

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 144



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The **SD GIRONDE** seen passing the **SVEZIA** in Rotterdam – Europoort – **Photo : Jan Oosterboer ©**

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EVENTS, INCIDENTS & OPERATIONS TRIBUTE TO SIP WIEBENGA



Photo : Pim Korver FILM+VIDEO ©

During the closing ceremony of the International Maritime Rescue Conference at Gothenburg the CEO of the RNLI **Mr. Andrew Freemantle** paid a tribute to **Sip Wiebenga**, former CEO of the KNRM, and handed over a beautiful scale model of an RNLI lifeboat. During this Conference a new board of trustees if the International Maritime Rescue Foundation is chosen. Chairman is **Mike Vlasto**, Operation Director of the RNLI, Mr **Sip Wiebenga** is also chosen as

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 144

one of the board members. The aim of the IMRF is to support developing countries in their aim to organize maritime SAR-services and share knowledge among all SAR-organization around the world to improve SAR-readiness.



The flexible fallpipe vessel **Tertnes**, alongside in Gijón Spain working on the fundation of a new harbour breakwater.

Photo : Johan Wiersema o/b "Tertnes" ©



HOW could this happen?

As the stricken **Pasha Bulker** lay poised to flood Newcastle's beaches with 700 tonnes of shipping oil last night, an investigation was being planned into why it and other vessels did not heed warnings to get away from the shore before yesterday's storms struck.

Union groups said ships flying flags of convenience, such as the Panama-registered **Pasha Bulker**, were less safe than national shipping lines, and said the potential disaster had been an accident waiting to happen. The claims were angrily rejected by the ship owner's association.

The NSW Ports Minister, Joe Tripodi, rushed to Newcastle, saying the situation was "clearly unacceptable", but refusing to be drawn on its causes. Mr Tripodi, anticipating criticism over delays at the clogged coal-loading port, promised that NSW Maritime would investigate. The Newcastle Ports Corporation radioed 56 cargo vessels queuing to

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 144

load coal at 5am yesterday and warned them to move out to sea. Other warnings were issued on Thursday night. All but 11 vessels heeded the call.

There was speculation the ships' captains might have taken a calculated risk that they could ride out the storm.

A spokeswoman for the corporation described the weather as extraordinary. "There is a 17.95 metre swell. We knew the weather that was coming, and they were warned, but there have been issues with [the ships leaving]."



Twenty-one crew members, two suffering mild hypothermia and one with a minor arm injury, were winched from the **Pasha Bulker's** deck yesterday afternoon.

Photo : Martin Grant ©

Witnesses said last night that creases were visible in the ship's hull, caused by the pounding surf. NSW Maritime could not confirm reports of oil washing up, saying it might be bilge water.

The NSW Nature Conservation Council said that if the vessel split apart, the result would be an ecological disaster because the ship is marooned directly in front of heritage-listed sand dunes and an iconic beach.

Hazardous material teams, the State Emergency Service and maritime engineers were on site last night monitoring the ship. The **Pasha Bulker** has 700 tonnes of fuel oil, 38 tonnes of diesel and 40 tonnes of lube oil.

As yet there was no consensus on how to free the ship or prevent it from splitting apart and drenching the coast in oil.

A team from **United Salvage**, a marine salvage company, arrived at the site yesterday with a contract from the owners to try and save the ship. "We don't know how it will be done yet; that will be decided amongst the authorities because it's on a very public beach and there's a risk of pollution," said a director of **United Salvage**, Ian Hoskison.

Photo : Martin Grant ©

A Maritime NSW spokesman said there might be a chance to refloat the vessel at high tide today, but predictions of continuing wild weather may scotch that plan. Tugs had been dispatched to help three other coal carriers - **Sea Confidence**, **Betis** and **Coral Emerald** - which were anchored and rolling in the heavy swell about two kilometres offshore.



Staff of the **Pasha Bulker's** Japanese owner will today discuss the salvage operation with the ship's Korean captain. The port corporation's list of shipping movements shows the **Pasha Bulker**, **Betis** and **Sea Confidence** had not been allocated a time to dock.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 144

There were also reports saying the **Pasha Bulker** had not taken on sea water ballast, which might have helped stabilise the ship. Apparently without enough ballast, the ship was pushed backwards and tossed to and fro on the monster seas, although it appeared to be striving to clear the shore, observers on land said.

The vessel was crewed by two Korean officers and 19 Filipino ratings. The International Transport Federation said it was concerned that vessels such as the **Pasha Bulker** were sailing under flags of convenience, a view echoed by the Maritime Union of Australia. "Ships register in nations like Panama to avoid tax and regulatory requirements as well as bypassing local labour and health and safety laws," said Dean Summers, of the federation.

"An incident like [this] has been waiting to happen and raises questions about the Howard Government's active encouragement of flag of convenience shipping at the expense of the Australian maritime industry."

The chief executive of Shipping Australia, Llew Russell, representing ship owners, said he was aghast at the union's claims. "It's a brand new ship operated by the highly reputable Lauritzen [shipping company] and they're talking about flags of convenience and substandard ships. I find this completely distasteful."

The event invites comparisons with the **Sygna**, the 53,000-tonne Norwegian bulk carrier blown ashore at nearby Stockton by the so-called Sygna cyclone on May 26, 1974. The rusty wreckage still adorns the beach north of Stockton, as Australia's largest shipwreck.

Tug boats sent to prevent more grounding

A tug has been sent to assist a second coal ship that risks running aground near Newcastle, the Newcastle Port Corporation (NPC) says. The bulk carrier **Betis** is anchored about two nautical miles off Swansea, which is south of Nobbys Beach where the **Pasha Bulker** ran aground in heavy seas about 9.15am (AEST) on Friday. Also being monitored is the **Sea Confidence**, which is less than one nautical mile from Stockton Beach, and the **Coral Emerald**, about 2.8 nautical miles off the same beach.

The NPC said a tug had responded to a request for assistance from the **Betis**, which is struggling in the large seas and strong winds. The **Sea Confidence** has not requested help, but the NPC said it was working to provide any assistance the vessel needed. NSW Maritime said wild weather was pushing the **Pasha Bulker** further on to the sand. Its 21 crew were winched to safety earlier after the ship broke free from its mooring and ran aground. The NSW Ambulance Service said two of the ship's crew had mild hypothermia, and one a minor elbow injury.

They were treated by Ambulance crews when they reached land, but none required transport to hospital. The ship's crew has now been taken by Customs Officials to a nearby motel to rest.



The **FINNMARKE** seen departing from Kristiansund
Photo : Jan Plug ©

NCL cleared in 'rogue wave' case

A jury has found Norwegian Cruise Line (NCL) not guilty in the class-action case stemming from the 2005 "rogue wave" strike on the **Norwegian Dawn**. The case of Conigliaro, et al v. NCL was filed on 14 June 2005, following a direct hit on the **Dawn** by a 21m-high rogue wave on the morning of 16 April 2005. Only minor injuries were reported but a "large volume of water" breached broken windows and spread to 62 cabins. Plaintiffs had claimed breach of contract and intentional or reckless infliction of emotional distress. They had argued that NCL consciously sailed into the storm and that the type of wave encountered "should have been anticipated". After two years in the US District Court of Southern Florida, a jury has absolved NCL of any liability after just two hours of deliberations. The National Transportation Safety Board had cleared NCL in December 2005. NCL president Colin Veitch noted that the company had always maintained that the lawsuit existed only in the minds of the plaintiffs' lawyers. "This verdict confirms our belief."



The **DOLE ASIA** seen leaving the Antwerp locks outward bound

Photo : Willem Kruit ©

FORTUNA 1 SALE BID

THE International Transport Workers Federation (ITF) says it is assisting the crew of the ferry **Fortuna 1** to force the sale of their ship to pay wages owed to them. A statement says: "Following meetings with the owners of the **Fortuna 1** and their legal representatives – and their inability to prove that they can pay the wages owed to the seafarers on that ship – the ITF is assisting the crew with an application to the court for the sale of the vessel in order to recover the owed wages."

The move is taking place during the ITF's "week of action" in northern Europe" which is seeing union officials, dockers and volunteers checking ships in Belgium, Denmark, Estonia, Finland, France, Germany, Ireland, Latvia, Lithuania, The Netherlands, Norway, Poland, Russia, Sweden and the UK.

Binnenkort nieuwe controles containerschepen op Schelde-Rijnkanaal

Containerschepen op het Schelde-Rijnkanaal worden binnenkort opnieuw gericht gecontroleerd. De Inspectie Verkeer en Waterstaat (IVW), Rijkswaterstaat, de Dienst Waterpolitie van het Korps landelijke politiediensten (KLPD), de Zeehavenpolitie Rotterdam, de Douane Rotterdam en de Inspectie van VROM gaan gezamenlijk de controle-actie organiseren.

Tijdens de actie wordt vooral gecontroleerd op de aanwezigheid van de voorgeschreven ladinginformatie bij het vervoer van gevaarlijke stoffen en afvalstoffen. Daarnaast wordt gecontroleerd of de schippers de verplichte meldingen aan het zogenoemde Informatie en Volg Systeem (IVS) hebben gedaan. Schepen met gevaarlijke stoffen zijn bijvoorbeeld verplicht te melden welke lading aan boord is en hoeveel mensen aanwezig zijn. Om het oponthoud voor de schepen zo kort mogelijk te houden worden de controles op een nieuwe manier uitgevoerd. Hierdoor zal een controle in principe niet langer dan een uur duren.

In juni 2006 hielden de overheidsdiensten voor de eerste keer een soortgelijke actie. Toen bleek dat 52 procent van de gecontroleerde schepen niet aan de regelgeving voldeed en dat 60 procent niet of onjuiste meldingen aan het IVS had gedaan. De aanstaande actie is een tweede meting om te kijken of het naleefgedrag bij het containervervoer is verbeterd.



The **EIDE FIGHTER** seen outward bound from Rotterdam

Photo : Hans Koster ©

Danica White crew 'safe'

The Danish foreign ministry has broken its silence on the **Danica White** hijacking case saying it believes the crew are in good health. The ministry and the Danish owner of the 1,616-dwt general cargo vessel have been reluctant to speak about the fate of the ship or its crew since it was captured by pirates off the coast of Somalia a week ago.

"According to the information we have, we have no reasons to believe that they are not doing fine," the Associated Press (AP) quoted Lars Thuesen, head of the Danish foreign ministry's consular department, as saying on Friday.

The 1985-built Denmark-flagged vessel and its five Danish crew members are believed to have been taken to the notorious pirate stronghold of Harardhere some 400km north of the capital Mogadishu.

There was widespread fear that the pirates would demand a ransom as high as \$1m for the release of the ship and its crew as the vessel was European owned. However, it is not clear if any demands have as yet been made.

Thuesen told AP that the Danish foreign ministry "doesn't take part in any negotiations if negotiations are being conducted," adding, "We're in a phase where we have decided to keep a low profile."

Earlier this week Fox News reported that the US naval ship **USS Carter Hall** had fired some warning shots across the bow of the **Danica White** as it was being led away by the armed pirates. Other reports claimed the naval vessel had destroyed three small crafts which the bandits had used to reach the ship.

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.

Jongeren vernielen boot



De politie heeft verleden week vijf minderjarige jongens aangehouden voor vernielingen aan boord van zeilschip de **Eendracht**. Ook hebben ze geprobeerd een iemand te beroven.

Dit gebeurde op een reis die De **Eendracht** organiseerde voor jongeren. Aan boord waren 29 jongens en meisjes.

Foto : Piet Sinke ©

Volgens de politie hebben ze een brandblusser leeggespoten, drank gestolen en een laken vernield. Volgens de eigenaar van het werden schilderijtjes en

reddingsvesten van de muur getrokken. De kapitein zette onmiddellijk koers naar Nederland.

Wethouder Dominic Schrijer (Sociale Zaken) eist van dagblad De Telegraaf een rectificatie op de voorpagina. De krant schreef dat de Sociale Dienst de zeiltocht zou hebben georganiseerd en betaald. 'De gemeente heeft deze reis niet geïnitieerd, betaald of begeleid. Het Jongerenloket van de gemeente Rotterdam heeft op verzoek van de **Eendracht** bemiddeld bij het werven van jongeren voor deze reis', zei hij in een reactie.

De problemen ontstonden nadat de groep in Engeland van boord mocht. 'Daarna hebben ze het een en ander uitgevrotten', aldus de voorlichter. De jeugd was agressief, maar het kwam niet tot vechtpartijen. De agressie uitte zich volgens Schrijer niet tegen de bemanning. 'We hebben ze in toom kunnen houden', stelde de woordvoerder.

Terug in Hoek van Holland hield de politie aan boord drie jongeren aan. Twee anderen volgden op de kade. Zij moeten zich binnenkort voor de rechter verantwoorden voor baldadigheid, vernieling en poging beroving. De volgende dag voer de **Eendracht** weer uit. Niet eerder kreeg het schip met een dergelijk incident te maken, ook al waren geregeld vergelijkbare groepen aan boord. De bemanning wil met deze overtochten de opvarenden teambuilding en discipline bij brengen.

Five fishermen airlifted from burning trawler

A tragedy was averted Thursday morning after five fishermen were dramatically airlifted from a burning Killybegs registered vessel off the Mayo coast. The fire broke out in the engine room shortly after 9am. The skipper of the 65ft **'Eternal Dawn'** was Kevin Boyle from Fintra, Killybegs. They had been fishing for prawns when the fire broke out 32km north-east of Erris Head.

The crew consisted of Charlie Gallagher from Dunkineely and three Polish men. Speaking to the Donegal News the Chief Executive of the Killybegs Fishermen's Organisation, Mr Sean O'Donoghue said the prompt response of the

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 144

skipper and of the emergency services had averted a tragedy. The crew members were taken to Sligo General Hospital but Mr O'Donoghue said they were fine after the ordeal.

"The swift response of the skipper and crew along with the prompt action of the Lifeboat crew and the Sligo Search and Rescue Helicopter averted a tragedy. Kevin Boyle is a highly qualified skipper and the vessel has the most modern safety equipment available," he said. "This incident once again highlights the dangers of being at sea and the necessity to have the most up to date safety equipment. We're delighted the skipper and crew are safe but the boat appears to be very badly burned," he added.

One local man said yesterday there was a great sense of relief around the fishing port. "They were very lucky and it appears the swift action of the emergency services averted a tragedy. The five were not injured and they were taken to Sligo General Hospital. Things could have been a lot worse," the local man said.

The **Eternal Dawn** is owned by Fintra Trawling Company of which Mr Boyle is a director. Arrangements are being made to tow the vessel back to Killybegs for assessment. A spokesman for the **Ballyglass Lifeboat** confirmed that they were still on stand by. "The lifeboat is on stand-by just in case. The fire is out but there is oil on board and we're concerned about the possibility of any explosion," he said.

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Tug sinks, crew rescued

A vessel sunk off Dwarka in stormy sea, but the Coast Guard rescued 14 of its crew. The vessel, **Akash**, was towing an empty barge from Sikka, near Jamnagar, to Mumbai when its engine room was flooded on Monday. The crew could not undertake any repair work, as the sea was choppy. After sending an SOS, they moved into the barge.

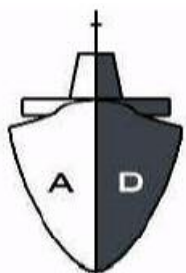
The Maritime Rescue Sub Centre, Porbandar, picked up the message and alerted merchant and Coast Guard vessels in the area, a Coast Guard spokesman here said on Thursday.

Four ships, including Coast Guard vessel **Samar**, headed towards area. The rescue work was challenging, as the sea was rough in view of cyclone Gonu that caused havoc in Oman. The **Samar** crew struggled almost the entire night of June 4 to pass ropes to the rolling and pitching barge. Finally, they towed the barge to Port Okha. Another Coast Guard vessel, **Meera Behn**, monitored the drifting **Akash**, as it had 20 tonnes of high-speed diesel. The tug sunk after some time. The spokesman said there was no oil slick.

NAVY NEWS

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Britain launches giant nuclear submarine



Britain's largest and most powerful attack submarine, the giant nuclear-powered **HMS Astute**, was given a beery royal launch on Friday.

Camilla, Duchess of Cornwall, launched the vessel not with the traditional magnum of champagne at the dockyard in Barrow, Lancashire, northwest England, but with a bottle of home-brew beer made by the ship's crew.

About 10 000 people, including workers, crew, military chiefs, dignitaries and schoolchildren witnessed the launch by the wife of

Prince Charles, the heir to the throne. "As an admiral's wife myself, I am delighted to be in Barrow-in-Furness on Friday for the naming and launching of **Astute**," Camilla said. "I shall follow her progress with particular interest as she serves in the fleet.

"I name this ship **Astute**. May God bless her and all who sail in her," she said, before pulling a lever to break the beer bottle against the submarine's hull.

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Ulstein Group to sub-contract hulls in Ukraine

Ulstein Verft has entered an agreement with Zaliv Shipyard in Kersch in the Ukraine for the construction of hulls for vessels it is building.

The company said yard number 283 will probably be the first hull delivered by Zaliv. "We need to expand and to have the opportunity to build larger vessels", said Karsten Sævik, managing director of Ulstein Verft."

"Zaliv has good facilities, among them a drydock measuring 360m by 60m. All the production takes place under cover, and there are large facilities for sand blasting and painting", he added. Ulstein Group's co-operation with another sub-contractor, Maritim Ltd in Poland continues, and will be further developed, said the company in a statement.

Stena vessels nearly ruined Fosen Mek

SSG-TØNSBERG. The two Stena vessels built by Fosen Mek Verksteder (FMV) have been an economic catastrophe for the yard and losses on both vessels could run to NOK 25.0 million.

The poor quality of the Russian-built hulls are mainly to blame for the losses. The first hull delivered was of such poor quality that it cost FMV round NOK 20 million to put it right. Hull number two was slightly better, but the construction produced a loss of NOK 6.0 million. This vessel will be delivered on Friday this week. As a result of these losses, FMV could be sold to Fosen Yards for a nominal NOK 1.00. The banks, which provided the yard guarantees of NOK 30.0 million, have these secured in FMV's Swedish yard Landskronavarvet.

Cosco Zhousan books orders worth \$1.2 billion

China's Cosco (Zhoushan) Shipyard Co., Ltd. has received newbuilding orders worth nearly \$1.2 billion. \$669 million of this is accounted for by contracts from Cosco International Ship Trading for twelve 57,000 dwt bulkers and four 5,000-vehicle PCTC's (pure car truck carriers).

The ships are scheduled to be delivered between December 2008 and October 2009. In addition Cosco Zhousan has entered into building contracts worth a further \$525 million for a total of 14 more 57,000 dwt bulkers for various shipowners from Turkey, Portugal, Greece and India for a total contract value of approximately \$525 million.

Deliveries are scheduled to be between August 2008 and March 2010. The Cosco group has previously announced that it will expand its shipyard operations and says the entry into the contracts announced today is "another step in that direction."

BLRT acquires Turku repair yard

Estonia's BLRT Group has acquired Turku Repair Yard in Finland, which owns the largest dry dock in the Baltic Sea region at 265m long and 70m wide. "The group's existing ship repair subsidiaries in Tallinn and Klaipeda repair 165 and 130 vessels a year respectively. The Turku yard, which repairs 80-100 ships a year, was sold by private owners who had acquired the facilities in 1989 after the bankruptcy of Wärtsilä Marine Industries. "I believe Finland's ship repair specialists are among the best in the world," said BLRT Group chairman Fjodor Berman. "In addition to extending the range of physical possibilities for repairing ships, we will also raise the level of our know-how and quality. The range of services will increase as well." The next step will be to introduce a group of specialists travelling to a vessel in need of repairs at any location world-wide and offering services while en route, without directing the vessel into a repair dock, he continued. In August 2001 BLRT acquired Lithuanian repairer Vakaru Laivu Remontas.

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BOSTON TOWING AWARDED LARGE CONTRACT

Vincent D. Tibbetts Jr., president of Boston Towing & Transportation, the Boston division of the Reinauer Companies, announced that Boston Towing and Transportation Company has been awarded a significant 20 year contract by Suez Energy N.A. LLC to support their Neptune Offshore LNG Terminal. This contract includes the construction and operation of two additional vessels, a 128 foot, 5400 hp, controllable pitch Z Drive, FiFi 1 Offshore Support Vessel based in Gloucester, Ma, as well as a smaller 101foot, 5400hp, controllable pitch Z Drive, FiFi 1 tug that will operate in the harbor, as well as acting as backup to the larger offshore vessel. This will increase BTT's fleet to four tractor tugs in addition to eight other conventional tugs.

BTT has contracted with Robert Allan LTD of Vancouver B.C. to design both vessels. Robert Allan currently has over 80 of his tugs being built worldwide and is considered by many to be the most innovative tug designer in the world. The offshore vessel incorporates his latest hull design, developed for the Marin study last winter, which will optimize sea-keeping, fuel efficiency and crew comfort. The smaller tug is a proven design of his, of which there are numerous examples currently being used around the world at offshore platforms. These tugs will be the first in the U.S. to incorporate controllable pitch propellers with the Z Drives. This gives the vessels an infinite degree of maneuverability, and also allows the FiFi Class One fire pumps to be driven off the main engines, saving weight and cost by eliminating the fire pump engines found on all other FiFi Class One vessels. Both tugs will be equipped with bow and stern winches and will be capable of remaining on station throughout all LNG discharge operations. The larger tug will be able to self-load up to three containers for cargo operations, while the smaller tug will be rigged to handle one container.



The **MIGHTY SERVANT 1** loaded with the **TAHATI** hull seen arriving in Ingleside (Texas)

Photo : Unknown Author

Offshore agenda at centre stage

The world's biggest floating production storage offloading unit (FPSO) is being built by Sevan Marine at Shanghai Waigaoqiao to DNV rules, and is an important example of offshore competency.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 144

Since the early 1980s, DNV has also been involved in the oil and gas activities in China. Work on offshore installations has included fixed platforms, FPSOs, and submarine pipelines. Since 2001, DNV has been actively providing extended services to onshore downstream sectors such as refineries, petrochemical plants, LNG terminals etc, with a focus on HSE Risk Management and Asset Integrity Management services.

DNV is the classification society of choice for offshore projects in China. Current projects include involvement with Cosco Shipyard, Dalian Shipbuilding, Hantong Shipbuilding, Shanghai Waigaoqiao and Yantai Raffles.

Sevan Marine's Floating Production Storage Offloading Unit is under construction at both Yantai Raffles (two units) and also Hantong Shipyard (one unit). Yantai Raffles is building two circular Sevan FPSO units for 2007 completion. The **Sevan 300**, with a storage capacity of 300,000 barrels can process and treat 30,000 barrels of oil and 3.6 million standard cubic metres of gas per day.

Another innovative and actually dramatic project is the DNV-classed rig, named "**SS Frigstad Oslo**" based on the Frigstad D90 design, that is being built at Yantai Raffles and will be the largest semi-submersible ever built. The rig will be used in ultra deep-water environments of up to 12,000 feet and drilling depth of 50,000 feet.

Elsewhere in the DNV offshore portfolio, CNOOC and ConocoPhillips China Inc are completing a contract with Shanghai Waigaoqiao for a 280,000 dwt FPSO hull for Peng Lai oil field in Bohai Bay. The \$200m contract for the 310m long, 60m wide, 29m deep hull, is the largest yet built in China and will have storage capacity of 2 million barrels of crude oil. Another unique project is the order by MPF Corporation Limited, to build at Cosco Dalian Shipyard the hull of a Floating, Drilling, Processing, Storage and Offloading vessel (FDPSO).

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The **WAKER** seen in IJmuiden with her new SVITZER funnel marking
Photo : Joop Marechal ©

First newbuilding handed over to Svithoid Tankers

SSG-ÅBO. The Swedish shipping company Svithoid Tankers has taken delivery of its first newbuilding **Vedrey Tora** in Tallinn. From Svithoid Tankers it is announced that the product/chemical carrier will initially be employed on the spot market where earnings presently are good. After a short time on the spot market, the vessel will enter a seven years time charter with JamesFisher Everard.

Scandlines sold this month?

The sale of Danish-German ferry operator Scandlines is expected to close by the end of June, according to a Danish minister. Transport minister Flemming Hansen told local business daily Dagbladet Borsen that a deal would be agreed despite lengthy disagreements between the Danish state, which owns 50%, and the German railway Deutsche Bahn, which owns the other half, over who to sell to.

Earlier reports claimed the company would be carved up between the two groups who have been bidding for it.

UK equity fund 3i will reportedly hold a 40% stake, German financial group Allianz another 40% and German shipowner Deutsche Seerederei (DSR) will get the remaining 20%. The total price for Scandlines is estimated at about \$2bn.



The **GLOBAL PIONEER** seen moored in Port Fourchon
Photo : Michiel Goedkoop ©

Stena declares option on ro-pax

SSG-GÖTEBORG. Stena has declared an option to buy the 27,700-gt ro-pax vessel **Borja, Stena Ausonia**, built by Visentini in Italy and delivered this year. Stena has chartered out the vessel on a long-term contract to Balearia for a service between Barcelona and Palma de Mallorca.

MONTAGU PRIVATE EQUITY TO BUY UNIFEEDER

UK-based private equity investor is set to buy northern European feeder shipping operator Unifeeder from its founders Peter Bohnsen and Tonny D Paulsen . The price has not been disclosed but press reports speculate it could be in the region of euros400m.

Unifeeder operates the largest feeder network for container transportation in Northern Europe. The company transports containers from the large container hubs at Hamburg, Bremerhaven and Rotterdam to over 20 ports across the Nordic Region, the Baltic States and Russia. As an independent feeder operator, Unifeeder collects and transports containers for many deep sea container lines, offering a frequent and reliable service with over 7,500 calls per year.

In a joint statement Mr Bohnsen and Mr Paulsen said "This has not been an easy decision for us. Over the past 30 years, Unifeeder has developed into a key player in the container transportation market with a presence in 12 countries. However, it is now time for us to hand over the responsibility and we are very pleased to have found Montagu, who we believe has the right attitude and approach to work together with our excellent management team and employees to continue the positive development of the Company. It has been our highest priority to find an owner that will uphold Unifeeder's independent position in the feeder market."



The **MEANDER** seen operating in the Persian Gulf
Photo : Leon de Hoop ©

Blystad buys two VLCCs at USD 237.5 million

SSG-TØNSBERG. Oslo-based Arne Blystad has bought the two 299,000 DWT **Venus Glory** and **Mars Glory**, both built in 2000, from Gulf Marine Management, controlled by Lebanese owner Ghassan Ghandour, for USD 237.5 million en bloc. Both vessels were on a long-term charter to Saudia Arabian Vela until 2005. Blystad is likely to trade the vessels in the spot market.

Zim neemt belang in Antwerp Gateway

De Israëlische rederij Zim koopt een belang van 20 procent in de containerterminal Antwerp Gateway. De grootste aandeelhouder van deze terminal is DP World. Ook CMA CGM, Cosco Pacific en de haven van Duisburg zijn aandeelhouders. APM Terminals heeft de ouder participatie van P&O Nedlloyd intussen aan DP World verkocht.

De directie van Zim bevestigde eerder al het voornemen om van Antwerpen haar Noord-Europese hub te maken. De schepen van de rederij worden nu nog hoofdzakelijk door PSA HNN behandeld. Zodra die contracten verstrijken, verhuizen die aanlopen naar Antwerp Gateway.

Zim vaart vanuit Antwerpen met eigen schepen naar het Middellandse Zeegebied, West-Afrika en de twee Amerika's. Voor de bediening van het Verre Oosten werkt Zim nu nog via slotcharters bij CSAV Norasia en China Shipping, maar zijn schepen van 10.000 teu in aanbouw. Voor die opgeleverd worden wil Zim al een eigen loop met panamax-schepen op dit vaargebied beginnen.

THE S&P MARKET WEEK 22

By the Scandinavian Shipping Gazette

Bulkers

Anangel Dawn: 149,321 DWT blt 94 Hyundai. Sold region USD 66,500,000 incl tc attached until feb 08 at USD 20,000 pdy to Korean Buyers.

Iron Man: 72,861 DWT blt 87 Hyundai. Sold region USD 36,500,000 to Glitnir incl tc back at USD 12,500 pdy for 8 years.

Crystal Lily: 48,913 DWT blt Ishikawajima, Cr 4 x 25 t. Sold region USD 39,000,000 to undisclosed buyers.

Dimotris Manios II: 37,664 DWT blt 84, Cr 4 x 25 t. Sold region USD 12,600,000 to Greek buyers incl tc to Cargill at USD 11,990 pdy until end 2007.

Addu Shan: 27,321 DWT blt 95, Cr 4 x 30 t. Sold region USD 29,000,000 to undisclosed buyers.

Magda T: 25,570 DWT blt 83 Dmitrov, Cr 4 x 16 t. Sold region USD 8,250,000 to Greek buyers.

Tatyana: 26,131 DWT blt CCN Maua, Cr 4 x 16 t. Sold region USD 6,500,000 to Middle East buyers.

Arklow Willow / Arklow Wind/ Arklow Wave: 13,777 DWT blt 04/04/03 Chofu. Sold region USD 74,400,000 enbloc to Norwegian KS.

Baltic Trader: 7,908 DWT blt 81 Neptun, Derr 4 x 22 t. Sold region USD 3,500,000 to undisclosed buyers.

Sea Master: 6,825 DWT blt 84 Donghae, Derr 4 x 20 t. Sold region USD 2,000,000 to undisclosed buyers

Gusto: 5,064 DWT blt 81 Higaki, Derr 3 x 10 t. Sold region USD 1,800,000 to undisclosed buyers.

Tankers

Venus Glory / Mars Glory: 299,089 DWT blt 2000 Daewoo. Sold region USD 115,000,000 each to undisclosed buyers.

Eastern Fortune: 277,020 DWT blt 89 Hyundai. Sold region USD 40,000,000 to Neu Seeschiffahrt.

Giorgios S /Yannis P: 159,982 DWT blt 01/02 Hyundai. Sold region USD 86,000,000 and USD 89,000,000 resp to Capital Maritime.

Rich Duchess / Regent: 81,279 DWT blt 86 Kasado. Sold region USD 26,500,000 enbloc to Chinese buyers.

La Roux: 48,238 DWT blt 84 Kawasaki. Sold region USD 13,000,000 to undisclosed buyers.

Containers

Maersk Noumera: 33,875 DWT blt 01 Hyundai, 2,550 TEU. Sold at undisclosed price to Allocean.

Henrika Schulte: 33,875 DWT blt 01 Hyundai, 2,550 TEU. Sold at undisclosed price to Allocean.

Cap Arnauti: 23,279 DWT blt 04 Guangzhou, 1,740 TEU. Sold at undisclosed price to Allocean.

Montemar Europa: 22,900 DWT blt 03 Szczecin, 1,728 TEU. Sold region USD 32,000,000 to Ship Finance Int incl tc at USD 14,250 pdy until Oct 2008.

Hans Schulte: 22,330 DWT blt 98 Szczecin, 1,684 TEU. Sold at undisclosed price to Allocean.

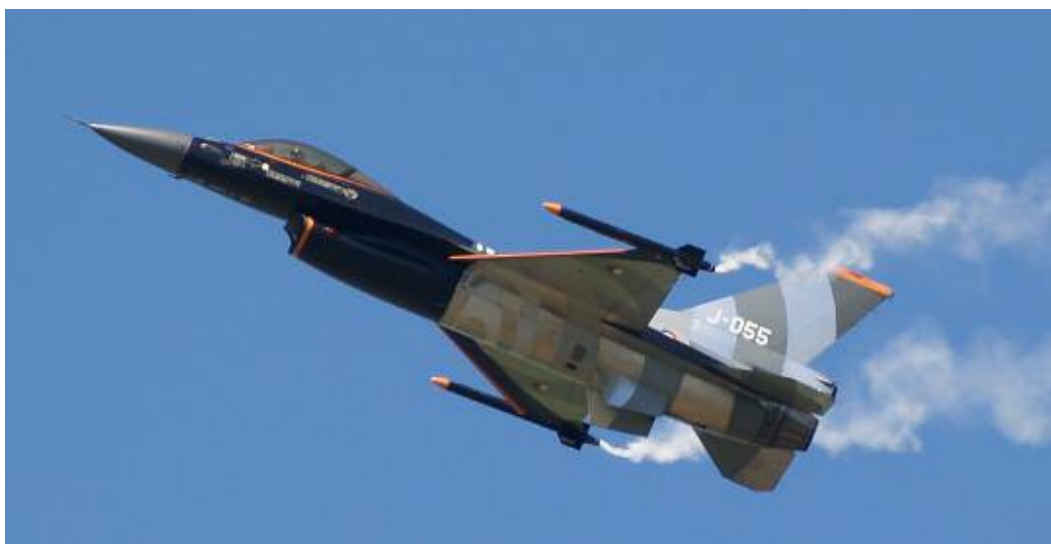
CMA CGM Papagayo: 20,275 DWT blt 96 Szczecin, 1,354 TEU. Sold at undisclosed price to Allocean.

Mol Faithful: 14,148 DWT blt 96 Szczecin, 1,162 TEU. Sold at undisclosed price to Allocean.

AIRCRAFT / AIRPORT NEWS



KONINKLIJKE LUCHTMACHT 2007



Foto's : Piet Sinke ©



Op **vrijdag 15 en zaterdag 16 juni** a.s. worden op **Vliegbasis Volkel** de Open Dagen van de Koninklijke Luchtmacht gehouden.

Inmiddels zijn de voorbereidingen hiervoor in volle gang. Belangrijkste doel van het evenement is om bezoekers een goede indruk te geven van de taken en middelen van luchtmacht. De pijlers van de Open Dagen zijn ook dit jaar weer onveranderd: een aantrekkelijk vliegprogramma, een staticshow waar de vliegtuigen van dichtbij te bekijken zijn en een tentoonstellingsterrein waarop u nader kennis kunt maken met personeel en materieel van de luchtmacht.

Links, **Alexander**, zoon van de editor gezien op de Open dagen van de luchtmacht in 2006 op Vliegbasis Leeuwarden

Het terrein van de Open Dagen is op beide dagen geopend tussen 08.00 en 17.00 uur. Het vliegprogramma begint op beide dagen om 09.00 uur en duurt tot omstreeks 17.00 uur. Vliegtijden van de verschillende deelnemers worden pas op de Open Dagen zelf bekend

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gemaakt in het programma dat bij de ingangen wordt uitgedeeld.

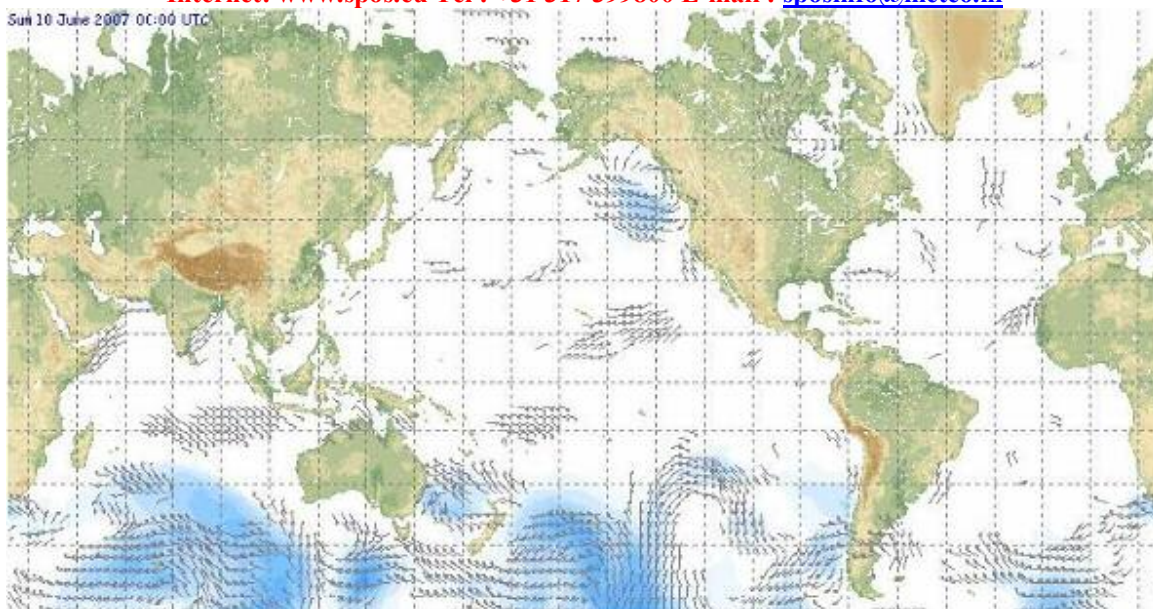
Op het Open Dagen terrein zijn dit jaar **geen** pinautomaten geplaatst. Wel kunnen de officiële Open Dagen artikelen bij de verkoopstands van de luchtmacht met een pinpas worden betaald. Hierbij is het echter niet mogelijk om een extra bedrag te pinnen.

MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



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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



Cobelfret's **MELUSINE** seen approaching the Caland Bridge in Rotterdam – Europoort
Photo : Piet Sinke ©

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

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

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Two readers / contributors of the shippingnewsclippings have met each other onboard the Svitzer tug **WARRIOR III** in Greenock (Scotland), on the left **Maart Barnhoorn** which was on holiday in Scotland, visited **Tommy Bryceland**.(right) by surprise onboard his tug.

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