

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 102



Number 103 *** COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 24-04-2007

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

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

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

Binnenbaan 36 3161VB RHOON The Netherlands

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

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



The OCEAN VILLAGE TWO is the former AIDAbu seen moored in Southampton for the naming ceremony today (April 24th)

Photo : David Berg ©

SMITWIJS TOWAGE B.V.



Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands
Telephone: +31 2555 62711
Telefax: +31 23 557 1896
E-mail:

smitwijs.sales@svitzerwijsmuller.com

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

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS



The **MARY ARCTICA** seen arriving at the river Tyne

Photo : Kevin Blair ©

Schipper krijgt proces-verbaal na aanvaring in Vlaardingen

Personeel van de Zeehavenpolitie heeft zaterdagochtend proces-verbaal opgemaakt tegen een schipper na een aanvaring in de Koningin Wilhelminahaven.

Rond tien uur voer het schip '**Icacia**' de haven binnen nadat via de radarpost was medegedeeld dat er geen andere scheepbewegingen in de haven waren. De schipper van het andere schip '**Volharding**' had niet gemeld dat hij ging verhalen van de oosttak naar de westtak van de haven. Hierdoor ontstond er een aanvaring tussen de twee schepen.

Het anker van de **Icecia** raakte geheel kromgebogen en in de **Volharding** ontstond een gat van zo'n 3 m2. Door dat gat maakte het schip water en had een slagzij van 30 graden. Een geringe hoeveelheid van de lading, gasolie, kwam in het water. De RPA schermde dit af.



The dredger **MARIEKE** seen operating at the Westerscheldt River
Photo : Sander van der Steen ©

Coast Guard shows off 20 tons of cocaine seized in record bust

The U.S. Coast Guard on Monday began unloading more than 40,000 pounds of cocaine seized from three ships off the Central American coast, including one bust called the largest in U.S. maritime history. The Coast Guard boarded a 330-foot ship heading north off the Pacific coast of Panama last month and discovered about 38,000 pounds of cocaine in two shipping containers, officials said.

The bust was the largest single sea-based seizure of cocaine by a U.S. agency, Coast Guard Petty Officer Brian Leshak said. In another bust off Panama's coast last month, a Coast Guard cutter chased down a cigarette-style speedboat carrying about 2,000 pounds of cocaine, officials said.

The Coast Guard in February intercepted an Ecuadorian-flagged fishing vessel allegedly loading cocaine into speedboats off Mexico's coast. The fishing vessel's crew set fire to their ship to destroy the evidence and tried to flee in the speedboats, but were caught, according to the Coast Guard. About 900 pounds of cocaine were seized.

The Coast Guard detained a total of 32 crew members in the three busts.

The cocaine, with an estimated street value of \$500 million, will be turned over the U.S. Drug Enforcement Administration, which will take the drugs to Miami to be destroyed, Leshak said.



The last part of the **SAFMARINE AGULHAS** seen pulled onshore in East London by the **Mammoet Salvage** team
Photo : Edwin Wiegers – Mammoet Salvage ©

Staking bij APM Terminals Zeebrugge



De **LAUST MAERSK** arriverende in Zeebrugge – Photo : Henk Claeys ©

Dokwerkers hebben maandagmorgen het werk neergelegd bij APM terminals in Zeebrugge. Zij protesteren tegen het ontslag vorige week van een ploegbaas. Tijdens de werkonderbreking lagen er twee wachtende schepen aan de kade. Bonden en directie plegen overleg.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 102

Al vorige week werd kortstondig het werk neergelegd waardoor de **Sealand New York** zes uur vertraging opliep. Het werk werd nadien hervat zonder dat er een oplossing kwam voor het conflict.

De nachtploeg van zondag op maandag onderbrak daarom opnieuw het werk rond 2.00 uur en ook de ochtendploeg weigerde verder te werken. In de loop van de dag vond intensief overleg plaats tussen de bonden en de directie. APM terminals weigert de ploegbaas opnieuw in dienst te nemen.



BIGGEST TUG PARADE JUNE 16th

On 16 June 2007 an attempt will be made to break the record of the biggest tug parade - set last year at Rotterdam when nearly 70 tugs sailed past during the International Tug & Salvage Convention.

The current attempt is organised by the Dutch '**Vereniging Binnenvaart**' (Inland Waterways Shipping Society) and is part of an Inland Waterways Festival to be held at Dordrecht for the first time this year.

Currently 92 tugs have agreed to join and we still have some time to go. Quite a number are commercial boats - so there will be an element of surprise as to how many will turn up in the end - the others are retired tugs currently in private ownership or restored / preserved boats.

Guinness Book of Records officials will check the Parade for the official numbers.

Second empty vessel found off Qld coast

Another unmanned vessel has been discovered floating off the coast of Queensland. The six-metre barnacle-encrusted fibreglass boat, which was on Sunday spotted in waters off the Sunshine Coast, is the second mystery vessel to be found in Queensland waters in less than a week.

Fisherman spotted the second boat about 30km off the coast of Caloundra. The boat was found upturned and adrift, with the keys still in the ignition and a tank full of fuel.

Fishing gear and scuba diving equipment were retrieved from the vessel and both outboard motors were still intact.

Police are now searching for the owners of the boat, which is registered in Noumea. The boat is believed to have been adrift for several months, and authorities believe it may have simply broken free from its moorings.

The discovery comes just one day after authorities called off the search for three men missing from a yacht found unmanned and adrift last Wednesday about 160km off Townsville.

The three crew members - skipper Derek Batten, 56, and brothers Peter and James Tunstead, aged 69 and 63, all from Perth - went missing some time after their 9.8-metre catamaran, KAZ II, left Shute Harbour at Airlie Beach in the Whitsundays the previous weekend.

Authorities called off the search on Sunday, but the trio's family members have refused to give up hope and spent on Monday unsuccessfully searching Airlie Beach and its surrounding islands.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 102

There is a range of theories about what happened to the men. One is that they fell overboard in rough seas. Another is that another vessel came alongside and they boarded it, either willingly or unwillingly, as if they had been attacked by pirates.

Family members are hopeful the trio managed to swim to a nearby island and are awaiting rescue. "That's our hope. That's where we're going to concentrate today," James Tunstead's son Shane Webber told ABC radio.

"Maybe they've all got knocked over by the boom, or something happened at the back of the boat when they were fishing because we know they were fishing at the time by video footage we've seen from the Townsville police.

"That's about the only theories we can come up with at the moment."

Ten ships detained in UK ports in March

The Maritime & Coastguard Agency (MCA) announced that ten foreign ships were under detention in UK ports during March 2007 after failing Port State Control (PSC) safety inspection.

Latest monthly figures show that there were six new detentions of foreign flagged ships in UK ports during March 2007. Four vessels remained in detention from the previous month. The overall rate of detentions compared with inspections carried out over the last twelve months remains just below 4.5%, unchanged from February's twelve month rate.

During the month of March 83 Port State Control inspections were carried out in the UK. A total of 25 vessels had no deficiencies raised against them, 32 had between one and five deficiencies, 16 had between six and ten deficiencies, 8 had between eleven and twenty deficiencies and 2 vessels had more than twenty deficiencies.

Out of the detained vessels five were registered with flag states listed on the Paris MOU white list and one was registered with a state on the grey list.

Vessels detained in March included:

- a 1,948 GT offshore support vessel and a 17,356 GT bulk carrier both detained with inoperative fire pumps;
- two general cargo vessels detained with ISM major non-conformities: on both vessels the maintenance of ship and equipment was not according to the Safety Management System, one also recorded a further ISM major non-conformity for lack of emergency preparedness;

Date & Place of detention: 02/03/2007 – Newport

Vessel Name: **PIA STEVNS** (General Cargo Vessel)

GT: 1,892

IMO No: 8213407

Flag: Antigua & Barbuda

Company: THH Denizcilik

Classification Society: Lloyds Register of Shipping (LR)

Summary: 12 deficiencies in total, detained for 5 days with malfunctioning engine room fire detection and 2 ISM major non-conformities: emergency preparedness and maintenance of ship and equipment not according to SMS. The vessel was released on 07/03/2007.

Date & Place of detention: 06/03/2007 – Coleraine

Vessel Name: **DEFENDER** (General Cargo Vessel)

GT: 1,512

IMO No: 7915125

Flag: Antigua & Barbuda

Company: Reederei Erwin Strahlman

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 102

Classification Society: Germanischer Lloyd (GL)

Summary: 21 deficiencies in total, detained for 3 days for defective cargo hold bilge pumping and an ISM major non-conformity, maintenance of ship and equipment not according to SMS. The vessel was released on 09/03/2007.

Date & Place of detention: 09/03/2007 - Aberdeen

Vessel Name: **SCOTSMAN SEA** (Offshore Support Vessel)

GT: 1,948

IMO No: 8016110

Flag: Barbados

Company: Secunda Marine Services Ltd.

Classification Society: Det Norske Veritas (DNV)

Summary: 12 deficiencies in total, detained for a defective emergency fire pump failing to supply pressure to the fire main. The vessel was released the same day.

Date & Place of detention: 17/03/2007 – Ellesmere Port

Vessel Name: **JOMI** (General Cargo Vessel)

GT: 2,827

IMO No: 9038397

Flag: Bahamas

Company: Misje Rederei AS

Classification Society: Germanischer Lloyd (GL)

Summary: 1 deficiency, detained for 6 days with a non-compliant alarm system for the jacketed high pressure fuel line. The vessel was released on 23/03/2007.

Date & Place of detention: 19/03/2007 – Silvertown

Vessel Name: **MELINA 1** (Bulk Carrier)

GT: 17,356

IMO No: 7916636

Flag: Malta

Company: Libra Shipping SA

Classification Society: American Bureau of Shipping (ABS)

Summary: 8 deficiencies in total, detained for 2 days with an inoperative emergency fire pump. The vessel was released on 21/03/2007.

Date & Place of detention: 20/03/2007 – Belfast

Vessel Name: **NAXOS** (Bulk Carrier)

GT: 15,056

IMO No: 8118360

Flag: Panama

Company: Jin Yang Shipping

Classification Society: Nippon Kaiji Kyokai (NKK)

Summary: 31 deficiencies in total, detained for 6 days for an ISM major non-conformity (emergency preparedness), lack of training in lifeboat operations, flooding to cabin space and an emergency escape blocked. The vessel was released on 26/03/2007.

CASUALTY REPORTING

Mozambique: Dredger Sinks in Beira Port

One of Mozambique's few dredging vessels, the "**Rovuma**", sank on Saturday in the central port of Beira.

There was no loss of life, and the port authorities, cited by Mozambican Television, said the stricken dredger posed no threat to maritime safety.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 102

The causes of the accident are not yet known, but the vessel's owner, the state-owned dredging company Emodraga, suspects it may have hit a hidden wreck.

The "**Rovuma**" is 45 years old, while the average life span of a dredger is between 15 and 20 years. It arrived in Mozambique in the early 1970s, before the country's independence, and has been operating in Beira since 2000.

This is not the first time the "**Rovuma**" has sunk. It first went down in 1975, in Maputo port, but was refloated and repaired. This accident occurred when the "**Rovuma**" has just three more months of life left. It was due to be scrapped in July, when a new dredging vessel should arrive from Japan.

A commission has been set up to establish the causes of Saturday's accident, and to move the dredger away from the port.



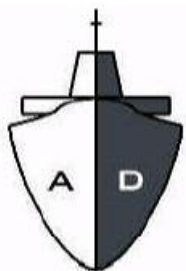
Above a picture from the Chilean Coast Guard, reference to the fire on board the fishing factory vessel **HERCULES** which caught fire 250 nm away from the coast of Chile Lat: 41 20 S Long 079 23W

Photo : via Francisco Ramirez.

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

ANGLO DUTCH SHIPBROKERS bvba



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



Sponsor Linda Anne Rich Bowman Christens the submarine **USS North Carolina (SSN 777)** during a ceremony at Northrop Grumman Newport News shipyard as Commander, Submarine Force Adm. John J. Donnelly and Northrop Grumman Newport News President Mike Petters look on. North Carolina is the fourth Virginia-class submarine built and the first major U.S. Navy combatant vessel class designed with the post-Cold War security environment in mind. **North Carolina** is scheduled to be commissioned in December 2007



The **DDGH 98 YORK** seen arriving operating near Portland.
Photo : Carlo Schriek ©

SA Navy's second sub due in South Africa this week

The South African Navy's second new submarine, **SAS Charlotte Maxeke (S102)** is due to arrive in Simon's Town today (April 25) accompanied by the combat support ship **SAS Drakensberg**.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 102

S102 sailed from Emden in Germany on March 14 under the command of Cmdr Roland Shortt. It had been expected that the two submarines **S102** and **S103** would be named only on arrival in South Africa, as happened with the first new sub S101 which was named **SAS Manthatisi** in Simon's Town.

Instead, the commissioning of both **S102** and **S103** took place last month before the Deputy Minister of Defence, Mluleki George, the South African Ambassador to Germany Moss Chikane and two sponsors who named the respective boats **SAS Charlotte Maxeke** and **SAS Queen Modjadji**.

Also in attendance were the chief of the navy Vice Adm Johannes Mudimu, the flag officer Rear Adm H Bester and the chief of naval staff R Adm M Magalefa.

SAS Charlotte Maxeke was officially handed over to the South African Navy on 6 November, 2006 since when she underwent sea trials with her new crew. These were completed on 24 February 2007.

Shortly after the naming ceremony **S102** and her escort slipped from their moorings and headed out into the North Sea on the start of their long journey home, broken by a visit to a Spanish port along the way.



The **K 11 FELINTO PERRY** seen moored in Santos
Photo : Bruno Pricoli ©

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium

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



info@disacivil.com
www.disacivil.com



The **JUMBO VISION** was spotted in Singapore at the Pan United yard.
Photo : Jelle de Vries ©

Baltic Shipyard to Increase Stock of Orders

In 2007 Baltic Shipyard, JSC is going to increase its stock of orders by 40% - from 5 bn rubles up to 7 bn rubles, reports RBK quoting the press-service of the company.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 102

The contracts concerning car production will give the additional 2 bn rubles.

At the present time in the stock of orders of the Baltic Shipyard the car production share amounts 1 bn 300 mn rubles. The management of the shipyard is negotiating with Gasflot to close a deal to build some ships of ice class.

Besides, the company has proposed the state to produce some ships for researching purposes and plans to build supplying vessels for the Norwegian company Fosen.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

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

Telephone : (31) 10 - 453 03 77

Fax : (31) 10 - 453 05 24

E-mail : mail@workships.nl

Website : www.workships.nl



The feeder vessel **TAMPA BAY** on the way to Jebel Ali Port in the Gulf
Reinier Meuleman ©

Shanghai tweede containerhaven

Shanghai is hard op weg de grootste containerhaven ter wereld te worden. Met een groei van 28 procent in het eerste kwartaal tot 5,9 miljoen teu passeerde de stad Hongkong. Die bleef steken op een groei van 2,3 procent tot 5,5 miljoen teu. Koploper blijft Singapore, dat met ruim 14 procent doorgroeide tot 6,6 miljoen teu in het eerste kwartaal.

Rickmers Delivers Module Section for International Space Station

Rickmers-Linie has delivered the Experiment Logistics Module - Pressurised Section (ELM-PS) on its bi-weekly Round-the-World Pearl String service for heavylift and project cargo from Yokohama to Port Canaveral.

The ELM-PS which forms part of the Japanese Experiment Module Kibo (meaning 'hope'), part of the Japanese contribution to the International Space Station (ISS).

The ELM-PS was loaded on boatf "**Rickmers New Orleans**", one of 9 identical ships maintaining the service, on February 7. The loading operation was scrutinized by executives from the Japan Aerospace Exploration Agency (JAXA) and NASA joined by Bertram R.C. Rickmers, Chairman of the Rickmers Group, and Jan B. Steffens, Managing Director of Rickmers-Linie.

The ELM-PS carried by **Rickmers New Orleans** will serve as a storage area for materials, tools and supplies. It can hold up to 8 experiment racks and being pressurised, astronauts will be able to work within in shirt-sleeve conditions.

It is scheduled that the ELM-PS will be launched into space by the space shuttle Endeavour on Mission STS-123 in winter 2007-2008.



Bourbon Sells Sugar Assets in Vietnam

In accordance with the objectives of the 2003-2007 strategic plan, BOURBON is disposing of its nonmarine service operations and is selling its sugar assets in Vietnam. Following the incorporation of Sucrerie de Bourbon Tay Ninh (Vietnam) as a joint stock company, Bourbon is announcing the sale of 49% of its stake, with a commitment to retain the balance for a period of three years. Firstly, 24% of the shares have been sold today to strategic Vietnamese investors and investment funds for an exchange value of approximately 36 million euros. Secondly, a maximum of 20% of the shares will be sold in the very near future on the Hô-Chi-Minh City Stock Exchange, by auction, for an estimated minimum exchange value of approximately 32 million euros. Finally, shares representing 5% of the company will be sold, under favorable terms, to the Sucrerie de Bourbon Tay Ninh employees and sugar cane growers, for an exchange value of approximately 6.4 million euros. This operation marks the final steps in BOURBON's focus on its marine services.

OOCL books five

Orient Overseas Container Line (OOCL) looks to have taken advantage of a cancelled or delayed order to book more containerships in South Korea. The Hong Kong shipowner has ordered another five 4,500-teu containerships at Samsung Heavy Industries in a deal worth \$331m.

The liner company already has four 4,500-teu ships on order at Samsung which were contracted in July 2006. Those ships are due for delivery in mid-to-late 2010. OOCL said these latest ships are due for delivery in 2009.

OOCL is paying \$66.2m for these latest ships, roughly the same as it paid for the 4,500-teu ships ordered nine months ago. Some 80% of the purchase price of the latest ships will be provided by bank loans with the remainder funded from internal resources.

OOCL's existing containership orderbook includes a series of 8,063-teu ships at Samsung as well as a pair of 4,250-teu ships on order at China's Hudong-Zhonghua Shipbuilding.

Another supply of gantry cranes for DCT



On 18 April this year, more gantry cranes arrived in Gdansk on board of the heavy lift vessel "**Wiebke**". They were produced - similarly to those supplied in late January this year - by the Irish company Liebherr Cranes of Killarney on the order placed by the British company DCT Gdańsk SA - the developer of a deepsea container terminal in the Northern Port. The gantry cranes are suited to the handling of post-panamax vessels that can carry up to 8 thou. TEUs. Their extension arm enables the loading and unloading of container ships with containers piled up in 19 rows. The supplied machinery includes a large-size quayside gantry crane as well as yard gantry cranes.

Clipper orders Trader sextet

A Danish owner has taken its total investment in Trader-type handysize bulkers to a whopping \$1bn. Clipper Group has increased its domination of the global handysize-newbuilding market with orders for a further six Trader-type bulkers at Tsuji Heavy Industries in China.

Copenhagen and Bahamas-based Clipper has now invested around \$1bn in the 30,800-dwt design at yards in China and India.

The latest deal means Japanese-controlled Tsuji, located in Jiangsu province and almost a three-hour drive from Shanghai, has secured contracts for 30 Trader-type sisterships from Clipper.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 102

Tsuji is also believed to have landed orders from other owners for at least another 10 Traders. Not bad going given the yard is best known for building hatch covers at its Zhangjiagang facility, as well as large hull sections for containerships and bulkers on behalf of leading Japanese yards.

The Yangtze River-based builder, owned by Tsuji in Nagasaki, is scheduled to deliver its first Clipper bulker next year.

Sources estimate the six ships just ordered are costing around \$26m each and should be completed in 2010.

"We are very impressed so far. These guys seem very competent," said Clipper Group AS joint managing director Frank G Jensen of Tsuji, a yard that made its big break into shipbuilding last year, when the Chinese government gave it the go-ahead to build commercial vessels of up to 100,000 dwt.

The Japanese-Chinese tie-up makes Tsuji a "very attractive" model, says Jensen, who lists a total of 40 Trader-type bulkers ordered by Clipper. Two are still on order at Cochin Shipyard, which only last week delivered the Clipper Tivoli, the fourth of six contracted at the Indian facility. Four more were ordered at Shangaiguan Shipyard in China, of which two have been declared.

The Trader type easily forms the biggest newbuilding series ever for Clipper, whose backlog of handysize bulkers on order outstrips any of its rivals such as Canadian Forest Navigation, Pacific Basin, NYK Line and Lauritzen.

Once the ships are delivered, Clipper will rank alongside sector leaders such as China Shipping and Polish Steamship but with a much younger fleet. Already Clipper can claim to be the largest operator of handysize bulkers with a fleet of just under 100 ships if owned, chartered and managed tonnage is lumped together.

Jensen claims the performance of the Trader-type newbuildings from Cochin has been exceptional. He says the owner is likely to build again in India but space at Cochin is currently at a premium because of an aircraft-carrier project.

All Trader-type newbuildings will be managed by Clipper. Some could be sold off but with a commitment to the Trader Pool established by the owner with the intention of securing what Jensen describes as "good average" earnings by deploying some on the spot market and others on contracts of affreightment.



The **MSC BULGARIA** seen outward bound from Antwerp

Photo : Richard Wisse ©

New Danish towing company

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 102

Dan Tug A/S of Fredericia is the name of a newly formed Danish towing company set up by two mariners and divers, who wanted to start a business on their own. Klaus Dresler and Klaus Kristensen started their new company by purchasing two tugs from the towing company Jens Alfatsen of Horsens. It is the **Susanne A**, with a 40 tons bollard pull, that has been taken over at the homeport of Horsens. The tug will continue with same name for another three months on a time charter in the Mediterranean.

The other is the small tug **Sanne A** of seven tons bollard pull. The tug is one of the oldest vessels in commercial work under Danish flag, built in Göteborg in 1908. **Sanne A** has changed name to **Mads** and will continue working in domestic waters. This week the tug and its owners started on a salvage operation of a pleasure yacht worth DKK 2.5 million at the port of Hou. At the towing company Jens Alfatsen only one tug is left in the fleet now, the **Luna A**, after the sale of the largest tug **Mira A** in March.



The **ALEA TONY** seen outward bound from Rotterdam
Photo : Alexander Gorter ©

DUTCH SHIPPING WOMEN APPOINT NEW BOARD

During the annually General Assembly of WISTA The Netherlands, the new Board is appointed. In 2007 and 2008 this Board will organise several interesting activities to strengthen the network of ladies working in maritime businesses.

Karin Orsel, CEO of Management Facilities Group, is elected as chairman. She succeeds Mieke Bakker, who is leaving after 6 years. Mieke set up WISTA The Netherlands and her efforts resulted in a professional operating and growing organisation. Karin will continue these challenges to develop the platform for ladies working in the Dutch maritime cluster.

Barbara Holierhoek, director and Sale & Purchase broker at Stieglis Shipbrokers BV, is elected as secretary. She succeeds Riet Vink of the Dutch shipowners association, KVN.R. Barbara provides for an excellent distribution of all information to the members.

Linda te Veldhuis, public relations manager of Holland Marine Equipment Association, joins the Board as Press officer. Former WISTA Press officer, Nathaly Schoenmaker of Uniqcom, did her best to enlarge the (inter)national reputation of WISTA and set up the communication tools. Linda will continue this process and will take care of the website and press contacts.

Marja Walraven-Behrend, public relations & marketing at STC BV, joins the WISTA Board as well. She will develop together with the other board members the WISTA platform. She succeeds Karin Orsel, who became Chairman of WISTA Netherlands.

Marlon Lems, Tax Lawyer at Geurten van der Horst, stays treasurer of WISTA The Netherlands. Marlon is responsible for all financial affairs since 2006.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 102

WISTA

WISTA (Women's International Shipping and Trading Association) is an international organisation for women involved in the shipping and trading industries. WISTA is a non-profit organisation that was founded in the 1970s by professional women in shipping in London. WISTA International has some 700 members from 17 countries and holds yearly conferences with the goal to increase the members' knowledge and competence in shipping as well as to build up a network among professional women in the shipping industry.

WISTA The Netherlands has 65 members at present. It is our aim to increase our membership to 100 members by the year 2008. WISTA The Netherlands was established in September 2000 and started with nine members. We are a young, but very active and fast growing association.

For further information, please visit www.wista.nl.

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.com

<http://www.multraship.com>



The **JASCON 39** seen arriving in Cape Town

Photo : Jonathan Mapp ©



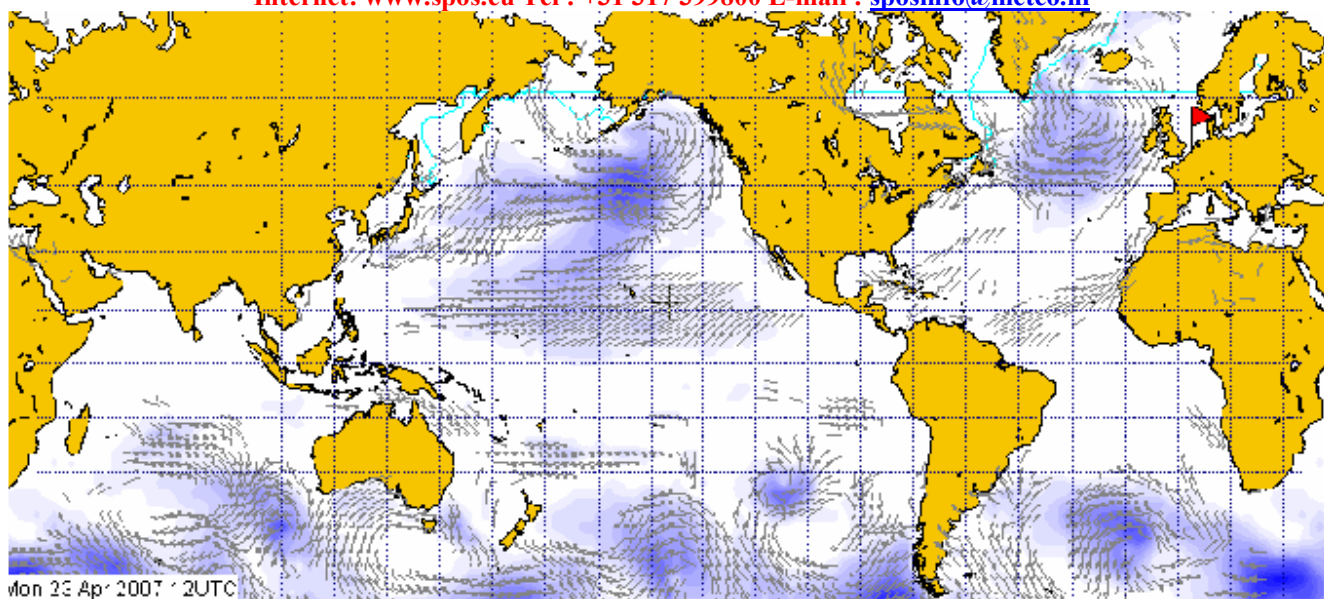
The **MAERSK HOUSTON** seen at the Westerscheldt River
Photo : Henk de Winde ©

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



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



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

.... PHOTO OF THE DAY



The **AETOS Z** is the former Russian built **Muzhestvenny**
Photo : **Hans Hoffmann** ©

BOEKBESPREKING

Door : **Frank NEYTS**

"Ocean Ships".

Onder de internationale maritieme standaardwerken kan men "Ocean Ships" niet wegdenken. Toen dit werk in 1964 voor het eerst van de persen rolde, kon niemand vermoeden dat meer dan veertig jaar later de veertiende editie in de rekken zou liggen. Over al die jaren zijn alle uitgaves erin geslaagd een up-to-date weergave te geven van de

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 102

scheepvaartmaatschappijen en de geboden diensten van uit het Verenigd Koninkrijk en Noord-Europa. De recentste uitgave, samengesteld door David Hornsby, vormt daar geen uitzondering op. In een eerste deel worden meer dan 250 passagiersschepen besproken die wereldwijd actief zijn. Het luik 'vrachtschepen' biedt nu gegevens van zo'n 6.300 schepen, wat staat voor een globaal laadvermogen van bijna 320 miljoen ton!

De secties van het boek worden opgedeeld per bedrijf, in alfabetische volgorde, en geven een gedetailleerd overzicht van hun schepen. Opgenomen informatie behelst ondermeer groepseigenaar, logo op schoorsteen, kleur van de romp, namen van managing companies, de vlag, bouwjaar, gross ton, deadweight ton, lengte over alles, breedte, dienstsnelheid, type en eerdere namen. Er werden ook talrijke pagina's opgenomen met prachtige foto's, bijna allemaal in kleur. "**Ocean Ships**" wordt dan ook beschouwd als een onmisbaar werkinstrument in de snel veranderende wereld van de scheepvaart.

"**Ocean Ships**" (ISBN 0-7110-3141-X), werd als hardback uitgegeven, telt 240 pagina's en kost (slechts) £19.99. Aanschaffen kan via de boekhandel of rechtstreeks bij de uitgever,
Ian Allan Publishing Ltd, Hersham, Surrey KT12 4RG, UK.

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