

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 056



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The MIGHTY SERVANT 1 seen arriving in Cape Town

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EVENTS, INCIDENTS & OPERATIONS



View of the **Strait of Gibraltar** seen from Tanger

Photo : Jacco van Nieuwenhuyzen ©

Spain tells ships to avoid whales

The Spanish navy has advised ships in the Strait of Gibraltar to slow down to avoid hitting whales. A marine biologist working in the area says it is the first initiative of its kind in the Mediterranean.

Fast ferries pose a particular danger for whales, said Renaud de Stephanis. The speed limit has been set at 13 knots (15mph; 24km/h). Dozens of sperm whales flock to the busy strait to eat squid. It is also the habitat of about 260 pilot whales.

The strait is one of the world's busiest maritime lanes and every year several whales are hit by ships that do not see them or fail to change course. No accurate figures are available because usually the injured whales are not tracked and the currents are strong. Mr De Stephanis, at the Cadiz-based Centre for Conservation, Information and Research on Cetaceans, voiced hope that the navy's advice would raise whale awareness among crews.

"If they're not going to slow down, at least they may go a little bit to the right, a little bit to the left," Reuters news agency quoted him as saying. Conservation groups say six pilot whales have been found dead on Andalusian beaches since November - a higher figure than normal, Spanish media report. They are believed to have died from pollution.

Illegalen onderschept in containership en langs E3123

In de Antwerpse haven aan kaai 740 zijn maandagnamiddag acht verstekelingen ontdekt aan boord van een containerschip. Dat zegt de scheepvaartpolitie van Antwerpen. Langs de E313 werden dan weer zeven illegale Tsjetsjenen aangetroffen.

De verstekelingen krijgen momenteel medische verzorging, maar over hun toestand zijn nog geen details gekend.

Over de E313-illegalen is meer bekend. Vier van de zeven illegalen zijn minderjarig. Allen hadden ze een reis van 6 dagen achter de rug in een vrachtwagen om een familielid op te zoeken dat in ons land asiel had aangevraagd. Hoogst waarschijnlijk wilden ze eveneens een asielaanvraag indienen.

De chauffeur van de vrachtwagen had het zevental in Wommelgem afgezet. Volgens hun eerste verklaringen reisden er nog vier begeleiders mee. Die zijn net als de vrachtwagen spoorloos verdwenen.

De groep is maandagavond voorlopig ondergebracht in het politiekantoor. Daar kregen ze onder meer eten. De kinderen waren verzwakt en onderkoeld. Voor de minderjarigen wordt maandagavond door de Dienst Vreemdelingenzaken (DVZ) opvang geregeld in een tehuis. Initieel kreeg de meerderjarige vrouw, moeder van twee, het bevel onmiddellijk het Belgische grondgebied te verlaten. De lokale politie van de zone Minos vroeg die beslissing te herbekijken zodat moeder en kinderen niet gescheiden zouden worden. Een beslissing in dat verband zou maandagavond nog vallen.

Japanese whaling ship clears Antarctic danger zone

The Japanese whaling ship, the **Nisshin Maru**, stranded for 10 days off the Antarctic coast after a fire, no longer poses a danger to wildlife but is staying in the Southern Ocean, New Zealand rescue officials say. The 8,000 tonne flagship of Japan's whaling fleet re-started its engines over the weekend for a "test run" following a fire below deck that killed a crewman.

"They have moved 200 nautical miles north of the danger zone they were in, but we have no idea yet of their intentions," a Maritime New Zealand spokeswoman said.

The fire broke out in the middle of the yearly Japanese whale harvest, which Tokyo insists is conducted for research purposes.

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Anti-whaling countries argue the planned cull of over 900 whales violates a 1986 global ban on commercial whaling.

The blaze sparked concern from anti-whaling activists that oil or chemicals could spill into the pristine Southern Ocean, close to the world's biggest Adelie penguin breeding colony.

A Japanese fisheries agency official in Tokyo says the **Nisshin Maru** will carry out extensive tests over the next few days to ensure it is able to move safely among ice as the Antarctic winter moved closer.

International environment watchdog Greenpeace says it is monitoring the **Nisshin Maru** with its anti-whaling ship the *Esperanza*, which has been assisting the Japanese with helicopter searches for nearby icebergs over the past week.

"If they simply sail out of Antarctica and the Southern Ocean Whale Sanctuary, we will escort them and continue to offer assistance," Greenpeace expedition leader Karli Thomas said in a statement.

"However, if they attempt to start whaling again then we will take peaceful direct action to stop the hunt."



Spotted in the port of Brest a new vessel for the Hammerfest Port Authorities

Photo : Jacques Carney ©

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FNV dreigt met langere staking sleepers

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FNV Bondgenoten dreigt met meer en langduriger acties als de directie van het sleepbedrijf Smit in Rotterdam niet toegeeft aan de eisen. „Nu is het even afwachten, tot de directie ziet dat het menens is. Als die dan nog niet beweegt, dan komen er volgende week langere stakingen", aldus een woordvoerder van FNV Bondgenoten.



De **SMIT CLYDE** – Foto : Teun van der Zee ©

Na een staking van 24 uur gingen werknemers van Smit Harbour Towage Rotterdam (Smit HTR) zaterdagochtend om half zeven weer aan het werk.

Ongeveer 35 schepen werden vrijdag de dupe van de staking, verklaarde Smit eerder. Ze weken uit naar andere havens of lagen een dag voor anker. De 240 werknemers staakten omdat hun directie niet inging op het ultimatum dat de vakbonden hadden gesteld voor een betere cao.

US WARSHIP HEADS TOWARDS HIJACK SHIP

A US warship is reportedly heading towards a UN-chartered, St Vincent and Grenadines-flag general cargo ship hijacked off Somalia. The hijacking was the first for several months and follows the overthrow of the Islamic Courts which had suppressed piracy along the country's coast.

Unusually, the incident has occurred off the NE coast of the semi-autonomous and generally quiet Puntland province. The 1976-built ship, operated by Mombasa-based Motaku Shipping is reported to be at anchor within territorial waters with its crew of 12 Kenyans and Sri Lankans still on board.

The director of the ICC International Maritime Bureau Pottengal Mukundan said: "We call on the interim government in Somalia to take appropriate actions against these pirates."

Bonden wijzen voorstel Smit af

De vakbonden hebben een voorstel van het sleepbedrijf Smit een bemiddelaar in te stellen om het cao-conflict met de slepers te helpen oplossen, afgewezen. Dat liet het bedrijf maandag weten. FNV Bondgenoten stelt moeite te hebben met de eisen die Smit aan deze persoon zou stellen, maar wil nog niets zeggen over nieuwe acties.

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„In een poging de vastgelopen gesprekken weer vlot te trekken en nader tot elkaar te komen, heeft Smit maandagochtend de bonden het voorstel gedaan een bemiddelaar te benoemen", zo stelde het bedrijf in een verklaring. „In een reactie aan het einde van deze middag hebben de bonden dit initiatief afgewezen. Het stelt Smit teleur dat alle initiatieven tot nu toe van haar kant komen en even zovele keren op afwijzing stuiten."

FNV Bondgenoten stelt dat de tussenpersoon die Smit voor ogen heeft, geen bijdrage aan een oplossing kan leveren. „Ze vragen niet om een bemiddelaar maar om een derde die moet beoordelen of de voorstellen die de werknemers doen wel redelijk zijn", aldus een woordvoerder. „Wij zitten niet te wachten op zo'n derde persoon. De eisen van onze leden zijn helder en gerechtvaardigd. Smit moet gewoon toegeven en opschuiven richting onze eisen. Dan komen we er vanzelf uit. Het bedrijf is nu aan het dreinen als een verwend kind."

De slepers, in totaal 240 werknemers, legden het werk afgelopen vrijdagochtend voor 24 uur neer. De bonden zetten in op een eenjarige cao en eisen onder meer een loonsverhoging van 8 procent.

Smit heeft een tweejarige cao voorgesteld met een loonsverhoging van twee keer 8 procent; twee keer 4 procent structureel en twee keer 4 procent als eenmalige uitkering. Breekpunt in de onderhandelingen is de manier waarop deze eenmalige uitkering moet worden verstrekt. Verder is er onenigheid over de werkroosters.

De bonden kondigden na afloop van de staking al aan dat er nieuwe acties zouden volgen als de onderhandelingen met Smit niets zouden opleveren. FNV Bondgenoten wilde maandag nog niet vooruitlopen op nieuwe stakingen.

AGATE ISLAND SINKS OFF DURBAN



The **Agate Island** was in tow to the scrapyard and sank +/- 65 nm east of Durban South Africa on Sunday 25th February 2007 at 0805. The vessel had been in tow by the **Rig Deliverer**. Dive Solutions from Durban working off the **Ocean Stroom** had attempted to pump the engine room until it became too dangerous. The **Rig Deliverer** cut the tow at +/- 06.30 hrs.



Photo's :
Mike Smith
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MSC Napoli work progresses

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The Smit-chartered crane barge **Big Foot** returned to the stricken container ship **MSC Napoli** after seeking shelter from adverse weather conditions. A statement from the UK's Maritime & Coastguard Agency said about 200 boxes remained on the upper deck and 1,352 below deck. The rate of container removal so far will not be matched when the below-deck containers are worked on because most are below sea level and the operations will require divers. Naval architects are currently working on a feasibility study to determine their strategy for the next phase of the operation. A survey carried out by divers along the portside has confirmed no new damage, buckling or cracks in the vessel's hull. Meanwhile contractors have been working to clean up nearby Branscombe Beach. About 160 tonnes of scrap steel have been removed together with 169 tonnes of waste material. The events surrounding the beaching of the MSC Napoli prompted 38 members of parliament to signed a so-called Early Day Motion (to draw attention to an issue and gain support for it, although without expectation of a debate) suggesting that "such examples of sub-standard shipping will spoil the image of the UK flag". The government was asked to consult on measures to be taken to improve safety and working conditions of UK flagged vessels. The Chamber of Shipping responded that claims that the ship was sub-standard should not be made until investigations had been completed into the cause of the incident.



Top : The last deck stored container seen getting lifted off the **MSC NAPOLI** Monday February 26th

DOCKENDALE SHIP DETAINED

THE UK's Maritime and Coastguard Agency has detained the Bahamas-flag 36,433 gt bulk carrier **Golden Glory**, operated by Bahamas-based Dockendale Shipping. A team of surveyors from the MCA's Liverpool Marine Office conducted a Port State Control inspection last Thursday following a report from Customs regarding crew conditions on board the 1990-built ship.

An MCA statement says: "Inspection of the vessel by the surveyors found the overall condition of the vessel to be very poor. The vessel had incurred heavy weather damage, but this had not been reported to the MCA or to the vessels Classification Society. To date the inspection has revealed in excess of 30 deficiencies, some of which include: * Serious crack in the forward starboard deck * Cracked stiffeners on the port side * Sounding pipe sheared at deck level * Fire main holed and leaking * Seawater pipe-work for domestic fridge condenser leaking * Insufficient generator power * Defective fire doors * Insufficient food on board for crew * Multiple radio equipment deficiencies"

The statement adds: "In addition to the technical deficiencies, a major non-conformity was raised against Safety Management System, under section 10 of the ISM Code namely maintenance of the ship and equipment due to the large number and serious nature of deficiencies found. The Port State Control inspection has now been suspended and the Golden Glory will remain under detention until the deficiencies have been rectified and a satisfactory audit has been carried out by the Recognised Organisation that issued the ISM Certificates. This vessel was also detained in Hamburg on 8th January this year. "

Pat Dolby, Head of the MCA's Inspection Branch says: "This is a classic case of serious neglect by the vessel's owners and operators, and to allow the Golden Glory to continue to trade in its present condition would pose an unacceptable risk to the safety of its crew and other seafarers. Operators who are not prepared to maintain their vessels in accordance with internationally agreed standards must appreciate that the Maritime and Coastguard Agency will not hesitate to detain dangerously substandard vessels."

Dordtenaar komt om bij bedrijfsongeval Papendrecht

Een 34-jarige man uit Dordrecht is maandag overleden na een bedrijfsongeval in Papendrecht. De man was aan het werk op een boot bij een scheepswerf toen hij door nog onbekende oorzaak met zijn hoofd tussen de wal en het schip terecht kwam.

De man werd zwaargewond naar het Erasmus Medisch Centrum in Rotterdam gebracht. Daar overleed hij enkele uren later aan zijn verwondingen, aldus een woordvoester van de politie maandag.

Nederlands kunstmestschip kan verder



De reddingsoperatie voor de Spaanse kust rond het met kunstmest geladen Nederlandse schip **Ostedijk** is afgerond. De broeiende lading is voldoende afgekoeld en het vaartuig kan verder, melden de Spaanse reddingsdiensten. Het wachten is alleen nog op de benodigde papieren.

De 119,95 meter lange **Ostedijk** was met 6.000 ton kunstmest onderweg van Porsgrunn in Noorwegen naar Valencia toen een week geleden dampen van de gistende lading de machinekamer bereikten en de motoren moesten worden uitgezet. Door de chemische processen was de

temperatuur in de laadruimte opgelopen tot 350 graden Celsius.

CASUALTY REPORTING

Crew Of A Cargo Vessel Rescued In Aegean

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Crew members of a cargo vessel that lost steering power and adrift off Karpathos Island in the Aegean were rescued by Greek coast guards on Sunday. The 5 crew members of the North Korean-flagged ship were brought to Karpathos.

The crew members including 2 Turks are in good health told Greek Ministry of Merchant Marine. The ship that was carrying marble from Turkey to Rhodes and Crete islands anchored off Karpathos Island.

Stranded ship blocks Yangtze River

A cargo ship was stranded at noon on Sunday in the Chongqing section of the Yangtze River, interrupting transport on the water route.

Chongqing Evening News reports the ship "**Shunfeng No.3**," carrying logs aboard, ran aground in the Zhuerqi area as it cruised upstream, being trapped at a riffle by numerous cobblestones.

The local waterway administration sent a rescue boat to the site soon after the accident, planning to move the ship back to deep water. But the effort failed due to the weight of the shipload.



The stranded cargo ship stays aground at a riffle in Zhuerqi water area, the Chongqing section of the Yangtze River on Sunday, February 25, 2007.

A worker with the administration imputed the accident to a ship sinking last November. He said the wreck led to a change in the river's current and stone deposits.

A boat has been dispatched to dredge up the waterway around the sinking spot, the worker said. But it will have a hard time since it is now the low water season. The worker warned that traffic through the area may be suspended as

long as the ship remains unmoved.

A local professional salvage company had been taking part in the rescue as of Sunday afternoon.

Norwegian ship reported sinking off Poland

A Norwegian vessel is reportedly sinking after getting into difficulties 50 miles off Poland's Baltic Sea Coast.

The Roll-On Roll-Off **OCEAN CAROLINE** was said to have developed cracks in her hull and had started to sink. Eight of the crew were airlifted by a helicopter from Poland's rescue authorities and taken to Gdynia. Three of the crew, including her captain are said to have remained on board the vessel.

Other vessels in the area have been alerted to the situation. The ship's difficulties were reported to the Polish rescue authorities at 07:46 this morning.

The 2330 grt vessel is owned by Norwegian company Ocean Transport AS and is registered in the Norway International Ships register. She is 80.4 metres long and was built in 1973.

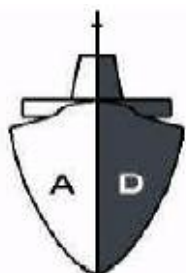
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Prior to becoming **OCEAN CAROLINE** she was called **NORDIC FROST**. She has had a history of deficiencies, the most serious when she was detained at Saint Petersburg for 17 days with 22 deficiencies in September of last year. More recently seven deficiencies were recorded at Klaipeda in Lithuania, reported just 6th of February this year. She was not detained. The ship is believed to have a mixed Russian and Latvian crew.

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The **RFA WAVE KNIGHT (A 386)** seen passing Harwich after a courtesy visit to Harwich International Port (Parkeston Quay).

Photo : Derek Sands ©

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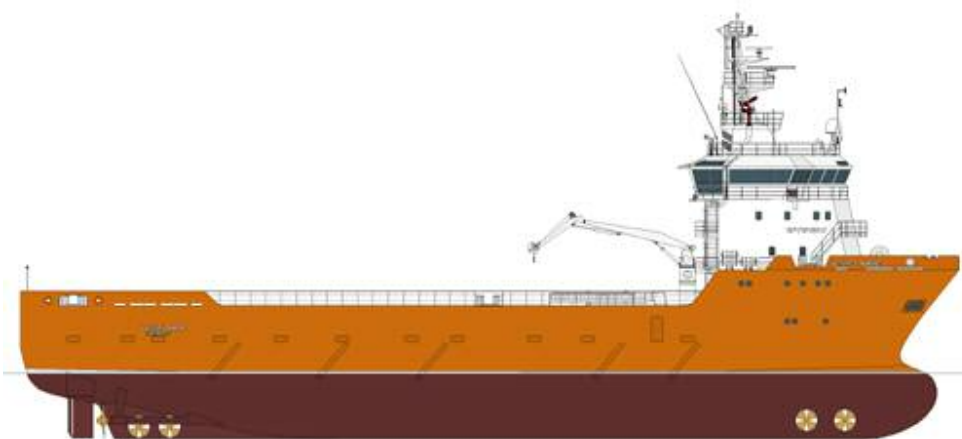
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New contract for Kleven Maritime

Kleven Maritimes yard, Myklebust Verft AS in Sande has signed a contract with Aries Offshore AS, for the building of one platform supply vessel.



The platform supply vessel, type VS 470 MK II, is developed in close cooperation between the yard and the owner, and is designed by Vik-Sandvik, Fitar, Norway. Main operations will be regular supply functions and cargo transport for the oil industry.

The length is 73,4 meters, the breadth is 16,6 meters and the speed is calculated to be 14,5 knots. The accommodation is arranged for up to 34 persons.

- We welcome a new customer and look forward to a fruitful cooperation, says managing director Per Kristian Furø at Myklebust Verft.

Aries Offshore Services (former S. Ugelstad Rederi AS) was taken over by new owners two weeks ago.

– It is a positive signal that we already after two weeks can enter into a newbuilding contract, says managing director Per Lindseth at Aries Offshore Services. With this contract included, Aries Offshore Services will have a fleet of 6 modern platform supply vessels.

The contract value is NOK 186 million and delivery will take place in September 2008.

Myklebust Verft AS has now 10 vessels in order, at a contract value of NOK 1,9 billion. In addition Myklebust Verft is going to outfit three vessels for Kleven Verft, at a value of NOK 1,4 billion.

Kleven Maritime as a group has 30 vessels in order, at a contract value of NOK 9,7 billions.

Maersk plans job cuts at Odense yard

The management of Maersk Group's Odense Steel Shipyard Ltd. in Denmark is to initiate negotiations for a reduction in the number of white collar employees due to difficulties in obtaining new orders.

According to the management, the cuts may total around 140 salaried employees in the administration, design and engineering departments. There will be a continued need for approximately 440 salaried employees and efforts towards obtaining new orders will continue.

The yard presently employs approximately 575 salaried and 2,600 hourly-paid employees.

The management and employee representatives will immediately initiate negotiations, and a negotiation committee will be established in order to reduce the impact of the contemplated reductions.

The yard says it is open to all proposals, including establishing a job center, to reduce the impact of the contemplated reductions of the labor force.

Daewoo wins \$430m Contract to Build Drill Ship

Daewoo Shipbuilding Marine & Engineering Co., won a \$430m order to build an offshore drill ship. The deal from Odfjell Invest Ltd. calls for Daewoo Shipbuilding to deliver the semi-submersible ship by June, 2010, the company said. Daewoo Shipbuilding said that the deal includes an option to build another drill ship. The company won a total of \$4.3 billion worth of orders in 2006 to build offshore facilities such as platforms and rigs. For the year, Daewoo Shipbuilding expects more than \$3 billion in orders to build such facilities. So far this year, Daewoo Shipbuilding has won \$1.65 billion worth of orders to build ships and offshore facilities, about 15 percent of this year's target of \$11 billion.

Norwegian Order for Sevmash

The armament shipyard Sevmash in Severodvinsk and the Norwegian companies Moss Maritime AS and MossMosvold Platforms AS have signed a contract for the third marine multipurpose platform construction, reports Itar-TASS quoting Mikhail Starozhilov, head of the shipyard press-service.

Marine multipurpose platforms are being built for different oil and gas production companies. According to M.Storozhilov, the Norwegian companies are responsible for the design and the management of the project.

It is scheduled to move the first platform out of the Sevmash stockpile workshop in March 2007. The construction will be completed afloat. It is planned to finish works and deliver the platform to the customer by the beginning of the navigation. In the next future the second platform will be laid", - adds the representative of the shipyard.

It is the second Norwegian large order for Sevmash. A series of tankers for Odfjell ASA is being already built at the shipyard.

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Adsteam enters agreement with SMIT on sale of Liverpool

As per the UK Competition Commission's final report issued on 9 February 2007, the UK Competition Commission has confirmed that the proposed acquisition of Adsteam Marine Limited ("Adsteam") by SvitzerWijismuller will not result in a substantial lessening of competition outside the Port of Liverpool and that it considers that the sale of either SvitzerWijismuller's or Adsteam's current Liverpool business would fully address its concerns.



The **Adsteam fleet** in Liverpool, seen the tugs **Adsteam Waterloo, Bramley Moore, Canada, Collingwood, Gladstone** and **Trafalgar**.

Photo : Cor Fontaine ©

In order to address the UK Competition Commission's concerns, SvitzerWijismuller has been advised that Adsteam has entered into an agreement to sell Adsteam's current Liverpool harbour towage business to SMIT. The completion of the sale is conditional upon:

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written approval of the sale from the UK Competition Commission; and SvitzerWijismuller's takeover bid for Adsteam becoming or being declared unconditional in all respects and Adsteam becoming a subsidiary of SvitzerWijismuller. SvitzerWijismuller welcomes this initiative to address the UK Competition Commission's concerns and hopes that the sale of Adsteam's Liverpool harbour towage business to SMIT will be completed over the next coming weeks once the above conditions have been met.

In respect of SvitzerWijismuller's Offer for Adsteam, SvitzerWijismuller urges Adsteam shareholders to follow the recommendation of their board and accept the Offer, without delay. The Offer is scheduled to close at 7.00pm (AEST) on 16 March 2007, unless extended.

Furthermore, in order to increase the likelihood of an accelerated payment of the cash consideration payable under the Offer, as set out in the Ninth Supplementary Bidder's Statement dated 22 February 2007, it is important that Adsteam shareholders accept the Offer as soon as possible and in any event no later than 7 March 2007.

SvitzerWijismuller will continue to keep Adsteam shareholders informed of any material developments.



The **BELLE NAUTICA** seen in the port of Jebel Ali

Photo : Reinier Meuleman ©

Bourbon Offshore and Oceanteam sign cooperation agreement

Bourbon Offshore ASA and Oceanteam Power & Umbilical ASA signed an agreement to commercially cooperate in respects of vessels and services.

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The agreement is aimed at expanding the range of Oceanteam services in combination with the wide range of specialized offshore support vessels from Bourbon. The initial focus is to be on West Africa and the Middle East.

Bourbon, through its subsidiary SONASURF, and Oceanteam have recently been awarded a long term field support vessel contract with BP Angola for its Greater Plutonium development in Block 18.

"The further development of the relationship, through a combination of market knowledge, experience, services and resources will allow both companies to enter into new market segments and regions," says a statement issued today

Bourbon Offshore has a fleet of 190 modern multi-purpose vessels with another 90 on order or under construction. Oceanteam Power & Umbilical is a niche services provider focused on servicing, installation, trenching and IMR of flexible pipelines, umbilicals and power cables. This includes the provision of installation teams, fully operational spreads and time charters. The company was established in 2004 and has been operational since October 2005. Oceanteam P&U has 60 employees located in Bergen, Aberdeen and Amsterdam.



Attica buys more Minoan

Greek ferry group Attica Holdings has built its stake in rival Minoan Lines to 22.3%. The Superfast Ferries and Blue Star Maritime owner's chairman Pericles Panagopoulos told the Naftemporiki newspaper that it spent EUR 27.1m (\$35.67m) on a 7.2% stake.

It has yet to make a formal announcement to the Athens Stock Exchange. The company has increased its holding from 11% since November, despite speculation early last year that it could bail out of the company. Last February Attica sold its 12.3% stake in Hellenic Seaways, the former Hellas Flying Dolphins, for EUR 21.1m.

It made an \$8m profit on the shares, which it had only held for 13 months



The **STATENGRACHT** seen arriving in Fort Lauderdale – Photo : Bill Hoey ©

MOVEMENTS

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The **Valentia** arriving from Dublin for Nissan, South Shields No2 berth 26/02/07.

Photo : Kevin Blair ©



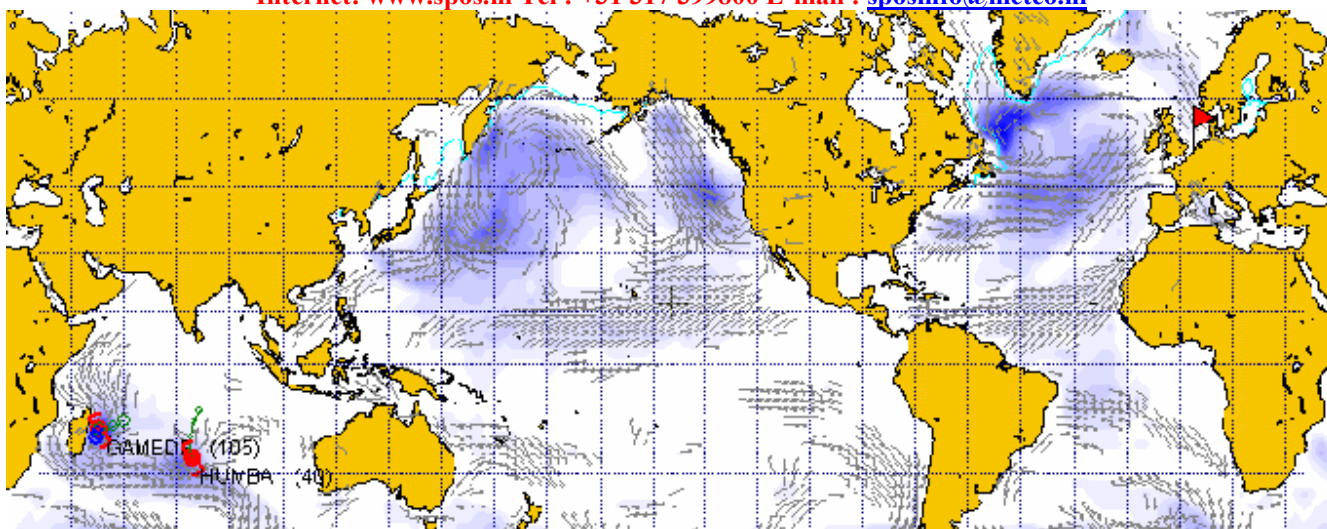
The **CMA CGM DEBUSSY** seen passing the Suez Canal – Photo : Crew CMA CGM Parsifal ©

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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

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The **ADSTEAM WARDEN** seen in action
Photo : Teun van der Zee ©

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