

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 119



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The EARTHACE seen in action – see article on bottom of this newsclippings with the latest news about this bio-diesel powered craft .

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EVENTS, INCIDENTS & OPERATIONS



The **MERWEDE SHIPYARDS** built deepwater riggid pipelay vessel **SEVEN OCEANS** seen passing Hoek van Holland outward bound bound for trials in the offshore put (Rotterdam-Maasvlakte)

Photo : Piet Sinke ©

The **SEVEN OCEANS** is capable to perform a wide variety of offshore and subsea operations. The high specification pipelay spread, being designed and manufactured in Holland by **HUISMAN-ITREC**, and comprises main and piggyback reels and an adjustable lay ramp. The ramp has a top tension capability of 400 tonnes and hold back capability of 600 tonnes. The main reel has a storage capacity of 3500 tonnes, the first works for the **SEVEN OCEANS** will be the installation of ten steel pipelines totaling approximately 109 km, as well as the fabrication and installation of

six steel lazy-wave risers totaling approximately 18 km in the **BC10 Fields** approximately 120 km south east of the city of Vitória (Brazil), in water depths between 1600 and 2000 metres. The project also involves the transportation and installation of three dynamic and two static umbilicals totalling approximately 50 km, as well as the installation of four client supplied manifolds and the fabrication and installation of twenty-five rigid jumpers.



The **HUISMAN-ITREC** supplied J-lay installation onboard the **SEVEN OCEANS**
Photo : Piet Sinke

Tug workers go back to boats

With one issue left to be resolved, striking **Chemainus** tug workers are back on the job. "We signed an agreement — by fax — at 2 p.m. on Monday," said Brad MacTavish of the Canadian Merchant Service Guild. All Jones Marine Services tugboat mates and skippers returned to work last Tuesday morning after having been out of work for nearly three months. The 29 guild members — as well as nearly 40 deckhands — were locked out of work February 8.

The situation soon escalated and it wasn't long before a full-blown strike was declared. Three other towing companies from the mainland also went on strike at the same time. Those companies resolved their issues during a marathon bargaining session and were back to work less than a month ago.

Daryl Jones was the lone holdout in the dispute which revolved around the loss of the guild member's benefits package. "We got the industry standard back," said MacTavish. "The exact same thing we asked for December 22 so I'm a little (ticked) we had to go on strike." However, the stickler in negotiations that held up the entire getting-back-to-work process was the issue of Jones' being able to have control over work shift schedules with full flexibility on start times. The union asked for at least four hours notice before a shift was changed, but Jones didn't want to give it, said MacTavish. "That issue is still unresolved," he said. "But we have 90 days to get it done through mediation or binding arbitration."

While all the skippers and mates are back to work, some deckhands did not report for duty. "Somewhere between five to 10 of them found other work while all this was going on," said MacTavish. "I don't know if they'll try and get back on with Jones or not."

Green cruise ship to leave Vancouver

For passengers departing for Alaska tonight on Holland America's **ms Zaandam**, there will be more than a little whiff of added freshness in the air. **Zaandam** is the only cruise ship to feature new cutting edge emission-reduction technology that could prove a blueprint for the marine industry worldwide.



The **ZAANDAM** – Photo : Diane McLeod ©

The sea-water scrubber system to reduce its engine emissions was recently installed during a two-week drydock at the Esquimalt ship yard at a cost of more than \$1.5 million. "After studies and modifications of the ship's new test emissions technology, it could dramatically change not only the cruise industry, but the entire maritime industry by reducing ship-engine emissions."

John Hansen, president of the Northwest CruiseShip Association said it is a potential breakthrough for the whole shipping industry if it works as well as anticipated.

"We see this as an important forerunner that could eventually stretch to ships all over the world and the technology was installed here," he said. The system is part of continuing efforts on many fronts in the marine industry to improve environmental performance.

Launched as a technology demonstration project to demonstrate the feasibility of using sea water to "scrub," or reduce, engine emissions on oceangoing vessels, it enjoys the co-operation and backing of several Canadian and U.S. government and regulatory agencies.

The system, developed by Krystallon, a subsidiary of BP, uses the natural chemistry of seawater to remove virtually all the sulfur oxides as well as significantly reduce particulate-matter emissions.

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The sea water is then treated to remove harmful components while the calcium carbonate in seawater renders the sulfur oxides harmless by conversions to sulfates and neutral salts.

The technology was developed with the assistance of \$300,000 from U.S. and Canadian government environmental agencies and \$100,000 from the Puget Sound Clean Air Agency.

Support also came from the Port of Vancouver, Environment Canada, the B.C. Ministry of the Environment, the B.C. Clean Air Research Fund, the Port of Seattle and Krystallon.

Each government agency has representatives serving on a technical advisory committee that oversees the development of this project.

n Meanwhile, in another "green" move, Premier Gordon Campbell announced yesterday that the province will join with 30 U.S. states and a U.S. Indian tribe as a member of the climate registry.

"We are pleased to be part of this important initiative that will develop a greenhouse gas database and reporting system to help us track the progress we make in reducing our emissions in B.C.," he said.

The new organization will develop and manage a common greenhouse-gas emissions reporting system.



The **SILVER WIND** visited Horta (Azores) – **Photo : Miguel Noia ©**

SOMALI PIRATES AT IT AGAIN

SOMALI pirates have hijacked a general cargo ship and are holding it and its 16 strong crew to ransom. This is the latest in a number of incidents that have followed the overthrow of the Islamic Courts regime in much of the country which had more or less suppressed piracy.

According to the ICC International Maritime Bureau's latest weekly report, this latest incident happened last Thursday 12 miles off Mogadishu, Somalia at 07:00 LT. A group of pirates armed with guns boarded the ship while it was underway and took it to Hobio anchorage. The IMB reports that negotiations with the pirates are going on. IMB

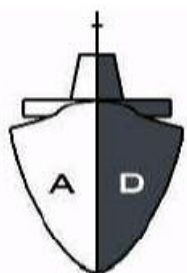
director P Mukundan said: "We are very concerned that it looks like the old militia, who previously were responsible for much of the piracy have resumed their attacks. It is essential that the interim government in Somalia takes firm action against the militia. If it fails it will only encourage the militias to carry out more attacks."

Meanwhile, also on Tuesday, five people were kidnapped from an FPSO in Nigerian waters. At 0300 UTC, off Port Harcourt, armed pirates in four boats attacked the vessel and boarded it via the anchor chain. There were eight security personnel on the FPSO but they were unable to prevent the pirates getting away with their hostages.

NAVY NEWS

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Royal Navy to mothball the ship that cost £359m just four years ago

The Ministry of Defence plans to mothball one of its two amphibious assault ships less than four years after it entered service at a cost of £359m, according to naval sources.

Placing **HMS Albion** at "extended readiness" is designed to save fuel and crew costs as the Royal Navy struggles to stay within an ever-tighter budget for an undermanned and shrinking fleet.

The move, to be announced as part of wider naval base and operational review just before the parliamentary summer recess, will allow **Albion's** 325-strong ship's company to be redeployed to other surface warships.



HMS ALBION (L 14) – Photo : Piet Sinke ©

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"The carrier **Invincible** is already effectively out of the picture at low readiness', although she remains on strength. It would take a minimum 18 months to make her seaworthy. Five other ships are at extended readiness'. It would take more than 180 days to make them operational.

"Mothballing **HMS Albion** would increase the number of warships at reduced or extended readiness to 14."

Albion is a 21,000-tonne landing platform dock - the naval jargon for a command and control vessel which can deliver a battalion's-worth of Marines, a battery of light artillery and a handful of armoured vehicles to a hostile shore. Two - **Albion** and **Bulwark** - were built by BAe Systems at the former VSEL yard at Barrow-in-Furness. **Albion** was commissioned in 2003.

The Navy also faces the mothballing of two Type 42 destroyers and four Type 22 frigates to help save a £250m overrun in fuel, maintenance and other costs.

The cutback, which includes **HMS Cornwall**, the warship whose crew members were taken hostage by Iran's Revolutionary Guard forces last month, could also mean scrapping one or even two major global naval commitments.

Insiders say the tasks under threat are the Falklands guard ship, whose removal would leave the islands vulnerable for the first time since the 1982 conflict with Argentina, and possibly the Indian Ocean antidrugs patrol.

Admiral Sir Jonathon Band, the First Sea Lord, called in January for an extra £1bn to pay for fuel, accommodation and a wage boost for his sailors. He warned that cuts threatened **"to turn the Royal Navy into the Belgian Navy"**.

A review is also under way to slash costs at the UK's three naval bases. It cost £183m to operate the Clyde submarine base at Faslane last year, £185m for Devonport and £151m for Portsmouth, which is seen as the most vulnerable.

An MoD spokeswoman said yesterday: "No decisions have been taken to withdraw any of the Navy's warships, although we regularly monitor and adjust readiness levels to meet requirements. The Royal Navy continues to deploy worldwide."

Russian Shipyard To Float Upgraded Indian Navy Kilo Class Submarine

The modernised Indian diesel-electric submarine **Sindhuvijay** will be floated today by Zvezdochka shipyard at the Russian northern port of Severodvinsk.

The Kilo-class **Sindhuvijay** submarine built in St Petersburg in 1990, is the fourth Indian submarine to be modernized in 11 years by the Zvezdochka shipyards which specializes in repairs and utilization of nuclear submarines.

In contrast to the previous three submarines, the **Sindhuvijay** has been modernized with more Indian-made equipments. It includes the hydro-acoustical USHUS complex and the CCS-MK radio communications system, Itar-Tass news agency reported.

The submarine is also equipped with the Russian Club-S missile complex designed to destroy warships and ground targets at a distance up to 200 kilometers.

Kilo class is the NATO reporting name for a type of military diesel-electric submarines that are made in Russia. The original version of these vessels is known in Russia as Project 877 Paltus (Turbot). There is also a more advanced version, which is known in the west as Improved Kilo and in Russia as Project 636

Decommissioned Submarine Arrives in Bremerton

The decommissioned submarine **Salt Lake City** was towed into Bremerton Tuesday morning for dismantling.

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It emerged from foggy Rich Passage around 7 a.m., crossed in front of the Port Orchard foot ferry and was tied up at the inactive pier.

The Los Angeles class fast-attack sub was commissioned on May 12, 1984, and spent most of its 21-year Navy career homeported in San Diego. An inactivation ceremony was held there Oct. 26, 2005, before the **Salt Lake City** departed for a trip under the polar ice to Portsmouth (N.H.) Naval Shipyard to deactivate.

During its career, the **Salt Lake City** conducted eight full deployments and steamed nearly 36,000 miles.

SHIPYARD NEWS

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Aker Yards to build anchor handlers in China

Aker Yards has entered into a contract with Aker Capital for construction of six anchor handlers at Aker Yards new shipyard in Vietnam. The value of the contract is approximately Nkr 1.5 billion.

"We are very pleased by this contract as it confirms our strategy to offer state of the art offshore vessels from our new yard in Vietnam to meet the increased demand in the Asian offshore market," said Roy Reite, President Offshore & Specialized Vessels. "This contract is an ideal learning curve to develop the yard going forward."

"Being able to create new business with Aker after leaving the Aker group confirms the strong business potential between our companies regardless of ownership," said Reite.

The vessels are based on the Aker Yards AH 08 design and the first delivery is scheduled for 2010, with the sixth in 2012. The deal also includes an option to build another six vessels

M'sian shipyard delivers 2 high-speed ships

Two high-speed ships delivered by a Malaysian shipyard for the Lakshadweep administration were launched at a function in the southern Indian state of Kerala, the Press Trust of India (PTI) reported. The vessels - **MV Bengaram** and **MV Viringili** costing 3.85 crore rupees each (\$1.4 million), were constructed at NGV Tech in Malaysia over a period of 11 months.

Speaking at the function, Lakshadweep Administrator B V Selvaraj said three 50-passenger high-speed vessels and three 150-passenger high-speed vessels were getting ready at the NGV Tech Malaysia and would soon sail to India. He said recently that a pact was formally signed between the administration and Colombo Dockyard of Sri Lanka for

building two 250-passenger-cum-100-tonne cargo vessel at a cost of US\$18.3 million per unit. The Union government has also approved the building of six landing barges, one oil tanker and one LPG carrier, the PTI quoted him, as saying.

Daewoo Shipbuilding wins US\$1.6 bln in orders

Daewoo Shipbuilding & Marine Engineering Co., the world's third-largest shipbuilder, said Wednesday that it has recently won orders worth \$1.6 billion to build 16 vessels.

The deals from a U.S. shipping company and European companies call for Daewoo Shipbuilding to deliver the ships, which include oil tankers and bulk carriers, by April 2011.

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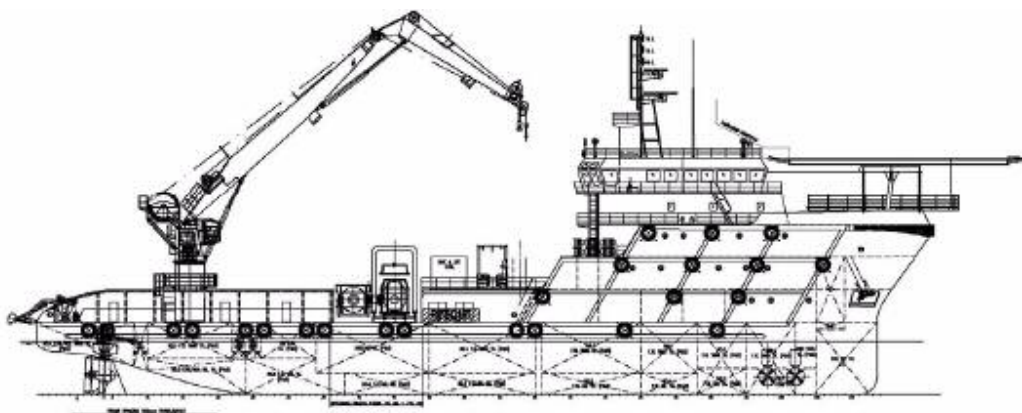


The **OCEAN MAJESTY** seen in Harwich – Photo : David Berg ©

Sanko Angel named at Jaya

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The President of Japanese shipping giant Sanko Steamship Co Ltd has overseen the naming of his company's newest vessel, the subsea operations vessel the **Sanko Angel**.



Mr Takeshi Matsui, who is both President and CEO of The Sanko Steamship Co Ltd (Sanko Lines), personally invited Lily Lee to become the lifetime Lady Sponsor of the new vessel and break the traditional bottle of champagne on

the **Sanko Angel**.

Lily, the wife of John Giddens, the CEO of Hallin Marine (which has taken a long-term charter of the vessel), carried out her naming duties at the Jaya shipyard in Singapore.

Mr Matsui said he was "delighted" with the 76m vessel, which is being fitted with Hallin Marine subsea equipment including Saturation Diving System; Air Diving System; and ROV; at the Jaya yard.

The multipurpose subsea vessel **Sanko Angel** boasts full class two dynamic positioning (DP2) capability and is the newest vessel to join Sanko Line, taking its fleet to 130 vessels.

Following the naming ceremony some 100 guests and clients of Sanko Line, Hallin Marine and Jaya Holdings enjoyed dinner at Raffles Marina Yacht Club.

Hallin Chief Executive John Giddens said: "Hallin is delighted with the new vessel and honoured that Lily Lee was asked to be its Lady Sponsor. Our long term charter of the Sanko Angel materially extends Hallin's capabilities and scope."

"Sanko Line has had built a fine vessel that leads the way in design, capability and operation. Technically, Sanko Angel is very advanced."

"Sanko Line is a forward looking, progressive company which has been an excellent partner and Hallin looks forward to building on that good relationship in the future," Giddens concluded



Cruise Ship Liberty of the Seas in New York as Maiden Voyage Nears

The new co-holder of the world's largest ship title, **Liberty of the Seas**, arrived in New York where it will spend a few days before repositioning to its new homeport of Miami to be christened and then sail on its maiden Caribbean voyage

Sister ship to **Freedom of the Seas**, Liberty will carry 3,634 guests double-occupancy (more than 4,000 with kids in the rooms) and has more than 20 restaurants and lounges as well as a long shopping arcade.

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Like Freedom, Liberty features onboard surfing, cantilevered whirlpools, and a water park for kids. It also will introduce innovations that include a vitality wellness program, Explorer Weddings which give couples a chance to get married while doing adventurous activities, and new activities for kids.

Godmother Donnalea Madeley will officially name Royal Caribbean's newest ship May 18, and **Liberty** will sail her maiden voyage May 19.

Liberty will alternate between seven-night Eastern and Western Caribbean itineraries.



Dyvi to invest USD 400 mill in heavylift ship

Norwegian heavylift pioneers **Dyvi** – through **Nordic Heavy Lift** – has ordered a USD 400 million heavylift crane vessel at Sembawang Shipyard in Singapore. The 181 metres vessel will have a crane lifting capacity of 5,000 tonnes. In order to finance the vessel USD 115 million is currently being raised in the market through the selling of bonds. The balance of USD 185 million would be covered by bank lending. The project prospectus has budgeted with a day rate of around USD 380,000 and on 20 per cent off hire. Dyvi pioneered through Offshore Heavy Transport in 1990s. This company was later merged into Dockwise. The crane heavylift market is currently dominated by companies like **McDermott**, **Saipem** and **Heerema**



The **MAERSK KOWLOON** seen during her maiden voyage in Felixstowe
Photo : Derek Sands ©

Carnival to re-brand eight ships

Carnival Cruise Lines is to re-brand its eight Fantasy-class ships as part of a \$250 million refurbishment.

As each ship goes into dry dock, the name 'Carnival' and the company's logo are to be combined with the vessel's name. The new ship names are to be **Carnival Fantasy**, **Carnival Ecstasy**, **Carnival Sensation**, **Carnival Fascination**, **Carnival Imagination**, **Carnival Inspiration**, **Carnival Paradise** and **Carnival Elation**.

Upgrades to the entire Fantasy class are to be complete by 2009.

Miami-based Carnival said the ships are to see re-modeled staterooms and suites, updated sound and lighting systems in some lounges and clubs, coffee bars, miniature golf courses, new art and photo galleries, New York-style delis and conference facilities.

Parent company Carnival Corp. and PLC also based in Miami, has been branding its namesake unit as offering "fun ships" in the contemporary cruise sector. The 22-vessel line's marketing tagline speaks to its broad marketing: "The World's Most Popular Cruise Line."

Dubai Firm Launches Shipping Services to Dar and Mombasa

Emirates Shipping Line, a Dubai-registered company, has launched two shipping services into East Africa.

The routes, dubbed the Gulf Indian-subcontinent Africa service (GIA) and the Africa Far-East Asia service (AFA), will dock in Mombasa and Dar es Salaam, connecting the two regional gateways to southern Asia and the Far East.

The GIA service will offer direct scheduled weekly sailings from the Indian sub-continent and the Middle East to East Africa, cutting regional connections and transit times to the countries served by Dar es Salaam and Mombasa. GIA vessels will call at India's Nhava Sheva port, and Karachi in Pakistan before proceeding to Dubai's Jebel Ali and then through to East Africa.

The AFA service, on its part, will connect the orient to Mombasa and Dar es Salaam and serve such major Chinese export facilities as Xingang, Qingdao, Shanghai, Ningbo and Hong Kong. Southern Asia will be connected to East Africa through connections in Singapore and Port Klang in Malaysia.

In total, six vessels of 1100 twenty-foot equivalent units (Teu) capacity will be deployed for the two services. The two routes will be operated in partnership with TS Line, with the latter providing one vessel, and Emirates Shipping Line providing five.

"These two new services signify a further commitment from Emirates Shipping Line as it expands its service portfolio to better serve customer needs," said Vikas Khan, chairman and chief executive of Emirates Shipping Line in a statement.

"Our new services target the high growth areas in East Africa, which are important to our overall strategy," he added.

Launch of the two services comes at a time of double-digit growth of trade between Asian economies, especially China, India and Malaysia and East Africa. The trade has been boosted by China's thirst for raw materials, as well as the country's export of cheap machinery and consumer goods to the region.

The Mombasa port container terminal's handling equipment was brought from Zhenhua Port Machinery Company of China less than two years ago. Last year, Kenyan imports from China stood at 379,000 tonnes while exports weighed 18,000 tonnes.

Three weeks ago, in an indicator of the developing trade relations between Asia and East Africa, the Kenya Ports Authority (KPA) and China's Tianjin Port entered into a partnership to improve trade, traffic and services between their respective ports. Tianjin Port, China's fifth largest port, is ranked 16th among the top 100 container ports in the world with a throughput of 4.8 Teus.

Despite the overall positive picture, however, growth in the cargo passing through Dar es Salaam and Mombasa has led to episodic congestion, leading to complaints by exporters and importers. It also spurred efforts to modernise operations.

Early this month, for example, the government granted KPA permission to commence a four-year \$51 million project to deepen and widen the port of Mombasa to enable it handle bigger vessels.

The project, to be completed in 2010, will be implemented alongside construction of a second container terminal at the port. The container terminal is expected to cost \$291 million.

Last week, the port of Dar es Salaam commissioned two heavy duty cranes worth \$6 million as part of a modernisation drive meant to limit congestion. The port has also recently installed mobile grain bagging plants each with a capacity of filling 120 tonnes an hour to facilitate the offloading of grains and fertilizers at the port.

Vinashin to Build Wartsila Engines

Wärtsilä and Vietnam Shipbuilding Industry Corporation (Vinashin) signed a license agreement for the manufacture and sale of Wärtsilä low-speed marine engines in Vietnam. The agreement was signed by Pham Thanh Binh, Chairman & CEO of Vinashin and Mr Martin Wernli, President of Wärtsilä Switzerland Ltd. The agreement grants Vinashin the right to manufacture certain types of Wärtsilä modern low-speed engine types between 48 and 82 cm bore size at their works in Vietnam. The first delivery of a Wärtsilä engine is scheduled for the beginning of 2010, with production building up to a targeted annual output of 30 to 40 engines. At the same time Wärtsilä Corporation announced it is expanding its representation in Vietnam by opening a branch office today in Hanoi. Vietnam is a rapidly-growing market for Wärtsilä's products and services to the shipping, shipbuilding and power industries.

Rigdon takes delivery of fast crewboat

Larry Rigdon, President and CEO of Rigdon Marine Corporation reports that the company is now operating another new generation crewboat: **RIGDON SAILFISH**.

The **RIGDON SAILFISH** was delivered by Midship Marine of Harvey, Louisiana after being christened by Mrs. Donna Joseph, wife of Rigdon Marine Corporation Crewing Coordinator, Larry Joseph. The vessel was then immediately deployed under long-term contract to a major oil company in the U.S. Gulf of Mexico.

"The delivery of another very capable crewboat further enhances our ability to meet the demanding expectations of a special client base focused on high quality operations using the most capable equipment available," said Nathan Guice, Vice President FSV/Crewboat Operations. "And, let me tell you, the **RIGDON SAILFISH** is an amazing vessel that is up to the task. However, we expect as much from the Hinojosa brothers and Midship Marine as their workmanship, commitment to quality and can-do attitude are first class."

The **RIGDON SAILFISH** is 176 feet by 32 feet by 13 feet and is powered by four Cummins KTA 50 M3 engines, capable of 1,800 hp each. This output is channeled through four Hamilton HM811 waterjets. The crewboat also has a 200 hp bow thruster. The vessel's cargo capacities are very large at 30,000 gallons of water, 34,500 gallons of fuel and an approved deck loading limit of 230 long tons

"This vessel is ideal for difficult operations far from shore," says Nathan Guice. "The **RIGDON SAILFISH** was built to ABS Fire Fighting Class I standards and incorporates an ABS classed DPS-1 station keeping system for enhanced staying power next to offshore structures. And it can transport up to eighty passengers safely and comfortably."

"Finally," he said, "the vessel is fast, maintaining 33 knots on trials. It is truly an amazing vessel!"

Knightsbridge Tankers Limited to Buy Two

Knightsbridge Tankers Limited has agreed to purchase two newbuilding contracts, each for a Capesize bulk carrier of approximately 170,000 deadweight tons (dwt). The ships will be built at Daehan Shipbuilding Co. Ltd in the Republic of Korea with delivery scheduled for September and December 2009 respectively. The newbuilding contracts have been acquired from Golden Ocean Group Limited ("GOGL") which company has ordered a series of sister ships at the same yard. The contract price for the two vessels is \$ 81m per vessel. In addition Knightsbridge will pay a 1% commission to GOGL for arranging the deal. GOGL is listed on the Oslo Stock Exchange and is a related party of Frontline Ltd, the

parent company of the Company's manager. With this transaction, the Board is aiming to expand the Company and to renew its fleet through the acquisition of new tonnage. The Company will consider different employment options for the two ships including possibilities for fixing long term time charters. The Board intends to pre-delivery finance the two newbuildings through leverage against existing assets and contract back log. Such a financing will not materially affect the company's dividend capacity during the ships' construction period. For long term financing of the assets normal mortgage financing as well as lease financing will be considered. It is not intended that the purchase of the two newbuildings will require any new equity.

The supervision of the ships' construction will be carried out by Frontline Management (Bermuda) Ltd. which is already doing the supervision for the sister vessels, and the commercial operation will be contracted to Golden Ocean Management AS, a subsidiary of GOGL that operates the GOGL fleet.

EVERGREEN'S NEW ASIA-GERMANY SERVICE

TAIWAN-headquartered Evergreen Line is to launch a new service between the Far East and Southern Germany via Trieste. The company says this will give shippers "a competitive alternative to the busy and expensive Northern European ports".

Combining its ADR Far East-Adriatic service with a dedicated block train connection from Trieste to Munich, Evergreen Line will offer shippers a direct-to-door service across Southern Germany. Outbound from Germany the train connection with Trieste will allow shippers to reach key markets in the East Mediterranean and Far East.

Evergreen Line's ADR service deploys seven 3,150 TEU vessels on a 49-day rotation: . Shanghai – Ningbo – Hong Kong – Yantian – Tanjung Pelepas – Alexandria Dekheila – Taranto – Rijeka – Trieste – Koper – Taranto – Tanjung Pelepas – Shanghai.

The Trieste-Munich block train service will initially run twice a week in both directions, gradually increasing to five times a week by the end of the year. Northbound trains will depart Trieste every Tuesday and Friday, while southbound connections will depart Munich-Riem every Thursday and Saturday. Transit time is approximately 11 hours.

Speaking on behalf of Evergreen Line, Pier Luigi Maneschi, Chairman of Italia Marittima SpA, explained that the Port of Trieste is proving increasingly popular with the company's customers: "In comparison to the busy Northern European ports, Trieste is a congestion-free alternative with the benefits of faster transit times between the heart of Europe and the Far East, and considerably cheaper tariffs."

Rem Offshore to sell Rem Angler

Rem Offshore in Norway has agreed to sell the seismic vessel **Rem Angler** to Oceanfive Shipping AS. Delivery of the vessel will take place on June 1st 2007.

The sale of **Rem Angler** will give Rem Offshore ASA a gain of Nkr 70 million in the second quarter of 2007 and a cash contribution of Nkr 99 million after repayment of debt. Oceanfive Shipping is a newly founded Norwegian company operating from offices in Volda, Sunnmøre.

Havila inks more AHTS units

Norwegian supply ship owner Havila Shipping has upped its newbuilding order at a Chinese yard to as many as 10 units.

Havila has set up a joint-venture with Singapore's Pacific Carriers Limited (PCL) to place two firm orders and a further two options for anchor-handling tug supply (AHTS) units at Yuexing Shipbuilding, Norwegian business daily Dagens Naeringsliv reported.

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The price for the latest orders is believed to be around the \$40m per vessel mark. Havila already has six smaller units on order at Yuexing for delivery from January 2008 at a cost of \$18.5m each, the paper said.

If all the options are declared the octet of units would represent a total investment of \$270m. Havila is taking 50% of the latest two-plus-two orders. The newest units are intended to be put to use in the Southeast Asia market once delivered. The newspaper says Havila will not comment on the mooted deal but contract discussions are believed to be at an advanced stage. Havila already has eight offshore supply vessels on order at a family-owned yard in Norway.

MOVEMENTS

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The **COSCO NAPOLI** seen enroute Antwerp

Photo : www.tugspotters.com



The **AFRICA MERCY** assisted by 2 **KOTUG** tugs seen departing from Rotterdam
Photo : Michel Kodde ©

OLDIE – FROM THE SHOEBOX



The USSR build in the eighties 2 **Space-event ships** of the **MARSHAL NEDELIN class**, the first one was called **MARSHAL NEDELIN** (1984) and the second was called **MARSHAL KRYLOV** (1989), the vessel were having a displacement of 25,300 tons full load and dimensions of 211.2 x 27.7 x 8.3 meters, powered by 2 diesels with a total output of 16.000 bhp the vessels were able to make a speed of 22 knots , Crew: 403 persons

Photo (top) : John Bruinsma ©



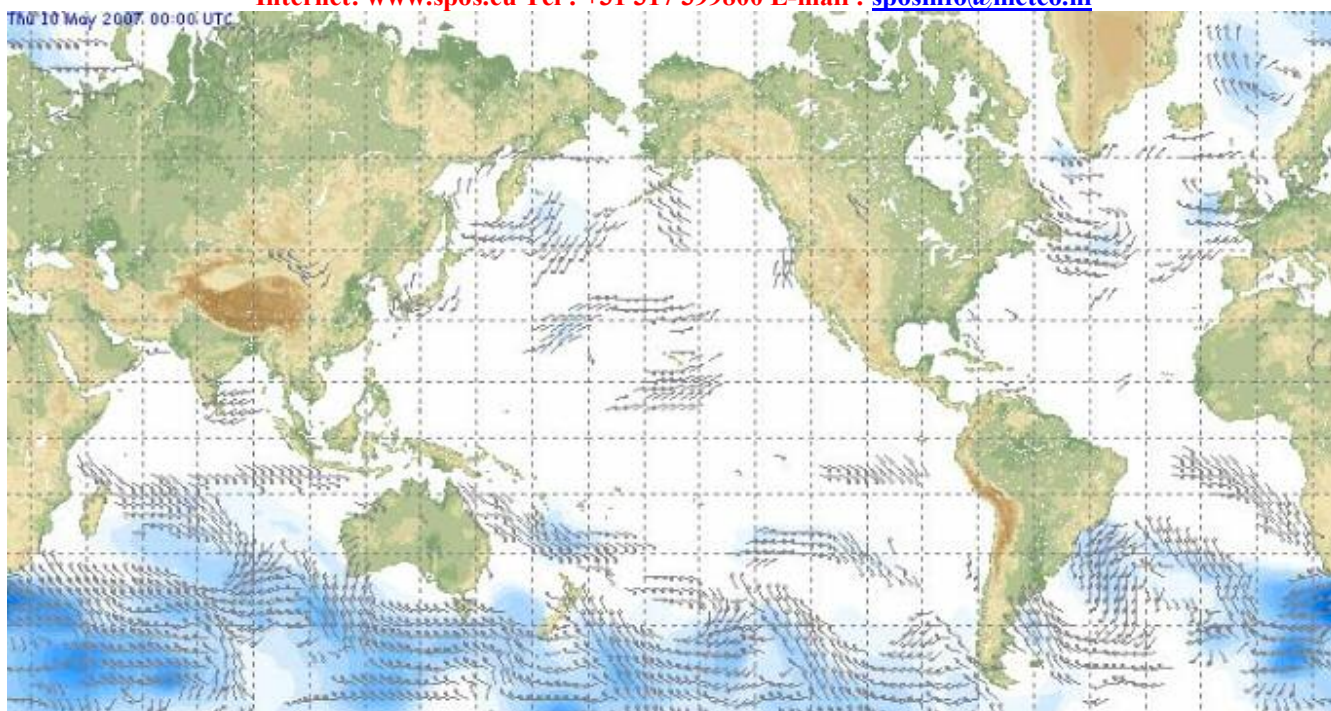
The original plan for these vessels was to serve dual roles as missile range instrumentation/tracking ships and space event support/communications ships. A third unit was cancelled, and a modified version being built for civilian service was sold incomplete. The **MARSHAL NEDELIN** was stricken 1997 and scrapped as can be seen above in India during 2000, her sister the **MARSHAL KRYLOV** is still active still in Russian use, having been transferred to the Russian Air Force Space Forces service during 2006.

MARINE WEATHER

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.... PHOTO OF THE DAY



Detail photo of the wheelhouse of the departing **AFRICA MERCY** from Rotterdam showing the Frisian Flag (Pompeblêd) at the monkey island which shows that some crew from Dutch province "**Fryslan**" are onboard

Photo : Piet Sinke ©

Hello friends of the Earthrace

Herewith an updated about the progress of the **Earthrace** which visited Singapore recently for 36 hours.

Firstly, in answer to a question thrown my way recently, these updates go out to my friends, family and everyone I have emailed whilst I have been involved with **Earthrace** over the past 15 months. I basically just copy and paste my email address book into a new message. Most of you know me well or are at least familiar with **Earthrace**. Some of you are probably wondering who this fool is. There are about 550 of you out there in Cyberland and I am happy to remove anyone from the list that wishes for me to do so. Surprisingly, no has asked yet, but I suspect any Bolton Wanderers supporters out there may wish to after recent events.....more on that later.

Last time I wrote, the boat had just left Majuro (Marshall Islands) and was heading west towards Koror in the Republic of Palau. Even though we had lost considerable time in Guatemala and San Diego we were still aiming to finish the race at our original starting point of Barbados. It meant pretty much a perfect run from San Diego onwards, and the boat's progress since leaving San Diego was nothing short of spectacular and so it was a distinct possibility. Pete Bethune recently said that the Pacific Ocean was a special place for him, and he enjoyed traveling across it in the boat.

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And I must admit, from my own perspective, I enjoyed following the boat's progress across the Pacific. Everytime I checked the boat's position via GPS she seemed to be rocketing along and eating up the miles. A joy to watch.

However, about 400 miles east of Palau (about the same time I was catching a plane from San Diego to Singapore) the starboard engine developed a problem and had to be shut down and so the boat made it the rest of the way to Palau on one engine. Now this is where it gets tricky. I'm sure you all want to know what the problem was. However, I have a ridiculously limited knowledge of things mechanical - eg, child safety locks on cupboards and bottles are a constant cause of frustration for me. Usually when people ask me technical questions about the boat I mumble something about being late for an appointment and head for the door - the way I see it, you can't be good looking and clever mechanically. That said however, I do know that a piston had to be changed in the starboard engine and that it was a reasonably big job. The challenge we had though was that Palau, whilst being a truly beautiful part of the world, is also one of the remotest, and so it was difficult to get the necessary parts and technicians there in a timely fashion.

In the end, the necessary repairs were not able to be completed until just over a week later - the boat pulled into Palau on April 22 and left on 30 April (and arrived in Singapore on Sunday 6 May). The boat was scheduled to undergo some more maintenance work in Singapore and so it was decided to layover in Singapore for about 36 hours. While the boat was in Palau, I was in Singapore and it was my job to generate maximum media coverage for the boat's refueling stop here, and perhaps more importantly to try and raise some money through either sponsorship or leg sales. I flew into Singapore on 22 April and headed to **ONE15 Marina** on Sentosa Island where I have been staying since. **ONE15 Marina** is a brand new marina club and it is very impressive (and it gets its name from being 1 degree, 15 minutes north of the equator, something I only managed to figure out a few days ago - I may be a bit slow, but I get there in the end....). **ONE15 Marina** hosted the **Earthrace** stopover in Singapore and very generously provided accommodation and marina facilities free of charge.



I have been very impressed with Singapore, it's a very clean, efficient and exciting place. It has a very cosmopolitan feel to it and the people here are warm and friendly. Plus I'm much taller here.

I didn't have much luck in raising money here, but we did manage to organise a very good press event in Singapore, with representatives from the BBC, Channel News Asia (the local equivalent of CNN), The Straits Times (the major English speaking newspaper) and 5

other media organisations present.

In Singapore we had a team meeting to discuss what we should do with the race from here. With the additional delay in Palau, it is no longer possible to finish in Barbados inside the record of 75 days. It was decided to attempt to beat the record by finishing in San Diego (which will negate the delays we had in Guatemala and San Diego - a total of approx 16 days). We can do this because when the boat left San Diego, we took another official start time, in case it was needed - which it is now. We left San Diego on April 6 and so if we are to beat the record of 75 days we must finish in San Diego by 21 June. This is quite achievable if the boat has a good run from here. However, if there are any further significant delays in the next few legs (which means we won't be able to make San Diego in time), then we will finish in Barbados and say we gave it our best shot.

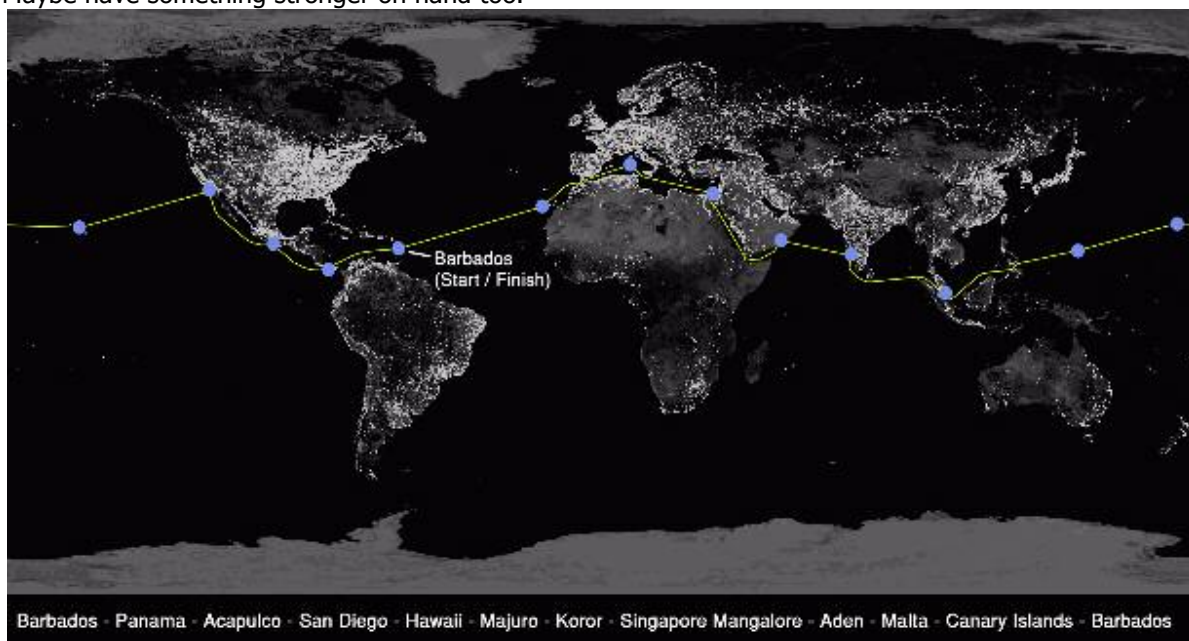
An American guy recently said to us "Man, give it up, you guys don't know when to quit". And perhaps he has a point. But what he doesn't understand is that we have sacrificed an enormous amount of time and money to get this far

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(none more so than Pete and Sharyn Bethune) and whilst there is still hope in successfully taking the record (in San Diego), then we intend to continue. We owe it to ourselves and our many supporters and sponsors. Plus it is very unlikely we will be in a position to have another attempt in the future.

It will be a huge challenge to even make San Diego as it means we have to source additional fuel and money - when right now we don't have enough money to get past Oman. But we are all great believers that when you take positive actions in a certain direction and commit to something, then you pull the energy of the universe with you, and you open yourself to possibilities that you would never have thought....errr..... possible. It's pretty much how **Earthrace** has always survived - whenever we have hit a brick wall as regards funding or fuel or progress in general, someone or something has come along to take us just that little bit further. We hope this pattern continues for just a little bit longer.

So, if someone could please put the kettle on in San Diego that would be great, we'll be there for a cuppa in a little while. Maybe have something stronger on hand too.



On to more important matters, West Ham beat Bolton 3-1 last week to take us out of the relegation zone for the first time in 6 months. We have one game to play against Manchester United (away). If we win or draw we avoid relegation. If we lose and Wigan beat Sheffield United then we are relegated. So here's where a unique **Earthrace** money making opportunity comes in. I am willing to bet US\$50 to each person on this email list that West Ham will avoid relegation. If I am right then each of you have to contribute US\$50 to **Earthrace** via Paypal on our website. And if I am wrong then I will immediately cancel this email account and move to some obscure South American country that has never heard of the term "Extradition Treaty".

Cheers everyone.

John Allen
Operations Manager - Earthrace

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