

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 125



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Yesterday the last container was lifted out of the MSC Napoli, the SMIT Salvage team removed in total 2199 containers from the ill-fated container vessel.

In front of the SMIT flag seen diver Kees Jongbloed who connected the last container to the crane to be lifted out of the MSC Napoli.

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EVENTS, INCIDENTS & OPERATIONS



The dredger **BARENT ZANEN** seen operating in the port of Felixstowe – Photo : Rick Vince ©

Grounded cruise ship refloated

All 248 passengers and 33 crew of the grounded cruise ship **Empress of the North** have returned safely to Juneau, according to the US Coast Guard. The ship had run aground at the south end of the Icy Strait. It was able to refloat and return to Juneau under its own power shortly after transferring all passengers and crew to the Alaska Marine Highway ferry vessel **Columbia**. The vessel was escorted to Auke Bay where Coast Guard marine inspectors surveyed

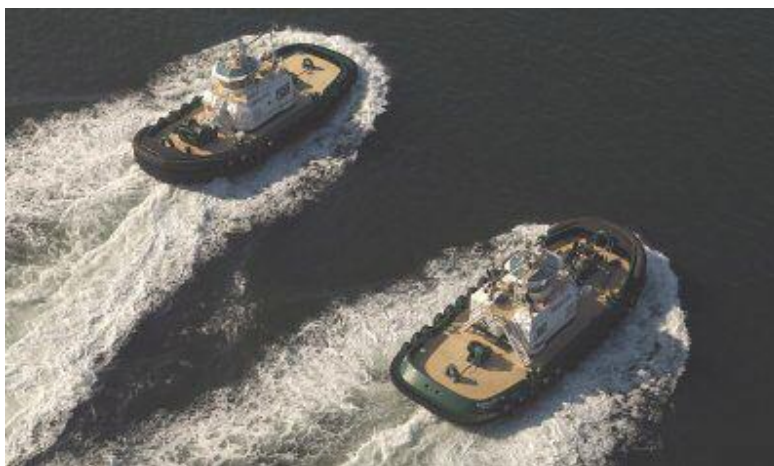
the damage. Apart from the Coast Guard, the National Transportation Safety Board (NTSB) will also investigate the incident. No injuries were reported. Several commercial vessels ranging from other cruise vessels to small fishing boats had responded to the Mayday call on Channel 16 and successfully evacuated passengers.

Hybrid tug boat will be clean and quiet

A US boat-builder is designing what it claims will be the "world's first true hybrid tug boat". Seattle-based Foss Maritime says that the vessel will emit significantly less nitrogen oxide, sulphur dioxide, carbon and particles than conventional tugs, as well as consuming less fuel and being much quieter.

The 5,000hp (3,73MW) vessel, which has received \$850,000 of funding from the Port of Los Angeles, will combine electric drives powered by two 500kW battery packs and two 250kW diesel generators.

Conventional tug boats spend up to half of their time idling with their main engines running and ready to respond, but not using much of the power they are producing. The hybrid tug's engines and generators will only run when full power is needed. At other times, the batteries alone will power the vessel.



Foss estimates that the hybrid tug will produce 40% less particles and nitrogen oxide than a standard Dolphin-class tug (shown above) on which it is based. The company hopes to put the first hybrid tug into service next year. It is designing the hybrid technology so that it can be retrofitted to existing tugs.

Last chance to say farewell to Lifeboat

Folk are being offered their last chance to get a close-up look at Barrow lifeboat on Saturday before it is replaced by its £2m successor.



The 20-year-old **James Bibby** is due to be replaced by a boat of the new Tamar class built by DML in Devonport.

It won't arrive until the turn of the year, but because work has to be done on the Roa Island lifeboat slipway, the **James Bibby** will be moored in the water inaccessible to the public from early June onwards and will never return to the lifeboat house.

The inshore boat will be stored at the Roa Island Boat Club and launched with the aid of a tractor until the boathouse work is complete. The Royal National Lifeboat Institution is holding its open day earlier in the year than usual at the lifeboat house between 10am and 4pm. Both the **James Bibby** and the inshore rescue boat **Spirit of Tamworth** will be in the boathouse on Saturday and members of the lifeboat crew will be on hand to show the public around.

The new Tamar boat is several feet longer, a bit wider and several knots faster than **James Bibby** and is reckoned to be one of the most advanced lifeboats in the world. Ron Nuttall, the operations manager for the Barrow lifeboat said: "Saturday will be the last chance for anybody to go aboard **James Bibby**."

In early June the main lifeboat will be moored in the Walney Channel outside the boathouse ready to respond to emergencies. Explaining the expensive work to be done by Agrilek on the boathouse Mr Nuttall said: "The **Tamar** has a different underwater profile so we are having to reprofile the slipway to match the new boat.

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The RNLI locally which is supported by the public and by a junior branch called Stormforce, is still deciding what to name the new boat, which has been supported by a number of sponsors. The first places to get the new boats was Tenby in South Wales and Longhope in the Orkneys and the RNLI reserve fleet. Barrow has had a lifeboat for more than 100 years and one of the predecessors of the **James Bibby**, the Herbert Leigh, is preserved outside the Dock Museum.



HAL's **VEENDAM** seen moored in Katakolon – Photo : Hjalmar Fontijn ©





The **SVITZER BIDSTON** seen operating in the port of Liverpool – Photo : Dan Cross ©

Somali pirates grab two Korean fishing boats

4 Koreans among 24 crewmen held in lawless waters off Africa

Two South Korean-owned fishing vessels were attacked by 12 armed men off the coast of Somalia and their crews kidnapped, the Foreign Ministry said yesterday.

Kim Bong-hyun, director general of the ministry's Overseas Koreans and Consular Affairs Bureau, said that a 24 crewmen, including four Koreans, were seized. Among those kidnapped was the captain of one vessel, Han Seok-ho, according to the ministry. Other crewmen are Chinese, Vietnamese, Indian and Indonesian.

The vessels were en route from the Kenyan port of Mombasa to Yemen. The ships, the Mavuno I and the Mavuno II, are registered in Tanzania but are owned by a Korean, according to Reuters. The ministry identified the owner as Ahn Hyeon-su. Kim said Ahn was on his way to Kenya to attend to the crisis.

An emergency task force headed by Vice Foreign Minister Kim Ho-young was formed yesterday while the ministry hoped to gain the cooperation of Somalian officials.

As of yesterday afternoon, there were no specific demands made by the pirates and no positive identification of them.

Somalia lies close to key shipping routes connecting the Red Sea with the Indian Ocean, where ships with valuable cargo must pass.

The country has had no effective government since 1991, with warlords battling Islamist insurgents for control. Its long coastline is also ideal for pirates to operate. Somali pirates are well-armed, with global positioning equipment and automatic weapons, according to the UN Monitoring Group on Somalia.

Last August, seven South Korean crewmen on a fishing vessel were released after being held captive by Somali pirates for 117 days along with 17 other crew members. The vessel was seized off the coast of Somalia in early April. The Associated Press reported that a ransom of \$800,000 was paid for their release.

Three Koreans kidnapped recently in Nigeria were released last week.

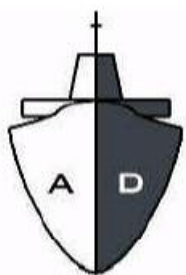


The **EMMA MAERSK** leaving from Rotterdam-Europoort bound for Bremerhaven as seen by the pilot
Photo : Rik van Marle ©

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Submarine a crowd puller at IMDEX Asia



The **HMAS Farncomb**, a submarine from Australia, is one of the most popular exhibits at the International Maritime Defence Exhibition (IMDEX) Asia. Like a giant whale in the ocean, it is a spectacular sight at the Changi Naval Base.

Weighing around 3,000 tonnes, the sub is close to 80 metres long. And the only way inside is through a tiny hole.

Besides having to get used to narrow passageways, the crew would almost never know the time unless they are lucky enough to peer through the periscope.

Commander Mark Hammond, **HMAS Farncomb**, said: "There are obviously clocks throughout the submarine but for some of the guys who work in the engineering spaces, they tell the time based on what meal is being served – whether its bacon and eggs for breakfast or a roast for lunch or curry for dinner."

And once in a while, the crew really know how to let loose.

Hammond said: "Between exercises, particular in home waters, you may be able to surface the submarine and set a BBQ on the top." Still, it can be quite hard to beat homesickness, despite a good entertainment system on board to watch movies or play cards.

S. Korea to develop 3,000-ton submarine

South Korea's defense ministry decided Wednesday to develop a class of 3,000-ton submarines using its own technology by 2018, and to build nine such subs by 2021.

In a defense project meeting presided over by Defense Minister Kim Jang-soo, attendees approved the investment of 2.5 trillion won (US\$2.7 billion) into the development of a 3,000-ton submarine by 2018 and the construction of eight more by 2021.

Royal Navy looks forward to northwest submarine launch

The Royal Navy is gearing up for the launch of its largest attack submarine, the **Astute**, at the BAE Systems shipyard in Barrow-in-Furness June 8th. BAE Systems, which is the prime contractor, is responsible for the design, build and initial in-service support of three 7,800 tonne vessels "Astute, Ambush and Artful" which are under construction in the northwest.

The **Astute**, which features improved communications and can operate in shallow waters, will be delivered to the Royal Navy in August 2008 and will be in service by the following January.

It will not need refuelling for 25 years and can produce oxygen and water indefinitely. It is designed to undertake a number of tasks including intelligence gathering, support of land forces and land attack using Tomahawk cruise missiles.

According to BAE systems, the design and construction of the **Astute** is "one of the most challenging engineering projects" and "compares with the space shuttle in complexity".

BAE systems, which is the largest defence company in Europe, has an annual research and development spend in excess of £1.2 billion. Last year, global sales topped £13.7 billion.

USS Helena Commanding Officer Relieved of Command

Commodore of Submarine Squadron 11, Capt. Paul N. Jaenichen, relieved the commanding officer of **USS Helena (SSN 725)**, Cmdr. William A. Schwalm, due to a loss of confidence in his ability to command May 16.

Cmdr. Daryl L. Caudle will serve as the temporary commanding officer of Helena. Caudle commanded the **USS Jefferson City (SSN 759)** and currently serves as the deputy commander for Submarine Squadron 11. Schwalm will be temporarily assigned to Navy Region Southwest.

Helena, the 37th submarine of the Los Angeles class, is assigned to Submarine Squadron 11 and homeported in San Diego. It is named for the city of **Helena, Montana**, and is the fourth U.S. ship to bear the name. **Helena** was commissioned July 11, 1987.

REGINA GAVE THE HURON HER FINAL SHOT



On May 14th, **HMCS REGINA** had the privilege to say good bye to the former **HMCS HURON** with a wonderful salute. After thirty years of service to the Canadian Navy, **HMCS HURON** was laid to rest in 2000m of water thirty miles west of Vancouver Island in the vicinity of the West Coast Firing Area. Today she was the target of gunnery has five Canadian ships and four American ships targeted her with their various guns.

REGINA was given the privileged to shoot a telemetric **Sea Sparrow Missile** at her, followed by several shots with the 57mm gun and the Close In Weapon System (CIWS). After two months of preparation by the combat department the day ended with success when the missile was successfully fired off and hit the former **HMCS HURON**.

HMS OCEAN IN DRUGS BURST

Plymouth-based Helicopter Carrier **HMS Ocean**, the Royal Navy's largest warship, has seized nearly half a tonne of cocaine during its current maritime security patrol in the Atlantic and Caribbean. Netting 12 bales of the drug, with a street value of around £28 million, this represents yet another significant victory in the war against drugs, which has seen the Royal Navy seizing over £1bn worth in the last 15 months alone.

Having detected a small aircraft flying over the sea, the ship despatched one of its Sea King aircraft fitted with state of the art surveillance radar to investigate. The helicopter, from 854 Naval Air Squadron based in Culdrose, Cornwall, tracked the aircraft and called in the support of a Merlin aircraft from the ship together with a US Customs and Border Protection aircraft.

Unaware that its activities were being closely monitored, the smugglers' aircraft dropped its cargo of drugs into the sea close to a waiting boat whose occupants started to drag the bales onboard. However, on seeing the aircraft the boat's occupants quickly threw the bales of cocaine into the water.

The boat was chased by the US Coast Guard whilst the drugs were guarded from above by the Merlin, of 700M Naval Air Squadron – also from Culdrose in Cornwall. Fearing that the drugs would later be recovered by more smugglers from the team, the Merlin crew set about recovering the bales of cocaine from the sea. The drugs were safely flown to **HMS Ocean**, where they were weighed in at 480 kilograms.

The ship has been on patrol in the Atlantic and Caribbean since March and, whilst this is the first capture of drugs, her crew have been busy working with both the US Coast Guard and other UK and US agencies, gathering intelligence.

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Commanding Officer, Captain Russ Harding said "This is excellent news, particularly as it bears all the hallmarks of good teamwork. My ship's company, assault squadron and air group, joined by US Coast Guard forces, have worked closely with one another to form a really tight unit aimed at taking drugs out of the hands of smugglers and dealers.

"This haul gives us confidence in the value of that teamwork, our people and the equipment which we are using and brings us much satisfaction in taking drugs off the streets. "We have colleagues across Defence delivering results every day worldwide, particularly in the Gulf and Afghanistan, and this gives us immense satisfaction knowing that what we are doing will make an immediate difference in its own way in the UK as well." He went on to add, "We now look forward to re-doubling our efforts in carrying out this vital maritime security work which remains a high priority for our Government and the Royal Navy."

Secretary of State for Defence Des Browne said "**HMS Ocean** has scored a real success against the drugs trade, which blights so many lives. Her crew deserve congratulations for their fast work and professionalism, which has kept millions of pounds worth of drugs off the streets. Scooping such a large haul is an impressive achievement"

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The tug **ALPHIOS** seen in Katakolon (Greece) – Photo : Hjalmar Fontijn ©

Star Cruises back in Southern firmament

Asia's leading cruise operator, Star Cruises, will be cruising in Australian waters this summer, a Star Cruises spokesman told Fairplay. He said the immense popularity of the company's 19,000gt **SuperStar Gemini** and the 'tremendous support and loyalty' it has in Australia, proved instrumental in the inauguration of the ship's summer service. Moreover, the summer period, which coincides with the Christmas and New Year holidays, presents a "favourable climate" for cruising in Australia, the spokesman added. Star had also looked into the possibility of introducing NCL-style 'homeland cruising' in Australia and has a vessel in mind for such itineraries. Star Cruises' popularity in Australia soared at the height of the SARS epidemic in 2003, when the company's **SuperStar Virgo** and **SuperStar Leo** attracted a sizeable following among Australia's cruising community. The 800-passenger SuperStar Gemini will depart on 18 November from Singapore and cruise to Australia, where it will be based for three months before returning to Singapore on 17 February, 2008.

City gets new £125,000 lifeboat

Wearsiders will soon be even safer in the sea and surf when the city gets a new £125,000 lifeboat at the Sunderland's RNLI station.

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Crews say the new Atlantic 85 inshore boat – named **The Wolseley** after the firm which sponsors it – will be larger, faster and better equipped than the existing Atlantic 75 it will replace.

Paul Nicholson, senior helmsman at Sunderland lifeboat station, said: "All our volunteer crew members are thrilled to be receiving this newly-developed class of lifeboat which will enable us to carry out our life-saving work as safely and effectively as possible."

The new boat comes after the Sunderland RNLI station – the oldest operational station in Britain – received more calls for assistance than any other in the North East over the past two years.

The Wolseley, built at the RNLI's own centre at East Cowes on the Isle of Wight, will have space for a fourth crew member. It will also come fitted with radar and direction-finding equipment to allow crews to operate more effectively in reduced visibility.



Eleven lifeboatmen from the Sunderland station have already successfully completed a radar and electronic navigation course at one of the RNLI's specialist mobile training units at Sunderland Marina. Mr Nicholson said: "As our existing lifeboat was not equipped with radar, it was essential to provide our crews with the necessary training and qualifications to allow them to operate the equipment on the new lifeboat effectively."

Lifeboatmen will have further training to familiarize them with the boat after it arrives on Friday before the vessel enters service on May 22. The cash for the vessel was donated by **Wolseley UK**, one of the country's largest building and plumbing suppliers, after a fundraising campaign.

Wolseley's managing director, Nigel Sibley, said: "We are delighted to have been able to support such a worthy cause and look forward to the new lifeboat going on station. "Thanks are due to the generous support of our customers, staff and suppliers in reaching this target."

The company reached its fund-raising goal after encouraging staff, customers and suppliers to support the RNLI.

Sunderland's existing Atlantic 75 lifeboat, **Jack and Joyce Burcombe**, is expected to join the RNLI's relief fleet after the arrival of **The Wolseley**.



The **STENA HOLLANDICA** seen departing from Hoek van Holland whilst the **STENA BRITANNICA** is seen inward bound from Harwich for the Stena terminal in Hoek van Holland.

Photo : Rob de Visser ©

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A busy port in Barcelona – Photo : Patrick van der Linden ©

The Peregrino oil field development plan approved in record time

The Plan of Development (PoD) for the **Peregrino field** was submitted to the Agencia Nacional do Petroleo (ANP) in Rio de Janeiro at the end of March and was approved slightly more than a month later.

Harald Eliassen, head of planning, Peregrino project, "This is a very positive step forward in the development of the field," says Harald Eliassen, head of planning, Peregrino project. "We are very happy with the quick response by the Brazilian authorities. The team from Hydro and Anadarko has created a solid foundation for the development, and we are poised to move forward on this significant project, which is Hydro's first in the Brazilian oil sector," says Eliassen.

The field will be developed with a floating production, storage and off-loading vessel (FPSO), two drilling platforms, 30 production wells and seven water-injection wells. The partnership has already entered into an agreement with Maersk Contractors for rental and operation of the FPSO, and with Kiewit offshore Services Ltd., Texas, for the supply of two drilling platforms. An agreement has also been reached with Subsea 7 for the engineering, procurement, construction and installation of the pipelines connecting the platforms to the ship.

The **Peregrino field** is located about 85 kilometers offshore Brazil at a water depth of approximately 100 meters. The recoverable reserves are estimated at between 300 and 600 million barrels of heavy oil. A delineation well is currently being drilled in the south-west extension of the field.



The **SWAN** seen in Rotterdam-Caland canal – Photo : Jan Oosterboer ©

Ferry collision: Captain is suspended

HD FERRIES have suspended one of their captains after a collision with a Condor ferry on Friday morning. Marine accident investigators are looking into the incident in which the HD Ferries vessel clipped a Condor vessel as the HD was manoeuvring from the layby berth to the main berth.

Neither ship was damaged in the collision, and no one was hurt. HD Ferries managing director Chris Howe-Davies said that the full story was not clear, but the company's vessel had slipped sideways while manoeuvring and hit the rival operator's ship. 'We have suspended the master pending the investigation, which is normal procedure,' he said.

'It happened on Friday morning, and no one was on the ship. This is why passengers on Friday were delayed - the weather delay happened first, and then, as the ship was moving from one berth to the other, there was the collision.

'The investigation should be completed by the end of the week.'



The **PRIMROSE** seen in the port of Oostend – Photo : Fred Claessen ©



Number 2199, the last container seen getting lifted out of the **MSC Napoli** by the **SMIT** Salvage team

Wärtsilä Opens New Training Center in Korea

Wärtsilä Land & Sea Academy (WLSA) opened a new training center in Jisa, near Pusan in South Korea. The new training center supports the growing use of Wärtsilä engines and propulsion equipment in ships built in Korea. Korean engine builders are leading manufacturers of Wärtsilä RT-flex low-speed engines under licence. Wärtsilä and Hyundai have formed a joint venture company named Wärtsilä Hyundai Engine Company Ltd to manufacture Wärtsilä 50DF dual-fuel medium speed engines to power large LNG carriers. Korean shipyards are taking more than 80% of the world market for LNG carriers.

The new WLSA center is purpose-built to provide training primarily for Wärtsilä RT-flex low-speed engines and Wärtsilä 50DF medium-speed engines for customers' engineers, shipyard staff, the licensed manufacturers and classification society surveyors.

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The WLSA center has premises with a total enclosed area of 1700 m², of which the workshops cover 1400 m² and the offices and lecture rooms cover 300 m². Initially the training center will employ seven to eight persons. When fully operational early in 2008, the centre will be able to train some 500 to 600 people a year.

In addition to providing practical and theoretical training for Wärtsilä RT-flex, 50DF, Vasa 32 and 20 engine types, the WLSA centre includes workshops for mechanical work, non-destructive inspection and welding to upgrade engineers' practical skills. The WLSA Korean training centers is one in a series of major training centers built for global coverage of training and competence management services in the marine and power plant industries. Others are located at Fort Lauderdale, Florida; Turku, Finland; Trieste, Italy; Winterthur, Switzerland; Gothenburg, Sweden; Zwolle and Drunen, The Netherlands; Khopoli, India; and Subic Bay in the Philippines.

Further focus on core activities: SMIT sells inland river operation Gabon



In line with SMIT's strive to focus on its core activities SMIT announces that it has sold its inland river operation in Gabon to Ortec Marine.

The sale involves 7 tugs and 7 barges. The personnel engaged in this operation will continue their employment with Ortec Marine. Concurrent with its strategy SMIT retains its terminal operation in Gabon.

Left : the **MIMONGO II** one of the river pushertugs operated by **SMIT Gabon**.

Photo : Piet Sinke ©

MOVEMENTS

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The **7-SEAS** seen during a pitch stop in Scheveningen on her way to her next assignment

Photo : Dirk Klok – Rederij Groen ©



The latest addition to the MSC fleet is the **MSC BELEARES** seen above during here maiden voyage to Antwerp

Photo : Jaap Janse ©



The **MSC MATHILDE** seen at the Westerscheldt River

Photo : Gilles Bronke ©

AIRCRAFT / AIRPORT NEWS

Groep wil Martinair kopen

Een groep Nederlandse investeerders, reis- en luchtvaartexperts is onder de codenaam **Daedalus** in gesprek over de overname van Martinair.

Martinair is van Air France KLM (50%) en Maersk (50%). De beide aandeelhouders, waarvan Maersk al lang afwil van het Martinair belang, onderzoeken al wekenlang de toekomstmogelijkheden van de maatschappij, die ondanks herstel van de luchtvaartsector in de rode cijfers is gedoken.

Voor een overname van Martinair wordt uitgegaan van twee scenario's. Het betreft een complete overname, passage en vracht of uitsluitend de passage.

De tweede mogelijkheid speelt nadrukkelijk in op de wens bij Air France KLM om de lucratieve vrachtoperaties te integreren in de Air France KLM cargodivisie, mits de EU autoriteiten toestemming verlenen.

Mocht de EU niet akkoord gaan, dan kan de maatschappij in dat geval ook in zijn geheel overgaan in de Nederlandse handen, een garantie dat geen lastige buitenlandse concurrent van Air France KLM op Schiphol wordt binnengehaald.

Officials van AF KLM en Maersk zijn al geruime tijd in overleg met de initiatiefnemers voor de overname van Martinair.

Het initiatief, dat breed steun krijgt van financiële, reis- en luchtvaartexperts, wordt geleid door financieel luchtvaartadviseur Ruud Jansen uit Heemstede en voormalig directiesecretaris en financieel adviseur van Martinair.

De groep die Martinair van "binnen en buiten" kent heeft de steun van zowel Nederlands (bank) kapitaal als een grote Nederlandse reisorganisatie met belangen bij een onafhankelijke luchtvaartmaatschappij naast KLM met dochtermaatschappij (100%) Transavia.com. "Ons initiatief kan Martinair terugbrengen als een zelfstandige en puur Nederlandse onderneming. Het kan bovendien weer een gezonde, dynamische toekomst bieden", bevestigt Ruud Jansen.

De initiatiefnemers, die hun project "Daedalus" hebben genoemd, willen in het belang van Martinair liever nog niet verder reageren op de jongste ontwikkelingen. "Dat het de hoogste tijd is dat er wat gebeurt bij Martinair, is iets dat verder geen uitleg behoeft. De aanhoudend slechte resultaten spreken wat dat betreft voor zich", aldus de initiatiefnemers.

De KLM stoelendans, die de Air France top met het weren van KLM topmanagers uit het Air France KLM bestuur afdwingt, treft tegelijkertijd ook de onzekere situatie bij Martinair. President directeur Arie Verberk van Martinair moet, volgens KLM officials, al dit najaar, een half jaar voor zijn pensionering, het veld ruimen om plaats te maken voor een opvolger, die betere resultaten moet brengen.

Martinair directiewoordvoerder Erik van Doeselaar noemt dat "onzin" na ruggespraak met de topman, die met vakantie op het eiland Sicilië verblijft. De commercieel directeur van de KLM, Paul Gregorowitsch, is gevraagd als nieuwe president directeur bij Martinair, verzekeren diverse bronnen bij KLM. Intern is dat feit ook bij Martinair bekend. De KLM-er zelf zwijgt over zijn positie, die is ontstaan door zijn blokkade in het Air France KLM bestuur.

De Air France leiding krijgt met het afhouden van vooraanstaande KLM-ers langzaam meer grip op de Koninklijke, waar het compleet verraste management nu voor een groot deel op de schop gaat. Martinair lijkt nu ook als parkeerhaven te zijn gekozen. De KLM presenteert vanochtend de nieuwe bestuursstructuur, het zogenaamde harkmodel met onder de directie divisie-managers.

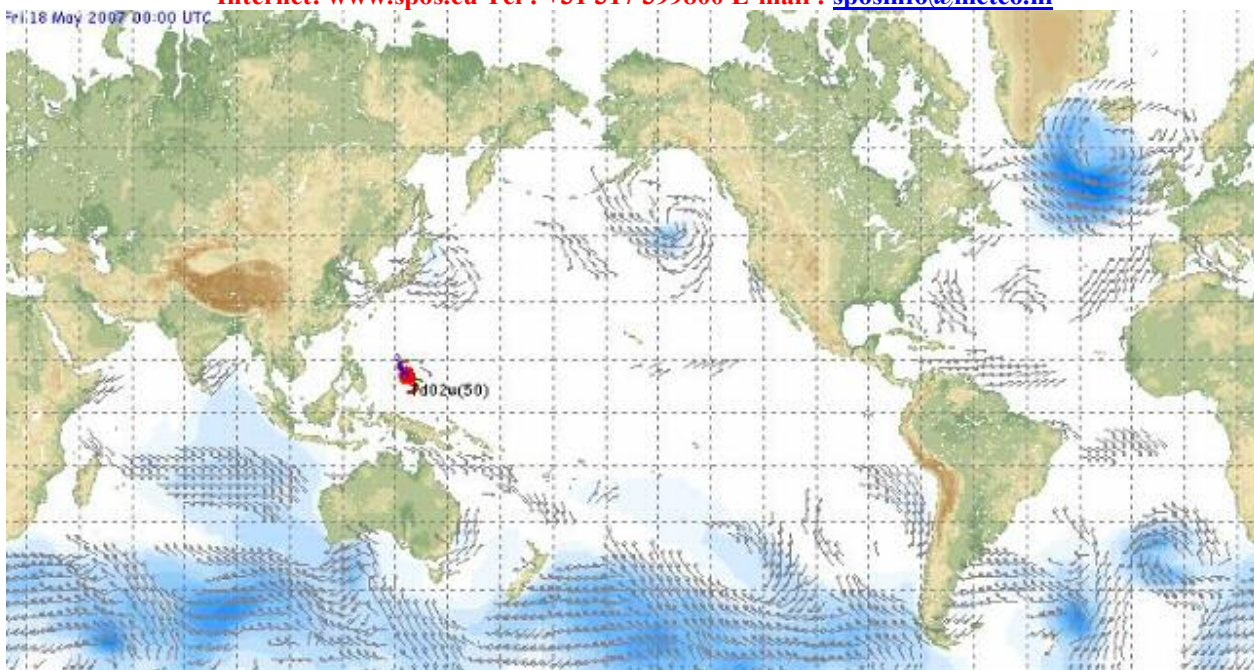
De Franse leiding van de luchtvaartcombinatie wil dat pas 21 mei mededelingen worden gedaan over de namen die horen bij de uitgelekte stoelendans, waarvoor de KLM Ondernemingsraad formeel al om goedkeuring is gevraagd.

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



The **MSC ROSSELLA** seen enroute Antwerp passing the outward bound **MSC CHRISTINA** at Walsorden (Westerscheldt River) - **Photo : Richard Wisse ©**

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