

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 142



Number 142 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Friday 08-06-2007**

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

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www.vlierodam.nl

info@vlierodam.nl



The EIDE TRAVELLER seen arriving in Rotterdam

Photo : Alexander Meijers ©

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EVENTS, INCIDENTS & OPERATIONS



The **TORM GERTRUD** seen in Cape Town – Photo : Ian Shiffman ©

DP World's port operations not affected, says official

Tropical cyclone Gonu has not affected DP World's port operations, says a company spokesperson. "We are closely monitoring the situation and so far we don't expect the storm to impact our operations," the spokesperson said.

DP World, the third largest port operator in the world, operates 42 ports in 22 countries, including four in the UAE.

Oman's only oil export terminal has reopened after a brief closure due to the cyclone in the Arabian Sea yesterday and an oil ministry official said it was business as usual for refining and drilling operations.

"Mina Al Fahal was closed for a while during mid-day but it has now reopened and the situation is stable."



The **NORSTREAM** seen at Maaspilot station outward bound from Rotterdam – Europoort.

Photo : Piet Sinke ©

French authorities detain Lithuanian ship suspected of dumping oil

French authorities arrested a Lithuanian freighter suspected of dumping oil into the Atlantic Ocean after a 37-kilometer (23-mile)-long slick was traced to the ship, maritime authorities said Wednesday.

A French navy surveillance plane spotted the oil slick off the coast of the northwestern Brittany region on Monday and traced it to "**Le Vytautas**." The ship, which was transporting wood between Sweden and Greece, was escorted into port in the city of Brest, where it is awaiting an inspection by naval security experts.

They are to determine whether the oil leaked from the ships motors accidentally or whether the crew had dumped it on purpose. French law stipulates that oil used in ships' motors must be collected and stored aboard.

The ship's owner could be charged with "voluntary pollution," which carries a maximum fine of €1 million (US\$1.35 million).



Ammonia Leak in Kamchatka Port

A leak of two tons of ammonia from the **Tomi Maru'53** ship in the fishery port of Kamchatka region's capital Petropavlovsk-Kamchatsky has left one person dead and four others, injured, a source at the regional branch of the Emergency Situations Ministry said.

Survivors were taken to hospital in a medium-heavy condition after being intoxicated with ammonia vapors, he said.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 142

In the meantime, works to eliminate the aftermath of the leak are in progress in the port where the ship was moored.

The tanks that used to contain five tons of ammonia has been sealed and there is no need to evacuate population from the areas adjoining the port. The **Tomi Maru'53** was built in Japan. It was arrested for poaching and handed over to the state.

At the moment of leak, there were four people aboard the ship. Three of them managed to rescue themselves and the fourth person died. All the rescued men are workers of the Russian Marine Products company.



The **THEA B** seen outward bound from Rotterdam passing Maassluis.

Photo : Piet Sinke ©

Spaans-Britse ruzie over schip vol goud

Als er geen internationaal zeerecht zou zijn, had Spanje de schepen waarschijnlijk allang geënterd. Een Spaanse rechter heeft de Spaanse politie gisteren opgedragen twee Amerikaanse schepen in te nemen als die de havens van de Britse kolonie Gibraltar verlaten, in het zuidelijkste puntje van Spanje. De schepen van een reder in Florida hebben bijna 350 miljoen euro aan goud- en zilverstukken aan boord.

'Lang verloren gewaand Spaans bezit', zei de rechter in de Zuid-Spaanse havenstad Cadiz gisteren. Maar volgens de Britten is de schat van hen. De Amerikaanse schepen, de **Odyssey Explorer** en de **Ocean Alert**, zouden het wrak van het Britse koopvaardijship de **Merchant Royal** eindelijk hebben gevonden. Dat leidde in 1641 in slecht weer schipbreuk voor de kust van Engeland.

De woordvoerder van de Odyssey zegt dat de schat in internationale wateren is gevonden, maar zei niet waar. Ook wilde hij de naam van het schipwrak niet geven. Hij verklaarde dat de goud- en zilverstukken vanuit Gibraltar naar de Verenigde Staten worden gevlogen. De ruzie over het geld is het zoveelste hoofdstuk in de Spaans-Britse strijd over Gibraltar, dat sinds in 1704 in Britse handen is, tot groot verdriet van Spanje.

Iran laat drie vissende Finnen vrij

Iran heeft toegezegd drie Finnen vrij te laten die zaterdag werden opgepakt nadat ze tijdens een vistripje in de Perzische Golf kennelijk in de territoriale wateren van Iran terecht waren gekomen. Dat heeft Nokia Siemens Networks, het bedrijf waarvoor de Finnen in de Verenigde Arabische Emiraten werken, woensdag gezegd.

'Ze hebben contact met ons gezocht en gezegd dat zij spoedig naar Dubai zullen terugkeren', zei een woordvoerder. Hij sprak waardering uit voor de Finse overheid, die de Iraanse autoriteiten heeft weten te bewegen om de drie niet langer vast te houden.

Sovcomflot ship in African rescue

The master of a Sovcomflot gas-carrier diverted it from its transatlantic voyage to rescue a group of African men found drifting in a small boat. The 35,000-cbm LPG carrier **SCF Toms**k (built 2007) was on a voyage from the US to Equatorial Guinea when the group of 42 people were spotted in a light craft some 500 miles off the northwest coast of the Cape Verde Islands.

The master informed authorities in Cape Verde and the ship's manager, Unicom Management of Limassol, on Tuesday afternoon that he was taking the diversion to carry out the rescue.

One of the 42, described in an announcement from Unicom as having been in a serious condition, subsequently died. The men, possible would-be illegal immigrants, were said to have been drifting in the light craft for two weeks and had gone without food or water for several days. They were given food and water once onboard the Liberia-flagged tanker.

The **SCF Toms**k is due to deliver then men, believed to be from Senegal, Mali and Mauritania, to authorities in the Cape Verde capital Praia on Thursday morning. Sovcomflot only took delivery of the **SCF Toms**k, together with a sistership **SCF Tobolsk**, from Hyundai Heavy Industries in January.

Navy ship fires at Danica White

A US naval vessel has reportedly got involved in the effort to locate and secure the release of a Danish ship which was hijacked off the Somali coast. The **USS Carter Hall** apparently fired warning shots across the bows of the 1,616-dwt **Danica White** (built 1985) after receiving a distress call from the vessel as it was being led away by a group of pirates, Fox News reported.

The Denmark-flagged ship and its five Danish crew members were captured on Friday about 130 miles off the coast of Somalia with apparently no word yet received as to the crew's condition or any demands from the captors.

The Fox News report did not say when the attempted intervention from the US navy ship occurred but added that the ship opened fire on three small boats which had surrounded the ship. The naval vessel is said to be remaining in the area to monitor the situation.

Early reports of the incident indicated that a French aircraft carrier was made aware of the general cargo ship's capture but was unable to enter Somali territorial waters to intervene. The ship, owned by **H Folmer & Co** of Copenhagen, has apparently been taken to the notorious pirate stronghold of Harardhere some 400km north of the capital Mogadishu. However, a piracy report from the International Maritime Bureau (IMB) claims the ship was taken to Hobyo 700km north of Mogadishu.

On Tuesday Denmark's ambassador to Kenya, Bo Jensen, told TradeWinds that he had received unconfirmed reports from Somalia that the Danish crew were spotted on the deck of the vessel. No demands have apparently been made as yet for the release of the ship or its crew, though neither the vessel's owner nor the Danish ministry of foreign affairs is willing to comment on the situation.

The **Danica White** was on charter to a Kenyan company and was delivering 1,000 tonnes of building material from Dubai to Mombasa when it was captured. It was due to arrive at the Kenyan port today.

The IMB's weekly piracy report also indicated that a group of 20 pirates in two boats tried to board an unnamed containership off the Tanzanian port of Dar es Salaam as it waited for a pilot to board. The ship's crew raised the alarm and the pirates' attempt was aborted.

Another revenue record at Suez

The Suez Canal Authority has announced another record revenue haul as vessel transits increased in May.



The **SOVEREIGN MAERSK** seen passing the Suez Canal – Photo : Jaap van de Meeberg ©

It said the vital waterway brought in \$381.5m last month. This compares to the previous record of \$366m in April and \$324.6m in May 2006. The number of transits rose to 1,679 from 1,657 in April. The vessels carried 71m tonnes of cargo.

Ships are also paying more for their passage than previously after a rate hike in April.

Fees rose by an average of 2.8%. Tankers faced the largest increase of 3.73% with containerships paying a hike almost as large at 3.5%. Car carrier tolls rose by 1.33% and general cargo and passenger vessels by 1.14%. The increase for other vessels was 2.38%.

CASUALTY REPORTING



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Tug sinks off B.C. coast, 4 rescued

Four crew members were rescued early Wednesday after their tug sank in the Nakwakto Rapids off B.C.'s north-central coast across from the northern tip of Vancouver Island.

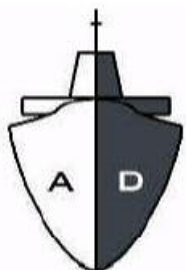
They had radioed a distress call at about 3 a.m. that their vessel was in trouble in the narrow channel at the entrance to Seymour Inlet. The tug had been towing a barge to a heli-logging camp up the inlet. A Cormorant helicopter and a Buffalo aircraft were dispatched from CFB Comox on Vancouver Island and found the men had managed to escape on a life line to the barge, which had become anchored by the sunken tug.

They were rescued and taken to Port Hardy. Steve Church of the Victoria Rescue Co-ordination Centre said the strong current appears to have been the cause of the sinking.

NAVY NEWS

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Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax : + 32 3 297 20 70
e-mail : anglodutch@pandora.be



The **HMS P 257 CLYDE** has a helideck for use in her 10 year deployment as Falkland Island Guardship. She was on the Clyde "working up" for her tour of duty away from the UK and as such it will be a long time before she returns to the River she was named after.

Photo : Tommy Bryceland – Scotland ©

New Submarine Rescue Vehicles Arrive

Britain, Norway and France have completed the construction of the NATO Submarine Rescue Vehicle (SRV). This \$95 million project has produced a deep water rescue device that can be airlifted to anywhere in the world on short notice, fit on the deck of at least 140 identified ships, and mate with the escape hatches on most of the worlds submarines, and carry up to 72 men at a time to the surface.

The system is shipped in eleven waterproof cargo containers, that can be flown by military or civilian cargo aircraft. Including flight time, set up time on the ship, and movement time to the site of the distressed submarine, the NATO SRV should be able to get there and have the SRV in the water within 72 hours. The SRV itself is 31 feet long and weighs 27 tons, has a crew of three and can go as deep as 3,000 feet (which is the maximum depth for most

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 142

submarines.). The U.S. is building a similar system, providing two rescue systems to deal with any of the several hundred subs in service, getting in trouble. The NATO SRV will be based in Clyde, Scotland.

SHIPYARD NEWS

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info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium

Tel : + 32 (0) 14 62 04 11
Fax : + 32 (0) 14 61 16 88



info@disacivil.com
www.disacivil.com

Incat Crowther designs overnighter

Australia's Incat Crowther is to design a 46 m catamaran overnight small ship for New Zealand operator, Kings Dolphin Cruises & Eco Tours. The vessel will carry 68 passengers in 30 cabins .



The main and mid decks contain a mix of two- and four-berth staterooms each with its own ensuite facilities. Features include queen size beds, climate controlled air conditioning and large windows offering panoramic viewing.

A large aft deck provides access to an adjustable water level boarding platform for accessing and storing water craft and providing water access for swimming and snorkeling.

The upper deck contains the main recreational spaces with lounge, dining, bar and galley facilities. The area can be converted into a conference space for corporate meetings. Forward is a fully independent wheel house with an open positioned above with sun beds and deckchairs.

The vessel will provide excellent viewing positions on all decks allowing passengers to take in the impressive scenery that the Bay of Islands coastline has to offer. The vessel will have a total crew complement of eight. Two four-berth crew cabins will be positioned in each hull with a crew mess on one side and lounge in the other. A state of the art diesel electric propulsion and power generation system is part of the design brief. It is hoped this vessel will be able to reduce carbon emissions by up to 60 percent over more conventional powering sources

Service speed will be 12 knots, The vessel will be built within 18 months and is scheduled to be ready for service in the winter of 2009, ready for the summer season.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 142

Kings Dolphin Cruises parent company, InterCity Group, provide New Zealand's largest scheduled national tourism and transport infrastructure which includes InterCity and Newmans Coach Lines, a wide range of backpacker transport products as well as Kings Dolphin Cruises and Eco Tours. InterCity Group Limited transports about 1.5 million passengers nationwide each year, including 500,000 international visitors to New Zealand, and operates more than 140 daily services to more than 600 cities, towns and communities across New Zealand.

Details:

Length overall: 45.85 m - Length waterline: 40.31 m - Beam: 12.50 m

Fuel capacity: 21,000 liters - Fresh water capacity: 12,000 liters

Service speed: 12 knots

Deadweight: 48.45 t

Installed power: 2 x 600 bhp

Main engines: 2 x MTU/Detroit Diesel Series 60

Propulsion system: Propellers

Passenger capacity: 68

Survey: NZ Harbours and Marine/USL Code 1C

Construction material: Marine Grade Aluminum

FBMA wins fast ferry order

Philippine shipbuilder FBMA Marine has signed up to build a fast ferry for a New Caledonian company. The Cebu yard, owned by the Aboitiz group, will construct the 57.8-metre aluminium catamaran for SAS Sudiles for operation on a route connecting Noumea to the outlying islands of Iles des Pins, Mare, Lifou and Ouvéa.

The 356-passenger vessel will be delivered in August 2008 for an undisclosed sum. It has a speed of 32 knots. FBMA sales and marketing manager Craig Patrick said the new catamaran design "pushes back conventional boundaries and provides the operator with a more fuel-efficient platform with excellent sea-keeping capabilities."

In March, the yard secured a contract to build a twin-hull ferry for Scotland's Pentland Ferries. The 70-metre catamaran will have capacity for 250 passengers as well as 32 cars and eight trucks. It will replace older tonnage on the route between the Scottish mainland and Orkney.

Ottawa renewing subsidy for purchasers of Canadian-built ships

The federal government is keeping afloat a subsidy program for buyers of Canadian-built ships.

Foreign Affairs Minister Peter MacKay and Industry Minister Maxime Bernier said Thursday that Ottawa will renew and add \$50 million over three years to the Structured Financing Facility, which reduces the interest cost of loans used to buy Canadian-built ships.

"Canada is a maritime nation, and a viable shipbuilding industry supports our security and our sovereignty," MacKay stated.

Thursday's statement noted that the government is also proceeding with more than \$3 billion in ship procurement, including the \$2.9-billion Joint Support Ship program and \$324 million for six new Coast Guard vessels.

The government "will also examine ways to address one of the key challenges faced by Canada's shipbuilding sector - fluctuations in demand, with a view to reducing the traditional boom-and-bust cycle experienced by the industry."

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The **KAPITAN DRANITSYN** seen in Stavanger – Photo : Terje Moen ©

Euroseas to Purchase Containership

Euroseas Ltd., an owner and operator of drybulk carriers, container ship and multipurpose vessels and provider of seaborne transportation for dry bulk and containerized cargoes, has signed a Memorandum of Agreement to purchase the M/V **Clan Gladiator**, a Handysize container ship of 30,007 dwt and 1,742 teu built in 1992 in Germany for \$25.7m. The vessel is scheduled to be delivered to Euroseas around June 11, 2007, at the sellers' option. It will be financed partly by bank debt. The vessel is purchased with a period charter contract at a rate of \$19,000 per day till April 2008.

Fal Oil Signs Loan for Two Tankers

Sharjah-based Fal Oil Company recently signed a \$102 million agreement with Citi for the financing of two Aframax tankers of 105,000 dwt capacity being built by Korean shipyard Hyundai Heavy Industries, says www.gulfnews.com. The 15-year term loan facility covers 80 percent of the cost of the two tankers and will provide Fal Oil with three-years' pre-delivery and 12-years' post-delivery financing. The \$102 million facility by Citi comes on the heels of a six-year \$39 million term loan arranged by the bank for Fal Oil in April towards the financing of two tankers.



The **ZHEN HUA 13** seen in Dubai during the discharging of container cranes arrived from Singapore for the new container terminal in Jebel Ali

Photo : Aad Driessen ©

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The **SOFIA** seen departing from Rotterdam

Photo : Hans Mauritz ©

SMIT orders four Damen ASD tugs 3213

SMIT and Damen Shipyards Gorinchem signed a contract for four Damen ASD Tugs 3213.

The 80 tons bollard pull ASD Tug 3213 is a new type harbour towage and terminal tug and was recently developed by Damen and SMIT. Delivery of the first two vessels is scheduled for mid July 2009. The remaining two vessels will be delivered in December 2009.



From left to right:

E. van der Noordaa (Damen), L. Kullberg, J. Neven (Damen), B. de Feyter, C. Boudesteijn (Damen), P. Kortekaas, R. Verbruggen and B. Vree, with the model of 'Smit Donau' presented by Damen.

Technical details of the vessels:

Length (m) o.a. 32.14

Beam (m) o.a. 13.29

Speed (knots) 13.0

Gross Tonnage 498

Main engines Caterpillar, C 175 16 V/ C with total power of 5160 bkW

Rudder propellers Rolls Royce Marine, US 285 CP

The new SMIT tugs are the first in a new standard series of 80-100 tons bollard pull for SMIT.



TÜrsab launches Çanakkale Istanbul ferry route

Ferry boat tours between Çanakkale and Istanbul by 'Samsun' and 'Ankara' ferry boats will become operational next year, said the Turkish Travel Agencies Association (TÜRSAB.)

Hanifi Araz of TÜRSAB told the Anatolia news agency that 'Samsun' and 'Ankara' ferry boats underwent a comprehensive maintenance work in order to service the route. Araz said the ferry boats, which had a successful season last year between Istanbul and Izmir, were now operating between Istanbul and Bodrum.

"We plan to operate ferry boat tours between Istanbul and Çanakkale next year from March to May. When the tours start we will have solved a notable problem of transportation to Çanakkale. The ferry boats are planned to operate three tours a week," Araz said.

Araz also noted that TÜRSAB president Basaran Ulusoy played an important role in launching the tours. "The ferry boat tours will promote tourism to Çanakkale as the town will become accessible from new directions," Araz added.

Piet Voorburg heeft laten weten dat zijn project met de 20.000 foto's en scheepvaartfilmpjes verkoop op het einde begint te lopen, het goede bericht is door de leden van **KOMBUISPRAAT** en door de lezers van de deze **SHIPPINGNEWSCLIPPINGS** in totaal **980 Euro** is bij elkaar gebracht voor het goede doel,

de restauratie van de zeesleper ELBE in Maassluis.

Piet maakt 642 euro over deze week aan de stichting en **Nautiek** maakt volgende maand ook 338 euro over.

Hierbij wilde **Piet** iedereen bedanken voor hun medewerking in dit project.

BEDANKT !!!!!

**OOK NAMENS DE VRIJWILLIGERS VAN DE ELBE, WELKE HOPEN
DIT JAAR BEIDE MOTOREN WEER TE KUNNEN STARTEN.**

Biggest Cruise Liner Of Mediterranean In Turkey

The newest and biggest cruise liner "**MSC Orchestra**" of the Italian Mediterranean Shipping Company (MSC) arrived in the western Turkish city of Izmir on Tuesday.

The cruise liner will carry nearly 3 thousand foreign tourists every week under its regular tours in the Aegean and Adriatic till November.

The **MSC Orchestra** has 14 decks with a passenger capacity of 3013. The ship has two swimming pools, a wading pool for kids, shops, a card room, a sports court for tennis and volleyball, a library, an art gallery, a cinema, a cigar bar, a huge casino and a Turkish bath. It also has a variety of entertainment venues, including a three-deck theater, secondary show lounge and disco.

A thousand crew members are employed on board the cruise liner.



The **CAMPERDUIN** of **SEACONTRACTORS** seen in the Persian Gulf
Photo : Leon de Hoop ©

Neu on track for first conversion

A German player is set to convert a VLCC into an ore carrier and has also placed orders.

Ultra-large-ore-carrier (ULOC) specialist Neu Seeschiffahrt is pushing ahead with plans to convert VLCCs into ore carriers.

The German operator is said to have acquired a VLCC for its first conversion project, while in a separate move it is being linked to orders for four large ore carriers.

Sources say Neu Seeschiffahrt, which is controlled by US-based Richard Neu, has bought the 277,000-dwt single-huller **Eastern Fortune** (built 1989) from Honam Oil of South Korea for \$40m, which is in line with recently concluded deals for similar ships. It is estimated that the conversion will cost \$25m and take six months.

TradeWinds reported last year that the company had secured a patent on a method of turning single-hull tankers into double-hull ore carriers and that Neu was in talks with Shanghai's Huarun Dadong Dockyard regarding the project.

Neu Seeschiffahrt director Hans Kirchoff declines to comment on questions related to the company. "This is the wish of Mr Neu," he said.

He also declines to comment on reports that Neu has ordered another four 300,000-dwt ore carriers at Universal Shipbuilding in Japan for delivery between 2009 and 2012. The owner already has four sisterships on order scheduled for delivery in 2009 and 2010.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 142

Neu has been a leading player in the market for large bulkers and ore carriers since buying Krupp Shipping of Germany in 2001. For 40 years, he had been a partner of Bergesen DY of Norway on LPG carriers, large bulkers and ore carriers.

After the purchase of Krupp, Neu became Bergesen's biggest competitor and the Norwegian company wanted to split their joint ownerships, which also included six large bulkers. Neu refused and the case has been up for arbitration for several years.

The Bergesen bulkers are now part of BW Group after the Sohlen family took over Bergesen.

TradeWinds understands there is deep frustration at BW that Neu still has stakes in the jointly owned ships as it means BW must gain acceptance from Neu to fix out the vessels for more than a year.

MOVEMENTS

The **TOG MOR** will depart today during the morning hours from the Waalhaven Pier 8 in Rotterdam under tow of the tug **ALPHONSE LETZER** assisted by tugs of **FAIRPLAY TOWAGE**.



The **POLAR** seen in Willemstad (Curacao)

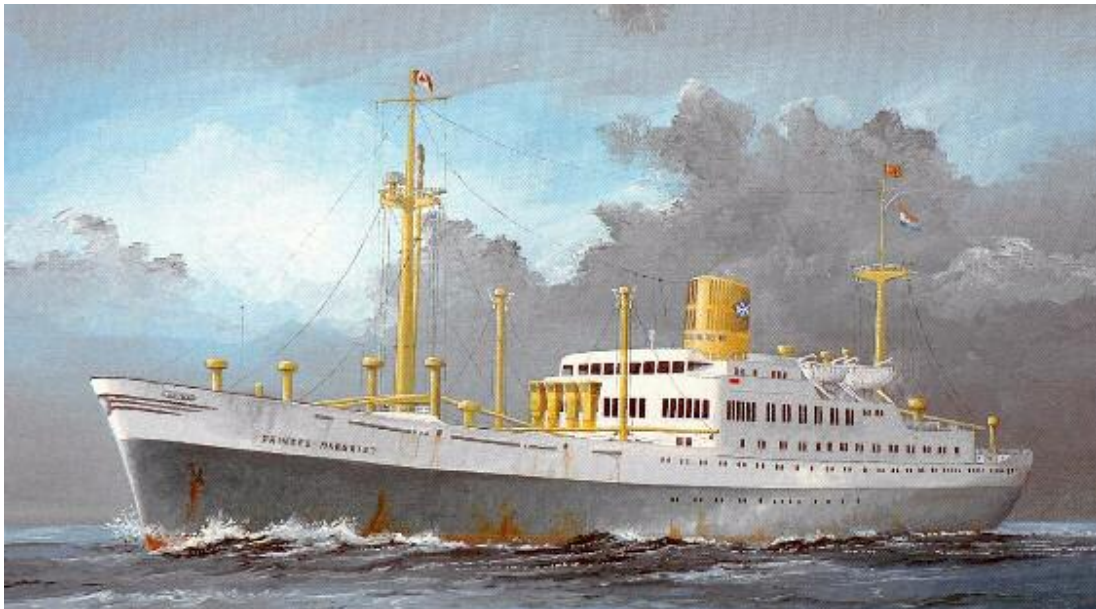
Photo : Kees Bustraan ©



The **PONTOS** seen arriving in Limassol and mooring Mediterranean style.

Photo : **Peter Lankester** ©

OLDIE – FROM THE SHOEBOX



At the end of the fifty's the Oranje Lijn ordered two large new cargo/passenger vessels on the route to the Canadian lakes. Bigger ships now were possible since the opening of the new St Laurens Seaway 1959. However it never was a success. The first one was chartered soon after commissioned by Cunard and the second one, the **Prinses Margriet** after two years by the Holland-America-Line to replace the older **Westerdam**.

The above oilpainting by **Hans Breeman** is the last one: The **mv Prinses Margriet**.

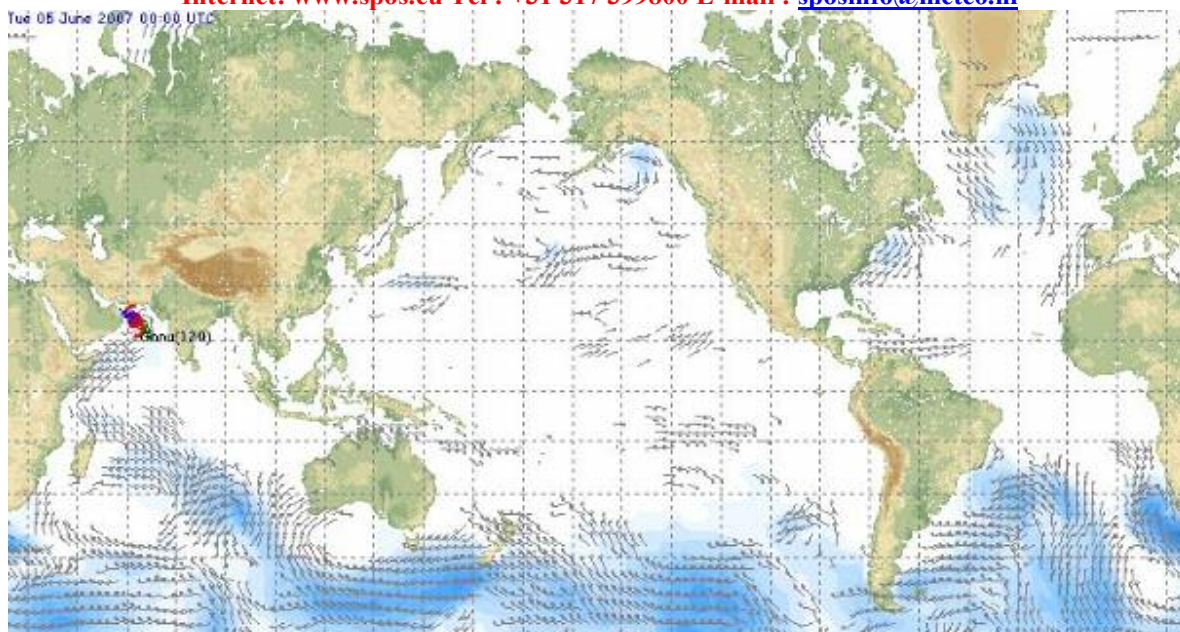
See also : www.hansbreeman.nl for more beautiful paintings

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 **FGS PLANET** seen in Malta - Photo : Anthony Chetcuti - Malta pilots ©

UPDATED RECEIVED FROM JOHN ALLEN ABOUT THE EARTHTRACE

Well, you may all recall that it was San Diego or bust.

*******Bust*******

Our attempt to circumnavigate the globe in record time **has ended in Malaga** due to the boat sustaining some storm damage.

It was quite upsetting to have to abandon the race. We all really believed we had a shot at getting back to San Diego in record time. But it isn't to be, not this time anyway. But despite what has happened, there is a great feeling of camaraderie within the camp and a comforting sense of belief that we gave it our best shot and persevered for as long as we were realistically able to beat the record.



The EARTHTRACE arriving in Malaga early on Thursday morning last week.

We had a discussion about what we should do from here. Ryan has decided to go back to NZ for a while to have a break and also to begin work on the documentary. The rest of us, Pete, me, Scott, Alli, Lance and Ghandi will remain with the project.

We have managed to make some further repairs to the boat and will tonight take the boat up to Valencia to join in the festivities of the America's Cup and to support Team New Zealand in their bid to regain the Cup. After that we will begin our European promotional tour, starting in Cork Ireland in about 4 weeks time. We are still formulating the structure of the European tour but hope to have this finalized within the next few weeks.

It is possible we will have another crack at the record, perhaps in March 2008. There is certainly a sense of unfinished business.

And Malaga is certainly a very pleasant place to have to abandon the race in - it is a beautiful little city on the southern coast of Spain. I have a real love of the Spanish culture and language - my first realization of this was from spending time in Miami, and this was amplified when I subsequently visited Panama. I am going to try and learn Spanish as I feel a bit left out not being able to speak the language. At present my Spanish is limited to telling a woman she has beautiful eyes and asking directions to the nearest bus station. And occasionally I get these two mixed up which might help explain why I'm single and am forced to catch taxis.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 142



We have had the pleasure recently of the company of a crazy Irishman (is there any other kind?) called **Adrian** who was going to travel on the boat to Canary Islands. He is a real Earthrace enthusiast (perhaps more of a groupie actually) and he is going to help organize the first Earthrace tour stop in Cork, which promises to be a cracker.. He has been a great guy to have around during these last few days - I have attached a photo of me and him waiting for the Earthrace boat to arrive. Note my West Ham shirt being proudly worn.

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