

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 244



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EVENTS, INCIDENTS & OPERATIONS



Het kustwacht/douanevaartuig "**Zeearend**" in actie tijdens het laatste vertrek van het Norfolk Line schip **Maersk Anglia**, uit de haven van Scheveningen.

Foto : **Koos de Jong** ©

Few passengers fall ill on cruise ship's first voyage after outbreak

At least a dozen passengers aboard the Carnival **Liberty's** latest cruise reported a gastrointestinal illness after a four-day Caribbean voyage, according to one of the passengers.

Carnival spokesman Vance Gulliksen said he didn't know how many passengers got sick, but that it was fewer than 2 percent of the 3,100 people aboard the 13-deck, 110-ton cruise liner, one of the world's largest. The number of illnesses was within the "normal range," for a vessel of that size, he said.

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"We don't know whether it's sea sickness or people are overindulging with food," Gulliksen said.

On the **Liberty's** previous voyage, close to 700 people fell ill from the highly contagious norovirus, a stomach bug. The outbreak, during the 16-day transatlantic trip that left Rome on Nov. 3, was one of the largest in recent memory, according to the Centers for Disease Control and Prevention, which is investigating the cause.

The ship returned to Port Everglades from that trip on Nov. 19. Its next departure was delayed two days so the ship could be cleaned. It left again Tuesday and stopped in Key West and Cozumel, Mexico, before returning to Port Everglades on Saturday.

Julissa Guadalupe's 15-year-old daughter, Deborah, was among those who became ill on that trip. She said several other passengers had the same symptoms. "You pay to see her happy and joyful and having a good time, and then I get this," Guadalupe said Saturday, hours after returning to her condo from the cruise. "I'm devastated."

Her daughter was dehydrated and had a high fever Saturday, Guadalupe said. The family took her to the emergency room. The ship has undergone aggressive cleaning," Gulliksen said. "We are ready for the next voyage of the **Liberty.**"

The vessel departed later Saturday for an eight-day trip to Costa Maya, Mexico; Limon, Costa Rico; and Colon, Panama, returning Dec. 3.



The **KRISTINA REGINA** seen in the port of La Palma – Photo : Piet Voorburg ©

The Finnish flagged **KRISTINA REGINA** is built as the **BORE** during 1960 at the NYA O shipyard in Oskarshamn under number 353, in 1979 the 99.85 mtr passengerliner was renamed in **BOREA** and in 1987 she got her present name **KRISTINA REGINA**.

Japan would allow U.S. nukes on vessels

A nuclear-armed U.S. warship would be allowed into Japanese territorial waters in an emergency, Japan's defense chief told lawmakers. Such an action violates the country's nuclear restrictions, which prohibit Japan from possessing, producing or following nuclear weapons on its territory, the Japan Times reported.

Letting a nuclear-armed U.S. warship "would be unavoidable in an emergency," Defense Agency Director Gen. Fumio Kyuma told a lower house Security Committee session. Kyuma said Japan would let a U.S. naval vessel pass through its waters without prior notification if the move was reported afterward, the Times said.

The United States has a policy of not stating whether nuclear weapons are being carried on warships.

Smuggled Meat on a Seiner

60 metric tons of smuggled meat was found by local customs on board of seiner near Nakhodka in the Abrek bay, reports Regnum. According to customs press service master had no cargo documents on board and was very surprised to encounter the customs officials failing to explain the reason why his vessel had called this bay and why it was carrying such an unusual cargo.

The 60 metric capable tons trucks alongside the berth, which probably got there by pure accident, left the place empty.

AL KHATTAB SALVAGE IN SUEZ CANAL ONGOING



In the front seen the Oil slob barge **Nagda 02**, the "**DSV Hadi**" and the shearlegs **Enkaz-1** seen working on the salvage of the dredger **Al Khattab** in the East Channel Lake Timsah.

Photo : Jan de Bokx ©

Christmas ship to deliver cheer at Navy Pier

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The new U.S. Coast Guard cutter **Mackinaw** is continuing a nearly century-old tradition, leaving northern Michigan on Sunday with a shipment of 1,100 Christmas trees for delivery here. The tradition was resurrected in 2000 by the icebreaker's predecessor, the original **Mackinaw**.

"This is just another of old Mackinaw's legacy missions that fosters goodwill," skipper Cmdr. John Little told the Cheboygan Daily Tribune.

The original Mackinaw was decommissioned in June and made this trip five times. The bulk of the load will arrive at Navy Pier on Dec. 1 and will be given to needy families. A "grand tree unloading" ceremony is scheduled for Dec. 2.

The Christmas Tree ship started in the early 1900s when pine trees, freshly cut in northern Michigan, were loaded onto the sailing vessel **Rouse Simmons** and shipped to families in Chicago.

OTILIA ENCOUNTERED ENGINE PROBLEMS



The **OTILIA** encountered engine problems near Rotterdam-Botlek and required a tug

Photo : Frans Sanderse ©

The 120 mtr long **OTILIA** is built as the **TRANSUND** at the Aukra shipyard under number 87 during 1989, in 2005 the 8828 DWT product tanker was renamed in **OTILIA**

Bulgarian Police Busts Cigarettes Smuggling Circle

Bulgarian police busted Sunday an organized crime group for illegal trade with cigarettes and smuggling, Varna police officials reported. Police delivered the blow early the same day, when they seized a ship loaded with 1500 smuggled master boxes of cigarettes.

During the operation 25 people were arrested, two border police officers and several ex-footballers among them.

Police say the boxes were loaded on a ship and were legally exported. The ship left the country from Black Sea port Varna. Reaching two miles away from the shore, smugglers moved the cigarettes to another ship and transported them back to Bulgaria.

This is the so-called "cigarettes laundering", experts say. The arrested smugglers implemented the scheme every time, thus avoiding paying excise, customs and added value taxes, which tripled the profit from selling them.

In an attempt to escape from the police and hide evidence, the captain and the crew tried to sink the ship. Police will continue further investigation of the case.

Veertien mensen verdronken op Filipijnen bij kapseizen boot



Zaterdag verdronken veertien mensen op de Filipijnen nadat de boot waar ze op zaten zonk. 65 mensen werden gered. De meeste opvarenden zouden scholieren geweest zijn, die terugkeerden van een persconferentie voor student-journalisten.

Het ongeval deed zich voor nabij het zuid-Filipijnse eiland Mindanao een uur na het vertrek uit de haven van Surigao. De boot was op weg naar een eiland waar vaak gesurfd wordt. Onmiddellijk na het kapseizen repte vissersboten in de buurt zich naar de boot om de passagiers te redden.

Hoe de boot gezonken is is nog niet helemaal duidelijk. Enkele overlevenden getuigen over grote golven. "Nochtans was het weer goed toen ze vertrokken," zei Blance Gobenchiong, regionaal directeur van de civiele bescherming

Omdat er geen passagierslijst aanwezig was is niet zeker of er nog vermisten zijn. Volgens een lokale radio zijn er nog zestien vermisten, waaronder een burgemeester, maar dat kon Gobenchiong niet bevestigen.

"We hebben gewoon geen idee hoeveel mensen er op die boot aanwezig waren. Er was geen passagierslijst en veel mensen springen na de inspectie van de kustwacht nog aan boord." De boot is een populair vervoersmiddel om van het ene Filipijnse eiland naar het andere te gaan. Nochtans zijn de meeste boten niet erg veilig en vaak overbevolkt.



Malta-flagged cruise ship grounded in Antarctica rescued by Spanish vessel

One hundred and fifty passengers on board a Malta flagged cruise vessel, which was grounded in Antarctica on Monday night, were rescued by a Spanish Navy icebreaker currently on support duty in Antarctica.



Left : 1984 file photo of the Spanish tug **LAS PALMAS** which was modified in 1988 to serve as an Antarctic exploration ship, with her bow strengthened, space for two scientific vans on the fantail, additional fuel tankage, and accommodations for 22 scientists

Photo : Piet Sinke ©

The 4,500-ton **Lyubov Orlova** was visiting Deception Island in the south Shetlands when it run aground in Whalers' Bay. The captain immediately radioed for help and the distress call was picked up by **Las Palmas** anchored next to the Spanish Army base "Gabriel de Castilla".

Las Palmas sailed to the spot and, after making an assessment of the situation, waited for the high tide and begun towing activities that were successfully concluded eight hours later.

Lyubov Orlova returned under its own steam to Ushuaia and passengers were flown back to Buenos Aires.

This is not the first time the Spanish Oceanographic Research vessel has been involved in similar rescue operations: in 1989 she helped Argentine icebreaker **Bahía Paraíso** which was grounded in Arthur Bay in Antarctica.



Freighter crewman's body found in canal

The body of a crew member who fell from a freighter in the Theodore Industrial Canal was recovered early this afternoon, Mobile County Sheriff's Office officials said.

The Filipino man's body was recovered around 1:15 p.m., said Kate Johnson, sheriff's office spokeswoman. U.S. Coast Guard officials have the man's name, but have not yet released it because relatives have not been notified, Coast Guard Petty Officer Nyx Cangemi in New Orleans said.

Rescue units from the Mobile County Sheriff's Flotilla, Daphne Search and Rescue and the U.S. Coast Guard combed the areas around the industrial canal late Thursday and early today, searching for the man who fell while walking across a gangplank from his ship docked in the Holcim cement plant, authorities said.

FRANK DIETER BLOCKIERT DER DONAU

Defektes Gütermotorschiff blockiert komplette Donau-Schiffahrt Bereits seit gestern Abend hängt bei Straubing-Sand ein Schiff quer auf der Donau fest. Das Gütermotorschiff "**Frank-Dieter**" ist nach einem technischen Defekt nicht mehr manövrierfähig und blockiert die komplette Schiffahrt. Das Schiff hat knapp tausend Tonnen Streusalz geladen und befand sich auf der Fahrt von Heilbronn nach Straubing. Kurz vor dem Ziel war es zu der Havarie gekommen. Derzeit wird versucht, durch einen Wasserschwall von der Schleuse das Schiff wieder freizubekommen. Ansonsten muss das Schiff leichter gemacht werden

Petron Under Threat

Philippines' Senate President Manuel Villar and the Provincial Board want oil-giant Petron Corp. to face liability for the sinking off Plaridel, Misamis Occidental of a barge carrying debris from the oil spill cleanup in Guimaras.

Villar said in a press conference recently that Petron should be made to explain and held liable for the sinking of Barge Ras, which was carrying 59,000 sacks of oil-contaminated debris.

"This is the second time for Petron. They should face it," he told local media.

Villar said that when Petron's tanker spilled some 600 tons of bunker fuel in the seas off Guimaras in August, the Senate immediately allocated some P3 billion for the fast cleanup of the oil spill, which was already killing the environment in the affected areas.

He said he could not fathom why Petron would use a mere barge that was not designed to carry oil-soaked debris from the Guimaras oil spill to Northern Mindanao.

"I don't know what happened to the fund, but we will look into this...on the part of Petron, they are still not free from this," he said.

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The Provincial Board on Monday passed a resolution "strongly condemning Petron Corporation for its recklessness and total disregard for the safety and protection" of the environment.

Provincial Board public safety committee chairman Norris Babiera said the sinking of the barge contracted by Petron to carry the wastes is a disastrous threat to the aquatic resources of the place and possibly will also affect nearby areas including the province of Misamis Oriental.

"The use of a barge, which is not competent to carry hazardous materials like oil spill debris is a stupendous insult to our environmental and maritime safety laws," the resolution reads.

Babiera said because of "this recklessness and stupendous act of Petron," the lives of the people and the livelihood of fishers even in Misamis Oriental are "put into jeopardy."

Babiera authored a separate ordinance banning the entry and passage of ships carrying hazardous toxic waste materials within a 15-kilometer distance from the shoreline of Misamis Oriental.

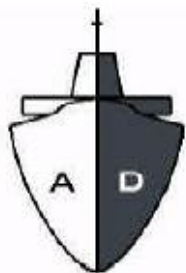
The ordinance, approved on first hearing Monday, provided penalties for violators. Babiera said the move aims to protect the province's rich marine resources. He added that the Local Government Code of 1991 empowers local government units to legislate and enact laws under the general welfare clause, to conserve and protect its environment from destruction.

Civil Defense Office Director Salvador Estudillo admitted they have not started retrieving the 59,000 sacks of oil-spilled debris. "The barge sank real deep and we are still looking for an equipment similar to the ones they used in the Guimaras oil spill," Estudillo said

NAVY NEWS

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NAVSEA leads efforts to free Intrepid

The Naval Sea Systems Command's (NAVSEA) Supervisor of Salvage and Diving is leading the US Navy's assistance effort to free the ex-carrier **Intrepid**.

The floating museum became stuck in sediment on November 6th during a tow from Pier 86 in New York City to a New Jersey shipyard for refurbishment and repair.

The salvage effort will include actions to inspect, dredge, stabilize and free Intrepid and make it ready for tow.

While the **Intrepid Museum Foundation** received title to the ex-**Intrepid** after a 1981 Navy donation, the foundation called upon the Navy's experience to assist in moving the ship.

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After conducting a hydrographic survey around the berth of the ship, the Secretary of the Navy determined that Intrepid was in a precarious situation complicated by the onset of adverse winter conditions and that the Navy had the unique capability to assist the Intrepid Foundation. "The Intrepid Foundation does a lot to help the military and especially the US Navy. As a result, we were happy to take on Secretary Winter's tasking to help the museum foundation during this tough time for them," said Captain Rich Hooper, director of Ocean Engineering in NAVSEA's Supervisor of Salvage & Diving office. "The US Navy has salvage expertise and also has specialized knowledge of the actions required to re-float an aircraft carrier like the Intrepid."

With the assistance of New Jersey-based contractor **DonJon Marine Company**, the US Navy is working 24 hours a day to free **Intrepid** and make it ready for tow by dredging, diving and airlifting sediment. NAVSEA's Salvage and Diving team has recognized expertise in salvage and has performed numerous salvage operations for the nation, such as the salvage of ships stranded by Hurricane Katrina, the recovery of the Space Shuttles Challenger and Columbia, and the deep ocean salvage of **Ehime Maru**.

Often called upon to accomplish difficult and dangerous missions, the team of engineers has extensive expertise in naval architecture, salvage operations and procedures, diving, towing and pollution abatement

Royal Navy has been hand over the NORFOLK to Chile



With a ceremony took place in the Portsmouth naval base, Royal Navy has granted to the Chilean Navy the "**HMS Norfolk**", which has received the name "**Almirante Cochrane**".

Photo : Coll. Piet Sinke

The vessel is the first of three former Royal Navy "Type 23" frigates to be handed over to Chile, under a GBP 134 million pound sales agreement signed in September 2005. The two other frigates, former "**HMS Grafton**" and "**Marlborough**" will join their sister ship in the Chilean Navy in 2008.

Under the 2005 agreement, BAE Systems was appointed as the Prime Contractor to carry out a major programme of refurbishment and reactivation work to bring these ships up to the Chilean Navy's exact requirement. "**HMS Norfolk**",

"**Grafton**" and "**Marlborough**" were declared surplus to Royal Navy requirements as a result of force level adjustments announced in 2004.

The former "**HMS Norfolk**" was the first of the modern generation of "Type 23" Frigates launched in July 1987. In 1994 she became the first Royal Navy warship to visit South Africa for 20 years when she paid a visit to Capetown. In 1998 "**HMS Norfolk**" was diverted to provide humanitarian aid to Sierra Leone and was later awarded the Wilkinson Sword of Peace.

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Displacing 4,900 tonnes, she has a maximum speed of 28 knots and measures 133 metres in length and 16 metres in beam. Powerful and versatile with the capability to operate anywhere in the world. This includes embargo operations using boarding teams inserted from the ship's boats or helicopter, disaster relief work and surveillance operations.

U.S. Navy, Colombian Sub Train Under DESI

Colombian Armada submarine **A.R.C. Tayrona** completed joint training with several U.S. Navy ships in early November, during a brief deployment under the Diesel Electric Submarine Initiative (DESI) off the coast of Mayport. The DESI program, established in 2001, has engaged several diesel South American navies with submarines to provide a series of programmed stateside deployments. The goal is to support fleet training exercises and tactical development events. "Being able to train with Tayrona gives us the opportunity to improve our skills in sub-surface detection," said Commander, U.S. Naval Forces Southern Command, Rear Adm. James W. Stevenson Jr. He met with Cmdr. Herney Gutierrez, **Tayrona's** commanding officer, during an office call at U.S. Naval Forces Southern Command (NAVSO) headquarters in Mayport.

During the exercise, **Tayrona** was paired with its host ship, **USS Vicksburg (CG 69)**. Lt.j.g. Andy Andreau, the ship's electronic maintenance officer, accepted an invitation to join the Tayrona crew for 10 days as part of a ship-rider exchange. "I felt like a part of the crew the second I stepped onboard and that is a lot to say from any Navy," said Andreau. "They take enormous pride in what they do and the way they support the U.S. Navy. They are very proud to be the ones serving alongside us and are very happy to help us train in anti-submarine warfare operations." Tayrona completed the exercise and accepted a NAVSO-sponsored port visit to Mayport to further partner nation relations in support of theater security cooperation. "The crew doesn't want to leave!" said Guterrez. "They enjoyed shopping, the base amenities, and visiting places such as St. Augustine. They appreciated the hero's welcome they received from the audience during their trip to Sea World." Gutierrez noted the importance of continued cooperation between the countries' navies. "We recognize this unique opportunity the United States has offered. The training is invaluable to us as well," he said. "We look forward to our next deployment to continue this rewarding relationship."

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NINA drydocked in Durban



The **NINA** arrived on 30 September 2006 in Durban, with a blue hull and flying the Netherlands Antilles flag, in a very poor condition and spent more than a month on the floating dock and at a repair quay. Thereafter she sailed on 7 November with a newly painted black hull and a change of flag to St Vincent & the Grenadines. Whether there has also be a change of owners or operators I have not been able to establish. - [photo's : David Schackleton ©](#)



The **NINA** is built during 1979 as the **KAIROUAN** at the Naikai Zosen shipyard in Setoda (yard number 434) , in 1999 the 137.3 mtr long vessel was renamed **YUCATAN**, in 2002 she got the name **SMYRNA** until 2004 when she was renamed in **NINA**, the vessel measures 8345 DWT and a GRT of 8205

PLANS FOR NEW YARD IN KAZAKHSTAN

SSG-GOTEBORG. Ship repairer Nico International in the United Arab Emirates and Kazmortransflot (National Marine Co. in Kazakhstan) has formed a joint venture to build a new yard large enough to build oil tankers. The yard will be situated in Kuryk, 75 miles south of the port of Aktau. According to plan, the yard will undertake ship repairs and build tankers up to 150 m long, 17 m wide and 12,000 DWT

FREDERICIA SHIPYARD LOGS ANOTHER GOOD YEAR

SSG-RINGKOBING. Fredericia Skibsvaerft had another nice fiscal year 2005/06. The profit for the year ended on DKK 38 million, or DKK 10 million more than in the previous year. During the year the shipyard benefited from a much higher coverage on the docks and a quicker turnaround. The hot market for nearly all types of ships has given Fredericia Shipyard an advantage towards the yards in the Baltic area: delivery on time. Ships docking in Fredericia are usually delivered on time, often before time, and that has given a number of happy customers. During the period some DKK 13 million were invested in the plant in Fredericia with three dock facilities. One of the investments was a complete renovation of the panamax-dock. Fredericia has a staff of 400 persons and nearly the same amount of sub suppliers

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South Primorsk Terminal Construction Underway

During the III International Conference "FREIGHT-2006: Container Transportation in Russia and Neighboring States" held in St.Petersburg by SeaNews, the development prospects of the Vladivostok Commercial Seaport and South Primorsk Terminal construction were discussed.

According to Alexander Kononenko, deputy CEO of the Vladivostok Commercial Port JSC, the company continues the port's expansion due to the construction of the logistic center - South Primorsk Terminal.

South Primorsk Terminal is to serve all the Far Eastern ports and to be used as the distribution center as well. The South Primorsk Terminal is expected to become the "dry port" of the Far East of Russia.

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The construction of the terminal has been started in the 90-s of the twentieth century. Recently the terminal is being developing actively under the support of its founders - Far Eastern Shipping Company (FESCO), Far Eastern Railways, Vladivostok Commercial Seaport, several hauliers and banks.

The terminal is located on the territory of 35 hectares. However 1.5 kilometers of railways is to be constructed to link it with Transsib. The terminal is expected to handle both containerized and general cargoes.

Adriatic gas project for Jan de Nul

Two contracts have been awarded to Jan de Nul by Aker/Exxon for the Adriatic LNG project. At Algeciras, near Gibraltar, a berm and tow out channel have to be dredged to allow a large Gravity Base Structure (GBS) built in a dry-dock to be towed out to sea.

The berm will be dredged by the backhoe dredger **Il Principe** and/or **CSD JFJ De Nul**.

The GBS will be installed on the seabed approximately 30km from Venice in Italy, and will store liquefied gas imported from Qatar. After regasification, the gas is pumped by pipeline into the Italian network.

After positioning of the structure offshore Venice, Jan De Nul has to ballast the GBS with approximately 350,000 tons of heavy metal ore for which a pumping installation will be tested and installed on the barge **DN 120**.

Subsequently, rock will be installed along the platform with the new side dumping vessel **JDN 8623** to protect the structure. The new stone-dumping vessel will have three times the capacity of the largest existing side dumping vessel, and will have a high sailing speed, making it possible to load directly at a quarry, eliminating the need for offshore trans-shipment from supply barges.

The vessel is dynamic positioned, DP class 2, enabling safe operation longside offshore platform and structures.

It can also be equipped with a telescopic fallpipe installation

SERVICE BETWEEN TURKU AND SAAREMAA DISCUSSED

SSG-TALLINN. Interest in passenger traffic between Turku and Estonia has taken a more concrete form. The news agency BNS reports that the management of Port of Turku and the city of Turku are negotiating with four shipping companies on a possible liner service between Turku and Estonia. In Estonia, the most likely candidate is the new Port of Saaremaa, which has a sufficient water depth and is only used by cruise traffic during the summer.

Saaremaa Shipping Company's MD Tõnis Rihvk confirms to SSG that the shipping company is also interested in the possible new service between Saaremaa and Turku.

Jan de Nul wins contract in Sudan

Jan de Nul has been awarded a contract in the Melut Basin, Sudan, to dredge a trench through hard coral to prepare the seabed for pipeline installation.

In view of the trenching depth, in 50m of water, the work will be executed using the very large trailing hopper dredger **Vasco da Gama**, which will be equipped with a newly-designed ripper drag head.

Christening ceremony and launch for trailer Reynaert

On Monday November 20th the christening ceremony and launch of the trailing suction hopper dredger **Reynaert** took place at IHC Holland Merwede in Kinderdijk, the Netherlands.

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The ceremony was immediately followed by the keel laying of the 11,650m³ trailer **Brabo**. Both dredgers were commissioned by the Belgian contractor Dredging, Environmental and Marine Engineering (DEME) in Zwijndrecht.

Photo : P.van Roon ©

Reynaert will enter service with DEME company Baggerwerken Decloedt at the beginning of March 2007.

At the end of September 2006, a sister ship to DEME's new dredger **Reynaert, Marieke**, was also launched. **Marieke** is currently dredging a new navigation channel to the port St Petersburg in Russia. DEME has also ordered another trailer, **Breydel**, which has a capacity of 9,000m³, that will be commissioned in 2008, after **Brabo**, which will be commissioned in 2007.



Tankers at the STR terminal in Rotterdam-Botlek loading and unloading. In front the 2006 built and Greek owned

PROTEAS

Photo : Slotmaritimephoto ©

The new crude oil tanker **PROTEAS** is built at the Hyundai Shipyard in Ulsan (Korea) under yard number 1650 and delivered during July 2006 to the owners Tsakos, the **PROTEAS** with callsign SZXN is flying the Greek flag and measures a length of 250 mtr and beam 44 mtr, 117.055 DWT and 66.919 GRT.

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Phantom Ship Sale

It began as a shopping trip to buy a tanker, it led to a shocking discovery and a raid on an anchored ship off Singapore on Friday morning (24 Nov). When Captain K Shaukath Ali heard of a vessel for sale, he checked it out as he was looking to expand his business which supplies marine oil to India.

He found that the ship, **Kwang Min**, was suitable for his company, Baltic Shipping. He did not expect that the vessel was the same one that had been stolen from a business associate about a month ago.

Capt Shaukath, 53, told media that a friend and business associate had informed him of the theft of a recently purchased tanker, the **Snow White**, on 21 Oct. The **Snow White** had been anchored off Dubai. Capt Shaukath said: 'The ship had been carrying 1,800 metric tonnes of diesel worth US\$1.04m (\$1.61m). It was scheduled to sail for the Indian Ocean to take oil supplies to Korean fishing vessels.

'But contact with the ship was lost on 21 Oct while it was in the Oman sea. We could not contact the captain or ship's manager.' The ship's owner then informed all associates as well as the Maritime and Interpol authorities.

According to Capt Shaukath, the owner had bought the 1,900-metric-tonne ship for US\$430,000 from a Korean on 12 Oct in Dubai. The Korean was then appointed the ship's manager. Berita Harian did not identify the owner, who is from the United Arab Emirates, to protect his safety. He is now in Singapore to look into recovering his ship. A business associate of Capt Shaukath, Capt Jumal Din, 55, said that when they decided to buy the **Kwang Min**, he and a friend boarded the boat which was anchored at Western Anchorage.

'After examining the certificates we realised the ship was actually the **Snow White**, not the **Kwang Min** as painted on the boat. 'It was then that we realised the boat was stolen and had its name changed.'

That was when they made a police report and hired a lawyer to secure a court order to seize the vessel. At about 1130am on Friday, in heavy rain, the lawyer, court officers, Capt Shaukath, Capt Jumal and some business associates raided the ship that was docked off Tuas (Western Singapore).

The ship's captain, manager and seven other crew members are missing. The police are investigating.

MOVEMENTS

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The **NATACHA C** seen arriving on the Tyne – Photo : Kevin Blair ©

The 2003 built **NATACHA C** is owned by Carisbrooke and built at the Damen Shipyard in Galatz under number 1003, the vessel measures 145.6 mtr in length and 10621 DWT, the general cargo vessel is flying the British flag.



Spliethof's **LEMMERGRACHT** seen arriving in the port of Sydney, after Sydney the vessel is proceeding to Melbourne and Esperance (Australia)

Photo : Martin Grant ©

The building of the **WOODCA** started during 1988 at the Mitsubishi shipyard in Shimonoseki under number 910, the same year the 113 mtr long vessel got the name **KAPITAN BABIYEVSKIY** until 1992 when the 9579 DWT general cargo vessel was renamed in **LEMMERGRACHT**

AIRCRAFT / AIRPORT NEWS

'Fusie Air France-KLM en Alitalia niet ten koste van banen'

Een fusie van de luchtvaartgroep Air France-KLM met de Italiaanse branchegenoot Alitalia moet niet worden overwogen als dit ten koste gaat van banen. Dat zei de topman van Air France-KLM, Jean-Cyril Spinetta, zondag op de Franse radio.

"We zouden het alleen doen als het waarde creëert voor aandeelhouders en werknemers van Air France-KLM en niet als Air France-KLM er slechter van wordt", aldus Spinetta tegen de radiozender Europe 1. "Het moet niet gedaan worden met banenreducties."

Een mogelijk samengaan van Air France-KLM en Alitalia werd afgelopen week weer actueel na een treffen van de Franse president en Jacques Chirac en zijn Italiaanse collega Romano Prodi. Chirac toonde zich een voorstander van een fusie van de luchtvervoerders.

Air France-KLM en Alitalia lonken al enkele jaren naar elkaar. Onlangs vonden er weer verkennende gesprekken tussen de bedrijven plaats.

Spinetta herhaalde vorige week dat Alitalia eerst aan een aantal eisen moet voldoen, voordat een fusie mogelijk is. Zo moet de Italiaanse vervoerder volgens de Fransman onder meer eerst zijn financiën op orde krijgen.

KLM en Delta Air Lines breiden samenwerking uit

KLM en Delta Air Lines gaan met ingang van komend weekeinde hun zogenoemde codeshare-samenwerking uitbreiden, zo heeft KLM vrijdag bekendgemaakt. Daardoor neemt het aantal bestemmingen toe.

Beide vliegtuigmaatschappijen behoren tot de SkyTeam-alliantie. Codesharing houdt in dat beide maatschappijen elkaars passagiers gaan vervoeren. De codeshare-samenwerking tussen KLM en Delta ging in juli dit jaar van start.

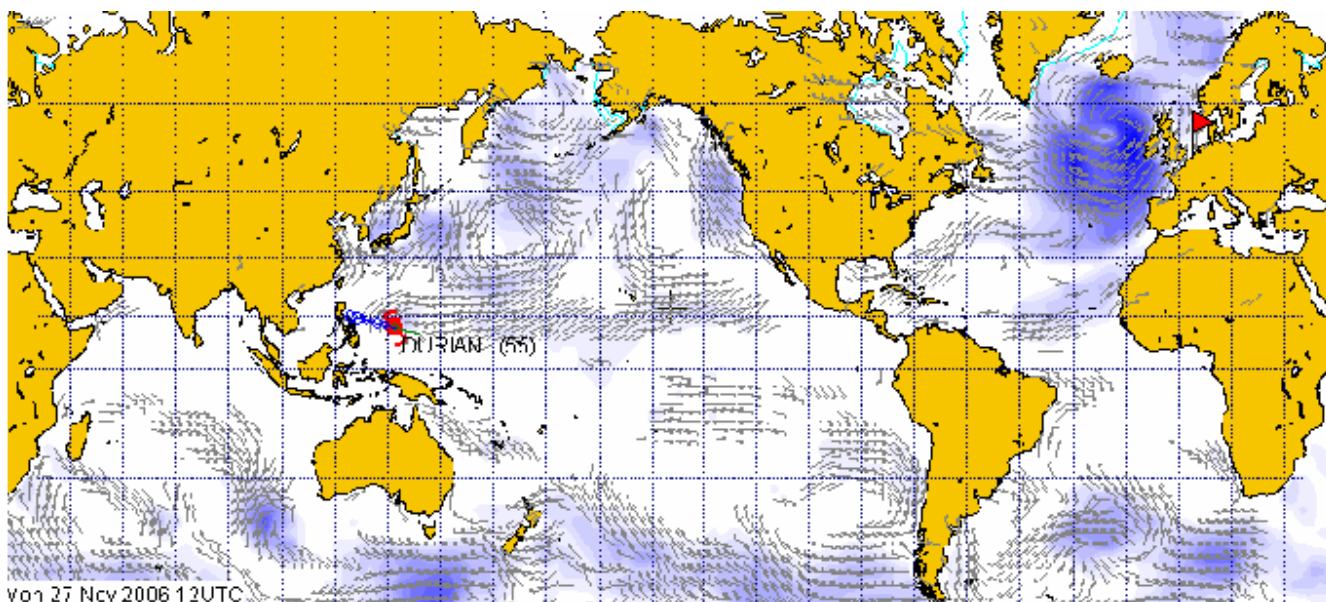
Voor KLM betekent de nieuwe overeenkomst de toevoeging van 29 bestemmingen in het Delta-netwerk, die onder KLM-vluchtnummer kunnen worden aangeboden, met een overstap op de Delta-hubs Atlanta of New York JFK.

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 500 vessels today.

.... PHOTO OF THE DAY



The brand new **MEANDER** enroute from Vreeswijk to Dubai made a stop over in Flushing, here the vessel is seen in Bruinisse.

Photo : Wim Kosten ©

BOEKBESPREKING

Door : Frank NEYTS

“De Mooiste Schepen van de Holland West-Afrika Lijn”.

Bij de Nederlandse Uitgeverij Aprilis verscheen in de reeks “**De Mooiste Schepen van de..**”-reeks nog een goed gedocumenteerd en mooi geïllustreerd boekje over de “**Holland West-Afrika Lijn**”. Ook nu tekende de gekende maritieme auteur **Arne Zuidhoek** voor de samenstelling van het werk.

Nederland voer al lang op de kusten van West-Afrika, maar heel opvallend tussen het geweld van de internationale vloot waren de knappe en verzorgde schepen van de Holland West-Afrika Lijn. Eenheden van deze lijndienst werden ingebracht door rederijen als HSM, KPM, SMN en VNS en een groot aantal zeevarenden heeft dus jaren op jaren op de schepen in deze boeiende tak van de koopvaardij doorgebracht.

Voor het eerst zijn hier de schepen van de Holland West-Afrika Lijn en hun bezigheden binnen één kaft gebracht. **Arne Zuidhoek**, zelf opvarende van één van die fraaie schepen, beschrijft en illustreert de schepen en ook de typische facetten van deze dienst met trefwoorden als: mammy-chair, Duivelsbocht, Kroe-boys, riviervaren, malaria, wurgslangen.

“**De Mooiste Schepen van de Holland West-Afrika Lijn**” (ISBN 9-789059-941120) telt 143 pagina's en zo'n 100 illustraties. Het boek kost 19,50 euro. Aankopen kan via de boekhandel. In België wordt het verdeeld door Agora Uitgeverscentrum, Aalst/Ermbodegem. Tel. 053/76.72.26, Fax 053/78.26.91, E-mail: info@agorabooks.com.

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