

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 131



Number 131 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Thursday 24-05-2007**

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The DIMAN II seen enroute Rotterdam

Photo : Frits Janse ©

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EVENTS, INCIDENTS & OPERATIONS



Crowley's tug fleet in Lake Charles, Louisiana
Photo : Dan Schwall ©

PIRACY – VIOLENT ATTACKS AROUND THE GLOBE

REPORTS of serious incidents have come into the ICC International Maritime Bureau's Kuala Lumpur-based Piracy Centre from around the world. The IMB's latest weekly report details violent attacks against commercial vessels in the Americas, Africa and South East Asia. At least three vessels' entire crews and two individuals are believed to be held captive.

One of the most determined, although unsuccessful attacks took place on 14 May some 180 miles off Somalia. Pirates, armed with machine guns and rocket launchers, approached a general cargo ship underway from her port quarter. The pirates ordered the ship to stop and started firing towards the bridge. The duty officer raised the alarm and activated the SSAS. The master took evasive maneuvers, and fired rocket parachute signals on the boat when he saw the pirates preparing to fire rocket propelled grenades. The ship was hit and the accommodation caught fire and was

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extensively damaged. The crew extinguished the fire and took preventive measures to stop the fire from spreading. The master continuously maneuvered the vessel to prevent the pirates from boarding. The attack lasted for one hour before the pirates aborted the attack. There were no injuries to the crew.

However an attack of the World Food Programme-chartered ship Victoria about 60 miles off Merka, Somalia, left one security guard dead. The ship returned to Merka and was later escorted out of Somali waters. In separates incidents Somali pirates hijacked two fishing vessels operating about 200 miles off the coast and kidnapped a total of 25 crew.

In Liberian waters, on 12 May pirates actually captured an anchored vessel and towed it to a neighbouring country. About 25 men armed with machetes, in two fishing boats, boarded a refrigerated cargo ship at anchor that was awaiting repairs due to a fire onboard several days earlier. They assaulted the crew members, who received serious injuries, and forced them to disembark. The pirates hijacked the ship and towed it to neighbouring Ivory Coast.

On 8 May four pirates armed with guns boarded four fishing vessels in the Corentyne River, Suriname. They assaulted all the crew and kidnapped a crew member. Pirates stole fishing vessels property, cargo, crew personnel belongings and escaped. The rest of the crew were rescued two days later. On the same day off Escravos, Delta State, Nigeria 40 pirates armed with guns in six boats attacked a vessel. The IMB notes: "Nigerian military personnel engaged the pirates in a gun battle, but the pirates managed to kidnap four crew. One crew and three naval personnel sustained injuries." The attack followed two earlier kidnappings, of a total of six crew. Other incidents have been reported from Indonesian, Philippine and Vietnamese waters.



The **SVETLYY** seen enroute Rotterdam – Photo : Wil Kik ©



Vissers mogen weer vangen bij Groenland

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Europese vissers mogen de komende zes jaar opnieuw kabeljauw, rode poon, heilbot en andere vissen vangen in de wateren van Groenland, het enige land dat ooit de EU heeft verlaten.

De EU betaalt Groenland daarvoor bijna 16 miljoen euro per jaar, zo heeft het Europees Parlement dinsdag goedgekeurd op voorstel van CDA'er Joop Post.

Het parlement vraagt Groenland wel om zelf wat minder te vangen, net als de EU doet. Dat is volgens Post nodig omdat vissoorten steeds noordelijker trekken, door opwarming van het zeewater. Bijvoorbeeld kabeljauw verdwijnt zo langzaam uit de Noordzee.



The **SIDERACRUX** moored in Marghera, Italy.

Photo : Henry Veringa ©

Sailor spends 20 hours in sunken ship

A 25-year-old sailor trapped for nearly 20 hours inside a sunken cargo ship in the East China Sea wasn't injured, a salvage official said Tuesday.

Divers rescued Tao Ernian Monday night from a wreck near the Yangtze River estuary, Zhang Jianxin, a director with the East China Sea Salvage Bureau, told China's official Xinhua news agency.

Tao was one of 11 sailors aboard a cargo ship loaded with 700 tons of stone that listed in strong winds and capsized Sunday. Five sailors were rescued by another boat and five were missing. Tao was trapped in an air pocket in the sunken ship, Zhang told Xinhua.

A helicopter was searching for the missing sailors Tuesday.

Two bodies from sunken S. Korean vessel arrive in Chinese port

The bodies of two crew members from a South Korean cargo ship that sank in China's east sea earlier this month after colliding with another freighter arrived in this Chinese port city early Wednesday.

One of the bodies was identified as that of Heo Yong-yun, the 58-year-old South Korean captain, while the other was believed to be of Tin Aung Hein, a Myanmarse seaman, according to local police.

The bodies arrived at Yantai aboard a small cargo ship with a temporary body storage facility at about 1 a.m. Heo's body was driven to a funeral hall in the suburbs of the Chinese city, where his family members were waiting.

All 16 crew members of the 3,800-ton Golden Rose went missing after their ship collided with the Saint Vincent-registered freighter Jinsheng in heavy fog on May 12 and sank in waters 61 kilometers southeast of Dalian, a city in China's northeastern province of Liaoning.

The crew was composed of seven South Koreans, eight Myanmarse and one Indonesian, according to South Korean coast guard officials.

Chinese divers found one more body from the ship Tuesday morning but failed to retrieve it due to high seas and strong winds.



The **VLADIMIR IGNATYUK** (ex Arctic Kalvik ex Kalvik) seen testing in the Stavanger area on Sunday May 20.

Photo : Terje Moen ©

Dutch companies sponsor publicity campaign to attract new recruits

Several organisations in the dredging and marine construction sector, the VBKO and trade unions FNV and CNV, recently agreed to sponsor a project known as the 'Water Toolkit' for the next five years.

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The Water Toolkit is a special set of teaching materials that elementary schools can use free of charge for projects about water. Since the dredging and marine construction sector is involved, several specific dredging and marine construction elements were added to the project.

Simon Hoek, secretary of the Foundation for the Development of Hydraulic Engineering SOOW, said: "With this Water Toolkit we are killing two birds with one stone. On the one hand we increase the awareness of school children that water management and the effects of climate change are important. On the other hand our social partners can promote their dredging and marine construction sector."

The latter is important to safeguard a sufficient supply of workers for the future of the dredging and marine construction sector.

In the past, the VBKO and SOOW mainly focused on students in intermediate and advanced vocational education.

"Through our participation in this unique Junior Chamber project we now also include large numbers of elementary schools in our campaign", said Hoek.

"Sponsorship by the dredging and marine construction sector gives the Water Toolkit a clear boost," said Dutch dredging contractor Van oord. "Today, some 60 Junior Chambers are actively distributing the toolkit."

The Water Toolkit consists of five big boxes containing a range of teaching materials and games for every age group, as well as a professional explanation for the teachers.

Said Hoek: "This Water Toolkit gives primary schools a unique opportunity to set up a water and dredging and marine construction project for the whole school. The sponsoring companies do not only sponsor the project financially, they also help develop the dredging and marine construction module".

For more information see www.waterbouwopleidingen.net and www.watertoolkit.nl.

Arson inquiry starts into Cutty Sark fire

An arson investigation has started into the fire that gutted the historic **Cutty Sark**. Police are scouring CCTV footage believed to show people near the Victorian tea clipper in the minutes before it was engulfed in 20-foot flames.

Trustees of the ship, which is dry-docked in Greenwich, estimate the blaze could add at least £5 million to the £25 million bill of its current restoration project. It is likely to push back its reopening to the public beyond November 2009.

Richard Doughty, head of the **Cutty Sark Trust**, confirmed fears that temperatures of up to 1,000C buckled some of the iron work.

Although the full damage to the iron hull will only be determined once it is measured, he added that there was also "major damage" to the tween decking. "When the original fabric of the ship is lost, the touch of the craftsman is lost, history is lost.

"To lose the timbers and iron frame of the ship is to lose not just maritime heritage but part of our national heritage."

Even before the fire, the restoration was still £7 million short of the total funding it needed. "It now looks significantly more than that," said Chris Livett, chairman of Cutty Sark Enterprises. The conservation work, for which the ship was closed to the public last November, had already been a quarter of the way.

"Everyone involved in the project is devastated," Mr Doughty said.

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However, half of the ship - including the masts, coach house and much of the planking - had been removed and was safe from the fire, he added. "It could have been a lot worse."

Dogs from the police arson investigation unit sniffed through the wreck yesterday afternoon. Although several witnesses have come forward, officers appealed for anyone who was nearby to contact them.

A silver car was seen leaving the scene, but police have not linked it to the blaze. The first firefighters arrived within five minutes of the 4.46am call by the security guard on duty. More than 40 firefighters battled the flames, and by 6.30am the flames were doused.

Mr Livett said he would be "very distressed" if investigators found the fire was arson. "She is a national treasure, why would somebody want to hurt one of their own national treasures? She is totally inoffensive and she is a beautiful ship." Culture secretary Tessa Jowell, who inspected the wreck last night, said the blaze was "nothing less than a tragedy".

She added: "This is an icon, not just here in Greenwich but right around the world." The Duke of Edinburgh was due to visit the ship today. As president of the Cutty Sark Trust, he was key in raising support for the restoration.

Mr Doughty said the fire was "a significant blow" and a "major set back to the people working on the project". Yet he vowed they would "redouble" their efforts to save the world's most famous tea clipper. Twice before the public have sailed to its rescue - in 1922 and 1953. "This will be third time lucky."

CASUALTY REPORTING ELLEN KNUTSEN IN PROBLEMS



The Botlek bridge at the Oude Maas did not open on time for the passage of the **ELLEN KNUTSEN** and the current pushed the tanker against the bridge moorings of the Bridge in Rotterdam Botlek - **Photo : Ruud Zegwaard ©**

"Lady Moura" auf Grund gelaufen



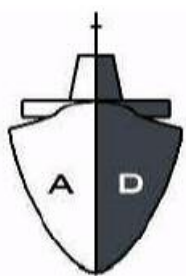
Photo : Piet Sinke ©

Eine der größten Yachten der Welt ist in der Bucht von Cannes auf Grund gelaufen. Das Unglück ereignete sich am Samstag nur wenige hundert Meter von dem Festivalpalast entfernt, in dem derzeit die 60. Filmfestspiele stattfinden. Verletzt wurde niemand. Wie die Wasserpolizei am Sonntag mitteilte, gehört das 108 Meter lange Luxussschiff «**Lady Moura**» dem saudischen Milliardär Nasser Al-Rashid. Die vierstöckige Yacht mit einem Helikopter auf dem oberen Deck sei auf eine Sand- und Felsbank aufgelaufen. Weil Treibstoff auslaufen könnte, wurden zwei Privatstrände gesperrt. Die bei Blohm + Voss in Hamburg gebaute Yacht musste abgeschleppt werden.

NAVY NEWS

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Navy may cancel order for new MTBs

The Norwegian Defence may cancel orders for new motor torpedo boats worth NOK 5 billion, in order to avoid drastic cuts in international operations.

According to financial newspaper Dagens Naeringsliv, the Norwegian Defence is planning new drastic cut-backs which could mean that Oerlandet would become national air base, while Bodoe air base would be closed down.

The aim is to arrive at a balance between political ambitions and economy, in order to avoid future economic shortcoming for the Defence, the newspaper writes.

Defence Chief Sverre Diesen does not want to comment to the newspaper on the published information.

- Nothing has been decided before it has been decided. A comprehensive plan is still being worked on, he says.

India's Carrier Fleet Comes Together

India announced that it will definitely have three aircraft carriers within ten years. This has been the plan for nearly a decade now, and includes the retirement of their only active aircraft carrier, the **INS Viraat**, in five years.

India has operated carriers for decades, having initially acquired INS **Vikrant** from Britain in 1961. **Vikrant** was decommissioned in 1997. India acquired a second carrier, also from Britain, the **Viraat**, in 1986. It has since negotiated a deal to acquire the **Admiral Gorshkov** from Russia. The 45,000 ton **Gorshkov** will be renamed **Vikramaditya** when it enters service in the next two or three years. It will operate sixteen navalized MiG-29 fighters, plus some helicopters.

India is also building a 42,000 ton carrier, or Air Defense Ship (ADS) and will begin construction of a second one once the first one is launched. The first ADS ship is expected to enter service in 2012, and the second one in 2017. Each ADS ship will have a similar aircraft complement to the **Vikramaditya**.

Nine US warships enter Gulf for training

Nine US military ships entered the Gulf on Wednesday for a rare daylight assembly off Iran's coast in what naval officials said was the largest such move since the 2003 Iraq war. US Navy officials said Iran had not been notified of plans to sail the vessels, which include two aircraft carriers, through the Straits of Hormuz, a narrow channel in international waters off Iran's coast and a major artery for global oil shipments.

Most US ships pass through the straits at night so as not to attract attention, and rarely move in such large numbers. Navy officials said the decision to send a second aircraft carrier was made at the last minute, without giving a reason.

Tension between the United States and Iran over Teheran's nuclear ambitions and Iraq has raised regional fears of a possible military confrontation that could hit Gulf economies and threaten vital oil exports. But Rear Admiral Kevin Quinn, leading the group, said the ships would start conducting exercises after passing through the straits as part of a long-planned effort to reassure nearby countries of US commitment to regional security.

'There's always the threat of any state or non state actor that might decide to close one of the international straits, and the biggest one is the Straits of Hormuz,' he told reporters on the **USS John C. Stennis** aircraft carrier before the crossing. On the way to the straits, a public announcement called on crew to witness 'some of the most powerful ships in the world', whose tight formation against a backdrop of the setting sun created a dramatic image of American naval might.

The group of ships, carrying around 17,000 personnel, crossed at roughly 0355 GMT. The manoeuvres come less than two weeks after US Vice President Dick Cheney, speaking aboard the Stennis during a tour of the Gulf, said the United States would stand with others to prevent Iran gaining nuclear weapons and 'dominating the region'.

On a visit to Abu Dhabi a few days later, Iranian President Mahmoud Ahmadinejad threatened 'severe' retaliation if the United States attacked his country, which is locked in a standoff with the United States over its nuclear programme.

He also urged Gulf countries to 'get rid of' foreign forces, blaming them for insecurity in the region. The United States accuses Iran of trying to produce nuclear weapons, and has sought tougher UN sanctions against Iran. Iran says its nuclear ambitions are for energy purposes only.

US and Iranian ambassadors are due to meet on Monday in Baghdad to discuss security in Iraq, where the United States has accused Iran of fomenting violence by backing Shia militia there, and of providing weapons and the technology for roadside bombs. Iran has denied the accusations.

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Last month, the US Fifth Fleet base in Bahrain conducted its biggest crisis response drill and in March, the US navy conducted its biggest war drills in the Gulf since 2003.

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The **SMIT BARBADOS** seen (nearly) ready to leave the builders Damen Galati shipyard
Photo : Huib Lieverse (c)

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ITC's **BOULDER** and **BLIZZARD** seen anchoring the laybarge **CASTORO 6**

Photo : Capt. Leen van Dijk – Master Boulder ©

Vloot België groter dan Nederlandse

De capaciteit van de Belgische vloot is in twee jaar tijd verdubbeld, meldt de Belgische Redersvereniging. Met 203 schepen van in totaal 11,56 miljoen dwt stond België eind vorig jaar op een zeventiende plaats in de rangschikking van 's werelds grootste scheepsregisters.

Gelet op het tonnage, is de Belgische koopvaardijvloot intussen anderhalve keer zo groot als de Nederlandse. Nederland heeft wel veel meer schepen (750), maar het zijn veelal kleintjes zoals sleepboten. België heeft bijna alleen maar grote, zeewaardige vaartuigen.

De Belgische Redersvereniging noemt het Belgische scheepvaartbeleid een succes. De organisatie is vooral in haar nopjes met het feit dat het aantal studenten aan de Hogere Zeevaartschool in Antwerpen verdubbeld is. Eind vorig jaar waren daar 512 inschrijvingen.

België heeft ook zijn achterstand ingehaald om internationale maritieme verdragen in nationale wetten om te zetten.

Nederland heeft zijn vloot de afgelopen tijd juist zien stagneren en presenteerde recent een tienjarenplan om er voor te zorgen dat de Nederlandse vloot in 2016 flink gegroeid zal zijn.

Murmansk Shipping Company to Invest in Fleet Building

In 2007 Murmansk Shipping Company is planning to invest about 3.2bn rubles in fleet building, geological exploration and development of hydrocarbon deposit in the Arctic shelf, reports the press-service of the company.

In the framework of the dry cargo fleet renewal program the company has plans to modernize 2 vessels and to build 6 bulkers (deadweight - 75 thousand tons) and 12 bulkers (deadweight - 30 thousand tons).

It should be pointed out that in August 2006 the company bought the new bulker "**Grumant**" of 23.6 thousand tons deadweight. Besides, it modernized its tanker "**Natali**" in China and also signed the contract to modernize 2 vessels there.



The **SANDFELLI** seen enroute Rotterdam – Photo : Alexander Meijers ©

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The **NORCAPE** seen arriving in Rotterdam-Europoort – Photo : Frank de Visser ©

Crane fire puts crimp in Nanaimo port's operation

Cargo operations at the Nanaimo Port Authority's Duke Point deep sea terminal could be curtailed indefinitely, depending on the extent of the fire damage to the facility's containment crane, says the harbourmaster.

Andrew Pitcher, who rushed out to the terminal as soon as he heard about the fire late Monday afternoon, said the 58-metre-high crane is used to lift containers off ships and barges and onto trucks at the facility, south of Nanaimo.

"Right now, we have no idea how much damage there is," he said as he surveyed the hulking 40-tonne crane. Looking at where the fire appeared to have done the most damage, Pitcher said he believes the blaze started in the engine area.

"The fire seems to have been contained mainly in the mechanical room where the engine is and where all the electrical controls are," he said.

Fire department crews are expected to inspect the crane today to try to determine the cause of the fire. "She was working perfectly fine this morning," Pitcher said.

The crane's operator had gone home for the day by the time Pitcher received the call about the fire. "We had been shut down for at least two hours before the fire," he said.

"Thankfully, there were no injuries and the fire didn't spread." It could be quite costly for the port if the crane is out of operation for an extended period of time because container traffic will have to unload at a different port.

And if the crane is so severely damaged that it cannot be replaced, Pitcher estimated the cost of a new one to be in the \$20-million range. "First we have to see just what the extent of the damage is before we even speculate as to what we will do," said Pitcher.

The Port of Nanaimo's 26-hectare Duke Point site has a deep-sea berth, a large all-purpose loading ramp, a container crane and licenced one-acre sites.

Yang Ming teams with Burger

Taiwanese containership owner Yang Ming is teaming up with Royal Burger to run a shipping agency in Belgium.

The joint venture, Yang Ming (Belgium), will start operations on 1 June in a bid to enhance the position of the owner in the Belgian market.

Royal Burger has represented Yang Ming in Belgium through its subsidiary Muller Thomsen Antwerp for more than 25 years. The two sides view the joint venture as a natural progression of this relationship.

Keny Chou, senior vice president of Yang Ming, said: "Following the participation as a shareholder of Antwerp International Terminal, the set up of Yang Ming (Belgium) reveals our strong commitment to the port of Antwerp and it is expected that the cargo volume will grow in the coming years."

SKAUGEN TAKES DELIVERY OF LIGHTERING TANKER

LIGHTERING specialist joint venture SPT has taken delivery of the first, in a series of six, new purpose designed and built aframax tankers, on bareboat charter, for its lightering operation.

The bareboat charter to the I.M. Skaugen ASA and Teekay Shipping joint venture is for 10 years fixed, with a five-year option. The vessel was built at Tsuneishi, Japan and is owned by Bergshav Tankers will be managed by Bergshav Management AS.

SPT, the largest lightering company in the world, provides ship-to-ship transfer of crude oil, primarily in the waters of the US coasts. The company handles around one million barrels of oil daily, equating to roughly 10 per cent of US seaboard oil imports. The delivery of the six new aframax tankers will considerably improve the company's ability to develop increased business without the need to hire-in additional vessels.



The **BERGE CHALLENGER** seen in Santos – Photo : Bruno Pricoli ©

Indian Ocean service boosted

JAPANESE shipping company Mitsui OSK Lines has announced an upgrade of its service network linking India, Pakistan, the UAE, and Africa, starting in July. The service will be offered in partnership with Singapore-based Pacific International Line (PIL) and Mauritius-based Laurel Navigation Ltd. (LNL). Each company will provide three ships in the new service plan.

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MOL, currently offering India/Pakistan/UAE – East Africa – South Africa service under the name of MRX, will discontinue calls at South Africa and dedicate the service to the East Africa market. MOL says that the move allows it to stabilise ship schedules with less exposure to serious congestion at ports in South Africa and East Africa.

It adds: "MOL, maintaining its comprehensive port coverage, will increase space for cargo bound to East Africa in response to rising demand in that market." Four 1,200 TEU- ships will run on the fixed-day weekly service to Karachi - Nhava Sheva - Jebel Ali - Mombasa - Dar es Salaam - Karachi

At the same time, MOL will start a new service between India/UAE – South Africa – West Africa. It says: "Along with seamless coverage of South Africa, the new service will add direct links to India/UAE and West Africa with the fastest transit time in the market as well as enough space capacity for this emerging market. The addition of regular calls at Cape Town on return voyages will allow MOL to offer competitive service, especially for reefer cargo, which is a dominant commodity in that market. And by using its established service network centred on South Africa, MOL will offer a variety of services including reefer service from the East Coast of South America to the UAE."



The **NOORDAM** seen cruising in Glacier Bay
Photo : Jochem Bakker ©

MARCON SELS URTER

Haugland Shipping of Haugesund, Norway have sold the 1966 built Supply type vessel, "**Urter**" to private Italian interests for an undisclosed amount. Built by Brooke Marine of Lowestoft, and originally named the "**Lady Claudine**", this transaction represents just one of the many incarnations, including a Safety Standby unit, this vessel has gone through since delivery. Most recently the vessel was known as the "**Torungen**" ('94) and the "**Putford Warbler**" ('90). 160' by 35' and powered twin Lister ESS8 units producing 1700BHP, the unit has a 75' x 32' deck and capable of carrying 635t Deadweight. J I Stie represented the seller in the transaction, whilst Marcon represented buyers.

Maersk Reliance sold

A P Møller - Mærsk has confirmed that it has delivered the cable laying vessel **Maersk Reliance** to her new owner, Rubicon MSV Holdings Limited in Singapore.

The vessel will be on bareboat charter to Maersk Supply Service until first quarter 2008 under her current name.

Indian consortium to set up "mega dredging firm"

Three port trusts and two public sector companies are to form a consortium to set up a "mega dredging company" to meet increased demand created by the modernisation and deepening of Indian ports. Local news sources say the company will be formed by Mumbai Port Trust, Jawaharlal Nehru Port Trust, Kolkata Port Trust, Mazagon Dock and the Shipping Corporation of India.

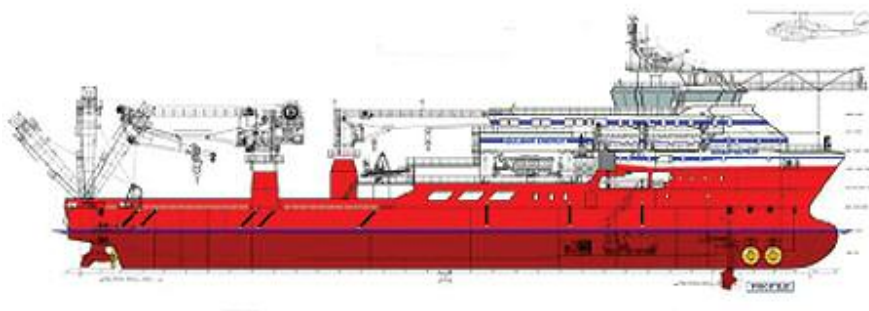
DAL KALAHARI delayed in Germany – Las Palmas and Cape Town calls omitted

Two ports have been omitted from the current schedule of the container ship **DAL KALAHARI** which is employed on the South Africa Europe Container Service (SAECS) between South Africa and Northern Europe.

The cause of the two omissions is berthing congestion at Bremerhaven. As a result of this the northbound call at Las Palmas voyage 704B and the southbound call at Cape Town (voyage 705A) have been omitted in order to regain the lost time.

Gulmar behind Hanjin orders

Gulmar Offshore has emerged as the owner behind two offshore vessels ordered at Hanjin Heavy Industries in a deal worth \$200m. The two ships, which were ordered last month, will be delivered to the UAE-based owner in the second and third quarters of 2009.



The order also includes options for an additional two ships meaning the contract could eventually be worth around \$400m.

The **Gulmar Atlantis** and **Gulmar Da Vinci** will be DP2 multi-purpose support vessels built to a MT6022 XL design from Norway's Marin Teknisk. Designed over an eight month period the vessels are destined for operation

in the Gulf of Persia and Indian Ocean, in addition to the North Sea.

Each ship will be 115 metres in length overall, have a beam of 22 m and a strengthened working deck of 1120 metres sq aft of the dive area. The vessels are arranged with two of separate diving moon-pools in addition to a third larger moon-pool for construction work. The two MT 6022 XL will also be equipped with 2 off large offshore cranes for lifting of modules, weighing up to 150 ton, on and off the seabed. Other major equipment on deck will be a hangar with LARS system for Work ROV and one optional large A-frame on the stern.

Accommodation is arranged for 120 persons while the vessels will also be equipped with a helicopter deck for the Sikorsky S-92 helicopter.

MOVEMENTS

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The **DMS EAGLE** seen operating near Ras Laffan – Photo : Toin Nieuwenhuisen ©



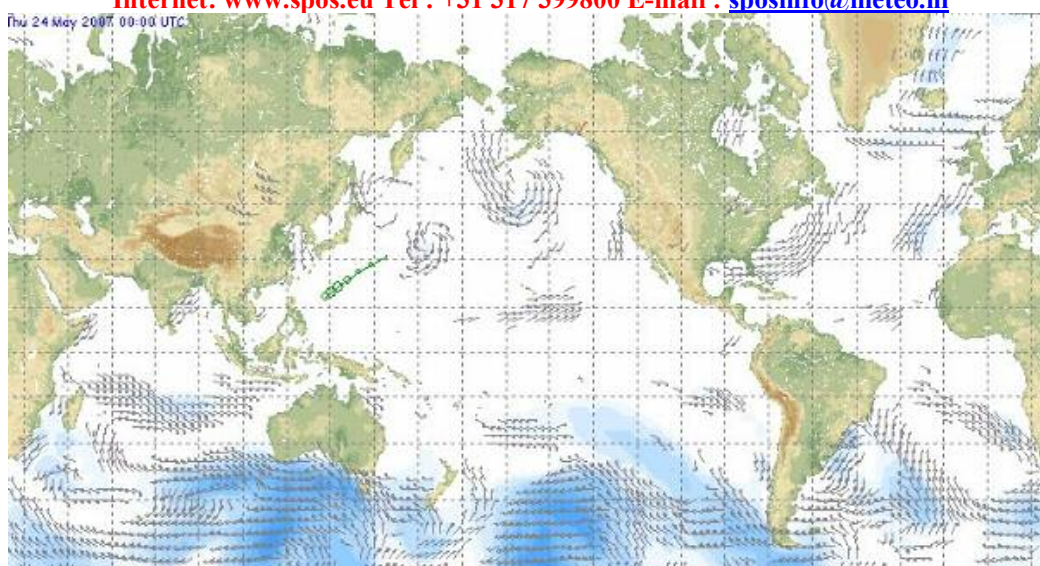
The **BELI KAMIK** made a fuel stop in Malta
Photo : Lawrence Dalli ©

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.... PHOTO OF THE DAY



ITC's **BOULDER** and **BLIZZARD** seen enroute with the **CASTORO 6**
Photo : Flying Focus - Bussum © courtesy ITC

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