

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 129



Number 129 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Tuesday 22-05-2007**

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

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NCL's Norwegian Sun docked at Canada Place, Vancouver, B.C.

Photo : Gerard van Hilten ©

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CORRECTION

In yesterdays newsclippings a photo was used of the re-floated **Mighty Servant 3**, this picture was made by Capt Paul Voisin (LOC) instead of the Smit Orca crew as mentioned in the caption underneath the picture.

EVENTS, INCIDENTS & OPERATIONS



The **SAGA RUBY** seen departing from Amsterdam
Photo : Joep van Dam ©

Cork: 6 people rescued from inflatable boat

Six people have been rescued from an inflatable boat in Castletownbere harbour in west Cork.

The Irish coastguard had been notified by a member of the public that six people had been seen paddling out of the harbour on an inflatable tube 'banana' boat.

The Castletownbere Lifeboat was immediately alerted and went to investigate. The six people on board the inflatable boat told the coastguards that they were paddling to Bere Island.

All six were brought to Castletownbere Pier where they were met by local Gardaí.

FAIRMOUNT EXPEDITION NAMED IN NIIGATA



Above seen the name giving ceremony of the "**Fairmount Expedition**" on 21-05-2007 at Niigata Ship and repair yard, Niigata Japan.

Photo's : Fairmount Marine ©



The godmother of the new **FAIRMOUNT EXPEDITION** **Guilliana de Heer**.

Virus hits Coastal Voyage ship

Scores of passengers on board one of the ships that plies the coast to northern Norway have been struck by what officials are calling a stomach virus. Passengers got sick on board the Hurtigruten vessel **Midnattsol**. Illness first broke out on board the vessel **Midnattsol** when it sailed from Trondheim four days ago. On Saturday, around 50 of the 600 passengers on board were reported to be suffering from diarrhea and vomiting.

"There are now 100 persons on board who are sick," Ragnar Norum of the Coastal Voyage line known as Hurtigruten told news bureau NTB on Monday morning. Food and health authorities evaluated the situation on board the ship, but were initially unable to pinpoint the cause of the illness, believed to be an airborne virus. Cleaning routines have been

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sharpened, officials said, especially hygiene in lavatories and bathrooms. The stomach ailment is said to last around 24 hours.

The fleet of Coastal Voyage vessels is entering its high season in Norway. The **Midnattsol** was due to arrive in Kirkenes on Monday, with 200 new passengers coming on board before the vessel turns and starts its voyage south to Bergen again. Torkild Torkildsen of Hurtigruten told Aftenposten.no that since the virus is airborne, it wasn't tied to the food on board. "It's such a tight community on board that infections can spread quickly," he said. "It's gone from person to person."

News of the on-board illness comes just as the Hurtigruten line was introducing the newest member of its fleet. The **Fram**, christened by Crown Princess Mette-Marit on Saturday and designed for Arctic waters, will offer new cruises to Greenland and itineraries from the North Pole to the South Pole.

Cutty Sark Fire Described as Tragic



Jonathan Griffin, Director of the National Maritime Museum Cornwall, described this morning's fire on the **Cutty Sark** as "tragic." He continues: "The news of the damage to the **Cutty Sark** this morning is obviously tragic. She is an iconic symbol of our great maritime trading past."



From what we hear, it seems that a large part of the famous ship has been destroyed by fire although we hear encouraging news that around 50% of the fabric was off site at the time. The **Cutty Sark** was moored in Falmouth between 1922 and 1938 and was restored here by Captain Dowman, becoming a well-known local landmark. She then became a sail-training ship, coming and going from the port, until in 1954 she made her last voyage to dry dock in Greenwich.

Photo left : Dirk Kleijn ©

The condition of her ironwork and woodwork had been deteriorating in recent years and a major conservation program was under way. It was for this reason that much of the fabric was off site. We will have to wait until a full assessment has been done by the conservators to work out what happens next. She has survived before and we must hope that she will survive again to bring pleasure to future generations. She is 138 years old: not bad for a ship which was originally expected to last for only 30 years."



Final report on Egypt's sinking ferry holds Maritime Authority guilty

Responsibility for the sinking of **Al-Salam 98** Ferry that claimed the lives of more than 1,000 Egyptians last year, is shared by both the Egyptian Authority for Maritime Safety (EAFMS) and the owner company, a report said on Sunday. The final report by a fact finding parliamentary committee charged EAFMAS with negligence for not applying the rules and regulations provided for by the relevant world conventions and treaties on passenger safety. Carrying over 1,400 people, **Al-Salam 98** sank on the way from the Saudi port of Dheba to the Egyptian Safaga port across the Red Sea in February, 2006. The committee, chaired by head of the Transportation and Communications Committee at the Egyptian People's Assembly (lower House of Parliament), said negligence was manifested in not identifying the exact number of passengers the ferry should have carried or the rescue equipment that should have been subjected to regular inspection.

The report, to be discussed by the People's Assembly on Monday said the owner company, Al-Salam, did not comply with the management methods provided for by the Maritime Commercial Law, the Ship Safety Law and other acknowledged international safety regulations. According to the report, using the ferry violated the provisions of several international conventions and treaties that regulate maritime transport of passengers. The ship had sailed regularly for long years between Egyptian and Saudi ports at the time it raised a Panama flag to evade the Egyptian maritime safety and security measures, the report said. In addition, the official capacity of the ferry was 1168 passengers but that day it carried 1416, that is 249 more, a matter that made it too hard for the crew and passengers to move freely when it began to sink and consequently made things worse for a rescue.

SOMALI PIRATES KILL SECURITY GUARD

A security guard was killed by Somali pirates on Saturday when he was protecting a UN World Food Programme ship. The **Victoria** had discharged 4,000 tonnes of food at Merka, south of Mogadishu and about 60 miles out when attacked.

The ship's Merka agent sent out two boats with security guards to assist the ship and one guard was killed in the ensuing fire fight. The attack has prompted an appeal for help from WFP Executive Director Josette Sheeran who said: "We urge key nations to do their utmost to address this plague of piracy, which is now threatening our ability to feed 1 million Somalis."

She added: "This attack underscores the growing problem of piracy off Somalia which, if unresolved, will sever the main artery of food assistance to the country and to the people who rely on it for their survival. Unless action is taken now, not only will our supply lines be cut, but also those of other aid agencies working in various parts of Somalia."

Another general cargo ship is currently being held by pirates and also two fishing vessels which were hijacked some 200 miles off the coast. A spokesman for the ICC International Maritime Bureau reiterated his agency's warning to shipping not calling at Somali ports to stay "as far away as possible" from the Somali coast. He said ships should raise the alarm as soon as they noticed anything suspicious. The IMB Kuala Lumpur-based Piracy Centre maintained a 24-hour watch and passes on reports of incidents to the Coalition Forces which operate warships in the area.

Greek tanker off ground but severely damaged

The Greek tanker **Minerva Concert** got almost a whole week on the sea bottom at the Hatter Barn in Great Belt. It came off the ground last Friday, May 18, after a lightering operation, where some 12,000 tonnes of the cargo of crude oil was transferred in a ship-to-ship transfer to the Swedish tanker **Bro Sincero**. Shortly afterwards a fleet of tugs managed to take the tanker off the ground and later towed it to Kalundborg fjord. The following diver inspection showed great damages. The Greek owner and the underwriters decided to discharge the tanker and sail for a repair yard. The 105,000 DWT tanker had two Danish pilots when the grounding took place on the way from Fredericia to Rotterdam. An investigation group from the Danish Maritime Authorities will now look into the incident.

Chinese Container Ship Jinsung Arrived in Port Later than Expected

It has belatedly become known that the Chinese container ship **Jinsung** arrived at Liaoning, Dalian Port, seven to nine hours later than expected after its collision with the Korean ship **Golden Rose** on May 12.

The **Jinsung** entered the port at 2:40 p.m. on May 12, China's state-owned news agency Xinhua reported. This is a different story from the announcement by the Chinese government stating that the ship sailed without being aware of crashing into the **Golden Rose** to arrive at nearby Yantai City. If it has sailed without knowledge of the collision, which took place at 03:08 a.m. (Chinese time), it should have entered the port at six to seven in the morning.

To discover the whereabouts of **Jinsung** during the hours is therefore crucial in finding the truth about the accident. Prior to Xinhua's news, China's marine search team under the Chinese Ministry of Transportation reported that the **Jinsung** did not take any measures after the accident took place, kept sailing to enter the port. Meanwhile, Korea and China began searching for the missing crew of Golden Rose, which was found submerged around a spot 38 miles southeast of Dalian on May 20. The Korean Marine Police Administration said that the search resumed right after a civil rescue ship arrived at the spot where the accident occurred. Korean and Chinese authorities also started investigating the insides of the sunken ship Golden Rose resting in 38 meters of water. Their search was initiated at a steering house with divers.

CASUALTY REPORTING

27 injured as huge wave batters ferry



Twenty-seven people were injured when a high-speed ferry was pounded by a huge wave off Kanagawa Prefecture on Saturday afternoon, the Japan Coast Guard said.

Water poured in through two windows at the bow of the ferry that were smashed by the wave at 5:05 p.m. when the vessel was about 13 kilometers south of Jogashima island in Miura, in the same prefecture, according to the Yokosuka Coast Guard Office.

The 279-ton hydrofoil ferry operated by Tokai Kisen Co. arrived in Kurihama Port in Yokosuka, in the prefecture, at 5:55 p.m. Twenty-three passengers were taken to hospital for minor injuries to their faces and legs, and four received medical treatment at the port. According to the

office, the Seven Island Ai ferry had 207 passengers and five crew on board, and was cruising at 40 knots from Izu-Oshima island to Kurihama Port. The smashed windows measured 90 centimeters by 90 centimeters. Water gushed into the first-floor cabin, and was up to knee-high deep. All the passengers were told to wear life jackets.

BUNGA RAYA SATU BROKE FREE AND GROUNDED



The container ship "**Bunga Raya Satu**" broke free from its berth and ran aground on the opposite side of the container basin during last Saturday due a heavy storm over the port of Cape Town.

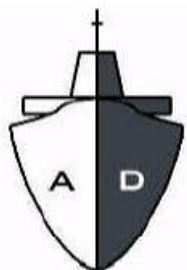


Photo's : Glenn Kasner ©

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The French **P 671 GLAIVE** visited Newcastle
Photo : Kevin Blair ©

First Protector ship, HMNZS Canterbury, arrives June



Defence Minister Phil Goff announced that the first of the Navy's seven new **Project Protector Ships**, the multi-role vessel **Canterbury**, will arrive in New Zealand on 28 June.

"There are three key steps prior to **Canterbury** beginning working life at the Devonport Naval Base; acceptance, commissioning and arrival in its homeport and the dates for these events can now be confirmed", said Mr Goff.

"The acceptance of the vessel by the Ministry of Defence from the shipbuilders and the subsequent hand over to the Royal New Zealand Navy will take place in Melbourne on Thursday May 31, when Defence Secretary John McKinnon will formally accept the ship from Tenix on behalf of the government.

"On Tuesday June 12 the vessel will be commissioned into the Royal New Zealand Navy and formally become **HMNZS Canterbury**. The crew will then finalise preparations ahead of the ship's departure from Melbourne for New Zealand.

"**HMNZS Canterbury** will arrive at its home port of Lyttleton on Thursday 28 June. She will remain alongside for four days during which a variety of welcome events will be held, including an open day for the public and the ship's company parading through Christchurch to accept the freedom of the city.

"From Lyttleton **HMNZS Canterbury** will sail to Timaru for a brief visit between 4 – 6 July before heading to the Devonport Naval Base where it will be based.

"Planning for the arrival of **HMNZS Canterbury** is already underway and a detailed activity schedule for the port visits will be released by the Navy nearer to the date of each event", said Mr Goff.

HMS Southampton heading for Falklands and S. Atlantic patrol

The venerable destroyer **HMS Southampton** is in the early stages of a lengthy South Atlantic deployment where she'll take over from her sister **HMS Edinburgh** which has spent much of this year on duty in and around the Falkland Islands.

HMS Southampton departed Portsmouth towards the end of April and will be away for eight months. Her journey south has taken her first to the Cape Verde Islands, then to the waters off Suriname where she met **RFA Wave Ruler** for a replenishment at sea. Later she sailed to Bridgetown, Barbados.

The Type 42, destroyer visited the Caribbean as part of the UK's continuing commitment to the defense and security of UK Overseas Territories and counter narcotics smuggling operations in the region. In February 2006 she seized cocaine with a street value of £350 million from the merchant vessel **MV Rampage**. Before heading out into the Atlantic the destroyer hosted naval author Julian Stockwin – the man behind the Kydd series of novels – and his wife Kathy for passage from Plymouth to Portsmouth.

Mr Stockwin chatted to sailors about the life and deeds of their Nelsonian forebears – the heroes of his novels – and pointed to the many of the similarities between the RN of 1805 and 2007, such as the divisional system and watch keeping, as well as a few of the landmarks around Portsmouth used as navigational aids. At the end of his visit, the author presented Southampton's CO, Commander Richard Morris, with a section of rope from the 18th-Century **HMS Invincible** which was lost in the eastern Solent in 1758. **HMS Southampton** is due home in December.

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Daewoo gets \$1 billion box ship order

Korea's Daewoo Shipbuilding & Marine Engineering Co., the world's third-largest shipbuilder, says that it recently won orders worth \$1.1 billion to build 12 containerships.

The deals with two German companies call for Daewoo Shipbuilding to deliver the vessels by June 2010.

So far this year, the shipbuilder has won orders worth \$6.04 billion to build 48 vessels, including 17 containerships.

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2 passengerliners, **GRAND MISTRAL** and the **MSC SINFONIA** seen departing from Malta

Photo : Lawrence Dalli ©

Celebrity Cruises Orders Fourth Solstice-Class Ship

The stars aligned for Celebrity Cruises today, as the line confirmed its order for a fourth **Solstice-class** cruise ship. The new vessel will enter service in Fall 2011, following sister ships **Celebrity Solstice** in Fall 2008, **Celebrity Equinox** in Summer 2009, and **Celebrity Eclipse** in Summer 2010, bringing Celebrity's total fleet to 11 ships. The contract is contingent on the completion of customary financing. Like its sister ships, Celebrity's fourth Solstice-class liner will have larger standard staterooms, 90 percent of which will be outside, and 85 percent of all staterooms will have verandas. The 2,850-guest vessels will have an exceptional range of guest-inspired services and amenities, and will measure 1,033 feet in length and 121 feet in width. German shipbuilder Meyer Werft will build the 122,000-ton ship.

MSC, Conbulk buy three upgraded 2,680 TEU ships from Maersk

French-owned MSC and Greek-owned Conbulk have bought three upgraded 2,680-TEU ships from Maersk Line (USA), according to AXSLiner News.

MSC has taken the **Sea-Land Independence** and the **Sea-Land Defender**, while Conbulk took the **Sea-Land Explorer**, which had been under long-term charter to MSC.

They belong to a series of 12 vessels ordered in Japan in 1978 by Sea-Land Service as 1,667-TEU vessels but then enlarged in 1985 to take on 2,472 TEU. Further capacity was raised so the deck could take on another 200 TEU.

Most of these ships are owned by US banks and Maersk Line (USA), or its parent AP Moller, which bought Sea-Land Service in 1999. The old Sea-Land ships were most recently deployed on regional relay services in East Africa, before which they were on intercontinental services.



Svitzerkapiteins en werktuigkundigen scoren uitstekend bij diploma-uitreiking

Op maandag 14 en woensdag 16 mei kregen in totaal 27 sleepbootkapiteins en werktuigkundigen bij de Maritieme Academie in IJmuiden het diploma Stuurman Werktuigkundige Kleine Schepen (SWK) uitgereikt. Dit resultaat bereikten ze na het volgen van een tweejarige deeltijdopleiding naast hun reguliere werk op de sleepboten van Svitzer Amsterdam. Concreet betekende dit één theoriedag per week op maandag of woensdag, afhankelijk van hun dienstroosters en verder veel zelfstudie. In januari 2005 zijn 39 kapiteins en werktuigkundigen begonnen met de opleiding. Een jaar later behaalden 36 van hen het diploma Schipper Machinist Beperkt Werkgebied (SMBW), waardoor ze volledig bevoegd werden volgens de huidige regelgeving om te varen op vaartuigen tot 500 GT en een voortstuwingsvermogen van minder dan 3000 kW in de binnenwateren en op zee tot 30 mijl buiten de kust. Van deze groep zijn 33 medewerkers door gegaan om hun SWK-diploma te behalen voor zeegaande schepen van maximaal 3000 GT en op alle aannemersmateriaal.

Van de groep moeten nu nog vijf cursisten een enkel herexamen doen voor vakken als brandblussing en Marcom Engels, wat in de scheepvaart nu eenmaal essentieel is voor de communicatie. "Een uitstekend resultaat, zeker wanneer je in aanmerking neemt dat de cursisten een leeftijd hadden van 30 tot 60 jaar", stelt ing. Arjan Nieuwenhuizen, accountmanager Nova Contract Opleiding & Training. De Maritieme Academie maakt deel uit van het ROC Nova College. "De exameneisen zijn dezelfde als voor jongere studenten in het maritieme onderwijs. De cursus werd echter geheel aangepast aan de wensen van Svitzer Amsterdam, omdat het ging om varende personeel dat al lang en soms zelfs tientallen jaren op sleepboten vaart. Het betrof vooral theorietraining, aansluitend op hun praktijkervaring. Zomaar een voorbeeld: onderdeel van hun opleiding vormde ook scheepsbouwkennis en stabiliteitsleer. De tekens op een schip, waar met een duwsleper tegen de scheepshuid mag worden geduwd, waren algemeen bekend maar niet wat dit betekent voor de scheepsconstructie".



Foto : Peter Maanders ©

De beslissing om collectief de bemanningen de SMBW- en SWK-opleiding te laten volgen kwam voort uit de verscherping van de competentieregels, die de Inspectie van Verkeer en Waterstaat stelt. In het verleden telden ervaringseisen zwaarder dan diploma's om als sleepbootkapitein of werktuigkundige te gaan varen in het Noordzeekanaalgebied. In 2004 is de beslissing genomen bij de toenmalige Svitzer Wijsmuller dat alle kapiteins en werktuigkundigen op termijn de daarvoor geldende diploma's moesten halen, voor zover ze die al niet hadden. Peter Maanders, commercieel manager van Svitzer Amsterdam, benadrukte het goede resultaat dat zijn medewerkers hadden behaald. Het is geen sinecure om vele jaren nadat ze de schooldeur achter zich hadden gesloten, weer zo serieus aan de studie te gaan. En dat mede dankzij hun partners, waarvan de meesten bij de diploma-uitreiking aanwezig waren. Dat compliment gold ook voor het tiental docenten dat er voor zorgde dat de cursisten 'bij de les' bleven. Tot de gediplomeerden behoorde ook Marcel van Peenen van de IJmuidense Sleepdienst Iskes die naast de uitvoering van zeesleepwerk, ook samenwerkt met Svitzer Amsterdam en daarbij dezelfde eisen stelt aan de opleidingen van de bemanningen. Na de diploma-uitreiking kreeg iedere gediplomeerde als cadeautje een luxe bureauset, een fraai boeket voor hun partners en een zoen van HR-manager Angelique van Hoorn van Svitzer Amsterdam.

Rolls-Royce waterjets favoured for fast ferries

Rolls-Royce waterjets will propel a series of ten catamaran ferries for a Hong Kong - Macau link. Venetian Marketing Services Ltd (VMSL) has ordered ten fast catamarans to provide a luxury ferry service between Hong Kong locations and the new Pac On terminal being built by the Macau government to serve the Cotai Strip in Macau. The ferries are designed by Austal and will be built at their yard in Western Australia, with a very tight delivery schedule in 2007 and 2008. They will be called **The Cotai Strip Waterjet fleet**.

Each of the ferries will carry up to 411 passengers. Accommodation will be on two decks, with overhead lockers for hand baggage and storage for heavier luggage. There will be on-board hotel check-in to make life easier for visitors to the Cotai Strip and the new hotel that Venetian is to open this year.

To provide these 47.5m catamarans with their 42 knot service speed, each vessel is to have four main engines rated at 2,320kW, coupled through gearboxes to four Rolls-Royce Kamewa 63 SII waterjets. These waters are home to some of the world's most intensive fast ferry routes and Austal has already contributed 36 fast catamarans to the region, all propelled by Rolls-Royce waterjets.

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In addition to the ten vessels for Venetian, even more are to follow. Austal has won a contract to build two 47.5m catamarans for New World First Ferry Services (Macau) to operate between Macau and Tsim Sha Tsui in Hong Kong. When they go into service in 2008 they will each provide comfortable transport for 418 passengers at more than 42 knots. They follow five earlier Austal catamarans for the same owner, and they are to be built at a shipyard in Tasmania that was recently acquired by Austal. Four Kamewa 63 SII waterjets will be fitted per vessel, each driven by its own diesel engine for a total installed power of 9,280kW.

In America, the first of two large fast ferries has been launched at Austal's US yard in Mobile, Alabama. The 106m long high speed catamaran passenger vehicle ferry is for Hawaiian Superferry. On completion, it will establish a new service connecting Honolulu to Maui and Kauai and Honolulu to Big Island, with a transit time of about three and four hours respectively.

Continuing the connection between Austal and Rolls-Royce, this large aluminium vessel will be propelled by four Kamewa 125 SII waterjets, two per hull, with individual drive lines and four 8,200kW main engines, which should give a speed of 35 knots at 95% MCR and 400 tonnes load. Two decks are available for vehicles, either 282 cars or a mix of cars and trucks, for example 28 twelve metre trucks and 65 cars. The passenger deck is above the vehicle decks, with seating and full facilities for 866 passengers.

Austal's purpose-built yard in the USA has produced several smaller catamarans and monohulls, but the Hawaiian Superferry catamarans are the largest vessels so far.



The **MSC MIA SUMMER** seen in Antwerp
Photo : Willem Kruit ©

Maiden visit by car carrier Tombarra

Wallenius Wilhelmsen Line's pure car carrier **TOMBARRA** arrived on the South African coast this past week on the new ship's maiden commercial voyage which commenced in Goteborg, Sweden in March.

The 61,3210gt ship is one of, if not the largest car carrier to call in South Africa so far, with a loading capacity of 6,800 motor vehicles. She is one of three ships in the class and was built in Japan. **Tombarra** is also one of 42 new builds under construction for the Swedish-Norwegian partnership that includes Eukor and American Ro-Ro carriers (ARC). Only two ships have so far been delivered – the 42 will ultimately be divided among the three associated companies.

Oslo Marine Purchased Port of Vyborg

At the beginning of May 2007 the company Rosa Holding sold the port of Vyborg to the group Oslo Marine.

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Vladimir Ivanov appointed general director of the port. Oslo Marine, which has been specialized in cargo insurance, wants to develop its own business and to handle cars and containerized cargo in the port of Vyborg. It should be pointed out that at the present time the port is used to handle mineral fertilizers, timber and logs and cast iron.

The cost of the deal is not announced. According to the experts, it might total about \$10-12 mn.



Seen ACL's **Atlantic Cartier** in Gladstone lock, Inside Seaforth seen Hamburg Sud's **City of Glasgow**, MSC Corsica and ACL's **Atlantic Companion**, in Gladstone branch dock is P & O's **Norbay**, also part visible **Sluisgracht** and Mersey ferry **Snowdrop**
Photo : Philip Parker ©

MOVEMENTS

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The **TRIDENS** visited the port of Brest
Photo : Jacques Carney ©



The bulk cement carrier "**Westport**" departing Otago harbour, New Zealand. The vessel has gross tonnage of 2611, built 1976, Owned by Holcim Cement.

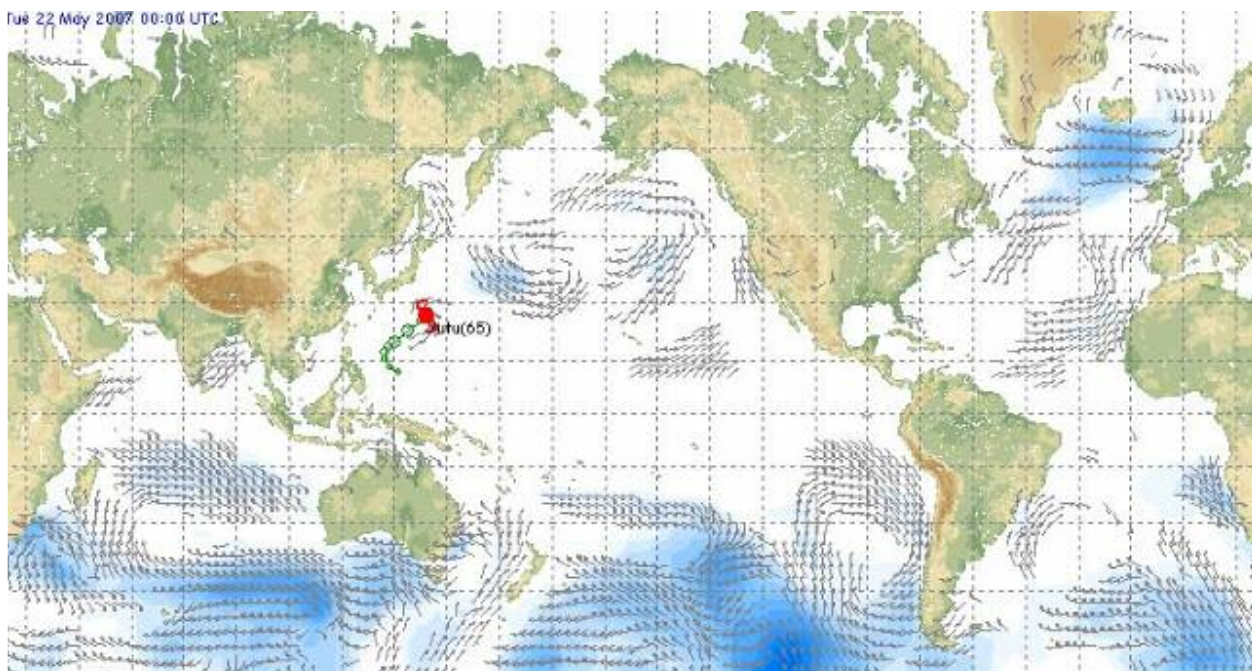
Photo : Ross Walker.

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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 **EIDE MASTER** seen enroute Keppel-Verolme in Rotterdam Botlek
Photo : Wil Kik ©

.....WHO IS WHO.....

In this section the contributors to the **SHIPPINGNEWS CLIPPINGS** will be introduced to the readers

RONNY MEYER



Regularly photos are appearing in the newscippings made in Mossel Bay (South Africa) by **RONNY MEYER**, **Ronny** is 52 years young and is working as Harbour Logistics Officer for PetroSA at Mossel Bay and in this profession he is looking after the fleet of supply vessels and AHTS

At the above picture **Ronny** is seen together with his 2 daughters **Jolene** and **Elize**.

Ronny thanks for sending pictures to the newscippings, I hope that you will carry on also in the future, it is appreciated by all the readers worldwide !!!! thanks !!!!

**Yesterday is history, tomorrow is a mystery, today is a gift,
that's why its called the present**

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