

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 092



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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.**

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**Salvagework on the WD FAIRWAY seen in China.**

**Photo : Klaas Reinigert ©**

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## EVENTS, INCIDENTS & OPERATIONS



A team of **VLIERODAM WIRE ROPES** has installed a brandnew 1580 meters long lifting wire on the main crane of the Jackup Rig **LISA**, see inserted picture for details of the working team. The jackup Rig will be used by **HAPO INTERNATIONAL** and **SMIT** to install a windmill Park.

**Photo : Hans de Jong ©**

## SVITZER THE NEW GROUP INDENTITY

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On 23rd March 2007, SVITZER announced having received acceptance of more than 90% of the issued shares in **Adsteam**. Jesper T. Lok, Group CEO, said in that connection:

"Now that we have received acceptance from more than 90% of Adsteam's Shareholders, we look forward to bringing our two great businesses together. With more than 4,000 Colleagues, operating 600 vessels in some 35 countries around the world, we have a unique opportunity to be the preferred provider globally of safety and support services at sea."

The integration of **Adsteam** will mark also the launch of a new common Group identity.

Moving forward all towage and salvage activities of the Group will be branded SVITZER:

**All Towage activities will be branded SVITZER**  
**Salvage will be branded SVITZER Salvage**  
**SmitWijs will be branded SVITZER Ocean Towage**

Only **ESVAGT** and Express Offshore Transport will continue under their current brands.



The Maltese cross will be replaced by a four-bladed propeller, however, used only as a funnelmark in order to allow SVITZER to become our known identity.



The **NORGAS NAPA** seen in Rio Grande – Photo : Marcelo Vieira ©

## Baltic seagull was refloated

The vessel "**Baltic seagull**" aground in the Sea Cannel of Saint-Petersburg was refloated, reports RBK quoting the sea rescue and co-ordinating center.

According to the representatives of the center, the ship was refloated due to the some oil products unloading. There is no oil spill in the canal.

The ship went from Saint-Petersburg to Vysotzk when it was aground. She carried 2910 tons of oil products.



## Jo Tankers Receives Charges from EU over Alleged Cartel

Norwegian tanker company **Jo Tankers** has confirmed it has received a statement of objections from the European Commission regarding an antitrust probe into bulk liquid shipping companies. Jo Tankers' legal counsel Bert Seevinck told Thomson Financial News: 'I can confirm that we have been informed that the EU has entered into the final stage of its investigations.' The response follows a confirmation from peer Odfjell ASA that the EU Commission had begun formal investigations of it in an antitrust probe. The commission said earlier it had issued formal cartel charges against 'a number of' bulk liquid shipping companies, without naming them.



The **BOW EAGLE** - foto : Wil Kik ©

In 2003, the four major chemical tanker operators in Europe -- **Odfjell**, **Stolt-Nielsen Jo Tankers** and **Tokyo Marine** in London -- announced that antitrust authorities raided their offices in Norway, the Netherlands and the UK, investigating a possible cartel. The EU executive alleges that the companies were involved in customer allocation, bid-rigging, price-fixing, and the exchange of confidential market information concerning the maritime transport of bulk liquids on deep sea routes, thereby restricting competition in the EU market in violation of EC Treaty rules outlawing restrictive business practices.

**Stolt-Nielsen** confirmed that it has received a statement of objections from the European Commission concerning alleged infringements of the EU and EEA competition rules regarding the maritime transport of bulk liquids on deep sea routes in the period August 24, 1998 to April 8, 2002. The group, which was granted provisional immunity by the commission on Feb 12, 2003, said it will continue to cooperate with the European Commission during these proceedings. Stolt-Nielsen added that it is its understanding that its status as a leniency applicant remains unchanged. The commission has sent a statement of objections, which lays out the formal charges, to the parties involved regarding their alleged role in cartel arrangements for shipping liquids in bulk on deep sea routes. Statements of objections are a formal step in European antitrust investigations. After receiving such statements, companies have two months to defend themselves in writing. They can also ask the commission to hear their case at an oral hearing, which usually takes place about one month after the written reply has been received. After having heard the company's defense, the commission can take a final decision, which may be accompanied by fines of up to 10 pct of the companies' total annual turnover.



## Napoli update: Beach re-opened



The beach that was the scene of looting of containers washed ashore from the grounded **MSC Napoli** has been re-opened to the public as offloading of the containers continues, according to the BBC. The vessel was run ashore on a beach on the UK's south-west coast after being holed in the English Channel in January. The cargo counted a wide range of goods including BMW motorcycles, personal effects, VW car parts and disposable nappies. Of the 2,394 containers on board, 114 were washed overboard and more than 1,300 still have to be removed. A number of them together contain nickel adding up to 20% of the world's reserves of the mineral. The containers aboard the **Napoli** were valued at about \$8M, according to insurer the TT Club, while the full insurance claim is expected to reach about \$100M, Fairplay Daily News reported last week.

Voor de geïnteresseerde lezer, de **DE RUYTER** herdenking te Vlissingen met o.a. een Sail, ga naar de site:

**[www.400jaarmichielderuyter.nl](http://www.400jaarmichielderuyter.nl)**

Hierin ook een opgave van de deelnemende zeilschepen.

## 'Cruiseschip liep op rotsen door menselijke fout'

Het cruiseschip dat donderdag bij het Griekse eiland Santorini zonk, is door een menselijke fout op de rotsen gelopen. Dat heeft de Cypriotische rederij die eigenaar is van het schip woensdag gemeld.

Bijna zestienhonderd mensen moesten van het schip geëvacueerd worden en twee Franse toeristen worden nog vermist. Zij hebben het ongeluk waarschijnlijk niet overleefd. De kapitein en vijf bemanningsleden zijn inmiddels in staat van beschuldiging gesteld.

Ondertussen lekt er nog steeds olie uit het wrak. Woensdag kondigde de Griekse minister van koopvaardij aan dat de pogingen om het lek op te sporen zullen worden uitgebreid. In totaal is er al meer dan honderd ton olie uit het schip gelekt. In het schip bevindt zich nog vierhonderd ton olie, dat een potentiële bedreiging vormt voor het milieu en het toerisme. Het schip is echter moeilijk te bereiken, omdat het zich ondersteboven op een helling bevindt op meer dan honderd meter diepte in de met zeewater gevulde vulkanische krater van Santorini.

## FNV bereikt resultaat voor havenslepers Smit

Het arbeidsconflict in de Rotterdamse haven tussen de directie van maritiem dienstverlener Smit en de havenslepers, dat in februari uitbrak, loopt op zijn einde.

FNV Bondgenoten heeft met Smit overeenstemming bereikt over een cao voor de 240 man die bij de sleepdienst werken. Het onderhandelingsresultaat wordt de leden schriftelijk voorgelegd. Vóór 24 april moeten zij laten weten of zij kunnen instemmen met het resultaat. Hoewel FNV-bestuurder Cees Bos het resultaat neutraal voorlegt, zegt hij 'zeer tevreden' te zijn. 'Toch durf ik geen voorspellingen te doen over de uiteindelijke uitkomst van de schriftelijke raadpleging.'

De FNV en Smit werden het eens over een cao met een looptijd van drie jaar. Voor het lopende jaar betekent dat een loonstijging van 3,3%. Bos: 'Dat is inclusief de automatische prijscompensatie van 1,3%.' Hoe hoog de loonstijging in de resterende contractjaren uitvalt, kan Bos nu nog niet zeggen. 'Dat hangt af van de prijscompensatie.'

De havenslepers krijgen bovendien een eenmalige uitkering van bruto euro 1000, boven op de euro 2000 die Smit hun al eerder had aangeboden. Bovendien belooft de Smit- directie de slepers een tegemoetkoming in de ziektekosten.

Opmerkelijk in het resultaat is dat Smit als werkgever de kosten voor de nieuwe Wet gedeeltelijke Arbeidsongeschiktheid, het belangrijkste onderdeel van de nieuwe WAO, voor zijn rekening neemt. In de Stichting van de Arbeid is afgesproken dat werkgevers en werknemers de kosten gelijkelijk delen.

Onbespreekbaar voor Smit bleef de eis van de slepers om extra ouderendagen: één week voor iemand van 61, twee weken voor 62-jarigen. Gezien de gevorderde leeftijd van de meeste havenslepers is dit een belangrijk punt.

De stakingen die door het cao-conflict uitbraken, dreigden de haven zo te ontwrichten, dat de rechter voor de slepers bepaalde wanneer ze mochten staken.

## Coast Guard Investigates Grounding of Bulk Carrier

U.S. Coast Guard Sector San Francisco is investigating the grounding of the 602-ft. Norwegian bulk carrier **SPAR LYRA** in the San Joaquin River. The **SPAR LYRA** was fully-loaded with petroleum coke when it broke free from its moorings at the Pittsburg Tesoro Refinery pier. The vessel is now soft aground on Brown's Island in New York Slough

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of the San Joaquin River. There has been no pollution and the vessel's fuel tanks are being constantly monitored for signs of discharge. With tugboats alongside to assist maneuvering, the **SPAR LYRA** will attempt to refloat and then moor again at the Pittsburg Tesoro pier.

A Coast Guard captain of the port order has been issued to the **SPAR LYRA**, requiring an underwater hull survey. The hull survey must be approved by the vessel's class society and the captain of the port order must be rescinded prior to **SPAR LYRA** getting underway. The cause of this incident is not yet known and is being investigated by the Coast Guard

## CASUALTY REPORTING

### Scandlines ferry hit the quay in Gedser

The Scandlines ferry **Kronprins Frederik** had an accident during the approach of port of Gedser . During the approach the ferry got a black-out and lost the steering for some minutes. It resulted in a collision with the quayside denting the bow door. It later turned out that it was impossible to open the bow door and discharge the cargo from the car deck. Instead the ferry returned to Rostock as it is not possible to discharge from the stern doors in Gedser as they have another size and shape than the bow doors. On board were 73 private cars, 21 lorries and one bus. Before leaving Gedser 22 passengers without any cars left the ferry. Scandlines is diverting traffic to their route from Puttgarden to Rødbyhavn, while the ferry is being repair.

### Crew safe after fire on board cargo ship off Kerry coast

A crew of 15 is reportedly safe and well following a fire on board a chemical tanker off the coast of Co Kerry overnight.



Photo : [www.maritimephoto.com](http://www.maritimephoto.com)

The blaze broke out in the engine room of the Maltese-owned **West Sailor** after it delivered a cargo of sulphuric acid to the Aghinish Alumina plant in Co Limerick yesterday.

The ship has lost engine power as a result, but the crew has reportedly managed to contain the fire.

Members of the Dublin Fire Brigade trained in tackling fires at sea have been dispatched to the scene.



## Four missing after vessel capsizes

Four people are missing, feared trapped inside a capsized oil rig support vessel in the North Sea. Rescue teams said 10 people had been brought to safety following the incident at 1700 BST, about 75 miles west of the Shetland coast.



They said efforts to rescue the other four were continuing. Two rescue helicopters and an RAF Nimrod have been scrambled to the scene. The coastguard has appealed for help from vessels in the area. An RAF spokesman said the **Bourbon Dolphin** was thought to have capsized as it turned close to an oil rig.

Michael Mulford told BBC Scotland: "What we know is that a rig support vessel, while moving away from the rig, has capsized. "A Nimrod which was flying over the Irish Sea training has been diverted to aid in the search."

Mr Mulford said Shetland coastguard scrambled its helicopter and a second North Sea helicopter was also dispatched.



The **BOURBON DOLPHIN** – Photo : Ferry van Rijsbergen ©

He said: "Clearly this is emerging as a major incident." "Conditions are not too bad, hopefully the weather won't be a huge factor although you never quite know. This is a fairly hostile part of the North Sea we are talking about."

Little was known about the condition of the 10 who have been recovered. Mark Clark, of the Maritime and Coastguard Agency, said: "At the moment we've got a mayday signal out, with an emergency signal out with all shipping in the area.

"Anybody with diving support crews, dive equipment can get on the scene for us as quickly as possible.

"We're still searching and of course the difficult situation for everybody is if they are still strapped inside the hull. And therefore we need to get to them as quickly as possible."



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Neville Davis, rescue co-ordination centre manager, Shetland Coastguard added: "So far 10 persons have been recovered. We will continue working with the assets available to us to try and locate the missing crew"

The **Bourbon Dolphin**, a new vessel, had been working in the vicinity of the Rosebank oilfield.

It had a number of roles in the North Sea, including anchor handling and towing, the installation of subsea construction blocks and operations involving remote vehicles.

# SHETLAND CO-ORDINATE SEARCH AND RESCUE OPERATION IN NORTH SEA

Shetland Coastguard are co-ordinating a Search and Rescue (SAR) Operation 75 nautical miles North, West of Shetland where the anchor handling supply tug **Bourbon Dolphin** has capsized.

Shetland Coastguard scrambled the Coastguard Rescue helicopter Lima Charlie to the scene and are in communication with the following three vessels which are also assisting in the SAR operation; **Olympic Hercules**, **Viking Victory**, and **Highland Valour**.

An additional civilian Rescue Helicopter is also on route to the scene, as is a dive support vessel, **Subsea Viking**. The weather conditions on scene are good visibility with moderate seas. Neville Davis, Rescue Co-ordination Centre Manager, Shetland Coastguard said, So far 10 persons have been recovered. We will continue working with the assets available to us to try and locate the missing crew

## Eight feared dead in North Sea tragedy

AT LEAST three people died and five were missing, feared drowned last night after an anchor-handling tug capsized suddenly in the North Sea off Shetland in relatively calm waters.

Ten of the 15 on board the **Bourbon Dolphin** at the time were rescued, but the Coastguard later confirmed that three of these had died. Another five crew members were unaccounted for as the search was scaled back for the night, more than six hours after the boat capsized in temperatures as low as 5C.

Divers had been flown to the scene amid fears the five may have been trapped in the vessel's upturned hull, however hope for the missing crew members' survival was fading fast as the night wore on.

It remained unclear why the state of the art vessel capsized. It was reported to be turning away from the **Transocean Rather** drilling rig, 75 miles north west Shetland, when the incident occurred 5:20 pm. Last night the chief executive of the Norwegian firm that owned the boat said such an accident "should have been impossible".

Rig operators Transocean said of the 10 people were rescued, eight were recovered initially and another two were winched by helicopter from the water at about 7pm. The seven were later airlifted to the Gilbert Bain Hospital in Lerwick, Shetland.

Fears that a 15-year-old boy was among those on board were prompted after initial confusion about whether there were 14 or 15 people on the tug when it overturned. Reports from Norway, where the boat was based, suggested one of the crew may have taken his teenage son on the voyage with him.

Last night a spokesman for Transocean said all 99 crew members on board the **Transocean Rather** rig had been accounted for.

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The Coastguard confirmed that all those on board the **Transocean Rather** were air lifted off late last night, because the **Bourbon Dolphin** - which had been handling one of the semisubmersible drilling rig's anchors at the time the accident occurred - was still attached to the rig.

A spokeswoman for Shetland Coastguard said: "We can confirm that there have been three fatalities.

"The rig, the **Transocean Rather**, has been de-manned, with all non-essential staff being removed from the rig.

"This is due to the fact that the vessel is still floating nearby to the rig and while this poses a minimal risk, for health and safety reasons the decision was taken to de-man."

The vessel, owned by Bourbon Offshore, is one of the newest supply vessels operating in the North Sea and was launched last year. A spokesman for the owners confirmed that all members of the crew were Norwegian.

The company has launched an investigation into how the incident happened.

Speaking from the firm's Norwegian headquarters outside Ålesund last night, the company's chief executive, Trond Myklebust, said: "It is unbelievable. The boat is new and the weather is good, and we are looking for the reason this has happened. It should be impossible. What actually happened is still speculation at this stage."

Mr Myklebust said: "There are five people still missing and they are local people from this area. "The Bourbon company yesterday established a place where the families could meet at the office canteen during the evening. A priest and a doctor are at the place. It's very sad to meet the families without being able to give them any good answers."

Christa Roqueblave, a spokeswoman for Bourbon Offshore's international headquarters in Marseilles, France, said:

"At present the cause of the accident is unknown. Weather conditions do not appear to be to blame as there were no storms when the ship went down and we do not know of any collision as yet. Our priority is to assure the security of those aboard, then to protect the environment and then to find the cause of the accident which will no doubt entail an examination of the ship."

Two rescue helicopters were scrambled to the site of the stricken boat shortly after it capsized yesterday, together with a Nimrod reconnaissance aircraft from RAF Kinloss. They were joined by supply vessels and fishing boats in the area also attended the scene after a mayday call went out.

Navy divers were taken by helicopter from Faslane, via Lossiemouth, to the overturned vessel in the hope they could free any crew trapped inside the hull.

Mark Clark, at the Maritime and Coastguard Agency headquarters, said : "We cannot see the (five crew members), therefore we can only assume they are under the hull. "We need to get them as quickly as possible. We are making every effort to get to them." Michael Mulford, a spokesman for the RAF said it would be a "severe test" for the divers.

"If there is any possibility that these people are in there and alive this will be their one chance of getting out."

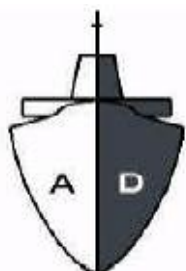
But by 11pm the rescue operation was scaled back for the night and the five had still not been found.

The 3,000-tonne vessel, built in Norway last year, is 75 metres long and capable of accommodating up to 35 people.

## NAVY NEWS

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### Crew safe after Argentine ship catches fire

A raging fire aboard an Argentine navy icebreaker forced 296 crew and military personnel to abandon ship in the South Atlantic, where they spent hours in lifeboats before being rescued, the military said Wednesday.

The fire broke out in the **Almirante Irizar's** generator compartment late Tuesday, and Capt. Guillermo Tarapow ordered all aboard to abandon ship in 24 lifeboats when the flames became uncontrollable.

An oil tanker and a fishing vessel rushed to the area and plucked the crew from chilly South Atlantic waters off the remote Patagonian city of Puerto Madryn, 930 miles (1,500 kilometers) south of the Argentine capital of Buenos Aires.

The military did not report any injuries and didn't give a cause for the fire.

All were eventually plucked up by the Panamanian-flagged tanker **Scarlet Ibis** and an Uruguayan fishing vessel that had rushed to the area, some 40 miles (60 kilometers) off Puerto Madryn, the statement said.

On Wednesday, navy planes overflowed the stricken icebreaker, and authorities said the coast guard ship **Thompson** and a navy ship **Granville** were speeding to the area.

The **Almirante Irizar** was built in Finland and acquired by the Argentine navy in 1978. Measuring 119 meters in length, it has played key roles in Argentina's annual supply runs to Antarctica in the warmer southern hemisphere summer that begins each December.

The ship had restocked more than a dozen Argentine bases and research stations, and was returning to Buenos Aires with armed forces personnel who had concluded stints in Antarctica, when the fire broke out.

### Rendez vous op zee

Door Els Kroon

De drie marine schepen die in NAVO verband onze haven in het weekend bezochten kozen dinsdag kort na het middaguur het ruime sop. Op weg naar Martinique zetten de bemanningen van de Amerikaanse **Mahan**, de Duitse **Sachsen** en de Engelse **Wave Ruler** hun samenwerkingsverband voort.

In de loop van de dag sloot het Nederlandse stationsschip **Hr Ms Zuiderkruis** zich bij de flottielje aan, in eerste instantie als de gesimuleerde vijand, later in haar echte hoedanigheid als bevoorradingschip van een bevriende natie. Ook de Amerikaanse destroyer **USS Carney** sloot zich tijdelijk aan bij de vloot.

Vrijwel de hele dag draaiden de activiteiten rond het stationsschip. De bij het schip behorende Lynx helikopter voerde verkenningsvluchten en landingen uit op de heli platforms van de andere schepen terwijl een groot deel van de dag werd besteed aan het bijtanken van de **Mahan**, de **Sachsen** en de **Carney** op volle zee. De **Zuiderkruis** nam



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daarmee de taken waar van de tanker **Wave Ruler** die na korte tijd de gezamenlijke noordelijke koers gevaren te hebben, afboog naar het noordwesten om zelf te gaan tanken in Guantanamo Bay.

Bij het "rassen" (RAS = replenishment at sea) komt heel wat kijken. Beide schepen hijsen als gereedheidsverklaring eerst de rood-gele Romeo vlag, waarna het bij te tanken schip langzij het tankerschip komt en de procedure van het overgeven van lijnen en leidingen kan beginnen, alles met inachtneming van uiterst nauwkeurige veiligheidsmaatregelen. Als alle voorzorgsmaatregelen aan beide zijden zijn genomen staan duikers brandweerlieden, ziekenboegmedewerkers, technici, operators, keurmeesters, een seiner, de schipper én de commandant stand-by om elk moment te kunnen ingrijpen als dat nodig mocht zijn. 220 Kubieke meter olie, genoeg om 44 Duitse huizen een jaar lang te kunnen verwarmen, werd in bijna drie kwartier overgeheveld naar de **Sachsen**, die met volle tanks met in totaal 660 kuub dertig dagen op kruissnelheid kan varen.

Na de succesvolle missie nam de **Zuiderkruis** tegen de avond op ceremoniële wijze afscheid van de NAVO vloot om haar taken als stationsschip in de West weer op te pakken. Voor de **Sachsen** en het vlaggenschip **Mahan** had vice-admiraal **Michael Mahon** aan het einde van de extra drukke dag nog een verrassing in petto. Beide schepen kregen te maken met een gesimuleerde man over boord (MOB) Na een snelle reddingsactie kozen de destroyer en het fregat een oostelijke koers in de richting van Fort de France in Martinique, waar ze aanmeerden op 10 april.



Tijdens het Rendez-vous op zee werd het Duitse fregat **Sachsen** (links) op succesvolle wijze bijgetankt door het stationsschip **Zuiderkruis**.

Foto: Els Kroon ©

## Maritime exercise with North Africa under way

Phoenix Express, a two-week exercise to strengthen U.S. and European maritime partnerships with North Africa, began Tuesday.

Eleven nations will train in the Mediterranean Sea and Atlantic Ocean in an agenda that includes maritime interdiction, search and rescue, division tactics and medical practices. Participating are armed forces from Algeria, France, Greece, Italy, Malta, Morocco, Portugal, Spain, Tunisia, Turkey and the United States, the Navy said in a news release.

**USS Nassau** and **USS Kauffman**, both home ported in Norfolk, Va., will participate with Marines based in Rota, Spain, and Patrol Squadron Five air assets based in Sigonella, Italy. The Military Sealift Command fleet oiler **USNS Patuxent** also will participate.

## OM: geen seksueel wangedrag op fregat

Justitie ziet geen reden om de klacht over seksueel wangedrag op marinefregat Tjerk Hiddes voor de rechter te brengen.

De verklaring van een vrouwelijke matroos over verkrachtingen en aanrandingen is volgens justitie 'ongegrond'. Het OM noemt het 'onwaarschijnlijk dat dit heeft plaatsgevonden' en stelt dat drie militairen ten onrechte verdacht werden.

Van de reeks wantoestanden op het fregat die vorig jaar aan het licht kwam, komt er maar één voor de rechter. Zes militairen moeten verantwoorden dat ze een vrouwelijke matroos buiten boord hebben gehouden en in een kist hebben gestopt. Defensie noemt dit 'ontgroeningspraktijken'. De verdachten worden niet geschorst.

De vrouwelijke matroos die als eerste het seksueel wangedrag op het fregat naar buiten bracht, is 'zeer teleurgesteld'. Dat laat de militaire vakbond AFMP weten. Vorig jaar april stond in het AFMP-maandblad het verhaal van de vrouw onder het pseudoniem Anja.

Later heeft ze ook bij het OM gemeld dat ze is aangerand en verkracht door verschillende personen op verschillende tijdstippen. Maar volgens het OM heeft onderzoek geen bevestiging opgeleverd van haar verklaringen en is het onwaarschijnlijk dat de feiten hebben plaatsgevonden.

Staatssecretaris Van der Knaap van Defensie noemt het goed 'dat er geen sprake was van verkrachting of aanranding van personeel'. "De uitkomsten plaatsen gebeurtenissen in proportie en brengen duidelijkheid voor het personeel", stelt hij.

## CORNWALL COULD NOT PROTECT THE 15 SAILORS

The British Navy frigate **HMS Cornwall** could not protect the 15 sailors and marines taken captive by Iran because of shallow water. One of those captured and since released, said shallow water prevented the ship from getting close to them.

The U.S. military is examining procedures in their Persian Gulf maritime security operations to better protect naval boarding parties searching for smugglers and terrorists. The inherent danger of the operation was highlighted by Iran's capture of 15 British sailors and marines. Released Thursday, they were held for 13 days.

"**HMS Cornwall** is there to guard the vital oil platforms and command the coalition forces. She is also the platform by where the boarding teams can launch from and patrol out. Not only should she not have been closer to us but she physically could not have been. The water in the area where we were captured was too shallow," said Lt. Felix Carman of the Royal Navy.

For reasons not yet disclosed, a British navy helicopter that had been patrolling the skies over the sailors returned to the **Cornwall** when the sailors boarded a vessel to search it. After the sailors and Marines completed their search, they saw the two Iranian speedboats rapidly approaching their position so they returned to their boats.

The Iranian boats blocked in the sailors and marines, rammed their boats and trained heavy machine guns and other weapons on them as six more Iranian boats closed in. Royal Marine Capt. Chris Air told CNN Friday his rules of engagement would have allowed his crew to fire on the Iranians but he decided not to because they were outmanned and outgunned.

"It was at this point that we realized that had we resisted, there would have been a major fight, one which we could not have won and with consequences that would have major strategic impacts. We made a conscious decision not to engage the Iranians and do as they asked," Air said at a Friday's news conference in Britain.

There are three coalition task forces enforcing maritime security in the Persian Gulf under a United Nations mandate.

## **Ottawa Spends \$324m for Coast Guard Vessels**

The federal government followed through on a major budget promise on Thursday, announcing it will spend \$324m to purchase six new vessels for the Canadian Coast Guard. The vessels, which will be phased into the existing coast guard fleet between 2009 and 2014, will include four midshore patrol vessels and two offshore science vessels. All six will be built in Canada, which should boost the country's shipbuilding industry, said Fisheries Minister Loyola Hearn.

In addition to the six new vessels, Hearn said the coast guard will spend \$17 million to buy a high-speed air cushion vehicle that will be used in search and rescue services in Quebec. The government will also redeploy two of its icebreakers from the Maritimes to Newfoundland and Labrador over the next two years. Including this latest \$324-million announcement, the federal government has now spent \$750m on the coast guard since February 2006, purchasing a total of 16 new vessels. Eleven are being bought to replace aging vessels, while five are entirely new. The announcement comes two weeks after the Senate's security and defense committee issued a report that concluded Canada's coastlines are undermanned and vulnerable. Canada's coast guard performs a variety of services including search and rescue, icebreaking, border security and assistance to commercial ships. Source: CBC News

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## **Scheepswerf IHC Holland Merwede voorziet groei**

De scheepswerf IHC Holland Merwede verwacht de komende jaren nog flink te kunnen profiteren van de aantrekkelijke markt voor baggerschepen. Het bedrijf voorziet dan ook "fors" te groeien, zo liet het woensdag weten. Afgelopen jaar



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draaide IHC Holland Merwede ook al goed. De nettowinst verdrievoudigde bijna tot 31,2 miljoen euro. De omzet bedroeg 514,5 miljoen euro tegenover 438,4 miljoen een jaar eerder.

IHC Holland Merwede levert baggermaterieel en complexe schepen voor de offshoremarkt. Deze sectoren nemen volgens de onderneming de komende jaren in omvang toe. De aantrekkende economie vraagt om een betere infrastructuur. Voor nieuwe havens zijn grootscheepse baggerwerken nodig.

Bovendien ziet IHC Holland Merwede wereldwijd een "trek naar de kust". Niet alleen is daarvoor landaanwinning nodig, ook kustbescherming staat in veel landen hoog op de agenda. Daar komt bij dat de exploratie en winning van gas en olie steeds vaker in diepe wateren plaatsvindt. Oliemaatschappijen vragen dan ook om complexere schepen.

IHC Holland Merwede heeft inmiddels een vierde helling in Krimpen aan den IJssel geopend. Dat stelt de onderneming uit Sliedrecht in staat grotere schepen af te leveren. Ook streeft het bedrijf overnames na om zijn "leidende technologische positie" te waarborgen. De werf verwacht in 2007 een groei van ongeveer 35 procent van de omzet. Ook het resultaat zal aanzienlijk groeien.

## Russians, Aker trade charges in shipyard fight

Aker Kvaerner has been accused of fraudulently taking over shareholding control of one of Astrakhan's most powerful shipyards, Astrakhan Korabel ("Shipwright"), controlled by Dmitri Paltsev and Ilya Kokarev. Acting on their complaint, Russian police investigators have searched Aker's Moscow office, and legal proceedings have been opened, a source close to the Russian shareholders told Fairplay. The shipyard, on the Volga River delta at the Caspian Sea, produces vessels and platforms for oil and gas work on the Caspian. It has been jointly owned by Aker and the Russians through RR Offshore Oy, a Finnish concern. That, in turn, is controlled by ST Holdings, a unit owned by the Russians, and by Aker Kvaerner. At the start of 2005, the Russians and Aker agree, Aker gave RR Offshore a four-year, euro5M (\$6.6M) loan; repayment of which was secured by a 56% shareholding in Astrakhan Korabel. Although the Russians say they were in full compliance with the loan, Aker executives called it in last December. They then took charge of the shipyard's shares. Aker's spokesman Torbjorn Andersen told Fairplay that Aker had acted only after a violation of the loan terms and conditions, and after RR Offshore had notified Aker it could not continue repaying the loan. Andersen also said that last year had been a poor one financially for the shipyard.



The **VLAANDEREN XX** seen at the ASRI shipyard in Bahrain

Photo : Sander van der Steen ©

## **Dubai consolidates shipyard operations**

Dubai World has announced the establishment of Dubai Drydocks World (DD World) to consolidate the dry docks and maritime sector of the organization.

Dubai World is the holding company that manages and supervises the Dubai Government's portfolio of businesses and projects--including, of course, port operator DP World. DD World will comprise four principal companies -- Dubai Drydocks, Al Jadaf Shipyard, Platinum Yachts FZ and Platinum Yacht Management. All of these business units have aligned activities, which involve ship repair, conversion and ship building.

Welcoming the integration process, Dubai World Chairman, H.E Sultan Ahmed Bin Sulayem, said:

"The move to establish Dubai Drydocks World is aimed at facilitating group strategy, policy and financial and operational control of business units that have aligned activities. It is a response to the increasing worldwide demand for high quality shipping and maritime services. We are confident DD World will be a dominant player in the international market in the near future."

Geoff Taylor, CEO, Dubai Drydocks, said: "The four business units involved in this integration process supplement and complement each other to form an extremely powerful package with diverse yet complementary areas of expertise. Over the next two years the group will complete a number of expansion projects which will establish DD World as a global brand in the worldwide ship repair, conversion and new building market."

Dubai Drydocks has been operating since 1983 and has grown into a world leader in the ship repair and conversion business. Following the completion of an \$ 81 million expansion project, it is also establishing itself as a major ship builder. The company employs over 8,500 skilled workers.

Jadaf Shipyard has been operating since the late 70's and provides services within the region to the smaller vessel owners. The relocation of Jadaf to Dubai Maritime City, and its new association with Dubai Drydocks World, will see its business activities grow to become a significant arm of the group.

The new Jadaf facility will have a 6,000 and 3,000 tonne shiplift for general ship repair activity and a 700 tonne vessel lifter to support the yacht building and manufacturing businesses.

Platinum Yachts FZ is a fledgling company targeting the super yacht conversion and refurbishment business and may also grow into yacht building. Having completed its first world-class super yacht, Platinum Yachts now has a number of projects in hand and says it is set to become a major regional and international player in its market.

The decision to establish Dubai Drydocks World is a reflection of the ambitions to expand the group both regionally and internationally with partnerships, acquisitions and management contracts.

## **Bharati gives more details on Swan Hunter deal**

India's Bharati Shipyard Ltd. has issued a stock exchange notice regarding local press reports speculating that it had bought Britain's Swan Hunter.

According to the stock exchange announcement, Bharati has been in negotiations with Swan Hunter for the purchase of shipyard machinery and there are conditions precedent to be complied with, before the arrangement becomes effective. It also has to receive final approval from its Board of Directors, which it expects to receive soon. There is no "acquisition of an overseas shipyard as reported in the news item, but only procurement of machineries for shipyard activities in the normal course of business."

## **AKER SIGNS EUR180M FERRY DEAL**

Norway's Aker Yards has signed a deal with Estonia's Tallink group for a large cruise ferry worth Eur180m. The ship, to be delivered in spring 2009 will be the third in the series built by the yard. The first is already in operation, the second is due to be delivered next year.

Aker Yards' business area Cruise & Ferries now has in the orderbook in all 22 vessels, 11 of which are cruise vessels and 11 ferries. Two of them are for Tallink after the fast day ferry "Star" was delivered yesterday. The orderbook also includes the world's biggest cruise ferry and two of the world's largest ropax ferries.

The Tallink vessel will have a 2,800 passenger capacity. "Building the new cruise ferry for our important customer Tallink is another congenial challenge," said Yrjö Julin, President of Aker Yards, Cruise & Ferries. "We have a long history with the combined Tallink Silja with in all 19 delivered car-passenger ferries and several vessel conversions."

## **Fresh Newbuilding Contracts**

The world's 2 largest shipbuilders, Hyundai and Samsung, confirmed another set of fresh newbuilding contracts today as owners continued to pile on the orders, reports TradeWinds.

Samsung won a deal to build a drillship worth \$586 mn for an unidentified African company. Delivery is set for April 2010.

Meanwhile Hyundai Mipo picked up orders for 4 chemical tankers from an unnamed European shipowner. The contract is worth \$171mn. The vessels will be handed over by July 2010.

Despite fears of overtonnaging, shipowners are piling into the yards with new orders. One broker warned the market placed capesize orders worth \$2bn in just one week in March.

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The **RESOLUTION** seen off Flushing, Note the **VROON** funnel markings  
Photo : [www.maritimephoto.com](http://www.maritimephoto.com)

## Havila to acquire Kleven Maritime

Sources in Norway suggest that Havila AS is in the process of acquiring 51 per cent of Kleven Maritime.

"Kleven's shareholders have accepted Havila's offer, and Havila wants to merge Kleven with Havila's existing shipyards and through Havyard Group establish a robust and effective international player within shipbuilding and ship design," said one source.

Havyard Group has a growing portfolio of new designs, including PSVs, AHTS and construction vessels which are being built in Norway and elsewhere. yards in the Kleven Maritime group such as Kleven Verft have benefitted from a substantial order intake in the last two years.

## Stena Line posts best profit in 10 years

Stena Line, the Swedish ferry company, more than doubled its operating profit to SK540M (\$77.8M) in 2006 on the previous year, and thus had its best year in about a decade. The number of freight units carried rose by 2%, slower than an 8% rise in 2005, but the fall in passenger numbers declined to just 1% from 8% while the decline in the number of cars carried also slowed down markedly, to just 1% from 7% in the previous year. "We are very pleased with our progress in 2006. Reporting increased profits for the fourth year in a row is proof that we have chosen the right strategy", said Stena Line CEO Gunnar Blomdahl in a statement. "Our performance also gives us a stable foundation on which to develop our business even further". The company operates 34 ships on 18 services. Last year's result was its strongest since the mid-1990s, Blomdahl said, adding that Stena Line would continue to invest in improving on-board facilities. "Customers' expectations on our business are changing faster than ever. This places considerable demands on us", he said. "We are constantly affected by other global factors, too. The high price of oil has a major impact on our business. This means that even in the future we will need to focus on efficiency and cost awareness".

## K-SEA PURCHASES THE PETE

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**Marcon International, Inc.** of Coupeville, WA is pleased to report that **K-Sea Transportation** of New York purchased the 6,500BHP twin screw tug **"Pete"** (ex- "Mister Pete") from McAllister Towing and Transportation Co., also of New York. New owners will reportedly utilize the tug on the U.S. West Coast through their Seattle based-company, Sea Coast Towing, Inc. The 149' x 40' x 22.2', raised foc'stle bow tug was originally built in 1976 by Halter Marine of Moss Point, MS in 1976 for Jackson Marine Corp. Tug is powered by a pair of Alco 16-251F diesels with Lufkin 5.95:1 gears and 144" x 105" 4-blade stainless steel props providing a bollard pull of abt. 77 tons and free running speed of about 15kn maximum. Tow winch is a Intercon double drum side-by-side winch with 330,000lbs. line pull and capacity for 4,000' of 2.25" wire on each drum. Marcon acted as sole broker in the sale.

To-date this year, Marcon has sold or chartered a total of 22 vessels and barges. Sales of two additional tugs and one AHTS are pending.



In Tuzla the **SMIT EUROPE** was launched into her element

Photo : Yusuf Karahasan ©

## Rigdon Receives Rigdon Yellowfin

Larry Rigdon, President and Chief Executive Officer of Rigdon Marine, announced that Rigdon Marine Corporation has officially entered the Crewboat and Fast Supply Vessel market with the delivery yesterday of the **RIGDON**

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**YELLOWFIN.** The **RIGDON YELLOWFIN** was delivered by C&G Boatworks of Mobile, Alabama. Mrs. Margot Jackson christened the **RIGDON YELLOWFIN** before it was immediately deployed under long term contract to a major oil company in the Gulf of Mexico.

"The christening of our first Crewboat marks the beginning of another very exciting chapter in the history of Rigdon Marine Corporation," said Larry Rigdon. "Today, we are even better positioned to meet the needs of our clients through a wider range of modern, technologically advanced vessels. Furthermore, we greatly appreciate the effort and commitment to quality demonstrated by C&G Boat works in Mobile, Alabama for delivering another fine vessel."

The **RIGDON YELLOWFIN** is 155 feet by 29 feet by 14 feet and is powered by four (4) x Cummins KTA 50 M3 engines, capable of 1,800 hp each. The vessel features a huge cargo capacity above and below deck, capable of carrying 50,000 gallons of water, 35,000 gallons of fuel, and over 220 Long Tons of deck cargo on a 100' x 25' free back deck. "It should be noted," says Larry Rigdon, "the **RIGDON YELLOWFIN** is amazingly the smallest of the nine crewboats that we currently have under construction for the US market."



The **MOL CULLINAN** seen moored in Cape Town  
Photo : Sander van der Steen ©

## Christening of the "Bahia Castillo" in Korea

On April, 12 2007 the container ship "**Bahia Castillo**" will be christened at the yard of Daewoo Shipbuilding & Marine Engineering Co. Ltd. (DSME) in Okpo, Korea. The "**Bahia Castillo**" is the third of 6 identical 3,752 TEU container vessels to have been ordered from DSME by Hamburg Sud, reports the press-service of Hamburg Sud.

The "**Bahia Castillo**" is named after a bay on the Atlantic Ocean in Departamento Rocha, north-eastern Uruguay. 2 weeks after the christening the vessel is to be phased into Hamburg Sud's liner service between Asia/South Africa and South America East Coast.

Technical data of the "**Bahia Castillo**": capacity - 50,800tdw, container capacity - 3,752 TEU, length overall - 250.00 m, length between perpendiculars - 242.00 m, breadth - 32.20 m, draught max. - 12.40 m, speed - 21.5 kn, main engine output - 26,160 kW.





## Amadea cruise ship docks in Dubai with 700 tourists

German cruise ship **Amadea** arrived at the Dubai Cruise Terminal in Port Rashid Complex on Wednesday (April 11) for a three-day sojourn with about 700 passengers and crew members.

The vessel arrived from the Indian port city of Mumbai and will leave the emirate for the Arabian Gulf port of Doha. The cruise ship passengers are mostly Germans nationals.

The passengers and crew members were accorded a traditional Arabian welcome at the state-of-the-art terminal, operated by the Dubai Department of Tourism and Commerce Marketing (DTCM).

The ship-shaped cruise terminal measures 3300 square metres and is able to accommodate two ships simultaneously on a 335-metre quay.



The **VOLVOX DELTA** seen rainbowing – Photo : Sjors Gonggrijp ©

## THE INNOVATIVE DUTCH AT EUROPORT EURASIA 2007

**The Dutch present their latest news**

From April 25th until April 28th, the Holland Pavilion will be organised at Europort Eurasia in Istanbul, Turkey. The Holland Pavilion is situated in Hall 10. The Dutch participants will show their maritime highlights to decision makers of

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the European and Asian maritime market, like short sea shipping, and shipbuilding industries. This activity will be organised by Holland Marine Equipment Association (HME), supported by the Dutch government.

All participants present in the Holland Pavilion are pleased to welcome you, and discuss new business opportunities or renew existing relations. Product development, cooperation, and expansion of know-how are the strengths of the Dutch maritime industries.

The Dutch marine equipment sector is renowned for its high quality products and services, and export experience. Over the last few years many Dutch maritime suppliers have established foreign offices, therewith establishing a worldwide service network.

Feel welcome to visit the Holland Pavilion during Europort Eurasia in Hall 10 at the Istanbul Expo Center!

The participating companies are:

- Dagin Marine Technology
- Discom BV
- Imtech Marine & Offshore
- Intertech BV
- Inval Industrial Valves Holland BV
- Kooren Shipbuilding and Trading BV
- Loggers BV
- N2safety BV
- N.R. Koeling BV
- Progress Technique BV
- Rubber Design BV
- Serdijn Ship Repair BV
- Transocean Coatings/Boyman SA
- Van der Velden® Marine Systems
- Zwaardvis BV

## Transpetro inks nine ship order

Brazil's Transpetro (Petrobras Transporte) signed agreements with the Rio Naval Consortium for the construction of nine vessels in the company's Fleet Modernization and Expansion Program, which is part of the so-called PAC, the Federal Government's Growth Acceleration Program.

The signing ceremony took place at the Sermetal Shipyard, and was attended by President Luiz Inacio Lula da Silva; Rio de Janeiro governor, Sergio Cabral; Petrobras president, Jose Sergio Gabrielli; and Transpetro president, Sergio Machado.

The Rio Naval Consortium will build five Aframax and four Panamax vessels. The vessels will be delivered to Transpetro between 2009 and 2012.

Half of the vessels in the expansion program will be built in Rio de Janeiro, generating more than 11,000 new direct jobs in the state. The other Rio de Janeiro shipyard that will manufacture vessels for the company is Maua Jurong, which won a four product-vessel lot bid. On January 31, Transpetro signed an agreement with the Atlantico Sul Consortium, in Pernambuco, for the construction of ten Suezmax vessels.

The project will create 22,000 new direct jobs. Several labor retraining and qualification programs are being created to supply this demand. Rio de Janeiro alone already offers upwards of 10,000 openings in courses that will qualify workers in different naval construction sector areas, such as welders, mechanics, machine operators, industrial electricians, electromechanical technicians, among others.

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The program also offers a structured naval industry technological support base, anchored on an agreement signed between Petrobras, the Science and Technology Ministry, via Finep (Study & Project Financer), and the Naval and Oceanic Engineering Excellence Center (CEENO).

After signing with Rio Naval, Transpetro is now getting ready to sign agreements for the seven vessels that will be ordered from the Maua Jurong (RJ) and Itajai (SC) shipyards.

Maua Jurong will build four product vessels, for an overall price of \$277,079,543, while Itajai will build three LPG (gas) vessels for an overall price of \$130.9 million. Transpetro's bid results were announced in March 2006. By its reckoning, the total vessel value (\$2,483,479,543) was only one percent above what would have been paid if the ships had been ordered abroad, "considering the financial equivalency and the need to customize the ships, which have complex design and construction requirements."

In total, the company's Fleet Modernization & Expansion program foresees the construction of 42 vessels.

## NCL to shift *Pride of Hawaii* to European market

NCL Corporation, parent company of NCL America and Norwegian Cruise Line, has announced the temporary withdrawal of the U.S.-flagged NCL America ship *Pride of Hawaii* from the Hawaii market effective February 2008. The ship will be deployed to Europe for the summer of 2008 as part of the Norwegian Cruise Line fleet.

NCL says its substantial 2006 losses, reported in February of this year, have been caused by downward pricing pressure in the Hawaii market following the addition of *Pride of Hawaii* to the fleet last summer, and the steep increase in the amount of foreign flag competition entering the Hawaii market from the west coast.

"We take this action with regret, but sure in the knowledge that a temporary retrenchment is the right thing to do for the good of the business and the good of Hawaii in the long run," said Colin Veitch, NCL Corporation's president and CEO. "We remain committed to building a strong U.S. flag cruise business home ported in Hawai'i, and we need to make sure that our other two ships, *Pride of Aloha* and *Pride of America*, are able to achieve acceptable profitability before we can confidently re-introduce *Pride of Hawai'i*."

According to Veitch, NCL America has grown very quickly over three years, and its competitors have also surged, starting in 2006, offering almost 80 percent additional capacity days on top of NCL America's in 2007.

"Clearly we are victims of our own success," Veitch continued. "We have demonstrated that Hawaii is a highly attractive cruise destination and Hawaii now has four times as much capacity serving it in 2007 as it did in 2004 when we started NCL America.

For guests booked on *Pride of Hawaii* in February 2008 and beyond, NCL is offering a \$50 on-board credit per stateroom for those who rebook by May 1, 2007, on *Pride of America*, *Pride of Aloha* or any ship in the NCL fleet. Guests choosing to cancel will receive a full refund.

## Stolt Nielsen orders parcel tankers

Stolt-Nielsen Transportation Group (SNTG), a subsidiary of Stolt-Nielsen S.A. reports that it has signed an agreement with Korea's SLS Shipbuilding Co. Ltd. (SLS) for four 43,000 dwt parcel tankers. The aggregate price for the four ships is expected to be approximately \$340 million, with deliveries expected to take place in 2011 and 2012.

The SLS newbuildings will have 24 stainless steel tanks and 15 coated tanks. The main dimensions of the ships will follow the same design of the four parcel tankers that SNTG ordered in October 2006 from SLS. SNTG now has a total of 12 ships on order from SLS.

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The new fully double-hulled parcel tankers will meet both Marpol Annex I and Annex II cargo requirements. They will have IMO I, II and III capabilities and will be able to handle the full range of difficult to handle cargoes which SNTG carries.

Otto H. Fritzner, Chief Executive Officer of SNTG, said, "We are pleased to be further developing our relationship with SLS Shipbuilding Co. Ltd. Our new build program to support our growth continues to be carefully evaluated to take account of the trading outlook and our requirements to invest in our fleet".

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The **FLAGINVESTOR** seen arriving in Messaieed Port , Qatar.

Photo : Reinier Meuleman ©

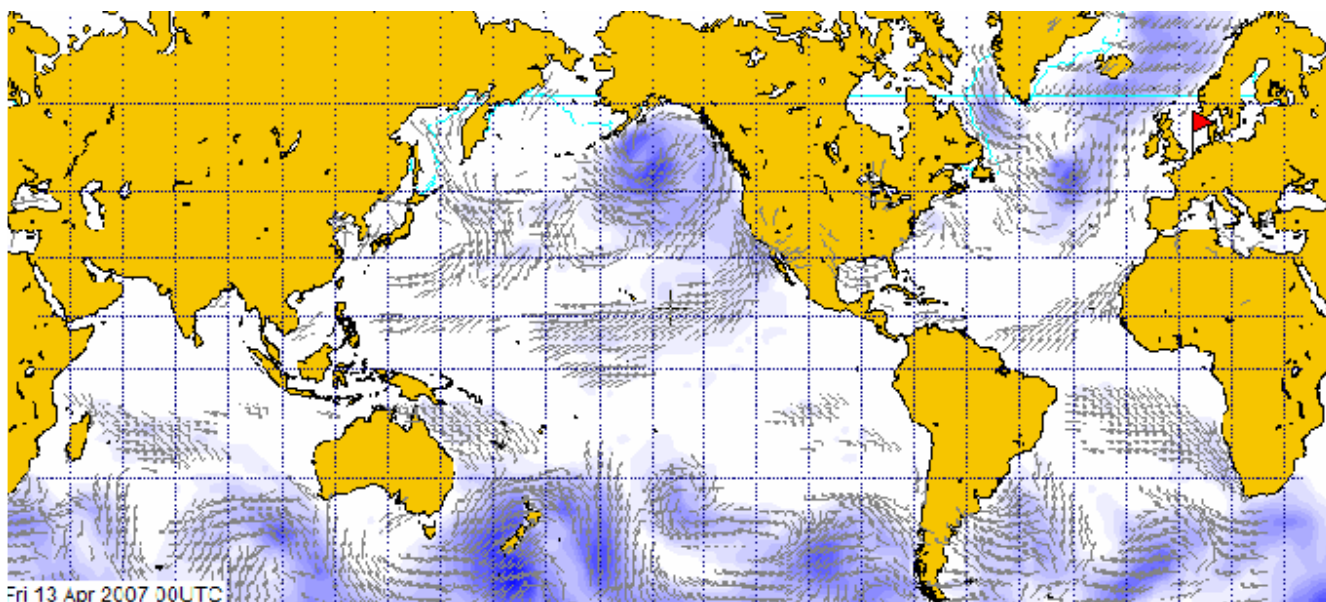
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## **.... PHOTO OF THE DAY ....**



The **SAGA RUBY** - Photo : Marcus Klijn ©

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