

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 104



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The MOL VISION seen departing from Rotterdam – Photo : Harry van den Berg ©

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EVENTS, INCIDENTS & OPERATIONS

TRIPLE LIFT IN ROTTERDAM!



The triple Bonn & Mees Sheerlegs **Matador**, **Matador 3** & **Matador 2** lifting high the first 550 tonnes weighing inland barge from **Sainty 4** in the Waalharbour at Rotterdam. Soon the other 19 barges will follow.

Photo: Hans de Jong Maritime Pictures (c)

Britain restarts Gulf ships boarding operations

Britain's Royal Navy is to resume boarding operations in the northern Gulf that were suspended following the capture of 15 personnel by Iranian forces, Defence Secretary Des Browne announced on Tuesday.

The Royal Navy has a United Nations mandate to patrol Iraqi territorial waters to protect the strife-torn country's ports and oil installations.

"Pending the results of the inquiries set up to identify any lessons we can learn from this incident, we have taken measures, in line with the findings of the initial reviews of procedures, to ensure the risk to boarding operations is minimised," Browne said in a written statement to parliament's lower House of Commons.



"This will involve an incremental return to full boarding operations in all areas."

Anti-smuggling operations were regularly carried out before the capture but were confirmed on April 6 as having been suspended.

Fifteen Royal Navy and Royal Marines personnel were seized at gunpoint by Iranian Revolutionary Guards after boarding a merchant vessel on March 23. They were held for 13 days and returned home on April 5.

Britain insists they were well within Iraqi waters when captured, which Iran disputes.

The sailors were given permission to sell their stories to the media, an unpopular decision which Browne has since apologized for amid a fierce political storm. Two inquiries have been set up following the stand-off with Iran.

Browne announced Tuesday that the inquiry into the media handling of the incident would be led by Tony Hall, the chief executive of the Royal Opera House and a former BBC director of news and current affairs.

The review into the operational circumstances, consequences and implications of the sailors' capture will be led by Lieutenant General Sir Rob Fulton, the governor of Gibraltar.



The **LIBERTY of the SEAS** seen arriving in Southampton last Sunday – Photo : Martin Penwright ©



Slepers Smit akkoord met cao-voorstel

De slepers van Smit Harbour Towage hebben ingestemd met het cao-akkoord dat enkele weken geleden werd bereikt door de bonden en de werkgever. Dit blijkt uit het tellen van de stemmen op dinsdagmiddag.

De werknemers zijn met een 'kleine meerderheid, maar zeker niet unaniem' akkoord gegaan, zo stelt een woordvoerder van vakbond De Unie. Er is nu onder meer overeenstemming over een eenmalige uitkering en de WIA-premie. Op het punt van de ouderendagen kregen de werknemers niet hun zin.

CASUALTY REPORTING



The sunken dredger **ROVUMA** as mentioned in yesterdays newscippings
Photo : Neil Scott-Williams ©

Stolt in Mississippi mishap

A two-mile stretch of the Mississippi River is closed today after a Stolt-Nielsen chemical carrier collided with a tug towing a salt barge and sent the barge to the bottom on Monday, the Coast Guard said.

The 24,000-dwt **Stolt Creativity** (built 1997) collided with the tug **Norb Whitlock** near Geismar, Louisiana, around 1 pm local time on Monday, sending one of the 16 barges under tow to the bottom, the Coast Guard said.

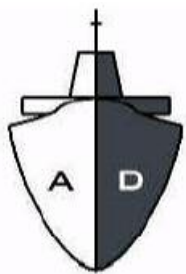
Authorities closed the river between mile markers 182 and 184 pending a search to determine the location of the sunken barge, and whether navigation is safe through the area.

Both vessels were travelling up river when the accident occurred. There was no report of pollution or injury and the accident is under investigation, the Coast Guard said.

NAVY NEWS

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The bow of the future **HMS Diamond** leaving Portsmouth on 23 April under tow of the tug **Remo**.
Photo : Gary Davies, Maritime Photographic ©

De Irizar in veilige haven

Door : Niek Boot ©

Satecna Costa Afuera levert met haar sleepboten diensten in de haven van Bahía Blanca. Soms ook krijgt het bedrijf opdrachten voor sleepreizen over zee. Dat kan gaan om vissersboten die motorschade hebben, of baggermolens die naar een haven langs de zuidkust van Argentinië moeten.

Begin april 2007 moest er een ponton van de Tigre naar Puerto Madryn. Het vertrek was gezet op vrijdag 30 maart maar slecht weer maakte vertrekken onmogelijk. Tijdens het -lange- weekeinde mócht niet vertrokken worden vanwege gevaar voor de pleziervaart op de Paraná en de Río de la Plata. Zo vertrok de sleepboot **Libertador** met de sleep pas 's avonds laat op dinsdag 3 april. Na een voorspoedige reis kwamen ze op dinsdag 10 april 's avonds in Puerto Madryn aan.

Op datzelfde moment brak 250 km zee-inwaarts een felle brand uit in de machinekamer van de ijsbreker ARA **Almirante Irizar** die terugvoer naar Bahía Blanca na een Antarctische campagne van een maand of vier. De kapitein gaf alle opvarenden opdracht het schip te verlaten en dat is gelukkig gelukt zonder verlies van leven. De volgende ochtend, toen het bekend werd, boden we **Libertador** aan de Marine aan voor hulp bij de reddingswerkzaamheden. Dat werd zeer gewaardeerd en wanneer ze ons konden gebruiken zouden we gebeld worden. Toen dat telefoontje op vrijdag 13 april nog niet ontvangen was gaven we de kapitein opdracht terug te keren naar Bahía Blanca.

En jawel, op zaterdag 14 april in de middag kregen we de vraag of het aanbod nog steeds geldig was en zoja, of we de sleepboot dan naar de **Irizar** konden sturen. Dat kon dus.

Op zondagmiddag 15 april kwam de **Libertador** bij de **Irizar**, op dat moment omringd door 4 schepen van de Marine. Maar het weer was te slecht om wat te kunnen doen en bovendien maakte de **Irizar** rond 15° slagzij door het bluswater dat in het schip rondklotste. Slepen is dan niet aan te raden. De **Libertador** kreeg opdracht om naar Puerto Madryn terug te gaan en beter weer af te wachten. Maandagavond zag het ernaar uit dat het weer dinsdag zou verbeteren en werd de **Libertador** teruggeroepen. Daar aangekomen bleek de slagzij te zijn teruggebracht tot ongeveer 5°. De marine was al bezig om een sleepverbinding te maken tussen de Aviso (een type schip) **ARA Castillo** wat met enige moeite lukte.



Photo : Jorge Vitali ©

Het plan was om de **Libertador** op haar beurt de **Castillo** te laten slepen. Dat soort tandemslepen doen we niet graag en na een paar uur zo gevaar te hebben bleek het inderdaad niet te werken en maakte de **Libertador** weer los. De volgende dagen voer de **Libertador** in de buurt om de **Castillo** bij problemen te kunnen helpen, en verschillende keren maakte ze vast aan de kont van de **Irizar**, wanneer die door wind of golven teveel heen en weer zwakte. Een heksleepboot, zoals dat heet, kan de sleep dan in toom houden.

Op vrijdagochtend 20 april kwamen de schepen bij het toegangskanaal naar de haven van Bahía Blanca (dat bijna 100 km lang is) en daar nam de **Libertador**, die beter stuurde dan de **Castillo**, de **Irizar** over. Bovendien maakte een havensleepboot uit Bahía Blanca achter vast. Die was hier en daar (vooral in de buurt van de boeien die het kanaal markeren) hard nodig. Gelukkig was het een mooie dag met, voor Bahía Blanca, weinig wind. Toch duurden die laatste loodjes langer dan voorzien en in plaats van om 1800 uur, met daglicht, liep het convooi pas om 2100 uur, op een donkere avond (het rond het jaar 1900 door Nederlanders gebaggerde havenbekken van) de Base Naval Puerto Belgrano binnen. Daar stonden onder meer alle opvarenden die 10 dagen tevoren in volle zee in de reddingsvlotten waren gegaan aan de kant te wachten.

Het was een emotioneel moment toen de **Irizar** vlak voor de kant kwam en het publiek spontaan een respectvol applaus aanhief. Sommige schepen roepen méér emoties op dan andere en op dat punt is de **Irizar** een topscorer. Het schip werd voorbeeldig afgemeerd en een kraan had even tijd nodig om de loopplank neer te leggen. Daarna kwam de bemanning, met **kapitein Tarapow** voorop, van boord. Aan de wal werden ze omsingeld door autoriteiten en geplet door de pers, die, als gebruikelijk, geen greintje discretie vertoonde.

De **Irizar** bleef donker en verlaten, maar in veilige haven, voor de kant liggen. Het schip zal veel liefde nodig hebben vóór het het bevoorradingswerk in Antarctica kan hervatten.

De **Libertador** en haar bemanning voeren verder naar Bahía Blanca, na het volbrengen van een routine klus, die ditmaal wat minder routine was vanwege het karakter van de sleep. En zonder die 4 dagen vertraging bij het vertrek zouden ze deze bijdrage aan het thuisbrengen van de **Irizar** hoogstwaarschijnlijk nooit hebben geleverd.



The Chilean frigate **Almirante Lynch** sails from Portsmouth for the first time on 20 April, escorted by the naval tugs **Bustler** and **Powerful**.

Photo : Gary Davies, Maritime Photographic ©

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The Dutch sailing vessel **EUROPA** was spotted at the synchro lift in Cape Town

Photo : Ian Shiffman ©

Keppel O&M wins orders worth \$106 million

Keppel Offshore & Marine Ltd (Keppel O&M) has secured contracts for FPSO conversion and shipbuilding projects amounting to S\$160 million (about US\$105.8 million).

Keppel Shipyard has been awarded contracts for the conversion of two Floating Production Storage and Offloading (FPSO) units.

One is from SBM Holdings Inc SA (SBM), the other is from **Emas Offshore Construction and Production Pte Ltd** (Emas).



The conversion of the 268,865 dwt VLCC (previously **FSO XV - DOMY**) for SBM is expected to be completed and the FPSO will sail from the yard in the third quarter of 2008. On completion, the facility will produce up to 100,000 barrels of oil per day (bopd), and have a storage capacity of about 1.6 million barrels.

The FPSO unit will be leased by a SBM/MISC joint venture to the **BC-10 Consortium** operated by Shell for the development of the BC-10 field in the Brazilian waters of the Campos Basin. This field is expected to be one of the key milestones in

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the commercialization of heavy oil in Brazil's deepwaters.

Mr Nelson Yeo, Executive Director of Keppel Shipyard, said, "This is our tenth conversion project for SBM since the year 2000. We wish to thank SBM for their continuing confidence in Keppel Shipyard's ability to perform and deliver quality services all the time."

The major scope of work for the conversion includes accommodations upgrading, fabrication and installation of an internal turret mooring system, piperacks, modules supports, helideck and shipside sponson tanks as well as installation of the power generation system and topside process modules.

The second contract, awarded by **Emas Offshore Construction and Production**, a subsidiary of **Ezra Holdings Limited**, is for the conversion of a 127,533 mt shuttle tanker into LEWEK FPSO 1 for deployment in the Gulf of Thailand.

Keppel Shipyard will carry out the overall project management and completion of the FPSO including fabrication and installation of flare tower, installation and integration of the topside modules. Its sister yard, Subic Shipyard and Engineering Inc (Subic Shipyard), will undertake repair and refurbishment works and part of the conversion, including bow modification for a mooring system, fabrication and installation of the helideck, pipe racks and module supports.

The vessel is expected to be completed in mid 2008.

Meanwhile, Keppel Nantong Shipyard in China has received an order for the construction of three 65-ton bollard pull twin-screw Azimuth Stern Drive (ASD) tugboats from **Keppel Smit Towage Pte Ltd**. These vessels are of the proprietary MTD 3265ST design developed by Keppel Singmarine's technology unit, Marine Technology Development (MTD). They are expected to be delivered between third quarter of 2009 and first quarter of 2010.

Keppel Philippines Marine, Inc (KPMI) has also sold two units of 45-ton bollard pull tugboats to **Keppel Smit Towage**. These two boats are being built in Keppel Batangas Shipyard and Keppel Cebu Shipyard in the Philippines and are expected to be completed by the third quarter of this year. KPMI delivered two similar tugs to **Maju Maritime Ltd**, a sister company of **Keppel Smit Towage**, in 2006.

Keppel Smit Towage is 51% owned by KS Investments Pte Ltd, a wholly owned subsidiary of Keppel O&M.

Eitzen Orders Tankers from Jinse Shipbuilding

Eitzen Chemical ASA has signed an agreement with Jinse Shipbuilding Co., Ltd. in Korea for two coated 13,000 dwt chemical carriers for \$23.6m per vessel. The vessels will be delivered in 2008. Furthermore, the Company has an option for two additional units. Following this order, the Company's newbuilding program consists of 35 vessels (plus two options) to be delivered before 2010. Its current owned and financially controlled fleet consists of 73 vessels, with another 14 vessels under management.

The company also announced that it has reached an agreement in principle with Nordic Tankers A/S in Denmark to sell its 50% share interests in Sicheim Copenhagen (13,000 dwt, coated, built 2005) and Sicheim Oslo (13,000 dwt, coated, built 2005) based on a value of each vessel of \$27m. Both vessels will continue in the City Class Pool, commercially operated by the Company. The company will book a profit of approximately \$10.3m from these sales. At the same time the Company has agreed in principle to acquire the remaining 50 percent interest in Sicheim Pearl (10,300 dwt, stainless steel, built 1994) from Nordic Tankers A/S based on a value of \$16.0m. The company announced it has declared an option to buy Sicheim Palace (8,800 dwt, stainless steel, built 2004) for \$12.9m. The market value per March 31 for the vessel was estimated to be \$27.8m. The vessel was on a financial lease from a Japanese company.

Jinse Shipbuilding Co. is a recent addition to the Korean shipbuilding scene, having been formed by Jinse Heavy after purchase of a Senshin Shipbuilding, a shiprepair yard.



The **AQUARIUS** seen moored at the Maaskant Shipyard in Stellendam – Photo : Dirk Klok ©

Kuwait in Search for Shipyard

Kuwaiti investors are interested in buying 27% of Poland's Stocznia Szczecinska Nowa (SSN) shipyard.

The revelation that Kuwait ambassador Khaled al-Shaibani visited the shipyard last week comes a month after reports emerged that Gdansk Shipyard chiefs had met Kuwait's ruler, Emir Sabah Al-Ahmad Al-Jaber Al-Sabah, to discuss a possible takeover.

Further talks on SSN are to be held during prime minister Jaroslaw Kaczynski's upcoming visit to Kuwait, local media said. The Industrial Development Agency (ARP) has been looking for a buyer for months and hopes to obtain PLN 95m (\$34.13m).

Poland is under pressure to privatise the two yards, plus Stocznia Gdynia, to win European Commission permission to retain state aid and loan guarantees worth \$1.6bn.

However, according to Gdansk spokesman Roman Galezewski, the Al-Sabah dynasty has not withdrawn from the Gdansk project.

Daewoo Mangalia faces strike action

At least 1,500 workers at Daewoo Mangalia Heavy Industries in Romania went on a protest march on Friday after managers blocked a salary hike. The workers were frustrated that their wages have failed to match levels seen in other EU shipyards. The protesters gathered at about 1700 at the gates of the shipyard and marched to the centre of Mangalia town. Union leader Marin Florian said it was not right that the yard's workers had to take this action to secure a wage rise and show their concern over outsourcing of many of the shipyard's services. "We are a strong union. If the yard managers refuse to consider our concerns, we are prepared to launch strike action," he said. The unions have been asking for a rise of 600 lei (about \$200) a month, starting from 1 April. Managers offered 85 lei, a further 60 lei on 1 April and on 1 September. This was declined and strike action now appears close. Daewoo Mangalia

VP Eugen Pricopie said the union claims were 70% above the yard's financial capacity and could drive the yard into bankruptcy. Despite four weeks' negotiations the two sides remain as far apart as ever. Adding to the yard's concerns has been the departure of more than 600 highly skilled specialists for work in the US; another 400 are due to leave on Wednesday.

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Golar LNG wins Petrobras FSRU contract

Golar LNG reports it has been awarded two time charters by Petrobras to employ **Golar Winter** and **Golar Spirit** as floating LNG storage and regasification vessels (FSRU's).



Employment of **Golar Spirit** under this contract will commence in the second quarter of 2008, Golar Winter's employment will commence during the second quarter of 2009.

Both vessels will be modified to permit regasification of LNG prior to delivery to Petrobras. The contract duration for both vessels is 10 years with an option for Petrobras to extend for a further 5 years. The

estimated contract value (excluding the option period) is approximately US\$860 million.

Golar says that during the last five years it has spent significant resources on developing Floating Storage and Regas Terminal technology.

The knowledge built in this period and particularly a decision to start the conversion work for **Golar Spirit** without having secured firm employment put Golar in a strong position to be selected for what it calls "this exciting new business."

Golar says it is working in close partnership with Moss Maritime to develop the technical scope for the vessel modifications. Work to modify **Golar Spirit** will be carried out at Keppel shipyard commencing in the fourth quarter of this year.

HAL's Zaandam First Cruise Ship to Sail with Emissions Reduction Technology

When Holland America Line's ms **Zaandam** sets sail from Vancouver, B.C., on Earth Day, April 22, it will be unlike any other cruise ship at sea, featuring new cutting edge emission reduction technology recently installed during a two-week drydock. In cooperation with several United States and Canadian government and regulatory agencies, Holland America Line has launched a technology demonstration project, designed to demonstrate the feasibility of using sea water to "scrub," or reduce, engine emissions on oceangoing vessels.

The sea water scrubber system, developed by Krystallon, a subsidiary of BP, uses the natural chemistry of seawater to remove virtually all sulfur oxide (SOx) as well as significantly reduce particulate matter emissions. The sea water is then treated to remove harmful components while the calcium carbonate (CaCO₃) in seawater renders the sulfur oxides harmless by conversions to sulfates and neutral salts. The price tag tops more than \$1.5 million and includes assistance of \$300,000 from an Environmental Protection Agency (EPA)/West Coast Collaborative grant and a \$100,000 contribution from Puget Sound Clean Air Agency. Additional support for the project comes from the Port of Seattle, the Port of Vancouver, Environment Canada, British Columbia Ministry of the Environment and the B. C. Clean Air Research Fund, as well as Krystallon. Each government agency has representatives serving on a technical advisory committee that oversees the development of this project. Holland America Line demonstrates its commitment to responsible environmental practices through a comprehensive fleetwide program that emphasizes compliance with all international environmental guidelines, waste reduction and recycling, and a history of embracing new environmental technologies such as state-of-the-art water treatment systems, shore power while ships are in port, and an internationally-recognized whale strike avoidance program.

In June 2006, Holland America Line's Environmental Management System received the international ISO 14001 certification, demonstrating that the company conforms to higher standards than what is just required by the letter of the law. Holland America Line's ships currently meet or exceed all provisions of the international regulations governing the environmental management of marine operations. An environmental officer serves on each ship to oversee shipboard compliance and procedures.

Disney Cruise Line inks pact to build 2 new ships

The Disney Cruise Line signed a contract Monday with a German shipyard to build two new ships during ceremonies at its Celebration headquarters.

Plans to build the ships were announced in February. The two unnamed 124,000-ton ships are scheduled to launch in 2011 and 2012. Both are significantly larger than Disney's existing 83,000-ton ships, the **Disney Magic** and the **Disney Wonder**, each of which have 1,250 staterooms. Their addition will more than double the passenger capacity for Disney Cruise Line.

They are being constructed by Meyer Werft of Papenburg, Germany

Disney Cruise Line President Tom McAlpin says the new vessels will take the company's family-focused cruise experience to a new level. Disney says the new ships will also be modern interpretations of classic ocean liners of the 1930s, with such touches as elegant, detailed Disney scrollwork at the bow. Disney says expanding its fleet will offer the flexibility of adding a variety of itineraries in the future,

Disney launched its cruise business in 1998 and offer a distinctly different product with facilities for families and children such as a theater featuring live musicals and nearly an entire deck dedicated to children's activities. Disney ships do not include casinos.

China Merchants orders four

China Merchants Energy Shipping (CMES) said on Tuesday it had ordered two more VLCCs plus two aframaxes at Dalian Shipbuilding.

The order for the four vessels will cost the company \$343m, 40% of which will come from internal sources and the rest from loans. In a statement filed with the Shanghai Stock Exchange, CMES said the order includes two VLCCs of 300,000 dwt and two 110,000 dwt aframaxes. No delivery date was given.

In February, CMES ordered two 295,000-dwt VLCCs at the yard, costing \$120m each for delivery in 2010. CMES, which listed on the Shanghai Stock Exchange in December, has another two VLCCs on order at Universal Shipbuilding for delivery in 2008 and 2009. CMES is also said to be planning to acquire two suezmaxes and another four aframaxes by 2009.

Its VLCC fleet includes four double-hullers, two built in 1998, one in 2004 and one in 2005. CMES also has four single-hullers built between 1992 and 1993.



Above seen the new aft section added to ms **Westerdam** currently undergoing her "**Signature of excellence**" in dry dock at the Fincantieri yard, Palermo.

Photo : Thomas van Benthem ©

'Britse havens raken verstopt'

De hoge koers van het Britse Pond kan binnen enkele maanden leiden tot een crisis in de Britse havens. De steeds toenemende stroom goedkope goederen uit Oost-Europa en het Verre Oosten zal deze zomer al zorgen voor grote problemen in enkele havens.

Als dat zo doorgaat, ontstaat binnen twee tot drie jaar een ware 'tsunami' van buitenlandse handel die de grote havens volledig kan verstoppen. Die waarschuwing uit Michael Moore, directeur van DP World, in dagblad The Times.

Panama Canal Tugs go Z-Tech

With the introduction of three new Z-Tech tugboats, the Panama Canal Authority (ACP) introduces the most powerful tugs in its history. The new tugs will replace aging boats in the Canal's current fleet, featuring cutting-edge technology that should lower lockage times by providing greater manoeuvrability and 82 percent more towing power than the existing tugs. The Z-Tech tugs will assist vessels in the process of going in and out of the existing locks and are equipped to handle first responder duties in emergency marine fire-fighting situations.

The new Z-Tech tugs, **Darien**, **Veraguas I** and **Bocas del Toro**, represent the first three of eight tugs that will replace older boats within the Canal's current fleet of 24 units. The remaining five tugs are scheduled to arrive between November 2007 and February 2008. Built using the Z-Tech design from Robert Allan, Ltd. and PSA Marine, these tugs combine both the handling of a tractor-style tug and an Azimuth Stern Drive tug. Each Z-Tech tug measures 89.8 ft. in length overall and 38.22 ft. in beam, with a bollard pull of 61 tons. Additionally, the engines of the new tugboats have the capacity to accelerate from standstill to full ahead in less than 20 seconds, without heavy smoking.

SEALIFT IN STRATEGIC TALKS

FRONTLINE heavylift spin-off Sealift says it is discussing and "strategic transaction" with another industry party.

In a statement the John Fredriksen-controlled company says: "Consummation of the transaction is likely to improve short and long term earnings and thereby the valuation of the Sealift shares. The transaction might also include contribution of new equity at an issue price significantly higher than current OTC price." It adds: "The Board has in view of this investigated the possibility to suspend the trading of the Company's shares on the OTC market until final outcome of these discussions is expected later in the week. Since such a suspension has been difficult to achieve the Board feel that it is proper to inform the market that essential strategic discussions are taking place. However no assurance can be given that a transaction will be completed."

Sealift was formed in January and bought six Frontline suezmaxes from Frontline and Ship Finance International for conversion heavy lift ships, aimed at the offshore market.

First of BC Ferries' Super C-Class Vessel Launched

The first of BC Ferries' three new Super C-class vessels, **Coastal Renaissance**, was officially launched at a special ceremony in Germany. Representatives from BC Ferries and the shipyard were on hand to witness this major event as the ship was launched into the water for the first time.

The **Coastal Renaissance** is scheduled to leave Germany for Canada in late October and is expected to be in service in early 2008. The second and third vessels will be arriving in B.C. in early and mid 2008. All vessels will be in service by mid summer of 2008.

The new Super C-class vessels will be the largest double-ended ferries in the world. They will carry 1650 passengers and 370 vehicles and will provide both British Columbians and tourists alike with a whole new west coast travel experience. The new vessels will have a service speed of 21 knots and they will be amongst the fastest and most fuel efficient vessels in the BC Ferries' fleet.

SAMSKIP BEEFS UP SOUTH AMERICAN NETWORK

ICELANDIC-based Samskip Reefer Logistics has appointed Transaltic as its representative in Argentina while in Brazil, it will in future be represented by Unitrader International. The company says the moves strengthen its presence in South America as it "continues to focus on developing its coverage of the world's principal reefer trade routes".

Samskip and Transaltic have been in contact for almost a year, prior to signing a formal agreement in April 2007. The Argentinean company is headed by Guillermo Japas and Rodolfo Garcia Pineiro. Both come from families with long histories in shipping to and from Argentina and they established Transaltic in 1999. The company books reefer and dry cargo to and from Argentina and employs 12 people. In addition to providing NVOCC services, they are also active in warehousing, cold storage, customs clearance, road haulage and associated activities.

According to Samskip Reefer Logistics' CEO, Peder Winther, both Samskip and Transaltic are looking forward to working together, offering door to door services worldwide by linking their respective and complementary logistics systems.

"K" Line Launches Asia-East Coast South America Container Service

Kawasaki Kisen Kaisha, Ltd. ("K" Line) will launch a weekly container service connecting Asia with East Coast South America in June 2007, through cooperation with Compania SudAmericana de Vapores S.A. (CSAV).

Ports of call will be as follows: Ningbo - Shanghai - Chiwan - Hong Kong - Singapore - Buenos Aires - Paranagua - Itajai - Santos - Durban - Singapore - Ningbo.

"K" Line currently operates US East Coast-East Coast South America Service and recently launched North Europe-East Coast South America Service. The new service will enhance its container service network over East Coast South America region.

Solstad sells three

Norway's Solstad Offshore has offloaded its three most elderly anchor-handling supply vessels to German and Norwegian owners.

The 1,400-gt **Normand Hunter** (built 1982) will be delivered to RF Forschungsschiffahrt in July, while Simon Mokster of Norway will take the 500-gt **Normand Ranger** (built 1982) and the 1,600-gt **Normand Prosper** (built 1983) in May.

Solstad said the ships were the oldest in the fleet and have been sold for a price above their market values as assessed by brokers at 31 December last year. It will book a gain of about NOK 135m (\$22.61m) from the deal.

The sale leaves the owner with 14 other anchor-handlers, plus supply ships and construction vessels.



The **HUSKY** arrived with the **HERMOD** in Rotterdam-Caland Canal
Photo : Frits Janse ©

MOVEMENTS

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The **BAVARIA EXPRESS** seen arriving in Antwerp – Photo : Richard Wisse ©



The **CAP TRAFALGAR** seen in Rio Grande , note the just changed name, former name is **CMA CGM PASTEUR**
Photo : Marcelo Vieira ©

AIRCRAFT / AIRPORT NEWS

Nieuwe vluchten Jet Airways op Brussel

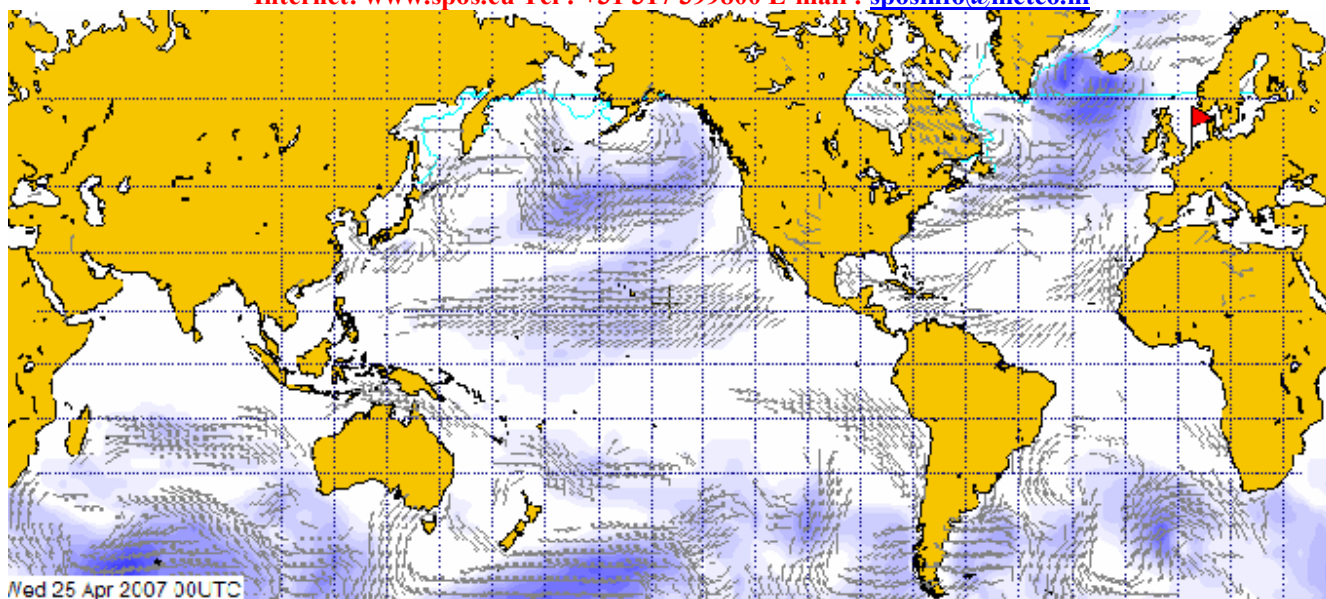
Jet Airways begint komende zomer nieuwe, dagelijkse vrachtdiensten op Brussel. Eerst introduceert de Indiase luchtvaartmaatschappij op 5 augustus de vlucht Mumbai-Brussel-Newark, een paar weken later gevolgd door de dienst Delhi-Brussel-Toronto. Op de eerstgenoemde vlucht kan telkens achttien ton geladen worden, op de tweede vlucht twaalf ton. Jet Airways heeft Global Airline Services in de arm genomen als GSA.

MARINE WEATHER

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

.... PHOTO OF THE DAY



Southampton last Saturday showing the **Ocean Village Two** moving berths, with **Millennium** in the background approaching her berth. - **Photo : Martin Penwright ©**

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