

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 121



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The 68 mtr long DONG FANG YONG SHI 2 seen in Chinese waters, built as the ARCTIC SHIKO during 1983 at the Hyundai Shipyard under yard number 709, the vessel sailed also under the names TOREA, MAERSK TRADER, and got her present name in December 2004.

Photo : Jacco van Nieuwenhuyzen ©

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EVENTS, INCIDENTS & OPERATIONS



The first two big lifts of the **HTL4000** seen above, the first lift was 1680 tons and the second one was 2330 tons.
Photo : Li Chang ©

Somali pirates target cargo ship

Pirates have hijacked a cargo ship headed for Mogadishu, the third attack since January this year, a maritime official said on Thursday.

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Piracy off Somalia has resurfaced since an interim government drove out militants late last year and helped crack down on the attacks.

"A general cargo ship has been taken captive by gunmen 12 miles (19km) north of Mogadishu. She is now anchored at Hobiyo anchorage, about 400km north of Mogadishu," said Andrew Mwangura, director of the Seafarers Assistance Programme.

Hobiyo is a base for Somali pirates, he added. The vessel had cargo belonging to Somali traders and had originated in Dubai.

"Negotiations are going on between representatives of the Somali businessmen, the ship owners and the pirates," the official of the Kenyan-based organisation told Reuters.

The other two vessels taken hostage this year, an Indian dhow and a ship chartered by the World Food Programme, were released in April.

Container ship may be scuttled

Salvage experts trying to decide what to do with the beached container ship **MSC Napoli** say that one option under consideration is to tow the vessel to deep water and sink her.

MSC Napoli was deliberately beached in Lyme Bay in January after cracks appeared in her hull while she was heading down the Channel. Work has been going on ever since to recover her cargo of containers, but the last of these is expected to be removed in the near future.

Although the 53,000-tonne ship has not yet been declared a Constructive Total Loss, salvors say that her size presents a major problem. She has a normal draught of 19m, and there is no guarantee that she can be refloated sufficiently for her to be towed to a suitably deep dock.

Towing her out to deep water and sinking her, after all pollutants have first been removed, may be the only solution.



US\$46M SURPLUS FOR UK CLUB

THE UK Club says that an overall financial surplus of US\$46 million for its 2006/7 financial year has increased its free reserves by 20 per cent to \$263 million, according to figures approved this week by the Club's Directors at their meeting in Singapore.

UK Club says three factors determined this positive year end result----the record number and cost of claims on the International Group of P&I Clubs' Pool, investment returns almost double the Club target and a reinsurance recovery from the Swiss Re triggered by the increase in outstanding claims.

A statement says: "In 2006/7, the Group filed 28 claims on the Pool, compared with the usual level of about 13 in any Group policy year. Only three small claims came from the UK Club. As a result, the Club's contribution to the Pool will

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substantially exceed any recovery. The Club is protected against this adverse impact through its reinsurance contract with Swiss Re under which it has recovered \$54 million."

The previous record for claims by all clubs on the International Group Pool was 2004/5. Although this was also a record year for the UK Club's own claims, the policy year was closed without any supplementary premium. Reserving for the 2005/6 policy year has been strengthened to secure some significant personal injury and passenger claims but the Club does not anticipate a supplementary premium and expects to close that year in May 2008.

Investment income significantly exceeded expectations. The club notes: "A highly satisfactory investment return of nine per cent (\$76.9 million) was due to another strong performance by the Club's equity portfolio and correct positioning in the fixed income market. This return was almost double the Club's long term target for investment income of 4.5 to 5 per cent, and considerably greater than last year's achievement of six per cent (\$49 million)."

The club's membership grew by more than six per cent in the 2006/7 policy year. At the 20 February renewal, owned ships entered on mutual terms totalled more than 110m gt.



The tug **FAIRPLAY VI** seen in action during the **Hafengeburtstag 2007** in Hamburg
Photo : Piet Sinke ©

Year's marine losses already at \$600M

Large marine losses for the first four months of 2007 are running about 50% higher than the corresponding period for last year, at \$500M-600M. According to Peter McIntosh of the newly formed Ark Syndicate 4020 at Lloyd's, the major losses now account for about 15% of the \$4Bn estimated premium income the market will see. "This does not account for small and attritional losses, or any nasty surprises," he told the AGM of the Association of Average Adjustors in London. Included in the list of 12 major marine losses was \$216M claim from a collision between a high value dredger and a large container vessel in China. In addition, a large loss of life from an anchor handler casualty added another \$75M to the claims losses. The **MSC Napoli** also added \$60M to the total. In all, he said that the 12 losses so far this year showed that although casualties were reducing in numbers, losses for underwriters were concentrated in larger

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numbers. Against this background, he said the London underwriting market was having to compete on price, claims servicing and risk management services. "We are developing loss prevention and risk management roles," he said. As well as the increasing scale of losses, claims were becoming more complicated. It was only a matter of time before a 10,000-teu container ship was involved in a major incident. Although training of claims handlers is being undertaken by fewer companies, he expects experience gained in handling the complex hurricane claim from the US in 2004-2005 to benefit the marine market. McIntosh, who is also chairman of Lloyd's Joint Hull Committee, said revised London market construction all risk policy wordings would be launched 'shortly' to take account of the increasingly complex market conditions.



The **CSAV RIO RAPEL** seen enroute Rotterdam – Photo : Jan Oosterboer ©

Lifeboat crew called out to save colleagues

Two off-duty **Arran lifeboat** crew members found themselves requiring the assistance of fellow crew members last Saturday. The pair got into difficulties in the water at Pladda when their craft was swamped by the sea. They had no lifejackets, radio or flares aboard at the time.

Luckily they made it ashore at Pladda Lighthouse fighting against strong currents and a south-westerly force five to six. Local coastguard leader David McKinnon co-ordinated the rescue calling out **The Boys Brigade** lifeboat crew.

Lifeboat press officer Allan Little said: 'Their engines had failed due to heavy seas breaking over the craft. None of the casualties were wearing lifejackets.'

The two men took refuge in the lee toward Kildonan Hotel while their craft was around the other side at the foghorn off the lighthouse. The lifeboat was called out at 1.15pm and was on the scene within 20 minutes. Deputy coastguard leader Bill Currie said: 'They wanted to know if the boat could be saved but it was completely swamped and was smashing against the rocks. We advised them it was too dangerous and should be left.'

They were taken to **Lamlash lifeboat** station where they got a change of clothes. Neither required hospital treatment. Mr Currie said: 'It is crucial in these types of situations that 999 is dialled and the coastguard is asked for. 'The call will be answered quickly and put through to the right people. 'Before going to sea all equipment should be checked to ensure it is in proper working order. We run sea safety courses at the coastguard station for training purposes and these are open to everyone.'

Verstekelingen vergissen zich in België van schip

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De Zweedse autoriteiten hebben donderdag geprobeerd acht Indische verstekelingen naar België te repatriëren die per vergissing in de havenstad Göteborg belandden. De Indiërs waren begin deze week in een Belgische haven door mensensmokkelaars in een zeecontainer met bestemming Groot-Brittannië verborgen. Maar daarbij vergisten de smokkelaars zich van schip. In plaats van een dagreisje richting een Engelse haven duurde het uiteindelijk twee nachten en drie dagen voor de container in Göteborg aan land kwam.

'De verstekelingen, die havenarbeiders konden alarmeren door te roepen, hadden op hun reis geen eten en drinken meegenomen en zijn meteen naar het ziekenhuis overgebracht', aldus Peter Konberg van de Zweedse grenspolitie.

Donderdag vloog Zweden de Indiërs terug naar België. Maar de Belgische dienst vreemdelingenzaken deed het vliegtuig, dat al op Melsbroek was geland, meteen rechtsomkeert maken. 'Volgens internationale akkoorden is het Zweden dat de rederij van het schip moet verplichten de verstekelingen naar hun land van herkomst terug te brengen', aldus Karen Vandeweghe, woordvoester van de dienst vreemdelingenzaken.



The vehicle carrier **WORLD GLORY** seen departing from Lyttelton, New Zealand after discharging used vehicles from Japan.

Photo : Alan Calvert ©

CASUALTY REPORTING

Schepen met bemanning op drift op Noordzee

Een vrachtschip en een olietanker zijn afgelopen donderdag als gevolg van de storm en motorpech op de Noordzee op drift geraakt. Een ingeroepen sleepbedrijf moet de schepen, met bemanning, weer op koers brengen. Er bestaat geen gevaar voor de opvarenden, meldt een woordvoerder van Rijkswaterstaat.

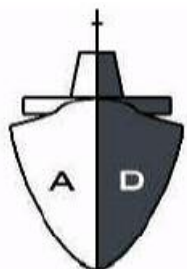
Net buiten de Nederlandse territoriale wateren, in Brits gebied, zou een ander schip op koers liggen om een boorplatform te raken. Nederland is niet ingeschakeld om te assisteren, zegt de woordvoerder.

De problemen voor het Nederlandse vrachtschip ontstonden donderdagmiddag, de olietanker kwam vroeg in de avond in de problemen. Bij beide schepen heeft de motor het begeven. Het vrachtschip ligt zo'n twintig kilometer uit de kust van Terschelling, terwijl de tanker, met plantaardige olie, op ruim tien kilometer van Texel ligt.

NAVY NEWS

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Babcock lands Devonport for £350m

The Royal Naval Dockyard at Devonport is to be acquired for £350m by Babcock, the Navy's submarine support operator based at Rosyth in Scotland.

Babcock said the deal, for which it is raising £90m on the stock market today, will make it Britain's leading support-services supplier to Navy submarines and warships.

It also means the Ministry of Defence has forced through a simplification of the UK industry as, after the expected merger of BAE Systems' and VT's warship interests, the Navy will be dealing with just two UK-based suppliers.

Australia: Navy Farewells Fremantle Class Patrol Boats

The Royal Australian Navy (RAN) Ship's **Townsville** and **Ipswich** were the last of the Fremantle Class Patrol Boats (FCPB) to decommission in their homeport of Cairns today after a combined 50 years of service to the Navy.

Both ship's Australian White Ensign were lowered today for the last time and handed to the respective Commanding Officers. In attendance was the Parliamentary Secretary to the Minister for Defence, Mr Peter Lindsay MP, Chief of Navy, Vice Admiral Russ Shalders and the Commander Australian Fleet, Rear Admiral Davyd Thomas.

"The dual decommissioning of **Townsville** and **Ipswich** represents the end of an era. The introduction of the next generation **Armidale Class** Patrol Boats will continue their roles and outstanding service," said Rear Admiral Thomas.

"**Ipswich** has provided valuable and reliable service for 25 years. The current crew and myself are proud to say we have been a part of her history. The decommissioning of the last Fremantle Class Patrol Boats is a sad occasion for the host of personnel who have served in them over the last 27 years," said Commanding Officer of **HMAS Ipswich**, Lieutenant Commander Darren Grogan.

"**Townsville** has always been based in Cairns and has strong bonds to the community here. After almost 26 years and in excess of 680,000 miles steamed, her legacy will be great memories and friendship. Being the last of the class is particularly poignant and the decommissioning closes a significant chapter of the RAN's history," said Commanding Officer of **HMAS Townsville**, Lieutenant Commander Andrew Hawke.

Even though the FCPB have completed official service they will still live on through Channel 9's new television series 'Sea Patrol', featuring **Ipswich**.

Also attending the event were veterans from the first RAN ships to bear the name **Townsville** and **Ipswich**. Both vessels were Bathurst Class Corvettes, which saw active service in World War II.

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The FCPB are gradually being replaced by 14 state-of-the-art **Armidale Class** Patrol Boats being built by Western Australian ship builder Austal. The first ACPB, **HMAS Armidale**, was commissioned in June 2005 and eight of her sister ships are already operational.

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MACS **DIAMOND LAND** seen leaving Blohm+Vos shipyard in Hamburg after drydocking

Photo : Piet Sinke ©

Daewoo to build world's costliest tankers

Daewoo Shipbuilding & Marine Engineering Co, the world's third-largest shipyard, won an order to build the world's most expensive oil tankers, ships three times the size of the Statue of Liberty for US\$139 million each.

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The 300,000-ton vessels will be 333 metres long and able to carry 2 million barrels of oil, enough energy for South Korea's 48 million people for a day, Seoul-based Daewoo Shipbuilding said in a statement yesterday.

Global demand for energy, including oil, will increase by about 60 per cent by 2030, Exxon Mobil Corp, the world's biggest oil company, said on its website. AP Moeller-Maersk, the world's largest shipping line, is among companies paying record prices for ships to move goods as global trade expands.

'Daewoo Shipbuilding's profitability will improve further after winning vessels at record prices,' the shipyard said in the statement.

The tankers will be delivered by April 2011 to a company in Liberia, Daewoo Shipbuilding said, without naming the buyer. The ships were part of US\$1.6 billion in orders the company announced.

Other contracts were for three 180,000-ton bulk carriers for a shipowner in Greece, eight container vessels for a shipping line in Europe and two vessels that can each carry 6,000 cars for Liberty Maritime Corp of the US, Daewoo Shipbuilding said.

Shares of Daewoo Shipbuilding gained as much as 2.7 per cent to 39,700 won before closing at 39,100 won, up 1.16 per cent in Seoul yesterday. The stock has risen 34 per cent this year, compared with a 10 per cent climb in South Korea's Kospi index.

Hyundai Heavy Industries reports \$978 million containership order

Hyundai Heavy Industries Co., the world's largest shipbuilder, said that it has won a 905 billion won (\$978 million) order to build eight containerships.

The deal from a Marshall Islands registered shipowner calls on Hyundai Heavy to deliver the vessels by November 2010, the shipbuilder said.

Hyundai Heavy has received \$4.4 billion in new orders this year, more than half of its full-year target of \$8.6 billion.

Keel-Laying for New FESCO Container Ship

On May, 7 2007 the keel of the new container ship "[Argun](#)" for FESCO Group was laid down at the shipyard in Nankin.

As FESCO's press-service reports, she is a sixth container ship in the series. She will have a 1080 TEU capacity and 220 reefer plugs. The overall length will be 150.32 m, overall width - 22 m, the deadweight will be about 13760 tons with a 8,5 m draft and 19,6 knots loaded speed. The vessel is to be delivered in January 2008

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Artist impression of the new **MSC FANTASIA** which will join the MSC fleet during June 2008

New Europe – Far East service launched

Maersk Line will launch a new Europe - Far East (AE11) service on May 28.

The port rotation will be Xingang (China), Dalian (China), Qingdao (China), Shanghai (China), Hongkong (China), Malaga (Spain), Algeciras (Spain), Xiamen (China), and Xingang (China).

Seven vessels, each with a capacity of 4 000 TEUs, will be deployed on the route.



The **FLINTERBIRKA** seen in Rotterdam – Photo : Bram Plokker ©

RAPID GROWTH FOR BOURBON

FRENCH-based Bourbon's offshore support operation were up by 33% in Q1 compared to a year previously, to euros105.4m.

The company says the substantial increase over the first quarter of 2006 was primarily generated by the growth of the fleet, particularly in the North Sea, and particularly favorable market conditions including: renewal of contracts at much higher average daily rates; conditions that were still favorable, although lower than the previous quarter, in the North Sea market, in which the recently lost Bourbon Dolphin earned euros4.4m.

It adds: "In the first quarter of 2007, the growth in revenues continued to remain strong in Nigeria and Angola, driven by rapidly expanding oil operations. Revenues in Asia doubled compared to the first quarter of 2006, thanks to the arrival of three new supply vessels in this high-growth region. Compared with the final quarter of 2006, the first quarter of 2007 was impacted by many scheduled heavy maintenance shutdowns and the change in the euro/dollar parity.

Loking ahead the company says its Offshore Division will continue to take regular delivery of new vessels. Revenues for its Towage & Salvage Division will be influenced by the commencement of operations in the Port of Tangiers Med in July 2007 while the Bulk Division should benefit throughout the year from high freight levels, similar to the situation in 2005.



The **NEW VENTORER I** seen in the IJmuiden locks – photo : Jan Berghuis ©

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MS FRAM OPENT CRUISESEIZOEN ROTTERDAM

Zondag 13 mei heeft de **MS FRAM** het cruise seizoen van Rotterdam geopend. De **MS Fram** arriveerde tijdens zijn 'maiden trip'. Het gloednieuwe passagiersschip van de Noorse rederij Hurtigruten is op promotietoernee. Daarna vaart het deze zomer rond Groenland en vervolgens verlegt het zijn werkterrein naar Antarctica. Dit jaar zijn 29 dagen cruiseschepen te bewonderen aan de Wilhelminapier te Rotterdam. Dat is een nieuw record voor de Rotterdamse cruisehaven.



De **FRAM** op weg naar Rotterdam – Foto : Bert Bot ©

Vorig jaar verwachtte directrice Mai Elmar 25 scheepsdagen aan de Rotterdamse cruiseport, maar vanwege ongevallen werden het er uiteindelijk 21. Hoogtepunten zijn vooral in het najaar te bewonderen. Op 3 oktober arriveert de **Norwegian Gem**, een nieuw passagiersschip van Norwegian Cruise Line, in de haven voor zijn inauguratievaartocht. Op 12 december begeleidt de **Queen Elisabeth 2** het gloednieuwe zusterschip **Queen Victoria** op zijn 'maiden trip' naar de Rotterdamse haven. **MS Rotterdam** van de Holland America Line is deze zomer negen scheepsdagen in zijn thuishaven te bewonderen.

LOUIS BUYS OPERA

CYPRUS-based cruise operator Louis has bought a 1992-built ship from Sea Containers for US\$49m to replace the recently lost **Sea Diamond**. It has also chartered another vessel, expanding its total fleet to 14.

The newly acquired 25,611 gt **Opera** can carry 1278 passengers complies with US Coast Guard requirements and sanitation standards of USPH.

A statement says: "This new addition to the Louis fleet will operate 3 and 4 day cruises from the port of Piraeus for Louis Hellenic Cruises starting this coming July as **Sea Diamond's** replacement."

IT added: "Today's acquisition follows the charter of **MV Ruby** (ex **Ocean Countess**) that was announced yesterday. **MV Ruby** has been chartered from May 28th up until October 28th 2007 and will be replacing **Oceanic II** in the operation of the short cruise programme out of Piraeus until July. **MV Ruby** can carry 884 passengers in 410 cabins. From July onwards, she will be replaced by **MV Opera**. The charter forms part of Louis Hellenic Cruises' efforts for the smooth and uninterrupted provision of services to its passengers."

Once the **Opera** commences her cruise programme out of Piraeus in July the **Ruby** will be switched to other itineraries.



Cobelfrets newbuilding **PAULINE** 49,166/2006 seen at Greenwich London for the naming ceremony May 11th 2007

Photo : Ken Smith ©

BW Gas to double LNG fleet

BW Gas, the Oslo-based listed gas carrier company, forecasts that its fleet of both LNG and LPG carriers will grow briskly over the next few years. Managing director Jan-Haakon Pettersen told Fairplay the company's current fleet of 15 LNG carriers, newbuildings included, will grow to more than 30 vessels by 2012, again including newbuildings then on order. The LNG shipping business could be heading towards consolidation in the future and BW Gas "would like to be involved in it," Pettersen said. The anticipated fleet growth involves new orders to be placed by the company, second hand acquisitions and ships bought in corporate acquisitions. In the LPG sector, BW Gas operates a fleet of 85 vessels today and Pettersen said another 20 to 30 ships could be added to the fleet. The company is unlikely to increase its market share in this sector due to its size but the overall growth of the LPG business means that there will be "ample room" to grow the BW Gas fleet in the near future.

Costa Serena to be Christened May 19

Costa Crociere's new flagship will be christened on May 19 in Marseilles. The ship's godmother will be actress Marion Cotillard, while the master of ceremonies will be Gerard Holtz, a French television journalist. The young Chef Pascal Barbot, with three Michelin stars, in a joint effort with Italian Chef Ettore Bocchia, will whip up magical delicacies during the gala dinner for about 1,200 guests. Three major French stars will play the leading roles in the christening of the **Costa Serena**, the new flagship of Costa Crociere and Italian seafaring (114,000 dwt and a capacity of 3,780 passengers), undergoing the final fitting out stages at the Fincantieri shipyard in Genoa. Costa Crociere's new flagship will be the first cruiser to be christened in Marseilles. The official christening ceremony will be held in the city's port on the evening of 19 May 2007. The **Costa Serena's** godmother will be the beautiful French actress Marion Cotillard, a real talent in the French cinema world who's also stepping into the international limelight thanks to her leading role in the soon-to-be-released film "La vie en rose", dedicated to the life of Edith Piaf. According to tradition, she will cut the ribbon to break a bottle of champagne against the ship's hull. Then, to bring the ceremony to a close, the Marseilles Opera Chorus will seal this alliance between the Italian company and the French city with "symbolic" opera arias of the two countries. For this event, the master of ceremonies will be Gerard Holtz, one of France's most highly esteemed television journalists.



The **JAN STEEN** is at present working in Papua

Photo : Crew Jan Steen ©

Yang Ming Launch new PSW5 and Upgrade PNW Service

Yang Ming Marine Transport Corp. (Yang Ming) announced launching new PSW5 and upgrading PNW service in late of April 2007.

With the launch of PSW5 service, in which Yang Ming deploy five 1800 TEU vessels featuring dedicated service connecting North China and USWC, the Line provides the fastest 13-day Xingang (China) to Oakland (US), 11-day Pusan (Korea) to Oakland service in the market.

In addition, Yang Ming upgrade its PNW service by deploying five 4000 TEU class ships. The service offers the unique Yantian(China)/ Kaohsiung(Taiwan) to Portland(US) direct connection, and the most competitive 11-day Kaohsiung to Tacoma(US), 8-day Pusan to Tacoma service in the market. The new service also extends its coverage to Hong Kong/ Pusan and Canada Vancouver.

PSW5 new service route: Lianyungang - Qingdao - Xingang - Pusan - Oakland - Los Angeles - Lianyungang.

PNW upgraded service route: Hong Kong - Yantian - Kaohsiung -Pusan - Tacoma - Vancouver - Portland - Pusan - Hong Kong

Brostrom in Joint Acquisition of 2 Product Tankers

Brostrom and its partner Erik Thun has entered into agreements to acquire the two 7,100 dwt chemical and oil product tankers "**Marisp**" and "**Mareld**", built 2003 and 2004 respectively in Turkey.

The delivery of the vessels is going to take place during the period mid August to mid September. Both vessels have been commercially operated by Brostrom for over 2 years under the ownership of Rederi AB Vaderotank.

Brostrom and Erik Thun will own 50 % in each vessel.

MOVEMENTS

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Smit Tobago and the **Sandettiebank** assisiting the **Blue Star** in mooring at Cristobal.

Photo : Cor Fontaine ©



The tug **ABAIS I** seen operating in Rio Grande
Photo : Marcelo Vieira ©

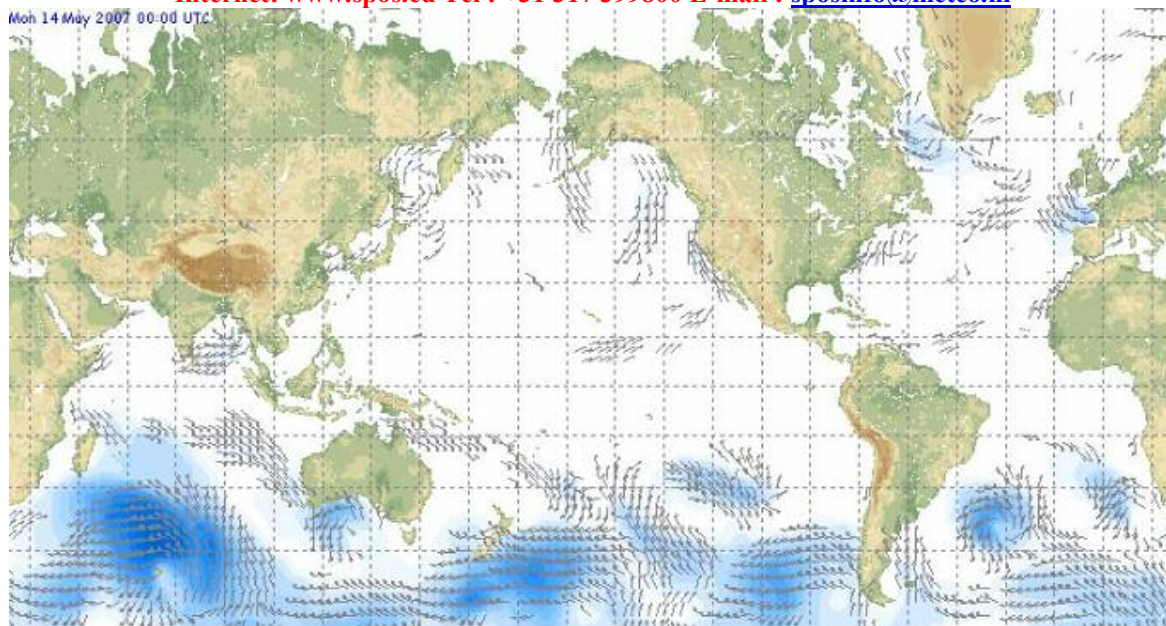
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.... PHOTO OF THE DAY

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The tugboat ballet in the **Port of Hamburg** during the **Hafengeburtstag 2007**
Photo's : Piet Sinke ©



With thanks to **FAIRPLAY Schleppdampfschiffs-Reederei Richard Borchard GmbH** and **Harms Bergung Transport & Heavylift GmbH & Co. KG** for their hospitality and to accommodate the editor of the newscippings onboard their tugs to be able to make the beautiful photo's during the **Hafengeburtstag 2007**

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