

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 164



Number 164 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Sunday 01-07-2007**

News reports received from readers and Internet News articles taken from various news sites.

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

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

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl
info@vlierodam.nl



Bourbon's ATHENA seen capsized and resting on the seabed off Point Noire (Congo)

SVITZER
OCEAN TOWAGE



PARTNERS IN POWER

SVITZER OCEAN TOWAGE

Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands

Telephone : + 31 2555 627 11
Telefax : + 31 2355 718 96
E-mail: smitwijs.sales@svitzerwijsmuller.com

DO YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE NEWS CLIPPINGS ?? PLEASE SEND THIS TO :

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS



The **YARM CROSS** seen at the Tyne after an 3 months refit
Photo : Kevin Blair ©

Spy submarine is blamed for sinking trawler in war games

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 164

A mystery surrounding the deaths of five French fishermen in a trawler accident three years ago deepened yesterday when a judge said that the boat was probably sunk by an unknown submarine spying on Nato exercises.

Richard Foltzer, a French investigating magistrate, made his ruling after a campaign by relatives of the dead men to break through what they describe as a wall of silence put up by France, Britain and other Nato members.

They have always believed that a submarine caused the sinking of the Breton trawler **Bugaled Breizh** off Cornwall in January 2004, and that officials have covered up the truth.

They claimed to have been vindicated when Judge Foltzer told them that the most plausible theory was that one of the trawler's cables had been caught by a submarine which then dragged it under water.

"The legal system first talked about a submarine nautical event, then an exogenous force and now they are pronouncing the word submarine," said Maître Christian Bergot, the lawyer representing the fishermen's families. "The judge has made striking progress."

Judge Foltzer appears to have ruled out claims that the accident was caused by a British or Dutch submarine participating in the joint Nato and Royal Navy exercise. Documents submitted by the British authorities say that **HMS Turbulent** – accused in a French television documentary of involvement in the sinking – was tied up in Devonport while **HMS Torbay** was 100 miles away. The Dutch vessel, *Dolfinj*, was nine miles away.

After meeting Judge Foltzer, Maître Bergot said: "The submarine expert designated by the judge has put Nato's submarines out of the area. "If it's not one of those, it can only be a spy submarine," he said the judge told him.

He welcomed judicial backing for what relatives claim to be the most likely explanation for the loss, but said that it would be very difficult to trace the submarine allegedly responsible.

Rémi Gloagen, whose brother Patrick died in the sinking, said: "We were happy that the word 'submarine' was pronounced but when the spy submarine was mentioned we said to ourselves, 'We're at a dead end'."



The **OTAPAN** seen enroute from Rotterdam Waalhaven to Rotterdam Botlek

Photo : Tjep van Roon ©

SHIPPING LANES SHIFT TO MISS WHALES

SHIPPING traffic lanes near Boston, US, will be shifted to reduce the risk of collisions between large ships and whales this weekend.

From 1 July ships transiting in and out of Boston Harbor in shipping lanes will travel a different path. The lanes have been rotated slightly to the northeast and narrowed to avoid waters where there are high concentrations of whales.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 164

According to National Oceanic & Atmospheric Administration and the US Coast Guard which are jointly implementing the change the lane shift adds 3.75 nautical miles to the overall distance and 10 to 22 minutes to each one-way trip. "It also," a statement says, "improves safety by moving large ship traffic further away from areas frequently transited by smaller fishing boats, and by reducing chances of damage to large ships owing to collisions with whales or with other ships while attempting to avoid whales."

"This is a large part of NOAA's effort to work with its partners and industry to improve the prospects for endangered North Atlantic right whales. The population is vulnerable since they are particularly susceptible to collisions with ships," said retired Navy Vice Admiral Conrad C. Lautenbacher, NOAA administrator and under secretary of commerce for oceans and atmosphere. "We have extensively studied the problem and whale behaviour and have devised this measure as a much safer environment for ships and the whales while at the same time being the least disruptive to the economy."

"This change highlights how the Coast Guard protects 'people from the sea and the sea from people.' Whale collisions with ships pose a significant hazard that we needed to better control," said Coast Guard Capt Liam Slein, First Coast Guard District Chief of Prevention. "We expect this small change will protect numerous whales while also reducing the damage and hazards such collisions cause."



The **COPENHAGEN EXPRESS** seen departing from Rotterdam-Europoort
Photo : Rik van Marle ©

An advertisement for Royal Dirkzwager. The top part features a photograph of a modern building complex along a waterfront. Overlaid on the image is the text "The Maritime Information & Service Provider" in a white, sans-serif font. Below the photograph, the website address "WWW.DIRKZWAGER.COM" is displayed in a white box. On the right side, there is a logo consisting of a blue circle with a white cross inside, and the text "KONINKLIJKE ROYAL DIRKZWAGER DIRKZWAGER" below it.

Survey: Manning to combat piracy

A survey conducted recently has shown that seafarers regard higher manning levels as their best protection against piracy. Ship officers' union Nautilus UK conducted a survey on security, including measures to beat piracy, among its UK and Dutch members.

Almost two-thirds of the respondents said that increased manning would improve security and reduce the risk of a pirate attack. And while most respondents felt their employers took piracy seriously, a substantial number complained of failure to invest in extra manning or equipment.

The respondents welcomed security tools, while a third of respondents favored naval protection for merchant shipping, and over 25% favored armed guards on board.

Nautilus head of communications Andrew Linington presented its findings to the IMB's anti-piracy summit in Kuala Lumpur last week. Linington is urging governments and the industry to take the survey's findings seriously. www.nautilusuk.org

Salvage Attempt Postponed



The **PASHA BULKER** seen from the cockpit from an **F-18 Hornet** of the Australian Airforce.

A second salvage attempt of the **Pasha Bulker** has been postponed with three towlines now broken. The **Pasha Bulker** remains firmly embedded in the sand at Nobby's Beach and has been causing salvage crews a lot of grief. Three towlines have snapped, two from tugboats, another from the sea anchor vessel. The ship has been buoyant enough to have rotated slightly and the remaining lines will stay attached to keep it in position. Salvage experts say delays like this are not uncommon, with some refloats taking several months.

China to develop shipping complex in RP

Filipino seafarers and laborers will no longer have to work abroad as the China Shipping Company (COSCO) will be pouring 3 billion dollars into a shipping complex development project in Sangley Point, Cavite the coming years.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 164

This came after COSCO President and Chief Executive Officer Wei Jia Fu visited President Gloria Arroyo during a courtesy call in Malacanang recently.

Wei came to the country upon the invitation of Arroyo to see for himself the business opportunities in the Philippines.

COSCO is eyeing Sangley Point to be developed as an international trans-shipment point through the creation of a special economic zone. Earlier this year, Hanjin Corporation of Korea, the world's 4th largest shipbuilding facility infused 1 billion dollar into a shipyard project at the Subic Bay Freeport in Zambales.

By 2016, Hanjin's Subic Bay facility will be able to manufacture the world's largest tanker and generate 40,000 direct and indirect employment while COSCO's facility would create 100,000 jobs particularly for the country's seafarers.

Week niet varen voor Poolse stuurman Visten

'Dit ongeval is een klassiek voorbeeld van hoe het níet moet', zei plaatsvervangend voorzitter mr. E. Bik van de Raad voor de Scheepvaart 21 juni. De raad boog zich over de aanvaring tussen de Nederlandse productentanker **Visten** en de houten Zweedse vissersboot **Eros** op 25 oktober 2006. De Visten, in eerste instantie uitwijkplichtig, ramde de visser onder de Zweedse zuidkust.

De raad ontnam de Poolse tweede stuurman K.S. één week zijn vaarbevoegdheid, conform het advies van de inspecteur. S. in zijn laatste woord: 'Deze aanvaring is een enorme les voor mij geweest.' De Zweden hebben hem geen boete opgelegd en hij vaart nog voor dezelfde rederij.

De tweede stuurman had op het moment van aanvaring de wacht op de tanker. De **Visten** vaart met een volledig Poolse bemanning. De raad had de Poolse kapitein al eerder gehoord als getuige. S. verscheen met zijn Nederlandse raadsman en een door de raad gevraagde tolk. Op de publieke tribune zat voor de Nederlandse Vereniging van Kapiteins ter Koopvaardij (NVKK) kapitein F. van Wijnen. 'Hier is een buitenlandse, dan wel EU-officier als betrokkene opgeroepen. Dit gaat in de toekomst waarschijnlijk meer gebeuren. Wij willen graag zien hoe zo'n zaak gaat. In het verleden gebeurde het ook wel, maar meestal gaf de opgeroepene dan niet thuis. Deze officier komt nu wél', zei Van Wijnen.

Bik hield er rekening mee, dat hij een buitenlander voor zich had. Hij legde de werkwijze van de raad uit en stelde de raadsleden, de secretaris en de inspecteur voor de scheepvaart voor. Hij vond het goed dat raadsman, betrokkene en tolk zich meteen terugtrokken om de Nederlandstalige verklaring van de kapitein van de **Visten** door te nemen. 'Het is belangrijk dat u precies weet wat er in staat', zei Bik.

De 99,57 meter lange tanker **Visten** was 25 oktober om 14.30 uur uit Karlshamn (Zweden) vertrokken naar Gdansk. De kapitein ging rond 15 uur van de brug en liet de wacht over aan tweede stuurman S. De loods ging intussen van boord. Het zicht was goed, de wind ZW 5 en er was een normaal scheepvaartverkeer. De vaart was tien knopen. Om 16.55 uur hoorde de kapitein de scheepsfluit en hij ging meteen naar de brug. De **Visten** kwam bb uit en vlakbij aan sb bij het achterschip zat de Zweedse visser. De schepen raakten elkaar. De kapitein nam meteen vaart terug, beide schepen lagen op een afstand van honderd meter gestopt. De **Visten** had alleen verfschade, maar het houten visserscheepje van 20,30 meter lang, dat niet vissend was, had ernstiger schade. De aanvaring had plaats op 55- 54,5 N en 15-26,9 O.

Expert team in Karnataka to salvage ship

Four experts will arrive for a survey and prepare an action plan for salvaging '**M V Den Den**', which sank off the coast at Tannirbavi near Panambur. New Mangalore Port Deputy Conservator K V Vaswani told UNI the experts, including two from Holland, would arrive to explore ways to extract the furnace oil and marine diesel either from land or from sea to prevent any immediate pollution to the sea.

They were expected to submit the plan of action by tomorrow night, he said.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 164

To a query, Mr Vaswani clarified the white foam on the sea water near Tannirbavi Beach area was not because of any leakage of marine diesel or furnace oil. But it might be some vegetable oil used for cooking purpose in the ship.

Officials from the Pollution Control Department and the Fisheries Department, camping at the site, confirmed the foam was "harmless", he added. He also said the bodies of all three sailors recovered from the sea had been sent to Eritrea.

CASUALTY REPORTING
**MULTRASHIP**
TOWAGE & SALVAGE
Tel: +31 115 645000 - www.multraship.com

Look for the live webcam at the grounded **PASHA BULKER** at :

<http://www.coastalwatch.com/camera/NobbysBeach.htm>

FERRY-BOAT HITS AGAINST DOCK

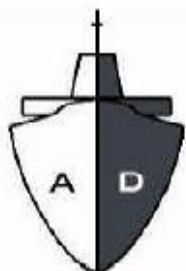
Siremar company's '**Laurana**' ferry-boat travelling to Naples hit against a dock in the port of Panarea. There are no injured among the crew and the 130 passengers on board, but there was a lot of fear. Last night the ship had carried out the manoeuvre in order to get into the harbour, it slowed down but when came the moment to stop something did not work and the ferry-boat hit against the dock. The structure of the port and the ship have been damaged. The latter has a rip of 90 centimetres at the stern. Therefore there was no journey to Naples. The local sea office in Lipari has immediately started an investigation.

Among the 130 passengers there are many tourists. They have remained in the island together with the vehicles on board: approximately 60 cars and truck which were unloaded in an area of the port in San Pietro. This morning the Siremar's fast ferry-boat '**Isola di Stromboli**' has reached Panarea and will take care of the trip to Naples. The ferry-boat that was damaged has left Panarea and will reach the proper shipyard for repairs. Also in the previous days the 'Laurana' ferry-boat had not performed a good service in Naples with 300 passengers on board it did not leave to the Eolie islands because of a problem at the engine. These Siremar incidents are risking to compromise the tourist season and therefore administrators, hotel owners and tourist operators at le Eolie are getting angry: 'We cannot face the tourist season with these old vehicles,' said the mayor of Lipari Mariano Bruno who asked the ministry of transport to carry out an investigation and put some pressure on Siremar so that it can guarantee four services per week to and from Naples with fast ferry-boats.

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

ANGLO DUTCH SHIPBROKERS bvba



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

Two injured in fire on navy ship

A sailor and a visitor have been injured in a fire on survey ship **HMS Echo** off the South West coast. The pair, who have not been identified, were airlifted to hospital in Plymouth after the fire off Rame Head on Friday.

The ship lost power after the fire in an electrical switchboard and has been towed to its base at Devonport.

The sailor's condition is not life-threatening said the navy. The condition of the other person, thought to be a contractor, is not known. **HMS Echo** had been on its way to Falmouth for routine maintenance.

It recently returned to Plymouth after a year-long deployment around the Arabian Gulf, the Indian Ocean and the South China Sea. The ship has a crew of 72 and was built in Appledore in north Devon in 2003.

Wisseling van de wacht

Tijdens een indrukwekkende militaire ceremonie op Marinebasis Parera te Curaçao, gaf commandeur **Frank Sijtsma** op donderdag 28 juni het commando over de Zeemacht in het Caraïbisch Gebied, de Kustwacht voor de Nederlandse Antillen en Aruba én Task Group 4.4 over aan commandeur **Peter Lenselink**.



Foto : Els Kroon ©

Felle zonnestralen schijnen over Marinebasis Parera en laten de tientallen witte hoofddeksele van de gewapende wacht op de Rimasteiger schitteren in de zon. Aan boord van **Hr.Ms. Zuiderkruis**, **Hr.Ms. Pelikaan** en de kustwachtcutter **Jaguar** staan de bemanningen in paradeerrol op post. Het wachten is op de huidige en komende Commandant der Zeemacht in het Caraïbisch Gebied, tevens Commandant Kustwacht voor de Nederlandse Antillen en Aruba en Commandant Taskgroep 4.4, tussen wie een wisseling van de wacht plaatsvindt. Wanneer tal van hoogwaardigheidsbekleders uit binnen- en buitenland heeft plaatsgenomen, komen beide vlagofficieren onder de

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 164

klanken van de 'Jonge Prins van Friesland' de steiger oplopen. Nog eenmaal inspecteert commandeur **Frank Sijtsma** de troepen, met in zijn kielzog commandeur **Lenselink**. Dan richt hij het woord tot de genodigden en het personeel.

"Internationaal hebben we de afgelopen jaren door uw inspanningen mooie resultaten laten zien", steekt **Sijtsma** van wal. "We kunnen daar gezamenlijk trots op zijn. Ook staat de scheidend commandant stil bij de grote veranderingen die de afgelopen jaren hebben plaatsgevonden. Veranderingen zoals de defensiebrede reorganisatie, het behoud van vliegveld HATO, de komst van het nieuwe ondersteuningsvaartuig **Pelikaan**, het succes van de Antilliaanse Militie en de professionalisering in materieel bij de kustwacht. "Ik kan nog een lange tijd doorgaan met kleine en grote veranderingen, maar 'bottom line' is dat er de afgelopen jaren door het personeel erg hard is gewerkt, om dit allemaal mogelijk te maken." Voordat commandeur **Sijtsma** officieel het commando neerlegt, wens hij zijn opvolger succes op 'dit prachtige eiland'. Na de speech weerklinkt het donderende geluid van elf saluutschoten – afgegeven door **Hr.Ms. Zuiderkruis** – over de marinebasis en wordt voor de laatste maal de commandovlag van de scheidend commandant uit de mast van het stationsschip neergehaald.

Dan is het woord aan de nieuwe Commandant der Zeemacht in het Caraïbisch Gebied, commandeur **Lenselink**. Deze deelt het enthousiasme van **Sijtsma** over de operationele successen, het belang van internationale samenwerking, de onmisbare inzet van het personeel en de bijzondere rol van de Kustwacht voor de Nederlandse Antillen en Aruba. Toch stelt hij zich bij het aanvaarden van het commando wel enkele prioriteiten. Zoals het aanscherpen van de gereedheid van operationele eenheden, door gebruik te maken van de kennis en expertise op het gebied van opleidingen uit Nederland. "Maar...", besluit **Lenselink**. "Het materieel kan nog zo mooi en goed zijn, zonder goed opgeleid, gemotiveerd personeel met een correcte professionele uitstraling zijn we nergens. U staat binnen mijn ressort voor de taak om 24/7 operaties uit te voeren. Hierbij kunt u altijd rekenen op mijn steun."

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



- Marine emergency response
- Wreck removal and salvage
- Diving services
- Underwater civil engineering
- Welding and cutting services



info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium

Tel : + 32 (0) 14 62 04 11
Fax : + 32 (0) 14 61 16 88



info@disacivil.com
www.disacivil.com

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl



The **HANSA VISBY** seen departing from the port of Dover .

Photo : Henk Claeys ©

WCT gaat in de wachtkamer

door Ben Jansen

De Westerschelde Container Terminal (WCT) gaat in de wachtkamer. Voor de ontwikkeling van de containeroverslag in de haven van Vlissingen-Oost is nu in eerste instantie de Verbrugge Container Terminal (VCT) in beeld.

Het dagelijks provinciebestuur besluit de komende weken deze lijn voor te leggen aan de Staten van Zeeland. Het is de bedoeling dat de planologische voorbereiding van de WCT nog wel doorgaat. De beslissing om deze containerkade aan te leggen wordt echter op de lange baan wordt geschoven. Benutting van de overslagmogelijkheden voor containers die Vlissingen-Oost biedt, wordt binnen het huidige havengebied gezocht.

Na de publicatie van de plannen van Verbrugge in februari in de PZC gaf het dagelijks provinciebestuur opdracht voor een analyse van de haalbaarheid en de vraag of de VCT en de WCT elkaar dwarszitten. Deze studie is vrijwel gereed. Een belangrijke conclusie is dat de aanvankelijke belemmeringen voor grootschalige containeroverslag binnen het huidige havengebied (nautische beperkingen en gebrek aan ruimte) niet meer bestaan. De haven is geschikt te maken

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 164

voor grote containerschepen en doordat Verbrugge zijn haventerrein wil veranderen in een containerterminal, speelt het probleem van ruimtegebrek niet meer.

Voor de WCT moet nog altijd een planologische procedure worden gevolgd. Die leidt waarschijnlijk - net als vier jaar geleden - tot toetsing door de Raad van State. Een voorlopige voorkeur voor de VCT sluit aan bij de opvattingen van de partner van havenschap Zeeland Seaports, het Havenbedrijf Rotterdam, over containers in Vlissingen-Oost.

Gedeputeerde Staten hebben voor hun zomerreces aanbreekt nog twee weken om het WCT/VCT-besluit voor te bereiden. Het is de bedoeling dat ze er dinsdag in eerste aanleg over praten. Een week later kan dan de beslissing worden genomen de zaak na de zomer aan de Staten voor te leggen.

Gedeputeerde Harry van Waveren (CDA, ruimtelijke ordening) wil de WCT zeker nog niet opgeven. Hij sluit niet uit - afhankelijk van de ontwikkelingen op de containermarkt - dat uiteindelijk beide terminals worden aangelegd.

Directeur Hans van der Hart van Zeeland Seaports houdt vol dat de WCT en de VCT qua bereikbaarheid niet vergelijkbaar zijn. Het Havenschap blijft inzetten op de aanleg van de WCT, maar sluit de uitvoering van plannen als die van Verbrugge niet uit.

KPT's role in rescue operations highlighted

Besides cargo handling activities, the Karachi Port Trust (KPT) has also emerged as a powerful force to rescue stranded people and distress vessels on the coastline and deep sea of the country's territorial waters.

The Balochistan government approached the KPT to rescue stranded people at open sea near Gaddani coastline and buses, carrying about 300 passengers, trapped near Agore, some 180 kilometres from Karachi. Following Meteorological Department's warning about the cyclone threat on June 25, the KPT got alerted and rescued many fishing and passenger boats and ships in distress.

This was stated by KPT Chairman Vice Admiral Ahmed Hayat (ret'd) while talking to Business Recorder here on Wednesday. He said as soon as the Gaddani administration informed the KPT that since they did not have the required equipment, they were, therefore, not in a position to rescue the stranded fishermen.

Responding to the Gaddani administration's SOS, Admiral Ahmed said the KPT, in collaboration with the Pakistan Navy, airlifted eight fishermen.

The Balochistan Chief Secretary also contacted the KPT for rescuing stranded people in open sea at Gaddani and six buses, carrying about 300 passengers, who were trapped after the collapse of the bridge on Hangore river, he added.

Admiral Ahmed Hayat said: "We co-ordinated with Pakistan Navy and sent helicopters to locate the actual spot. However, the helicopter, after spotting the passengers, dropped food, water and blankets." Despite the possible threat of tropical cyclone to the country's largest harbour, the KPT handled around 115,000 tonnes of all kinds of cargoes on Monday.

All cargoes had been intact at plinth and sheds during the toughest day, he said, adding: "No cargo discharging from vessels at both the wharves were affected, except the consignment of cement due to its nature.

"We prepared ourselves to face the cyclonic conditions and we remained in constant contact with the Meteorological Department and after every half hour, we were informed by the Met office to monitor its intensity and its direction," he said.

Keeping in view the gravity of the situation, Admiral Ahmed Hayat said: "The KPT warned all international shipping liners against the cyclonic conditions and get ready for any untoward possibility, if cyclone hits the Karachi harbour. "The merchant navy vessels require four hour prior notice to prepares themselves to sail from the harbour," he pointed out.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 164

Due to high wind pressure, ropes of two tankers were broken and the KPT deployed tugs alongside the tankers at oil piers on June 25 to avoid any accident.

Referring to the international procedure in case, cyclone hits any port, the arriving and berthed vessels have to sail out from the harbour to avoid serious damages, he said:. "The port authority gave two-hour prior notice to all ships berthed at both the wharves to move out of the Karachi harbour to save the port's and vessels assets."

Norddeutsche snaps up Karl Schlüter

Reederei Karl Schlüter, the German container ship manager, has been taken over by Hamburg KG house Norddeutsche Vermögen, one of its major customers. The company, which currently manages 32 vessels of up to 5,000teu, will join Norddeutsche Reederei Holding, the KG group's shipmanagement division, for an undisclosed sum with effect from 1 July. Norddeutsche Holding manages 30 container vessels of up to 8,400teu itself and also holds a minority shareholding in Niederelbe Schifffahrts NSB. Karl Schlüter, formed in 1950, will continue to trade under its own name and retain all staff, said Dr Bernd Kortüm, managing owner of Norddeutsche Vermögen.

"We are looking for synergies in areas such as procurement and crewing," he explained. Kortüm said he is confident that the change of ownership will not upset Karl Schlüter's other major customers, KG houses HCI and Hansa Hamburg Shipping, who some argue would prefer an independent shipmanagement outfit to one that is controlled by a competitor. "We have refrained from ship equity placings for the last two or three years, so we don't see ourselves competing head-on with them [HCI and Hansa Hamburg] anyway," Kortüm told Fairplay. "I am sure Karl Schlüter will retain the ships these companies have placed with them," he said.

Fred Olsen Cruises to stretch Braemar

Fred. Olsen Cruise Lines Pte. Ltd. which is 50:50 owned by Ganger Rolf ASA and Bonheur ASA, has entered into a contract with the Blohm + Voss Repair GmbH, Hamburg for the lengthening of the cruise vessel MV **Braemar** by 31.2 meters in May and June 2008.

In addition the vessel will have further balconies added, an increase in the number of suites available and an upgrade to the public rooms. This work will increase the number of lower berths from 727 to 977, an increase of 250. The total cost of this upgrade project, including work undertaken by the yard and by other parties, is estimated to about EUR 60 million.

This investment follows Fred. Olsen Cruise Lines' earlier decision to lengthen and refurbish the MV **Balmoral** (currently trading as **Norwegian Crown**).

Euroseas Expands Fleet to 13

Euroseas Ltd. an owner and operator of drybulk carriers, container ship and multipurpose vessels and provider of seaborne transportation for drybulk and containerized cargoes, announced that it has entered into memoranda of agreement to purchase the **M/V Honor River** and the **M/V Beauty River**, two Handysize container ships, each with a capacity of 33,667 dwt and 1,932 teu. The vessels are sister ships built in 1990 in South Korea and are similar in terms of capacity to the **M/V Artemis**. The **M/V Honor River** and the **M/V Beauty River** will each be acquired for \$18.7 million and are expected to be delivered to Euroseas in August and September 2007, respectively.

FAIRPLAY III CHRISTENED



In Rotterdam the latest newbuilding of FAIRPLAY Towing named **FAIRPLAY III** was christened by **Emily Hallgarten**, the great-grand-daughter of the companies founder **Richard Borchard**.
Photo's : Fairplay Towing BV. ©



OOCL Christens New Vessel

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 164

OOCL christened its eighth 5,888-TEU vessel. It is the last of the eight S-Class series built by Imabari Shipbuilding Co., Ltd, Japan. The **OOCL Italy** will be deployed in Asia-East Coast Express (AEX) Loop with the Grand Alliance.

Green Pin[®]				www.vanbeest.nl
Standard & Polar are DNV 2.7-1 Type approved!			DNV	VAN BEEST 



The tug **Caribbean Lady** seen with in the background the **Solitaire** off Allseas, in the Gulf of Mexico
Photo : Niels, Kenny & Lucas – Solitaire ©

SEACOR and Nabors in OSV venture

SEACOR Holdings Inc. and Nabors Industries Ltd. announced that they have entered into a letter of intent to form a new company to own and operate a fleet of twenty offshore support vessels currently owned by a Nabors affiliate.

A subsidiary of SEACOR will be the majority owner of the new company, Sea Mar Offshore LLC ("Sea Mar"), and will manage its 19 US flag and one foreign flag vessels. Nabors will be a minority owner of Sea Mar, which will qualify for U.S. coastwise trade.

Early termination of the waiting period under the "Hart-Scott-Rodino" Anti-Trust Improvement Act of 1976 was granted on June 20, 2007. The transaction is subject to definitive documentation and expected to close on or before July 13, 2007.

SEACOR is a global provider of marine support and transportation service, primarily to the energy and chemical industries. SEACOR and its subsidiaries provide customers with a full suite of marine-related services including offshore services, U.S. coastwise shipping, inland river services, helicopter services, environmental services, and offshore and harbor towing services. SEACOR is uniquely focused on providing highly responsive local service, combined with the highest safety standards, innovative technology, modern efficient equipment, and dedicated, professional employees.

The Nabors companies own and operate approximately 640 land drilling and approximately 795 land workover and well-servicing rigs in North America. Nabors' actively marketed offshore fleet consists of: 41 platform rigs, 14 jack-up units and 4 barge rigs in the United States and multiple international markets. Nabors markets 25 marine transportation and supply vessels, primarily in the U.S. Gulf of Mexico. In addition, Nabors manufactures top drives and drilling instrumentation systems and provides comprehensive oilfield hauling, engineering, civil construction,

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 164

logistics and facilities maintenance, and project management services. Nabors participates in most of the significant oil, gas and geothermal markets in the world.



The **CRYSTAL SERENITY** seen in Dubrovnik

Photo : "Skydivingchief" Ken Patterson - Chief Engineer - Ms Westerdam ©

Rigdon Marine Christens First 4000 Class PSV

Rigdon Marine Corporation (RMC) announced two recent milestones in its Rigdon 4000 Class platform support vessel (PVS) construction program. On June 22, 2007, Bobbie Bennett, wife of RMC's first Captain and offshore employee, Roland Bennett, christened the First and Ten at Bollinger Shipyards in Lockport, La. In attendance were Chris Bollinger and Ben Bordelon, senior executives in charge of Bollinger's New Construction and Repair divisions respectively, Larry and Jan Rigdon, and a large representation of RMC shorebase and offshore teams, along with many of their spouses.

On Thursday, June 7, 2007, the company's second Rigdon 4000 Class platform support vessel (PVS) was launched by Bollinger Shipyards in Lockport, Louisiana. The **Double Eagle** like its sister vessels, is a 190 x 46 x 18 ft., diesel electric, DP-2 PSV, which features a capacity of 4,000 barrels of liquid mud in an oval, self cleaning, segregated tank system. The PSV will also include three x Z-Drives and two x large forward tunnel thrusters. The Rigdon 4000 Class PSVs are capable of serving a wide array of marine applications in all water depths.

The First and Ten is scheduled to deliver in late July 2007, and the **Double Eagle** is expected to enter service in late September 2007. The remaining eight Rigdon 4000 class PSVs will be delivered in approximate 45 day intervals during 2007 and through the third quarter of 2008.

Danaos Delivers Second Vessel to APL

Danaos Corporation announced that during the course of the last week it delivered the vessel **APL Scotland** back to its charterer, APL, for a total price of \$44.5m. Further, Danaos Corporation also announced that APL has declared their purchase option regarding the APL Belgium according to their existing agreement with Danaos. This represents the last out of the four purchase options APL had with Danaos. Danaos now expects to sell this vessel back to APL at the end of its charter on or about January 2, 2008 for a total of \$44.5 million.

APL ORDERS 10,000 TEU SHIPS

SINGAPORE-based global transportation and logistics group Neptune Orient Lines (NOL) says it intends to buy eight large, high-speed container ships worth a total of approximately US\$1bn, "subject to the satisfactory completion of contractual terms and documentation".

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 164

A press statement does not identify the yard or yards involved but says: "The vessels will be built in South Korea and will be delivered during 2011. The company intends to deploy the vessels in APL's Asia-Europe trade.

Each ship will have a capacity of 10,000 TEU and a design speed of more than 26 knots.

Akkoord over Fehmarnbelt-brug

De brug over de Fehmarnbelt, tussen Duitsland en Denemarken, komt er dan toch. Duits minister van Verkeer Wolfgang Tiefensee en zijn Deense ambtscollega Flemming Hansen hebben in Berlijn een doorbraak geforceerd in de onderhandelingen over de bouw van de brug.

De Fehmarnbelt-brug wordt een 19 km lange vaste-oeververbinding tussen Puttgarden in Duitsland en Rodbyhavn op het Deense eiland Lolland. Het project zal 5,6 miljard EUR kosten, waarvan 4,8 miljard voor rekening van Denemarken.

De brug zou tegen 2018 klaar moeten zijn. Dan zal de reistijd tussen Hamburg en Denemarken ruim met een uur ingekort worden.



The **HURST POINT** seen in the Wilton haven in Schiedam

Photo : Cees de Bijl ©

Hapag to join NZ-Asia service

Changes to the New Zealand-Asia liner services are likely to see Hapag-Lloyd make its debut on the run, local sources say. Few details have emerged about a new weekly NZ-Asia service being launched in July by Hamburg-Sud, Hapag-Lloyd and Tasman Orient Line. However ports of call are expected to be

Tauranga/Lyttleton/Sydney/Manila/Shanghai/Hong Kong/Brisbane/Tauranga.

The charge appears to be led by Hamburg-Sud, which announced earlier this month that it planned to upgrade its existing weekly **NZ/Manila/Hong Kong** service with the introduction of a new weekly Shanghai call from July and with larger newbuildings replacing the older fleet of Fesco ships. This week Hamburg-Sud announced that "TOL and Hapag-Lloyd will participate on this enhanced Hamburg-Sud system ... and will basically shift business they were already carrying on other systems onto this upgraded ANZL service." It says the service will be upgraded to run with

1,800-teu newbuildings to be gradually phased-in over the next few months. Jointly owned by Swire group company China Navigation and the Ahrenkiel group, TOL is an Asia Pacific regional carrier with three services linking NZ and the Pacific with North Asia, East and South East Asia. Hapag-Lloyd, however, does not operate on the NZ-Asia trades.

Stealthgas carrier released

Stealthgas-operated and –managed LPG carrier **Gas Shanghai** was released from detention after completion of an investigation into 'criminal negligence'. The vessel is alleged to have caused the deaths of eight Vietnamese fishermen on the fishing vessel **Hoang Dat 36** in May. There were 16 people on the fishing vessel when it was struck, said Hoang Van Loc, director of Bai Minh Salvage Services; the ship sank within 10 minutes. The nearby wharf is also reported to have been damaged. According to Hoang, local police are now preparing to prosecute the master and pilot of the **Gas Shanghai** in court. Vietnamese media have identified them as Filipino Capt Miguel Salvador and a Vietnamese, Nguyen Duc. Meanwhile, the **Gas Shanghai's** insurance claims are being handled by Spica, the Singapore representative of a North of England Club. The incident is being described in Vietnamese media as the worst for 30 years.

Studie naar bredere schepen in zeesluis

door Wout Bareman

De maximum afmetingen voor schepen in de zeesluis van Terneuzen worden mogelijk opnieuw verruimd. Nadat eerder al de maximum lengte en diepgang werden opgetrokken, wordt nu bekeken of ook bredere schepen via de sluis kunnen schutten.

Op dit moment is de zeesluis toegankelijk voor schepen met een maximale lengte van 265 meter, een breedte van 34 meter en een diepgang van 12,50 meter.

Hoofd waterdistrict Westerschelde W. Vinke van Rijkswaterstaat: "Op verzoek van het Gentse havenbedrijf wordt in het Waterbouwkundig Laboratorium in Borgerhout momenteel onderzocht of de maximum-breedte kan worden opgetrokken tot 37,5 meter. Dat gebeurt met een simulator." Bij het onderzoek worden met name de loodsen betrokken. Zij bootsen in de simulator het invaren van de zeesluis na. De vaargegevens worden verwerkt in de computer. Zowel de loodsen als Rijkswaterstaat formuleren na de proeven een advies, dat zo goed als zeker eind september in de Technische Schelde Commissie wordt behandeld. Zegt die 'ja', dan wordt de zeesluis bij wijze van proef zo snel mogelijk opengesteld voor bredere schepen. Na een jaar wordt dan een definitieve beslissing genomen.

De huidige zeesluis meet 250 bij 38 bij 13,5 meter. Vinke: "Ik denk dat met deze verruiming de maximum-capaciteit is bereikt. Je zou misschien nog wat lengte kunnen winnen door te schutten tussen de buitenste sluisdeuren, maar ik weet niet of dat verantwoord is."

MOVEMENTS



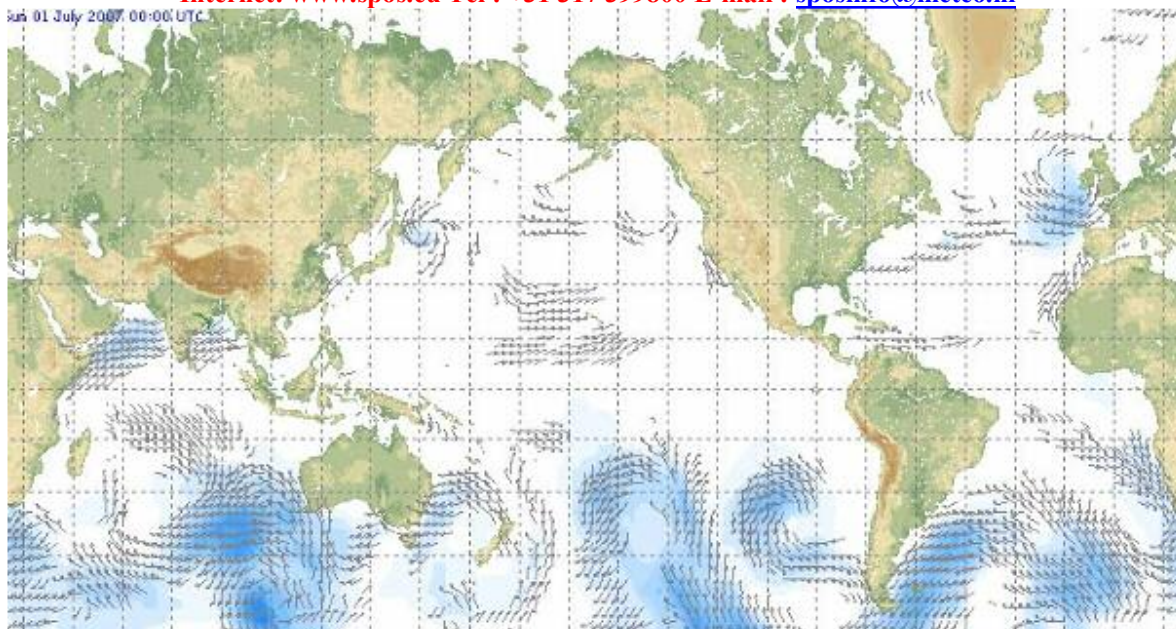
The **ANGLIAN PRINCE** seen departing from Rotterdam
Photo : Cornelis Kloppenburg ©

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :

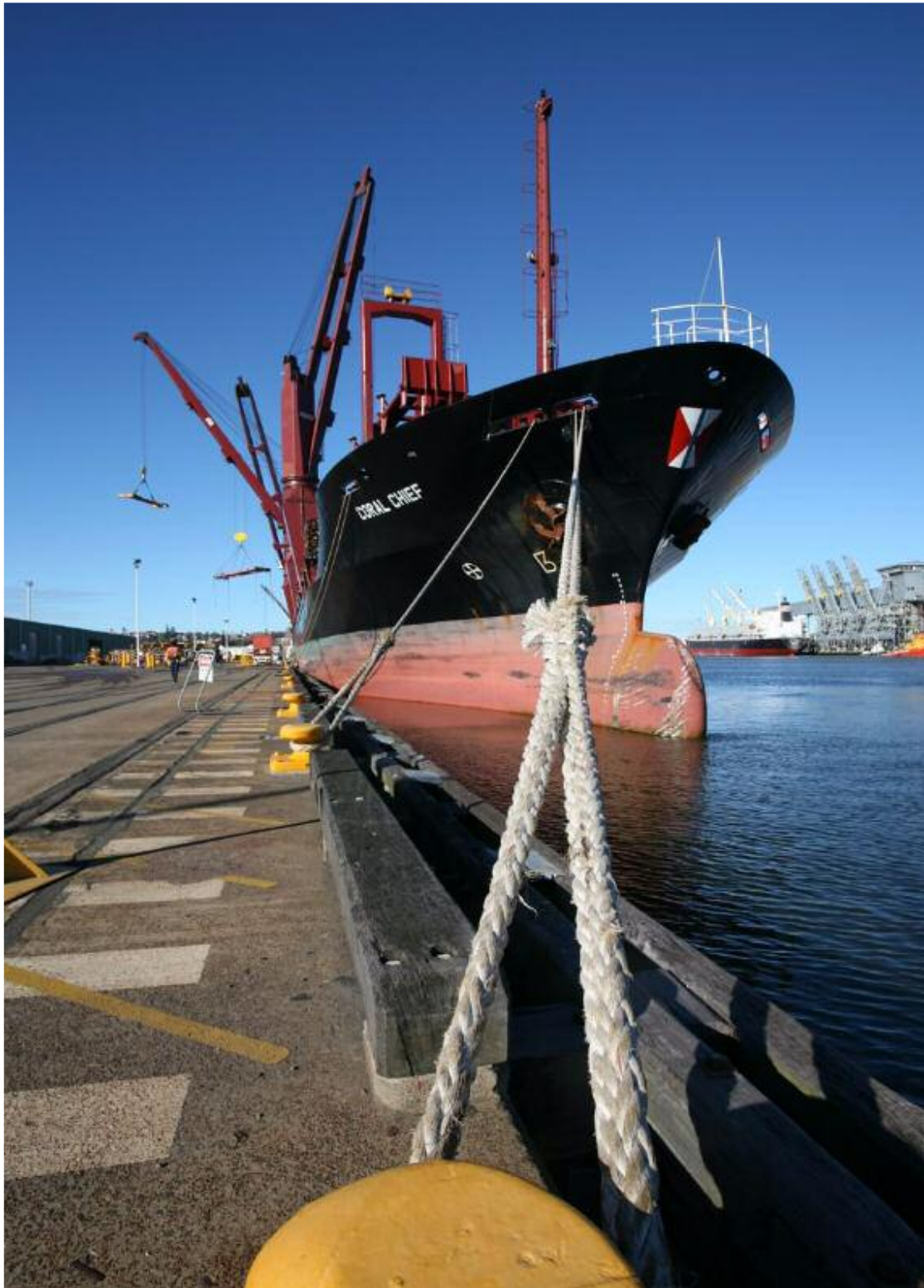


Internet: www.spos.eu Tel : +31 317 399800 E-mail : sposinfo@meteo.nl



Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The 1990 built **CORAL CHIEF** loading container goods at the port of Newcastle NSW - Australia.
In the background is seen the 28655 GRT Bulk Carrier **SEA ELEGANCE**.

Photo : Slotmaritimephoto ©

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 164

The compiler of the news clippings disclaim all liability for any loss, damage or exense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.