

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 086



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The KRAFTCA seen at the Westerscheldt River

Photo : Willem Kruit ©

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EVENTS, INCIDENTS & OPERATIONS



The tug **CYKLOP** arrived with the newbuilding hull **1582** from Poland at the Damen yard

Photo : Frits Janse ©

'MSC Tampa' being towed to safe anchorage

Dover Coastguard has been assisting the recovery of the container ship 'MSC Tampa', which suffered engine failure earlier today in the Dover Strait.

The ship lost power and then dragged anchor into the very busy shipping lane within the Dover Strait where it became a hazard to navigation.

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Dover Coastguard requested the MCA Emergency Towing Vessel (ETV) '**Anglian Monarch**' to the vessel to establish a tow. The '**MSC Tampa**' is now under tow and on route to a safe anchorage, 2 miles south of Folkestone, where any repairs will take place.

Mike Toogood, Channel Navigation Information Service Manager, Dover Coastguard said. "We immediately requested the MCA Emergency Towing Vessel '**Anglian Monarch**' to the scene to eliminate the hazard to shipping navigation. The ETV was on scene within 15 minutes."



The brandnew **METHANE SHIRLEY ELISABETH** seen leaving West Jurong anchorage at Singapore

Photo : Slotmaritimephoto ©

Beweging in CAO-conflict Smit

Er lijkt beweging te zitten in het al twee maanden durende CAO-conflict bij de sleepers van Smit in de Rotterdamse haven. De directie van Smit is bereid de 240 werknemers meer loon te bieden. Dat gebeurt door middel van een éénmalige uitkering van in totaal tweeduizend euro netto. Ook wil het bedrijf de gestegen ziektekostenverzekering vergoeden en de WGA-premie voor de rekening nemen. Voor meer ouderendagen voelt Smit echter niets.

De vakbonden FNV Bondgenoten en De Unie, die bij Smit sterk vertegenwoordigd zijn, hebben hun leden gevraagd schriftelijk te stemmen over het bod van de werkgever. „Wij gaan dit neutraal voorleggen, sprak FNV-bestuurder Cees Bos gisteren na overleg met zijn achterban. „Ik denk dat we drie dingen binnengehaald hebben, de ouderenregeling helaas niet. Die is helemaal van tafel.

De gemiddelde leeftijd van een werknemer bij Smit Harbour Towage is 58 jaar. De bonden wilden extra ouderendagen voor werknemers van 61 en 62 jaar. De directie voelt daar niets voor.

Frans van Veen, 43 jaar in dienst bij Smit, vindt dat het bedrijf al 25 jaar niets aan ouderenbeleid doet. „Daarom mag ik door tot 63 jaar en drie maanden. Van Veen vermoedt dat zijn collegas toch uiteindelijk zullen instemmen met het bod. „Want het heeft nu lang genoeg geduurd. Het CAO-conflict duurt al acht weken. De sleepers hebben sinds 23 februari in etappes bij elkaar tien dagen gestaakt.

De uitslag van de schriftelijke stemming wordt volgens De Unie-bestuurder Janine Keller over anderhalf à twee weken verwacht. Tot die tijd wordt er niet gestaakt, hebben de bonden gezegd.

Explosion Investigation

An investigation will be held into the cause of an explosion which injured four Filipino sailors on a ship off the Newcastle coast (02 Apr).

Three of the men suffered serious burns to their arms and faces in what is believed to have been a boiler explosion on the ship **Shirane**.

A 51-year-old was flown to Sydney's Royal North Shore Hospital Burn Unit, while the others are being treated in Newcastle's John Hunter Hospital. The Port of Newcastle's Harbour Master says the cause of the incident is being investigated.



The **FUGRO MERIDIAN** seen in Norwegian waters – Photo : Jan Plug ©

MOL TO SPEND US\$294M ON SAFETY

THE president of major Japanese shipowner Mitsui OSK Lines, Akimitsu Ashida, his company is set to spend yen35bn in three years to improve safety.

Speaking to mark the 123rd anniversary of the founding of the company Mr Ashida referred to the four serious incidents involving MOL vessels saying "we should avoid any similar occurrences in the future by working together".

He continued: "To that end, today we begin MOL Advance, our new three-year management plan. The first objective of our new plan is the implementation of measures designed to reinforce safe operations. The restoration of trust from our customers and the global community is critical and our plan is to invest a total of yen 35 billion in safety operations over the three year period of MOL Advance, while continuing to increase the quality of our transportation service."

He said: "This will include the development of the Safety Operation Supporting Centre and the recruitment/training of seafarers. We will also focus on the development of safety standards for our current and future operated vessels. To put it concretely, three ship management company groups for dry cargo ships, tankers, and LNG carriers will formulate basic ship management policies for each type of vessel, and each ship management company among the groups will take the initiative to implement those policies through its daily operations. The Marine Management Division (new name: Marine Safety Division) will support these ship management companies' operations. We also established the

Safety Operations Headquarters as a parent organization to integrate the emergency response and safety management standards which are common among ship management companies. We expect vessels and ship management companies to work together to achieve a new world standard in transport quality under this new site-oriented organizational structure."

Ship escapes danger as pirates flee

A cargo ship escaped seizure at Somalia's main port in the restive capital Mogadishu, three days after pirates captured another vessel in the same harbour, a maritime official said on Wednesday.

Gunmen in speed boats opened fire at the MV **Nishan**, a UAE-registered vessel, late on Tuesday as it anchored at Mogadishu port, said Andrew Mwangura of the Kenyan chapter of the Seafarers' Assistance Programme.

"The ship was anchoring when two boats approached and gunmen opened fire. The captain contacted port authorities who sent in speed boats" to rescue it, Mwangura told AFP.

The whereabouts of the vessel was unknown after it fled out to sea, Mwangura added.

On Sunday, pirates hijacked an Indian cargo ship in Mogadishu port and later forced it to sail north up the coast of Somalia.

Mwangura said there was no word on the ship and its 14-member crew on Wednesday, after pirates demanded an unspecified ransom from the ship's agents.

Meanwhile a third ship is still missing after being seized on February 25.

The UN-chartered MV **Rozen** was hijacked with its 12-member crew and has since been held in waters off Somalia's north-east semi-autonomous Puntland region.

Mwangura said negotiations to secure the ship's release had been hampered by a recent surge in fighting in Mogadishu. Waters off the unpatrolled 3 700-kilometre Somali coastline saw scores of pirate attacks between March 2005 and June last year, but these stopped during six months of strict Islamist rule of south and central Somalia.

Remnants of the Islamists and clan fighters have been battling government forces and their Ethiopian backers since the start of the year.

TLN: douanestaking kost bijna miljoen per dag

De gevolgen van de staking van het douanepersoneel in de Rotterdamse haven zijn voor de wegtransporteurs erger dan verwacht. De chauffeurs moeten soms 3,5 tot 5 uur wachten en de acties wekken veel ergernis op. Dat meldt Transport en Logistiek Nederland TLN. De branche-organisatie riep de actievoerders vorige week al op meer ondernemersvriendelijke acties te voeren.

Volgens TLN moeten de actievoerders en de overheid zo snel mogelijk weer aan de onderhandelingstafel plaats te nemen en stoppen met 'chauffeurkje pesten.' TLN schat dat de forse vertraging leidt tot een economische schade voor de sector die kan oplopen tot 800.000 euro per dag. Verder moeten de transporteurs de komende weken extra dagen maken om alles weer op orde te krijgen.

TLN is van mening dat de eerdere acties van het douanepersoneel op Schiphol ondernemersvriendelijker waren. In plaats van de ondernemers onnodig te vertragen met stiptheidacties, zoals in Rotterdam, mochten passagiers zonder

enige controle doorreizen. Voor TLN is het belangrijk dat de sociale partners zo snel mogelijk tot een compromis komen en de container-, tank- en silovervoerders weer zonder vertraging in Rotterdam aan de slag kunnen.

One more vessel to patrol Palk Straits

An additional naval vessel has been pressed into service to patrol the Palk Straits in the aftermath of attacks on Indian fishermen and escalation of violence in Sri Lanka.

The indigenously built Indian Naval Seaward Defence Boat-T 56 would conduct surveillance in addition to two ships of the navy and the Coast Guard, official sources said here today.

The new vessel has sophisticated radars to track down objects several nautical miles away, besides high calibre guns.

T 56 has 60 personnel, including a commandant and a deputy commandant, they said. The three vessels would conduct round-the-clock surveillance of the International Maritime Border Line, they said.

Some interceptor boats are also patrolling the area, the sources said. Patrolling has been intensified in the Palk Straits soon after the Tamil Tiger rebels launched their first aerial strike on a military airbase in Colombo on March 26.

Several Indian fishermen had been recently fired upon or killed by the Sri Lankan navy, even as influx of refugees was steady.

Inquiry to probe ferry tragedy

NSW Premier Morris Iemma has called a special commission of inquiry into the beleaguered Sydney Ferries corporation. Four people were killed last week when a Sydney ferry collided with another vessel on Sydney Harbour.

That followed another fatal mishaps earlier this year and a string of other incidents involving the government-owned ferry corporation over the past two years.

Mr Iemma said today lawyer Bret Walker SC, who headed the inquiry into Campbelltown and Camden hospitals, would conduct an inquiry into Sydney Ferries.

“Recent incidents involving Sydney Ferries have made it clear to me that it's time to put the spotlight onto the entire operations of the Sydney Ferries Corporation from top to bottom,” Mr Iemma said in a statement.

“This will be a thorough, rigorous and independent inquiry and I want no stone left unturned at the end of the process.”

The inquiry will look into the provision of ferry services and any action which should be taken to improve the ability of the corporation to provide safe, efficient and customer-focused ferry services.

ss Rotterdam over een jaar toegankelijk voor publiek

De **ss Rotterdam** komt tussen half december en half januari naar Rotterdam. De eerste bezoekers kunnen vervolgens op 31 maart 2008 het schip bewonderen, bijna een jaar na nu.

Dat heeft de organisatie achter de terugkeer van het voormalige HAL-vlaggenschip gisteren bekendgemaakt. De verlate komst heeft te maken met de uitbreiding van de te exploiteren ruimte, zoals deze krant eerder berichtte. Het schip ligt in Willemshaven (Dui).

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Volgens Hans Elemans, directeur van de Rotterdam bv, valt een precieze datum lastig te plannen, omdat de tocht afhankelijk zal zijn van (onder andere) het weer. Is de windkracht hoger dan 5, dan mag het schip de haven niet worden in- of uitgesleept.



Foto : Willem van der Leek ©

Na aankomst van de **ss Rotterdam** in de thuishaven is er zo'n zes a acht weken nodig om het schip operationeel te maken. Het wordt aangesloten op nutsvoorzieningen en riool.

Ook de ruimtes moeten verder worden ingericht door de hotelier, de Jaarbeurs en het ROC Albeda.

Cruise passengers sickened during Portland sailing

Twenty-six passengers and seven crew members fell ill on the **Empress of the North** cruise ship during a five-day Columbia River sailing from Portland that left March 16.

The Centers for Disease Control and Prevention are investigating the cause of the illness, which left passengers with diarrhea and vomiting. The vessel had failed a CDC inspection the month before, and passengers who were sickened on the sailing following the March 16-21 outbreak are furious that cruise operators did not tell them of the outbreak before they boarded.

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"We never would have gotten on had we known that so many on the previous cruise had been sick," said Martha Day, a teacher from Tennessee.

The 223-passenger **Empress of the North** is operated by Majestic America Line of Seattle. April Matson, a Majestic spokeswoman, said the line had sanitized the ship and taken other measures in response to the outbreak and failed February inspection.

"We feel confident we've taken steps to assure the safety and security of people on board," she said.



The **UNION PEARL** and **UNION CORAL** seen assisting the **MAERSK STRALSUND** in the port of Zeebrugge
Photo : Henk Claeys ©

Fighter van sloop gered

door Wout Bareman

De dertig jaar oude zeesleper **Fighter** van de Unie van Reddings- en Sleepdiensten (Union) is van de sloop gered.

Begin februari meerde de sleepboot, die door de jaren heen werd ingezet bij tal van grote scheepsongelukken op met name de Oosterschelde en een deel van de Noordzee, voor goed af in Terneuzen. Eigenaar Union draagt de statige sleper binnenkort over aan de pas opgerichte stichting **Behoud Fighter**. Die heeft mooie plannen met de boot. Terneuzenaar Alain Dooms, één van de oprichters: "We moeten het allemaal nog uitwerken, maar we denken vooral aan een educatieve functie. Als de sleper is opgeknapt, kunnen we belangstellenden tonen hoe het leven aan boord van een zeesleper is. Ik kan me zo voorstellen dat ook sleepbootspotters en bijvoorbeeld zeeverkenners veel belangstelling voor de sleper zullen hebben. Maar er zijn natuurlijk veel meer leuke dingen te bedenken."

Vanaf oktober is in de ruimten aan boord zo goed als zeker ook een kleine expositie te zien, gewijd aan de historie van de **Fighter**. Dooms: "Het is ontegenzeggelijk één van de meest aansprekende sleepboten, die in het Westerscheldegebied actief zijn geweest. Denk aan de heldendaden van de bemanning bij de reddingsactie rond de **Herald of Free Enterprise**. En zo zijn er nog veel meer voorbeelden." De **Fighter** liep in 1977 samen met het zusterschip **Boxer** van stapel op de werf van Rupelmonde. Jarenlang lag de sleepboot - met legendarische kapiteins als Piet Oppeneer en Maarten van der Eijk - op station in de Vlissingse Buitenhaven. Van daaruit spoedde de sleper zich niet alleen naar schepen, die 'gewoon' sleepbootassistentie hadden besteld voor hun reis naar Terneuzen, Gent of Antwerpen. De stichting is momenteel op zoek naar een geschikte locatie, waar de **Fighter** permanent ligplaats kan kiezen. Het lijkt erop dat wordt gekozen voor de voormalige Veerhaven.

Zeiljacht gestrand bij Klein Curaçao

Afgelopen Zondagmorgen vroeg ontving het RCC te Curaçao een noodoproep van het Franse zeiljacht '**Tchao**'. Het zeilschip was op de noordkust van Klein Curaçao gestrand. Eenheden van de Kustwacht en de Citro zijn meteen uitgerukt om assistentie te verlenen.



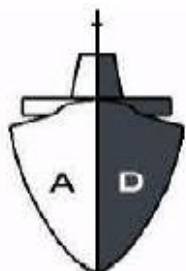
Zondagmorgen 1 april omstreeks 05.15 uur, ontving het Reddings en Coördinatie Centrum te Curaçao een noodsignaal van het Franse jacht 'Tchao'. Het vaartuig was op de noordkust van Klein Curaçao gestrand. Een SuperRhib van de Kustwacht werd meteen ingezet om assistentie te verlenen. Tevens werd de Citro ingelicht die met de '**Cornelis Zwaan**' en de '**Antje**' ook richting Klein Curaçao vertrokken. Aan boord van de '**Tchao**' waren vier opvarenden maar deze konden veilig de kant bereiken. Helaas kon het schip niet gesleept worden omdat het te veel schade had opgelopen.

Twee opvarenden konden meevaren met vrienden richting Curaçao, terwijl twee personen achterbleven om de spullen van boord te halen. Hierop keerden de eenheden van de Kustwacht en de Citro terug naar Curaçao. De oorzaak van het stranden van het zeiljacht is nog onbekend.

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The **L 800 ROTTERDAM** seen meeting her larger sister **L 801 JOHAN DE WITT** at the Marsdiep near Den Helder Naval base

Photo : Jop N. Roggeveen ©

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MIS to build F&G Super M2 for new JV

Maritime Industrial Services Co. has finalized a Letter of Intent covering construction of one firm and one optional Friede & Goldman Super M2 design offshore jackup drilling rig at its Sharjah, UAE, yard.

It has received a US\$5 million initial payment on the first rig. The order was received from a newly established joint venture company involving Singapore-based KS Energy Services Ltd., with 50% equity, Amwal Al Khaleej Commercial Investment Co. Ltd. (a Saudi Arabian private equity company) with 40% equity and MIS with 10% equity.

It is expected that the formal joint venture agreement between the parties and the final building contract will be finalized in early April. The delivery of the rig is set for 30 months from the effective date of the contract or around the third quarter of 2009. MIS will dedicate one of the 30,000 ft National Oilwell Varco drilling packages that it ordered at the end of 2006 to the first rig to ensure the 2009. delivery date. With this award, MIS's order backlog now exceeds US\$ 400 million for the first time in its history.

MIS Managing Director stated, "this is an important order for MIS to add to the two rigs already under contract for Mosvold Jackups Ltd. It reflects the sentiment that MIS is a credible rig builder based on the progress achieved to date

on the Mosvold rigs." Smith added that "MIS sees this type of joint holding of rigs increasing in the Middle East as more and more local companies establish themselves as equity holders in offshore jack-ups in the biggest oil and gas producing market area in the world. MIS will continue to try to promote this type of venture between established chartering companies and drilling contractors with local companies holding equity."

MIS is a Panamanian registered company with its major fabrication base and shipyard in Sharjah, UAE and has approx. 3,500 employees. The company was founded in 1979 and has 28 years of profitable operating history. MIS provides integrated onshore and offshore engineering, procurement, fabrication, maintenance, construction and shipyard services including oil, gas and petrochemical processing equipment, marine, structural and new-build offshore jackup drilling rigs, site installation, construction, commissioning and shipyard services, professional, technical, operational and safety services. 2005 revenue was USD 108.8 million with net profit of USD 9.6 million Audited 2006 revenue was USD 177.4 million with net profit of USD 19.3 million MIS is listed on the Norwegian OTC market (NOTC:MISC).

Keppel O&M wins repeat customer orders

Keppel Offshore & Marine Limited (Keppel O&M) reports that its subsidiaries have booked contracts worth S\$280 million (about US\$185 million) from repeat customers.



Keppel Shipyard

Prosafe Production Services Pte Ltd has awarded Keppel Shipyard, a contract to repair and convert a 276,000 dwt VLCC tanker, the M/T **Navarin**, into a Gas Floating Production Storage and Offloading (FPSO) unit.

On completion in 2008, it is expected to be one of the world's largest converted gas FPSO units. It has a firm contract for a nine-year charter, with six consecutive one-year options,

from Petrobrasil.

Prosafe Production is a unit of Prosafe SE, one of the world's leading owners and operators of FPSO and FSO facilities. In the last 10 years it has used Keppel Shipyard exclusively for the conversion of all its FPSO and FSO systems, totalling nine (9) conversions and upgrades including this latest facility.

Keppel FELS Brasil

Keppel FELS Brasil SA has secured a contract with Petrobras Brasileiro SA (Petrobras), Brazil's national oil company, for the repairs and upgrade of BGL 1, a 122-m derrick-lay barge.

The scope of work comprises detailed engineering, pre-fabrication of helideck, drydocking, special survey and the installation of six new thrusters and DP Control System (OFE). It also includes the installation of the owner's supplied pipe-laying equipment and the upgrading of the living quarters.

On completion in May 2008, BGL 1 will be able to undertake deepwater construction support, the installation of mooring, subsea structures and pipelines.

Keppel Verolme

Keppel Verolme BV in the Netherlands continues to strengthen its relationship with Sevan Production AS (Sevan) and has secured a project to outfit Sevan's second cylindrical floating production storage and offloading (FPSO) unit, **Sevan Hummingbird**.

The outfitting work includes the installation of central shaft, process modules and mechanical equipment, installation of piping systems, electrical and instrumentation systems, Hydraulic, HVAC and architectural works. The **Sevan Hummingbird** will be capable of an oil processing capacity of up to 30,000 bbls/day and a water injection capacity of up to 20,000 bbls/day. The unit is scheduled to be operational later this year at the Chestnut field in the central North Sea for two and half years.

This contract was awarded following the successful delivery of **SSP Piranema**, the first Sevan stabilized platform unit, from Keppel Verolme in January.

Keppel Singmarine

Keppel Singmarine will build a repeat of its first vessel for Middle East based Seaways International.

Due for delivery in the fourth quarter of 2009, the Anchor Handling Tug will have 100-tonne bollard pull with additional equipment and DP 2 system.

Electric Boat Awarded Another Sub-Repair Contract

Electric Boat Corp. was awarded a \$6.7 million submarine contract with the U.S. Navy. The Supervisor of Shipbuilding Conversion and Repair, based in Groton, Conn., commissioned the work. Electric Boat is a business unit of General Dynamics Corp., a defense contractor headquartered in Falls Church, Va. There are five General Dynamics business units operating in New England, including Bath Iron Works in Bath, Maine and General Dynamics Armament and Technical Products based in Burlington, Vt. General Dynamics employs 72,200 people worldwide and specializes in combat systems, munitions and shipbuilding. General Dynamics reported 2006 net sales of \$24 billion.



The **INGER** seen at the river Tyne – Photo : Kevin Blair ©

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The **MSC PILLAR** seen enroute Antwerp – Photo : Richard Wisse ©

First RT-flex Engine Order for Hitachi

Hitachi Zosen was awarded a contract in March 2007 by Wärtsilä Corporation to build four six-cylinder Wärtsilä RT-flex50-B engines for ships to be built in China. The first of the ships will be delivered in the second quarter 2009. The engines each have a maximum continuous power of 9960 kW (13,560 bhp) at 124 rpm.

Wärtsilä RT-flex marine low-speed engines incorporate the latest electronically-controlled common-rail technology for fuel injection and valve actuation. The new technology provides great flexibility in engine setting, bringing benefits in lower fuel consumption, lower minimum running speeds, smokeless operation at all running speeds, and better control of other exhaust emissions.

RT-flex engines are available in eight cylinder sizes covering a power range from 5800 to 80,080 kW. The Wärtsilä RT-flex50-B is the smallest of these, providing prime movers of 5800 to 13,280 kW ideally suited to the propulsion of bulk

carriers in the Handymax to Panamax size range, product tankers and 900-1500 TEU feeder container vessels. It is designed to meet the market needs for outstanding reliability, high efficiency, compactness, optimised manufacturing, and environmental requirements. As with all new marine engines nowadays, it is fully compliant with the NOx emission regulation of Annexe VI of the MARPOL 1973/78 convention.

The first RT-flex50 engine entered service in January 2006. The engine type has been very successful in the market with some 85 engines already sold.

Singapore to Unveil LNG Terminal Plan

Singapore will soon have an LNG terminal, according to Ear Chow Foo, deputy director of the Republic's Energy Market Authority.

He told delegates at the Sea Asia conference that details would be released in two weeks' time. Fairplay understands the terminal will have a jetty capable of handling Q-Flex vessels of 260,000 cub. m.

The terminal's location is yet to be identified but its land holdings will be on a 30-hectare plot, Ear said. There will be two storage tanks. Although the proposal is for an on-shore terminal, an off-shore facility has not yet been ruled out "despite the constraints we face in sea-space," Ear commented.

Singapore has been seeking to secure a constant supply of gas. A massive power failure in 2003, caused by disruptions in the Natuna gas station in Indonesia, hammered home the importance of self-reliance.

LNG is the preferred option as there are a number of suppliers. According to Fairplay, Singapore imports about 5 mn tons of LNG a year.



The tug **Watergeus** seen with the **Wagenborg barge 1**, loaded with 800 tons superstructure transported from Volharding location Hoogezand to Volharding location Harlingen.

Photo : Marc Mazereeuw ©

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The **SUPERFAST GALICIA** seen at Lanzarote – Photo : Thijs van Steensel ©

Fresh bid to draw young S'poreans to maritime jobs

Another major initiative, this time led by the private sector, was made yesterday to entice more of Singapore's young people into lucrative and exciting maritime careers.

MaritimeONE was launched yesterday as a network for maritime stakeholders to raise awareness and attract good people to the industry. And in keeping with the desire to attract young people into what has sometimes been perceived as a stodgy, all-male industry, yesterday's inaugural function was held in the refreshing setting of a chic pub in the Esplanade Theatres Mall, DXO.

Some 250 captains of industry, together with their personnel managers, attempted to put up a jovial, casual front among specially selected students from Singapore's tertiary institutions.

The guest of honour, Minister of State for Finance and Transport Lim Hwee Hua, set the tone by urging the young participants to 'let your hair down and enjoy yourselves and have fun as you will soon discover that the maritime sector is one where you work hard and you play hard'.

Four new industry-sponsored scholarships for maritime education were announced and some 45 maritime-related companies came forward with offers of 70 internships for the inaugural batch of Maritime Studies undergraduates of the Nanyang Technological University (NTU).

Maritime and Port Authority of Singapore chief executive BG Tay Lim Heng spoke of the need for a large pool of quality professionals for the wide range of jobs available in the industry.

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'MaritimeONE seeks to harness synergies through greater consultation, coordination and cooperation among maritime stakeholders to attract the best talents into the industry,' he said, explaining the rationale behind the scheme.

Today, MaritimeONE will, in conjunction with Maritime Youth Day, host some 1,000 students from secondary schools, junior colleges and tertiary institutions to various activities planned to coincide with three-day Sea Asia exhibition. They will get a taste of maritime jobs through career talks, quizzes, a sea tour and a guided walk through the Sea Asia exhibition at Suntec City which closes today after making a landmark inaugural entry into Singapore's maritime activities calendar.

Singapore Maritime Foundation chairman S S Teo will chair a forum to guide the MaritimeONE network, aided by the heads of industry organisations. Singapore institutes of higher learning, government agencies and industry leaders will be invited to participate in the forum



The **NORTHERN CANYON** arrived in Mosselbay – Photo : Ronny Meyer ©

Safmarine made GM Supplier of the Year

Multi-trade shipping line Safmarine was presented with the General Motors 2006 Supplier of the Year award for its overall business performance in providing GM with world-class parts and services on Saturday 31 March. The 15th annual award – themed the "Best of the Best" - was given at the JW Marriott Orlando Grande Lakes in Orlando, Florida, USA.

"We are proud to honour Safmarine as one of the 'Best of the Best' GM suppliers in 2006," said Bo Andersson, GM group vice president, Global Purchasing and Supply Chain. "Safmarine achieved the award based on outstanding performance in 2006. We appreciate their energy, hard work and dedication to the success of GM."

According to Safmarine CEO, Ivan Heesom-Green: "This recognition from General Motors, the world's largest automaker, is a great honour and we regard the award as proof that Safmarine's 'people making the difference' philosophy is a winning philosophy that offers value to our customers.

"After all, it is our customers who measure whether we are achieving our vision of being the carrier of choice for existing and future customers," Heesom-Green said.

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The GM Supplier of the Year award began as a global program in 1992. Winners are selected by a global team of executives from purchasing, engineering, manufacturing and logistics who base their decisions on supplier performance in quality, service, technology and price. This year, General Motors honored 89 suppliers for their outstanding performance throughout 2006.



Attached is **LUTJENBURG** arriving in Cape Town. She is doing one round voyage between Far East ports and South Africa standing in for **SA HELDERBERG** which is undergoing repairs at Singapore following involved in a collision.

Photo : Ian Schiffmann ©

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



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On Friday 6th April the 1981 built & upgraded in 1997 & 2001 Semi Submersible oil rig **ATWOOD HUNTER** is going to stop offshore off Malta for maximum of 36 hours for crew change & stores. Coming from Mauretania to Offshore Libya she is towed by a **TIDEWATER** ahts & DP-2 vessel **ALDEN J. LABORDE** (Built in 2006 @ Yantai Raffles Offshore Shipyard, China with 86m loa & 4,546Gt) & **MAERSK BATTLER**.

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The **S KALA** seen departing from the river Tyne - **Photo : Kevin Blair ©**



The **FAIRMOUNT SUMMIT** arrived with the **ATLANTIC VENTURE** in Cape Town - **Photo : Aad Noorland ©**



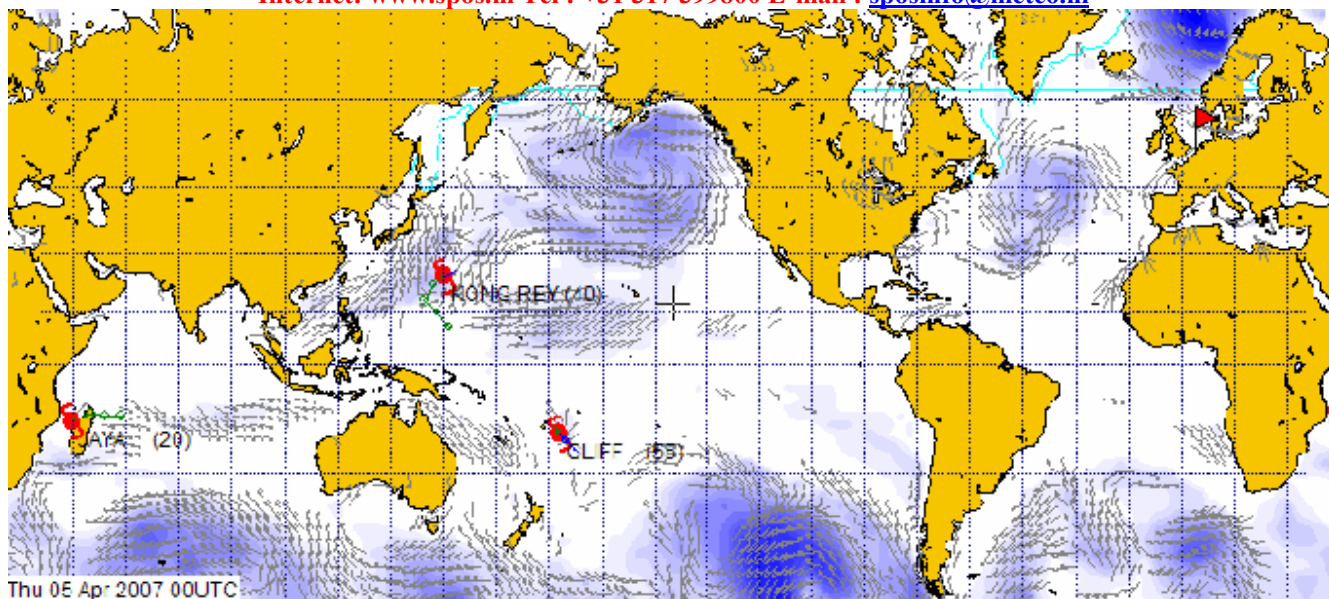
The 181.6 mtr long **GUANABARA** seen in Rio Grande, the 2124 TEU **GUANABARA** was formerly named **MSC FREMANTLE, TROPY, CHOYANG TRADER** and **ASIAN SENATOR** - **Photo : Marcelo Vieira ©**

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



Top : Seen the **Rivtow Princess**, a SMIT Marine Canada tugboat. The photo was taken on the Fraser River, in Vancouver, B.C., Canada. In the background you can see Mt. Baker, which is in Washington State, USA, and is a dormant volcano.

Photo : Mike Zelt ©

BOEKBESPREKING

Door : Frank NEYTS

"Wreck, Rescue & Salvage".

In zijn boek "**Wreck, Rescue & Salvage**" brengt auteur Dick Jolly zijn eigen verhaal. Van jongsafaan gefascineerd door de commerciële diepzeesleepvaart en –berging, ging hij na zijn ingenieursstudies als kadet aan de slag bij de Australian National Line. Na de nodige ervaring te hebben opgedaan en met een ticket van sleepbootkapitein op zak, verlegde hij zijn uitvalsbasis naar Singapore, van waaruit hij de wereldzeeën afschuurde om her en der wrakken op te ruimen of schepen te redden. Na vier jaar keerde hij de zee de rug toe en probeerde zijn kost te verdienen als opaal-delver in het Australische binnenland. Een advertentie voor de post van sleepbootkapitein in de haven van Eden bracht hem tot inziens en hervatte hij zijn job als berger. In het boek brengt hij in een fascinerende stijl zijn avonturen. Het leest vlot en zijn verhaal wordt geïllustreerd door talrijke foto's.

"**Wreck, Rescue & Salvage**" (ISBN 9-781904-445425) telt 154 pagina's en kost £16.99. Aankopen kan via de boekhandel maar ook rechtstreeks bij de uitgeverij Whittles Publishing, Dunbeath Mains Cottages, Dunbeath, Caithness KW6 6EY, Scotland, UK. Tel. +44(0)1593.731333, Fax +44(0)1593.731400, e-mail: info@whittlespublishing.com.

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