

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 089



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**The BOTNICA seen in Dujavik
Photo : Jan Plug ©**

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EVENTS, INCIDENTS & OPERATIONS

Wishing all readers a Happy Easter



The **QUEEN MARY 2** seen moored on the Wilhelmina Square - Bonaire

Photo : Jan Kloos ©

Sunken Greek cruise ship's skipper, officers charged with negligence



The captain and five officers of a Greek cruise ship that sank in the Aegean Sea have been charged with causing a shipwreck through negligence. A prosecutor on the Aegean island of Naxos also charged the six officers with breaching international shipping safety regulations and polluting the environment, all of them misdemeanors.

The unnamed officers have been released, pending further investigations.

The Greek authorities are trying to determine how the 143-metre cruise ship, the **Sea Diamond**, crashed into a reef off the Aegean island of Santorini on Thursday (local time) in broad daylight and in mild weather conditions.

Around 1,600 passengers and crew were evacuated safely in a three-hour operation, but a French tourist and his daughter are still missing.

The ship sank several hours after the accident. Coastguard units have been sent to the site to set up anti-pollution measures, as fuel from the ship has been seeping to the surface.

Jean-Christophe Allain, 45, and his 16-year-old daughter Maud, from the region of Angers in west France, are believed to have been trapped on the ship as water-tight doors closed.

A French embassy official says Allain's wife Anne, 43, has left for home with the couple's 14-year-old son Raphael.

"She will make a statement to the police there, but does not intend to talk to the media," the official said.



Navy divers search for 2 missing after cruise ship sinks in Aegean S

Navy divers searched the sunken wreckage of a cruise ship for the bodies of a Frenchman and his daughter who disappeared after the vessel foundered on a volcanic reef — the only two people missing despite what passengers described as a chaotic evacuation in the Aegean Sea.

Nearly 1,600 people were retrieved from the sinking ship in a three-hour rescue operation, but some passengers complained of an insufficient supply of life vests, little guidance from crew members and being forced into a steep climb down rope-ladders to safety.

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"The crew members were more scared than we were," said Lizbeth Mata, a 15-year-old from the Dominican Republic who was vacationing with her parents and brother. Mata said some crew members left before the passengers: "They were yelling and screaming — didn't know what to do."

The 143-meter **Sea Diamond** struck rocks Thursday in the sea-filled crater formed by a massive volcanic eruption 3,500 years ago off the island of Santorini. Tourists gathered on clifftops to watch the rescue effort at the reef, which is marked with warning lights and clearly indicated on navigation charts. The ship sank about half a kilometer (quarter-mile) off the island's coast, in waters of uneven depth, a few minutes before it was to dock.

The ship's operator, Louis Cruise Lines, said the Frenchman and his teenage daughter were the only passengers missing, and insisted the 21-year-old vessel had been well maintained.

"The vessel maintained the highest level of safety standards and was equipped with the latest navigation systems," spokesman Giorgos Stathopoulos said.

The captain and five officers were summoned to appear at a public prosecutor's office on the island of Naxos to make a formal declaration of their version of events, which is standard procedure in such incidents. No charges have yet been filed, as it remains very early in the investigation.

State-run NET television said that investigators believed most of the damage to the ship's hull was done before the captain issued the distress signal, when he was trying to maneuver the ship away from the rocks.

Earlier, private vessels siphoned oil from the stricken ship in order to prevent further fuel leakage after a small oil slick appeared. "The evacuation was orderly and successful. Every decision was taken in a way that would not endanger lives," Merchant Marine Minister Manolis Kefaloyannis said.

The missing French passengers were identified as Jean-Christophe Allain, 45, and his 16-year-old daughter, Maud, from Doue-la-Fontaine in western France.

Divers inspected the sunken ship in search of their bodies on Friday. Minister Fanny Palli Petralia, who spoke with Allain's wife, said the family's cabin filled with water when the ship struck the reef.

"She was not sure whether her husband and daughter made it out because things happened so suddenly ... in a few seconds. Her other child was up on deck and was evacuated safely."

Thursday's evacuation was the largest Greek rescue operation since the September 2000 **Express Samina** ferry disaster, which killed 80 people near the holiday island of Paros when the ferry struck rocks and sank.

"We realized there was a serious problem ... we exited our cabin and it was tough to be able to walk out of the ship. A lot of people were very emotional over it, upset, very frightened," said Stephen Johnson, a Canadian tourist who was among the 1,547 passengers and crew rescued.

Passengers on the cruise were mostly American, and also included groups from Canada and Spain, France and the Dominican Republic. Some of those rescued said they had confused the grinding sound when the ship first hit the rocks with the ship's dropping anchor. Australian passenger Katie Sumner said the early stages of the rescue were chaotic.

"We heard a big shudder and then the whole boat started to tilt," Sumner said.

"All of our glasses were sliding everywhere and our warning that the ship was sinking was some of the staff running down the corridor screaming out 'life jackets' and banging on doors, so we got no time to, sort of, get ready or anything, we just left as we were."



The **SAMSCHIP EXPLORER** – Photo : Richard Wisse ©

Ship Freed

After almost a week in captivity, the UAE-registered and Indian-owned cargo vessel **MV Nimatullah** was released by Somali pirates yesterday. It will resume its unloading operations on Sunday and head back to its port of origin in Hamriya, UAE.

The 14-member all-Indian crew is reportedly unharmed and contact with the vessel was maintained through radio by its Somali representatives after a ransom was paid.

Darshir Sheikh Omar, a Somali businessman based in Dubai, who owns the cargo bound for the Eastern African country, is believed to have paid a ransom of \$ 40,000 to secure its release.

Last week, Omar had told the Evening Post that he had no choice, but to submit to the pirates' demands to secure the safe release of the ship, crew and cargo. Despite repeated attempts, he was unavailable for comment.

According to its operator here, the ship is expected to return to the UAE in twenty days after unloading its cargo in the Port of Mogadishu. It is expected to sail back to Dubai after refueling and a routine vessel inspection.

The modern dhow-like cargo ship was loaded with a 800-tonne cargo consisting of daily commodities such as cooking oil and rice. It also included boxes of cosmetics and used clothes.

The unnamed group of pirates, known for hijacking a UAE-flagged tanker last year, had originally demanded \$ 50,000 for the release of **MV Nimatullah**, but negotiations between the ship owners and the pirates resulted in the ransom being reduced to \$ 40,000.

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"The demand for ransom is usually based on the pirates' evaluation of the ship's cargo", said Andrew Mwangura, head of the Kenyan chapter of the Seafarers Assistance Programme.

The British-based International Maritime Bureau has warned of a marked increase in pirate attacks in Somali waters. It has advised ships operating in Somalian waters to stay at least 75 nautical miles away from the Somalian coast.

About 90 per cent of merchant vessels entering Somali waters are from the UAE.



The **ESTELLE MAERSK** seen departing from Rotterdam
Photo : Richard Wisse ©

CASUALTY REPORTING

1 missing after ships collide off Wakayama Prefecture

A Japanese freighter sank after colliding with a Cambodia-registered freighter off Wakayama Prefecture early Saturday, leaving one of the four crew members aboard missing, the local coast guard office said.

According to the Tanabe Coast Guard Office, the 313-ton **Eifuku Maru No. 7**, owned by a Nagoya-based company, collided with the 1,208-ton Cambodia-registered vessel **Yin He No. 1**, which carried 10 crew members, at about 5:15 a.m. The incident took place about 3.6 kilometers south-southwest of Susamicho.

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Hideo Okamoto, chief engineer of the **Eifuku Maru**, went missing after the collision and other three crew members, including the captain, Toshio Yamagishi, were rescued by another cargo vessel.

The Tanabe Coast Guard Office dispatched five patrol boats to search for Okamoto, 65.

An oil slick about one kilometer long and 100 meters wide remained near the accident site.

The Cambodian ship sustained damage to its stern and port side, and started taking on water after the collision. However, it was able to reach Tanabe Port in Wakayama Prefecture, at about noon. No one aboard that vessel was injured.

The **Eifuku Maru** left Kinuura Port in Handa, Aichi Prefecture, Friday evening, heading for Wakayama Port, while the **Yin** was heading to Nagoya from Shanghai, according to the office.

Turkish ship grounds in Aegean

In what has transpired to be a poor day for shipping in and around Greece's waters, Thursday also saw a Turkish bulk carrier ground in the eastern Aegean Sea.

The 38,000-dwt **Tahir Kiran** (built 1987) briefly ran aground on soft sand off the island of Chios early on Thursday morning.

A source at the vessel's owner, the Kiran Group of Istanbul, told TradeWinds on Friday that the incident was minor and that the bulker managed to re-float under its own power within an hour.

There were no injuries to the ship's crew of 23 and there has been no pollution, the source added. It is not known what caused the vessel to ground and weather conditions were understood to be good at the time.

Earlier reports indicated that two coast guard vessels were dispatched to assist the vessel but they were not required.

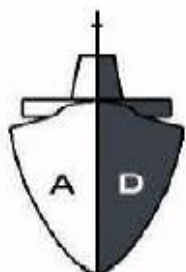
The ship was in ballast en route to Istanbul to pick up another cargo having left Alexandria.

The Turkey-flagged **Tahir Kiran** is classed by Bureau Veritas and has P&I cover with Skuld.

NAVY NEWS

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Hardcore sub becomes a love boat

Armed with torpedoes and fitted with warheads capable of sinking a ship with a single strike, the **SAS Manthatisi** is one mean machine.

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But the German-built attack submarine, bought as part of South Africa's controversial multibillion- rand arms deal, became a vessel more associated with love recently when it became a wedding venue.

In what is believed to be a first for the South African Navy, Commander David Wolfaardt married Anita Poalses with about 40 guests descending into the sub, which is named after **Manthatisi**, a warrior queen of the Batlokwa clan.

Ex-submariner Wolfaardt is a member of the SA Navy Reserve, while Poalses is a caterer based at the Seven Seas Club, a private naval officers' club.

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Herewith a 300,000 dwt Overseas Shipholding tanker seen at Dubai Drydock for change of owner/name. see workers on PS scaffolding in order to paint new name dated 04.04.2007

Photo : Reinier Meuleman ©

Colombo Dockyard to build two ships for India

Sri Lanka's Colombo Dockyard Limited (CDL) will be building its first ship in its 33 year history soon.

Government of India has ordered two 89 metre, 250 passengers and 100 tons cargo capacity ships from CDL for the first time in local shipbuilding industry for US \$ 36.6 million.

CDL which operates in joint collaboration with Onomichi Dockyard Co. Ltd. In Japan since 1993 already has a reputation for building state-of-art tug boats and fast crafts.

Hanjin confirms Danaos order

Hanjin Heavy Industries has confirmed a report by TradeWinds that it received an order for five boxships from Greece's Danaos Shipping. The South Korean builder said in a statement on Friday that the order for the quintet was worth KRW 261.2bn (\$279.72m).

TradeWinds reported in its paper edition on Thursday that Danaos was expected to sign for the 3,500-teu units with an expected price of between \$56m and \$58m a piece. The confirmed price puts the per-ship figure closer to the former.

Hanjin Heavy said it will deliver the ships by the end of May 2010 while TradeWinds' earlier report indicated the ships would start to be rolled out from August 2009.

The vessels are speculated to being ordered against 10-year charters to South Korean container carrier Hanjin Shipping at \$22,000 per day.

Market sources say the ships can be delivered early as Hanjin Heavy is able to free up berth spaces reserved for LNG carriers, originally expected to be delivered in 2010, that will now be built later due to LNG-project delays.



The **BEVER** seen during trials enroute Rotterdam - Photo : Bert Bot ©

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The pilot tender **ZEEZWALUW** seen off Flushing

Photo : Willem Kruit ©

Jan De Nul wint opdracht in Oman

Jan de Nul heeft een opdracht binnengehaald in Oman voor de bouw van een nieuw havencomplex. Het contract is 365 miljoen euro waard. Dat blijkt uit een melding op de website van Jan De Nul.

Het project omvat de bouw van golfbrekers en kademuren, alsook het uitbaggeren van een toegangsvaargeul en een havenbassin.

Jan De Nul haalde het contract binnen in een consortium met een Omaanse en een Turkse partner. Met dit contract komt het totale orderboekje van Jan De Nul uit op een waarde van meer dan 4 miljard euro.

Tegelijkertijd kondigt het bedrijf de bestelling aan van een nieuwe zijdelingse steenstorter bij de Zuid-Koreaanse scheepsbouwer Heun Woo Steel. Die scheepsbouwer werkt momenteel al aan twee hopperzuigers in opdracht van Jan De Nul. Het nieuwe schip zal in 2008 geleverd worden.

STRIKE THREAT AT H.CEGIELSKI

SSG-KOLOBRZEG. Polish engine manufacturer H.Ciegelski in Poznan faces a strike threat for the first time in seven years. When the company was in a severe financial crisis, the employees agreed to abstain from wage rises to save the company. Now the company is in a healthy state and the employees wants compensation. The unions demand at least PLN 400 (EUR 104) in rise for all personnel in the production. If the company board doesn't agree at the board meeting on 12 April, a strike will be launched the day after. H.Cegielski has a work force of about 3,000 people.

Shell wil alsnog met tankschippers praten

Shell wil alsnog met de tankvaartschippers praten over de overstap van enkel- naar dubbelwandige schepen voor de bevoorrading van depots in Hasselt en Genk. Via een vertrouwenspersoon zijn er contacten gelegd tussen Shell en de woordvoerder van de particuliere tankvaart ondernemers (pto's), Karel Verberght. Op 18 april is er een gesprek in Pernis (NL).

'Blijkbaar is men toch geschrokken van de spontane reacties van de pto's in België en wil men vóór dat het escaleert een gesprek tot stand brengen tussen de partijen', zegt Verberght, tevens voorzitter van de VBR-afdeling Tankvaart. 'Alvast positief aan deze bijeenkomst is het feit dat Shell zelf om dit gesprek gevraagd heeft.'

Op verzoek van de VBR zal ook voorzitter Grulois van UCV (Unie der Continentale Vaart) deelnemen en mogelijk ook een vertegenwoordiger van het CBRB. VBR gaat mede namens de tankvaartafdeling van Kantoor Binnenvaart het gesprek in.

Shell liet deze week in de Gazet van Antwerpen weten niet terug te komen op zijn beslissing om vanaf volgende maand voor de bevoorrading van zijn vestigingen in Hasselt en Genk enkel nog beroep te doen op dubbelwandige binnenvaartschepen en desnoods met vrachtwagens te willen werken indien er niet voldoende schepen voorradig zouden zijn.

De particuliere tankvaart ondernemers (pto's) noemen de beslissing van Shell de doodsteek voor de sector. Shell zegt te begrijpen dat het voor de particuliere schippers moeilijk ligt om over te schakelen van enkelwandige naar dubbelwandige tankschepen, maar stelt dat inzake veiligheid het algemene boven het individuele belang moet gezet worden. De schippers dreigen met acties en zijn van plan om de sluis van Wijnegem op het Albertkanaal te blokkeren.

PTO's hadden een actiecomité gevormd met als eis dat de oliemaatschappij uiterlijk 27 april terugkomt op het voornemen per 1 mei 2007 alleen nog gebruik te maken van dubbelwandige tankers, liet woordvoerder Karel Verberght (mts Arbon) eerder weten. 'Discriminatie is in dit land verboden', zei hij. 'Je mag kiezen wie je wilt, maar je mag geen schepen op voorhand uitsluiten. Als Shell daar geen eind aan maakt, gaat in Wijnegem de boel plat met een lock out.'

Vijf jaar geleden dwong de Belgische tankvaart met een soortgelijke actie bij bevrachters en majors een gasolieclausule af. Toen besloot controlebedrijf SGS alle ladinginspecteurs binnen te houden, om problemen met schippers te vermijden. 'Wij blokkeren niet, met een lock out blijft er altijd een geultje van 20 meter open', aldus Verberght.

Overigens wees hij erop dat een actie bij Wijnegem ook de BP-fabriek in Geel zal treffen. 'Als we echt moeten gaan liggen, gaat er ook geen lading meer naar de BP.' Shell en BP kunnen dan de ladingtoevoer alleen herstellen wanneer zij een convenant tekenen waarin zij beloven zich te houden aan de beslissingen die de CCR zal nemen ten aanzien van de overgang van enkel- naar dubbelwandig. 'Natuurlijk nemen we dan alleen genoegen met de handtekening van de hoogste BP-baas uit Londen', zei Verberght namens het Actiecomité.



The **Noordam** and **Maasdam** seen in Philipsburg (St.Maarten)
Photo : **René van der Voort** ©

MAERSK SELLS ANOTHER PRODUCT TANKER AT A HUGE PROFIT

SSG-RINGKOBING. Maersk Tankers has once again made a huge profit on the sale of one its tankers and taken it back on a time charter in the lucrative tanker market. The ship sold is the **Maersk Pointer**, built in 2001, which will be taken over by German Koenig K/G (Kgal) for the sum of USD 61 million and afterwards time-chartered by Maersk Tankers for USD 25,000 per day for a period of five years. The sale leaves Maersk Tankers with a healthy profit as the tanker was bought for USD 42 million back in 2001. And in the meantime, the ship has been sailing at a nice daily profit. The freight rate for a tanker of this type was USD 82,000 in 2003, which generated a nice profit since the daily running cost was USD 14,000 per day. A. P. Moller-Maersk has built 14 of this 104,000 DWT vessel type and has sold off five of them at a good profit.

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Derde klant voor Zuiderzeehaven

Het bedrijf Hoeben Metalen uit Hasselt heeft zich als derde gebruiker gemeld voor de Zuiderzeehaven in Kampen. Dat bleek bij de officiële opening van de haven door Annemarie Jorritsma, oud-minister van Verkeer en waterstaat en huidige voorzitter van de Koninklijke Schuttevaer.

Hoeben Metalen neemt een terrein van vier hectare van de Zuiderzeehaven in gebruik. Eerder al besloten Van Wijk & Olthuis uit Dronten (op- en overslag van oliën en vetten) en Graansloot Kampen (losgestorte bulkgoederen zoals veevoer, graan en meststoffen) zich in de nieuwe haven te vestigen.

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De drie bedrijven bezetten gezamenlijk 10 hectare van het 50 hectare grote natte bedrijventerrein.

De Zuiderzeehaven is een publiek-private samenwerking tussen de gemeenten Kampen en Zwolle, de provincie Overijssel, Dura Vermeer, Dredging International en De Vries & Van der Wiel. De zes partners hebben een gelijk belang in de Ontwikkelingsmaatschappij Zuiderzeehaven, die 60 miljoen euro in het project heeft geïnvesteerd.



The Bulgarian ship "**Smolyan**" has been diverted to Malta to be unloaded, captain Hristo Donev, Director General of the Navigation Maritime Bulgare, told Radio Focus-Varna.

Photo : Lawrence Dalli ©

He added the diversion was a result of a letter sent by the consular department at the Bulgarian Foreign Ministry. The letter announced the Bulgarian embassy in Libya could not ensure the ship's smooth entrance into the Libyan port. Donev explained the latest information stated the vessel was already in Malta. The cargo of the ship, machines and 1,500 tonnes of metal rods, is to be unloaded on Friday and transported to Tripoli's port by a smaller ship that does not sail under Bulgarian flag.



The **MICLYN MAGNITOR** seen in Cape Town – **Photo : Aad Noorland ©**

ACERGY IN PIPELAYING CONTRACT IN BRAZIL

SSG-TONSBERG. Acergy, formerly Stolt Offshore, will install 120 kilometres of 34-inch pipeline from a platform in the Mexilhao field to the shore at Caraguatatuba, just south of Rio de Janeiro, in a deal with Petrobras worth around USD 400 million. The contractor will deploy the Acergy Piper and the pipelaying program will start in the first quarter of 2008.



The **PRINSENDAM** visited Monte Carlo (Monaco)

Photo : Scott Dodds ©

DANISH TANKER BECOMES SWEDISH

SSG-GOTEBORG. Krabbeskars Rederi in Goteborg has bought the 2,500 DWT product tanker **Jette Theresa**, built in 1996, from Herning in Denmark. The vessel will be renamed **Onyx** and will be reflagged from the Isle of Man to Sweden. The vessel will also be converted into a double-hull tanker for bunkering operations and coastal services in Scandinavia with Swedia Shipping on Donso as commercial operator.

THE S&P MARKET WEEK 13

As reported by the **Scandinavian Shipping Gazette**

Bulkers

Capitano Giovanni/Raffaele Juliano: 75,473 DWT blt 95 Fincanieri - 7 HH. Sold region USD 40,500,000 each to Dryships. Sale to incl 5 years TC back.

Mostoles: 75,395 DWT blt 81 Bremer Vulkan - 9 HH. Sold region USD 13,300,000 to Chinese buyers.

Seahawk Freighter: 75,395 DWT blt 81 Bremer Vulkan - 9 HH. Sold region USD 13,300,000 to Chinese buyers.

Maria G.O.: 74,365 DWT blt 05 Hudong - 7HH. Sold region USD 53,000,000 to Dryships.

Songa Hui/Songa Hua: 74,500 DWT blt 01 Hudong - 7HH. Sold region USD 46,500,000 to undisclosed buyers.

Samjohn Captain: 65,051 DWT blt 85 Nippon Kokan - 7HH. Sold region USD 21,750,000 to undisclosed buyers.

Hille Oldendorff: 55,566 DWT blt 05 Nantong - 5HH, Crs 4x30t. Sold region USD 50,500,000 to Primera.

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Orchid Sun: 43,611 DWT blt 85 IHI - 5HH - Cr 4x30t. Sold region USD 16,850,000 to Emprepar.

Clipper Labrador: 28,215 DWT blt 98 Bohai - 5HH , Cr 4x30t. Sold region USD 27,000,000 to undisclosed buyers.

Kapitonas A. Lucka: 14,550 DWT blt 80 Baltisk - 6 HH. Sold region USD 3,100,000 to Greek buyers.

Gregorio I: 6,470 DWT blt 83 Nishi - 2HH , Dr 4x16t. Sold region USD 1,750,000 to Greek buyers.

Containers

Sofrana Magellan: 9,730 DWT blt 86 Brand - 2H3H - 568 TEU. Sold region USD 7,400,000 to undisclosed buyers.

Intra Bhum: 7,920 DWT blt 83 Rickmers - 2HH - 582 TEU. Sold region USD 4,300,000 to Spil.

Tweendeckers

Lucky Emblem: 7,732 DWT blt 95 Higaki - 2HH , Dr 2x30t, 2x25t. Sold region USD 8,300,000 to undisclosed buyers.

Melia Express: 3,300 DWT blt 80 - Nobiskrug - 2HH - 218 TEU, Cr 1x30t. Sold region USD 1,750,000 to Saudi buyers.

Tankers

Maersk Pointer: 109,325 DWT blt 01 Dalian. Sold region USD 61,00,000 to Koenig Incl 5 years TC to TK at USD 25,000 per day.

Faith IV: 63,765 DWT blt 87 Koyo Mihara. Sold region USD 19,250,000 to Chemoil - incl 12 month BB at USD 17,000 per day.

Champion Ventura: 45,574 DWT blt 81 Weser. Sold region USD 4,200,000 to undisclosed buyers.

Bow Lady: 32,225 DWT blt 78 Moss Rosenberg. Sold region USD 5,000,000 to Alendal.

Monte Oliveto: 18,774 DWT blt 87 Fincantieri. Sold region USD 8,000,000 to Greek buyers.

OWL Trader: 12,444 DWT blt 82 Shimoda. Sold region USD 2,750,000 to Alendal.



The **FAIRMOUNT SUMMIT** with the **ATLANTIC VENTURE** seen arriving in the Duncan Dock – Cape Town

Photo : Leo Leusink – Fairmount Marine ©

MOVEMENTS

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The **FUGRO DISCOVERY** – Photo : Jan Plug ©



The **APL SPAIN** seen at the Westerscheldt River – Photo : Henk de Winde ©

AIRCRAFT / AIRPORT NEWS

Amerikaanse lijnvlucht geschrapt na woedeaanval piloot

Een Amerikaanse piloot heeft vrijdag kort voor hij moest opstijgen een woedeaanval gekregen. De vlucht werd dan maar geschrapt, zo meldt de Amerikaanse nieuwszender CNN.

De 180 passagiers waren al aan boord toen de man plots begon te tieren en te vloeken in zijn gsm. Hij werd ook agressief en zou enkele passagiers "obsceen" bepoteld hebben. Vliegtuigmaatschappij Northwest Airlines besloot dan maar de vlucht te schrappen. Het ging om een lijnvlucht van Las Vegas naar Detroit. De piloot is door de politie verhoord. De reden van zijn woedeaanval is niet bekend.

MARINE WEATHER

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Sorry no weathermap received

Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

.... PHOTO OF THE DAY



The **Cornelis Vrolijk** seen arriving in Ijmuiden
Photo : Aad van Zon ©

BOEKBESPREKING

Door : Frank NEYTS

“Light over Lundy”.

Vuurtorens, als bakens in het onekende, hebben iets mysterieus, ze spreken tot de verbeelding. Bovendien heeft iedere vuurtoren zijn eigen verhaal. De oude vuurtoren op de Lundy Eilanden in het Britse Bristol Kanaal vormt daar geen uitzondering op.

Precies dit verhaal wordt gebracht door Myrtle Ternstrom. In haar boek “**Light over Lundy**” brengt zij de geschiedenis van de oude Lundy-vuurtoren, gebracht binnen de context van de geschiedenis van het eiland zelf. De vuurtoren werd in 1820 gebouwd, had een hoog- en een laaglicht en was bij de bouw de hoogste vuurtoren van de Britse Eilanden. Naast het verhaal van de vuurtoren zelf brengt het boek ook het verhaal van de vuurtorenwachters en hun families, de eenzaamheid en de moeilijke omstandigheden waarin ze moesten leven.

Doorheen het verhaal verweven brengt het boek ook de details van de talrijke scheepsrampen vanaf de vijftiende eeuw tot 1897 en de heroïsche reddingsacties opgezet door de vuurtorenwachters.

“**Light over Lundy**” (ISBN 978-1-904445-29-6) telt 130 pagina’s en kost £14.99. 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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