \$1-million ransom was not paid. **Source : Manila Times**



The 800 TEU **FLINTERCOAST** seen towed from the Damen shipyard at the Eemhaven to Olthof in Capelle aan de IJssel

Photo : Michel Kodde ©

Officer may have caused cruise ship accident that injured hundreds

A second officer may have turned off auto pilot on a cruise ship causing the vessel to tilt at sea last year, injuring 227 passengers and 57 crew members, according to transcripts released Friday by transportation officials.

Interviews with Capt. Andrew Proctor and Second Officer Adam Stratford indicated that Stratford may have been responsible for taking the **Crown Princess** off auto pilot after he became concerned with the speed of a turn. The information from the National Transportation Safety Board was included in about 1,700 pages regarding the July 2006 incident off the coast of Port Canaveral.

"I switched the system off of NACOS (auto pilot) into hand steering and then I took the wheel myself," Stratford said. "I turned the wheel to port, which was my mistake. I meant to go to starboard with the ship sheering off to port. I need to go to starboard, but I went to port."

"The ship was doing, you know, started leaning over, and I was starting to ... get a bit nervous ... I was just trying to do whatever I could whatever I could to stop what was happening," Stratford said.

In his interview, Proctor told investigators, "The Second Officer told me ... 'I'm sorry, that, you know.'" Proctor was not on the bridge when the July 18, 2006, accident occurred and he had placed the ship on auto pilot. The information released by the NTSB is factual and does not provide an analysis of what caused the accident. The final report, along with conclusions and a probable cause, will be released later.

About 200 separate reports dealing with a variety of subjects including the ship's equipment, to officer interviews, to engineering studies to passenger interviews are covered in the document release. At the time of the accident, Princess Cruises officials said "the incident was due to human error and the appropriate personnel changes have been made." It did not blame Proctor and did not mention Stratford.

A call to Princess Cruises was not immediately returned. Gretchen Nelson, an attorney whose firm, Kreindler & Kreindler, of New York City, represents 21 injured passengers, said the report will shed more light on the events that day. "We have ordered the full docket from the NTSB. I anticipate there will be more information on the cause of the accident."

The Crown Princess unexpectedly heeled to its side shortly after departing Port Canaveral, where it stopped for a few hours before a scheduled return to New York to finish off a nine-day Caribbean cruise. The ship tilted an estimated 16 to 18 degrees, seriously injuring at least 14 people after passengers and objects tumbled. After the accident, the ship returned to Port Canaveral.

Those aboard described a terrifying interlude in which they were certain the entire 113,000-ton ship would tip over. All 3,100 passengers and 1,200 crew members were accounted for, and all customers received a full refund for the journey.

More than 90 people on the ship were transported to hospitals, two with critical wounds. At the time of the incident seas were calm and there was no indication a rogue wave or foul play contributed to the roll.

Princess is operated by Miami-based Carnival Corp., the world's largest cruise operator. A similar tilt occurred in February 2006 on a ship also operated by Princess. The 2,600-passenger **Grand Princess** left the Port of Galveston but soon made an emergency turnaround because a passenger suffered a heart attack. The ship tipped sharply on its side, injuring 10 crew members and 27 passengers. The cause of that list was determined to be human error.

Source : Herald Tribune

Deploying booms near Statfjord

An aircraft from the Norwegian National Coastal Administration is checking the extent of the oil slick, and booms will be positioned where the observed concentrations are largest.

Aerial observations indicate that the slick is thin and bluish, and that only small areas of the oil have congealed into lumps. Weather conditions on Statfjord improved somewhat during the night, with waves now just over three metres high and a fresh breeze blowing.

Forecasts indicate a weather window lasting until the morning of Saturday 15 December which will permit the use of clean-up equipment. The oil has not drifted much since it leaked to the sea, and is still in the area between the Statfjord and Snorre fields. Drift modelling shows a slight movement towards the east.

Norway's Sintef research foundation will be investigating the water column today from the Leikvin vessel, whilst the Norwegian Institute for Nature Research (Nina) makes observations of bird life from a search and rescue helicopter.

Similar observations were also made yesterday, without detecting any accumulation of seabirds in the area.



An initial inspection of the loading buoy and hose which was in use when the oil leak occurred on Statfjord on 12 December also began.

ROV photo of the broken hose.

Carried out by a remotely operated vessel (ROV) from the **Edda Fonn** survey vessel, this work has so far found a break in the 19-inch flexible hose between the seabed and the tanker connection.

Data from the inspection will be made available to the authorities and the StatoilHydro inquiry team, which is charged with identifying the chain of events and underlying causes.

Edda Fonn will be continuing its inspection of both loading systems on Statfjord.



The tugs **SMIT HUMBER** and **SMIT ARUBA** seen as assisting tugs at the **SEVAN HUMINGBIRD**
Photo : Piet Sinke ©

CASUALTY REPORTING



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Sinking ship risks chemical leakage on Yangtze



A ship carrying 130 tons of liquid caustic soda was sinking on the Yangtze River, risking polluting the river with the corrosive chemical, said a local government official on Friday. The ship, "**Xiangnan Shouwei 0298**", was set to sail to neighboring Hunan Province with 500 tons of liquid caustic soda from Zhicheng Harbor in Yidu City, on the middle reaches of the Yangtze River, said Xu Changming, a spokesman of Yidu government.

However, workers found water leaking into the ship around 7 a.m. on Friday when they had loaded 130 tons of the chemical.

The chemical was sealed inside the ship and no leakage has been reported, though half the ship

is now under water, Xu said. The city environment bureau had sent investigators to the scene, who were testing the water quality every 30 minutes. The water is so far unpolluted. Rescue ships were coming to the pier from Zhicheng Harbor from two kilometers away. But they were hampered by poor visibility caused by thick fog, said Wu Lin, head of the maritime office of Yidu government. Liquid caustic soda, with a concentration of 32 percent, is listed as a dangerous chemical, and it is feared its leakage may pollute the river. **Source : Xinhua**

Visserschip SL-18 (stellendam) in brand op 12 kilometer wnw van Ouddorp.

Rond 15.20 uur ontving het Kustwachtcentrum een mayday oproep van de **SL-18**. Het schip stond in brand en de twee koppige bemanning was in het reddingvlot gestapt.

Hierop zijn door het Kustwachtcentrum de KNRM reddingboten van Ouddorp en Stellendam gealarmeerd. Inmiddels zijn de twee opvarenden veilig aan boord genomen van de reddingboot van Stellendam. De brand aan boord van de SL-18 is uit, maar het wrak drijft onverlicht rond.

Voor de veiligheid van de overige scheepvaart wordt door het Kustwachtcentrum een navigatie bericht uitgezonden.

Gezonken binnenschip op het Markermeer op 500 meter zo van Marken.

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Om 16.30 uur ontving het Kustwachtcentrum melding van het binnenvaartschip "**Generaal**" dat het water maakte in de machinekamer. Onmiddellijk zijn drie KNRM reddingboten, twee KNBRD reddingboten en twee brandweer boten gealarmeerd. Kort daarop werd de melding ontvangen dat de vier opvarenden en de hond veilig overgestapt waren op een ander binnenschip. Het schip is inmiddels gezonken en ligt met 15 graden slagzij op de bodem. Een deel van de lading steekt nog boven water uit. Rijkswaterstaat is ingelicht en doet onderzoek naar mogelijke uitstroom van olie. Het KLPD zal onderzoeken waardoor het schip water maakte en is gezonken.



The **SMIT AFRICA** seen moored alongside the grounded **MOL DISCOVERY**

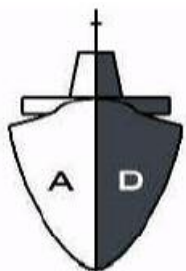
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Tewaterlating schip verloopt niet volgens plan



Door nog onbekende oorzaak gleed het schip scheef van de helling, waardoor het achterste deel eerder in het water kwam dan het voorste deel.

Het gaat om de **Lingeberg**, die in opdracht van rederij Wagenborg is gebouwd. Het schip is aan de onderkant beschadigd en wordt naar het dok van Niestern gesleept. Daar zal onderzocht worden hoe groot de schade is. **Foto's : Cor Mooibroek ©**

Bij de tewaterlating van een schip bij scheepswerf Koninklijke Niestern Sander in Delfzijl is donderdag iets mis gegaan.



Op de voorgrond
zichtbaar **ECOLOSS**
EHBI vaartuig de
OTTER –

Foto : Wil Cijis ©





The Police patrol vessel **P-93** seen fitting out at the Damen shipyard in Gorinchem.

Photo : Ton Grootenboer ©

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Saipem orders new deepwater vessel

Saipem will build a new deepwater field development ship (FDS) at an estimated cost of approximately US\$558 million. The new vessel will be named **Saipem FDS 2** and will operate alongside Saipem FDS, which has been active since 2000.

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The new **Saipem FDS 2** will strengthen Saipem's competitive position in the deepwater field development market in the traditional areas of West Africa, Brazil and the Gulf of Mexico. Furthermore, it will allow Saipem to seize the opportunities expected in the fast-growing Mediterranean Sea and Southeast Asia markets.

The new ship will have a maximum length of 175 metres (574 ft), moulded breadth of 32 metres (104 ft) and moulded depth of 14.5 metres (47 ft).

Saipem FDS 2 will be equipped with the cutting-edge DP3 dynamic-positioning system, will have a maximum transit speed of 13 knots and be able to accommodate 280 people.

The vessel will be equipped with a vertical J-lay tower with a maximum capacity of 1,500 tons (1,360 tonnes) designed to J-lay sealines of up to 36-inch diameter in water depths of up to 3,000 metres (9,842 ft). **Saipem FDS 2** will also be capable of S-laying sealines of the same diameter.

The order will be placed with the shipyard in the second quarter of 2008, upon conclusion of the engineering phase. Fabrication will last 36 months.



The TSHD **JOSEF MÖBIUS** seen moored in Bremerhaven

Photo : Piet Sinke ©

Scheepsmagnaat Mc-Kinney Møller bestelt zelf bulkcarriers

De 94-jarige Mærsk Mc-Kinney Møller heeft op persoonlijke titel twee bulkcarriers besteld in Zuid-Korea, een order van 1 miljard Deense kroon (300 miljoen euro). Dit meldt het Deense zakenblad Børsen.

Mc-Kinney Møller was vijf jaar geleden een fervent tegenstander van het besluit van A.P. Møller-Mærsk om de droge bulk te verlaten. Nu wordt deze beslissing gezien als 'de meest kostbare vergissing in de geschiedenis van de rederij'.

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De nieuwe schepen komen in 2009 en 2010 in de vaart en zullen tot de grootste in de markt behoren. Woensdag werd bekend dat Maersk twee bestaande containerschepen voor bulkvervoer gaat inzetten.

Møller is via het Almenfonds nog steeds grootaandeelhouder in A.P. Møller-Maersk.



The **CMA CGM ARISTOTE** seen outward bound from Rotterdam
Photo : Lenie Kleingeld ©

Tug services available for 2007-2008 cruise ship season

Since the start of the 2007 – 2008 cruise ship season, essential tug services have been provided to vessels and will continue to be for the duration of the season. Earlier this year, the St Christopher Air and Sea Ports Authority (SCASPA) began negotiations with SOMARA, a tug boat company in Martinique, to undertake repairs to Tug ITCO as part of a concessionary arrangement.

This arrangement was not fully followed through, however, an agreement was reached that SOMARA would provide tug services on a stand-by basis. This plan came into effect at the start of the cruise ship season on 22 Oct. Since the cost of this service was higher than SCASPA's subsidised rates, the authority was forced to propose new charges.

This proposal was rejected by stakeholders in the cruise tourism industry, some indicated that no tug was preferable to paying increased charges. Not prepared to bear the full financial cost in order to maintain current charges to clients, SCASPA made the decision to discontinue the existing arrangement with SOMARA. With the new business model, the authority will operate in a manner that sustains its operations.

Recognising the importance of satisfying international and safety requirements by supplying tug service to vessels still, SCASPA explored other options with SOMARA. The outcome was that tug services would be provided on request only, rather than continue to have the tug on a stand-by basis. Presently, through their agents, vessels requiring tug service will make the request directly to SOMARA in advance, and a tug will be dispatched.

To date, every vessel needing the assistance of a tug has been provided with this service, and there has been no disruption to the schedule as a result of the arrangements provided.

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SCASPA understands the critical importance of the cruise tourism industry to our economy, and remains committed to collaborating with stakeholders to ensure the sustainability of this industry. **Source : Sun St.Kitts/Nevis**

BUNKER PRICES

Last updated: 12-Dec-07

| PORT NAME - COUNTRY | IFO 380 | IFO 180 | MDO |
|--|-----------|-----------|-----------|
| Seattle - <i>United States</i> | 478 - 480 | 505 - 507 | 815 - 820 |
| Singapore - <i>Singapore</i> | 465 - 467 | 478 - 480 | 775 - 785 |
| Suez El Suweis - <i>Egypt</i> | 478 - 480 | 490 - 492 | 870 - 875 |
| Tokyo, Tokyo - <i>Japan</i> | 495 - 500 | 505 - 510 | 710 - 715 |
| Montreal - <i>Canada</i> | 472 - 475 | 502 - 510 | 970 - 980 |
| New Orleans - <i>United States</i> | 446 - 468 | 453 - 457 | 750 - 755 |
| New York - <i>United States</i> | 478 - 482 | 512 - 514 | 820 - 825 |
| Panama Canal - <i>Panama</i> | 475 - 490 | 515 - 537 | 825 - 835 |
| Philadelphia - <i>United States</i> | 478 - 480 | 504 - 509 | 815 - 820 |
| Piraeus - <i>Greece</i> | 450 - 452 | 482 - 484 | 806 - 815 |
| Pusan - <i>Korea (South)</i> | 487 - 491 | 513 - 517 | 790 - 795 |
| Rio De Janeiro - <i>Brazil</i> | 447 - 479 | 487 - 489 | 820 - 830 |
| Rotterdam - <i>Netherlands</i> | 432 - 440 | 485 - 490 | 735 - 805 |
| Los Angeles - <i>United States</i> | 533 - 547 | 554 - 565 | 908 - 910 |
| Fujairah - <i>United Arab Emirates</i> | 460 - 462 | 482 - 484 | 800 - 810 |
| Gibraltar - <i>Gibraltar</i> | 467 - 469 | 478 - 490 | 835 - 851 |
| Houston - <i>United States</i> | 448 - 450 | 467 - 470 | 750 - 755 |
| Jeddah - <i>Saudi Arabia</i> | 462 - 464 | 484 - 486 | 820 - 822 |
| Lagos - <i>Nigeria</i> | S.I. | S.I. | S.I. |
| Antwerpen - <i>Belgium</i> | 430 - 432 | 447 - 450 | 745 - 820 |
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| Cape Town - <i>South Africa</i> | N/A | 465 - 485 | 840 - 845 |
| Damman - <i>Saudi Arabia</i> | N/A | 478 - 480 | 792 - 794 |
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Good start to Dubai cruise tourism season with six new arrivals

Dubai welcomed six cruise ships at its state-of-the-art cruise terminal since the start of cruise season in October. Awadh Seghayer Al Ketbi, Executive Director for Heritage and Cruise at the Dubai Department of Tourism and Commerce Marketing (DTCM) said the cruise tourism season had a good start and several cruise ships from various parts of the world are expected to visit the emirate until the end of the season in April.

The ship-shaped cruise terminal, opened in 2001, measures 3300 square metres and is able to accommodate two ships simultaneously on a 335-metre quay. The Dubai Cruise Terminal is the world's first to receive ISO-9002 certification and also the world's only cruise facility run by the government tourism body, DTCM. The Dubai cruise terminal is able to accommodate two ships simultaneously.

DTCM signed an agreement with Cruise operator Costa Crociere. The agreement marks the creation of a full-fledged partnership between Costa Crociere and Dubai, providing for joint marketing initiatives in the next five years promoting both brands worldwide.

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During the current winter season 2007-2008, Dubai expects more than 200,000 cruise passengers to visit the emirate, giving a big boost to the booming tourism industry. Mr. Al Ketbi said: "Dubai is becoming a popular cruise destination in the world. The arrival of cruise ships speaks volumes about the status that Dubai enjoys on the world cruise tourism map."

Dubai handled 32,000 cruise passenger movements in 2006, up from 23,000 cruise passengers in the previous year. For the 2006-2007, season, Dubai is expected to play host to over 85,000 passengers. For the 2008 season, the number is expected to reach over 200,000. **Source : TravelDailyNews**



The **ORMESBY CROSS** seen operating in the port of IJmuiden
Photo : Jan Weij ©

SS Petrolia sale finalized

PetroMENA ASA has finalized the purchase of semisubmersible **SS Petrolia** from Petrolia Rigs AS for US\$225 million. PetroMENA will set up a subsidiary, PetroRig IV, which will be established in Cyprus or another jurisdiction to control the rig.

SS Petrolia is a second generation semisubmersible, Pentagone design, built in 1976 and subsequently upgraded on several occasions, most recently in 2005 and 2006. The rig is suitable for operations in water depths up to 1,200 feet (365 m). SS Petrolia is classified by Det Norske Veritas and registered in Liberia.

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The rig has been drilling offshore Ireland in the North Basin, but is now in transit to the Gulf of Mexico. SS Petrolia is expected to arrive in the Gulf in December 2007 to embark on a two and a half year-contract with PEMEX with an estimated gross value of US\$269 million.

Larsen Oil & Gas (LOG) has been the manager for SS Petrolia through a management agreement with Petrolia Rigs. Petro Rig IV will continue the management agreement with LOG. Under the agreement, LOG is responsible for the operation of the rig and the engagement of the crew. **Source : Energy Current**

MOVEMENTS



Seatrade's **NOVA HOLLANDIA** seen moored in IJmuiden

Photo : Piet Sinke ©



The **SMIT ELBE** seen assisting the **QUEEN VICTORIA** in the port of Rotterdam

Photo : Piet Sinke ©

OLDIE – FROM THE SHOEBOX

Nombre: S.S. Valetta
Botadura: Mayo de 1.925 **Desaparición:** 1.937?
Armador: G.O.W. Harrison & C^a
Astillero: Greenock
Shipyard
Puerto de Registro: Glasgow - England.
Dimensiones: L = 112,5 m. B = 15,51 m. D = 8,7 m.

Name
Launching Sinking?
Shipowner

Port of Registry
Main Particulars.

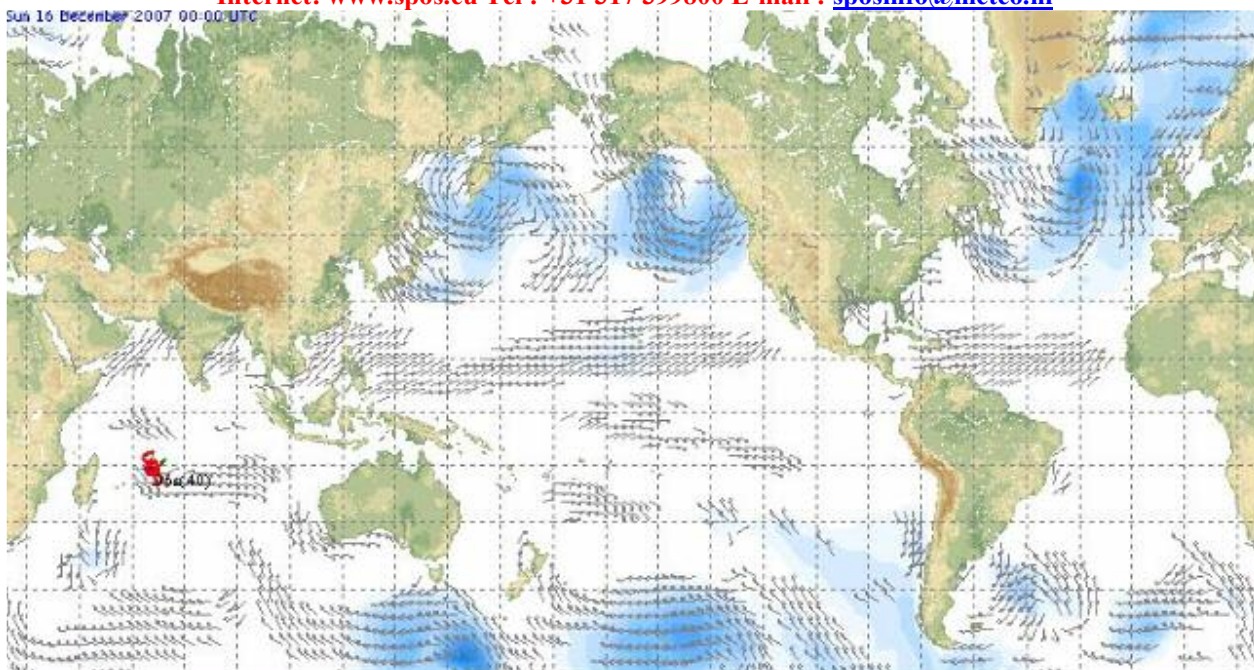
I received the request from one of the readers about the above mentioned vessel named VALETTA, if anybody has more information about this vessel , please mail this to me so I can pass it on to Antonio, your help is appreciated !!

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

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Wagenborg's **WATERGEUS** seen operating in the port of Harlingen
Photo : Marc Mazereeuw ©

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