

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 162



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The dredger **GEOPOTES 14** seen off Hoek van Holland
Photo : Tjep van Roon ©

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EVENTS, INCIDENTS & OPERATIONS

Princess rescues sailor in distress

The Bermuda-flagged cruise ship **Crown Princess** came to the rescue of a sailor who had been adrift for several days on his 6m craft. Coast Guard spokesman Kip Wadlow told Fairplay that Douglas W Eaton was piloting his small sailing boat Tyche, homeported in Key West, about 350n-miles offshore when it became disabled. "Luckily, he was prepared and had emergency equipment aboard including an EPIRB transmitter, which he activated," Wadlow said. Several vessels in the area that participate in the Automated Mutual Assistance Vessel Rescue (AMVER) programme picked up the signal, as did USCG stations ashore. "The **Crown Princess** was the nearest – only 30 miles away – and diverted to rescue the sailor off Virginia," Wadlow added. Eaton remained aboard the luxury cruise ship until it reached New York City, where it docks today. AMVER, sponsored by the USCG and launched in the years following the **Titanic** disaster, is a unique, computer-based and voluntary global ship reporting system used worldwide by search and rescue authorities to arrange for assistance to persons in distress at sea. "We got a great response from the AMVER vessels in the area," said Coast Guard Lt (jg) Scott Murphy.

British customs make major drugs haul at ferry port

British customs officials Tuesday confiscated heroin with a street value of more than 8 million pounds (15.9 million dollars), arresting two Dutch women who had arrived by ferry from Holland.

Customs officers at Harwich, on the south-eastern English coast, said the haul of 115 kilos was discovered in a van loaded with furniture. The seizure was 'one of the biggest ever made' at the port, a spokesman for the customs said.

She said two Dutch women, **Jacqueline Merceij**, 39, and **Manon Merceij**, 45, had been charged with smuggling offences in connection with the incident, and would be appearing Colchester Magistrates' Court, in Essex, later Tuesday.



The **CMA CGM LAVENDER** seen in Rotterdam – Photo : Frans Sanderse ©

Gloria is the Place for seafarers

ASK a Filipino seafarer what is special about Rotterdam and he is likely to say, '**Gloria's Place**'. I know that because I have just read through a 56-page summary of an even longer report by SIRC (Seafarers' International Research Centre), based in Cardiff, UK.

The report was commissioned by the Seafarers' Trust of the International Transport Workers' Federation (ITF).

Its overall message is that a complete rethink is needed on seafarers' welfare. It says that the maritime welfare community is facing a sea change in its operations as it adapts to meet the demands of a changing shipping industry.

We seem to be hearing quite a bit about seafarers' welfare recently - and before time in my opinion. Earlier this year, the Mission to Seafarers set up a launch service at the Middle Eastern bunkering anchorage of Fujairah.

Several weeks ago, well-known ship manager Rajaish Bajpae of Hong Kong-based Eurasia took owners to task for not doing enough for their seafarers.

The report, Port Based Welfare Services for Seafarers, can be downloaded at www.itfglobal.org/seafarers-trust/welfarept.cfm. It ought to be compulsory reading for all in any sort of management position in the shipping and ports industries. Those who actually get involved in providing welfare services will probably have already found out what is in the report and will not be surprised by its conclusions.

The year-long research project surveyed seafarers and ship operators worldwide to discover what they need from the Seafarers' Trust and other relevant organisations. The ITF notes: 'Their answers indicate that, despite the unstinting and at times even heroic efforts of maritime welfare agencies, the services being provided are no longer meeting the needs of those at sea in the way they have in the past.'

It found that the port-based facilities 'that have been so painstakingly built up to help seafarers are now often being bypassed as a result of the degradation of social life at sea in the last decade'. Seafarers may now work a whole contract term without ever seeing a welfare worker, simply because port calls do not allow them the time to visit onshore facilities.

The report also pointed to a near complete absence in facilities offered by companies, many of which have tended to rely on the agencies to look after the social needs of their employees. Once again, ship-to-shore communications emerged as one of the most mentioned concerns, with the majority of ratings still not allowed to use email when at

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sea - despite its existence on most vessels. The responses suggested that its exclusion was often an arbitrary decision made by the captain, and that access to email for all on board would be one of the most significant changes that could be made to improve seafarers' lives.

Tom Holmer, secretary of the ITF's Seafarers' Trust, commented: 'Dramatic though these results are, they will not come as a complete surprise to ourselves and our friends in the maritime welfare community, who are already planning ahead to meet this change.'

'We have all suspected for some time that despite the magnificent efforts the agencies have made for so long, the services are no longer always getting through. The loss of shore leave, more than anything else, has brought us to a world where the accommodation and services offered in seafarers' centres must now be supplemented by a raft of new types of support.'

He continued: 'We commissioned this research to better guide how we can support seafarers' welfare over the next decade, and it has highlighted the need for change.'

It is impossible here to more than scratch the surface of such a thorough piece of research. It came up with substantial sensible recommendations, such as providing free transport to and from vessels, mobile seafarers' centres and upgrading the quality of service provided by welfare workers.

One very interesting aspect of this research was that in many parts of the world, and often in developing countries where facilities are poor, local businessmen are setting up private 'seafarers' centres'. These are purely commercial businesses but in many ports are doing well and proving highly popular.

In general, traditional seafarers' centres run by welfare organisations in the UK and most of western Europe are regarded highly by seafarers. In Rotterdam **Gloria's Place**, apparently a karaoke bar above a shop well stocked with items needed by seafarers and providing cheap communication leads the way.

And the secret to the success of the private centres - free transport. Crews are taken to and fro by minibus free of charge.

Private centres cannot provide the full range of services provided by the welfare organisations which are still needed but their success provides at least a partial model for those organisations to work on to revamp their services.



Shipping company fined \$1M for oil dumping

The Greek shipping company Calypso Marine has agreed to pay a \$1 million fine for dumping oil waste on the high seas.

According to the U.S. Department of Justice, the company pleaded guilty in U.S. District Court in Tacoma to the dumping. A portion of the \$1 million fine will be used for environmental restoration projects in the Columbia River estuary and the coasts of Oregon and Washington, government officials said.

When the Coast Guard conducted a May 21 inspection of the M/V **Tina M** while it was anchored in Kalama, government officials said, inspectors found that pipes were used to bypass an oil-water separator so that oily waste could be dumped directly overboard on the high seas. The chief engineer who directed the discharge activity also pleaded guilty and is scheduled to be sentenced next month.

Super-ship orders could total 56 units

According to AXL-AlphaLiner, the number of orders for **12 500-TEU** very large container ships (VLCS) of the Panamax class could reach 56 units, all for delivery in 2010-2011 – if all the current options are transformed in firm orders.

Twenty of these ships have already been firmly ordered.

Expert warns of stuck ship breaking

A warning from a retired Hinton construction expert has been sent to Newcastle Port Authority that its plan to drag the stranded **Pasha Bulker** from the sands of Nobby's Beach on Thursday could break the ship's back.

Brian Moran, 71, a public works foreman for his most his life, has outlined to the authority how a hole could be dredged in the sand beneath the ship - which would see it floated back out to sea.

Mr Moran has been told his plan has been received. Now he hopes the ship can be floated off the beach - instead of being dragged out by the giant anchors now in place as the present plan envisages.

He will be watching television with some dread on Thursday, hoping that his fears about the ship will not be realised.

Engaged in construction work on breakwalls at Kooragang for 30 years and having spent much time on sand dredges, Mr Moran knows the power of those vessels and what they can do.

"I have written to Newcastle Port Authority, telling them my plan to save the ship," the 71-year-old grandfather said yesterday. "They told me they received my letter - now I just hope they act on it," he said.

"A present the ship is stuck fast in the sand - and according to media reports, it could already be seriously damaged."

Resistance man who smuggled submarine plans dies at 86

Elie-Jacques Picard, a leading French resistance member who smuggled to the Allies plans of the German submarine base at Toulon, has died at the age of 86, an association of resistance veterans said Wednesday.

Based on the Mediterranean coast for the resistance group "Combat", Picard brought the plans to Lyon from where they were transferred to London. The U-boat base in Toulon port was subsequently pulverised by Allied bombing.

Picard was arrested in 1944 and spent several months in Dachau concentration camp. In 1987 he was a witness at the French trial of the Gestapo chief in Lyon Klaus Barbie.

He later became professor of physics at Paris university. He died on June 12.

CASUALTY REPORTING



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Shipyard Accident to Delay Delivery



The \$50m clam vessel **ATLANTIC SEAHUNTER** being built for Clearwater Seafoods Income Fund capsized and sank in shallow waters while being towed from a shipyard in Taiwan to a nearby drydock. The Halifax-based trust said none of the workers aboard were injured, but said the accident will delay delivery of the vessel and affect next year's profit. The ship had been expected in Canada by late this year.

Small cruise ship runs aground off Greenland, 54 evacuated

A small cruise ship ran aground off Greenland's west coast and more than 50 people were evacuated safely Wednesday, the tour operator said. The **Disko II** hit rocks near the island of Qeqertarsuaq, but was not believed to be seriously damaged, said Soeren Rasmussen of the Danish tour operator **Albatros Travel**.



The 52 passengers – all Danes – and two tour guides were taken ashore as a precaution on the ship's lifeboats and small vessels sent from a village on the island, Rasmussen said. The 18-member crew remained aboard. "Hitting rocks is always something that has to be taken very seriously but people took it very calmly, there was no danger," Rasmussen said.

"No damage to the ship or its double hull has been found," he said, adding that the Disko II had been built to sail in Arctic waters.

The passengers would remain in Qeqertarsuaq, about 155 miles north of the Arctic Circle, while authorities investigated whether the ship could continue its cruise north to Uummannaq, about 310 miles farther north.

The cruise had started in Kangerlussuaq, the site of a former U.S. Air Force base in southwestern Greenland.

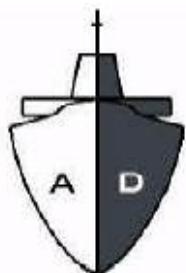
The **Disko II** was built in 1992 to sail passengers along Greenland's west coast during the ice-free months and was converted into a cruise ship in 2004.

The worst accident off Greenland in recent decades happened in 1959, when all 95 passengers and crew members on the Danish liner **Hans Hedtoft** were killed when the ship sank on its maiden voyage to Denmark in a storm off the southern tip of Greenland.

NAVY NEWS

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Vice-admiraal Jan Willem Kelder houdt van Curaçao.

Exclusief interview met **Vice-admiraal Kelder** door **Els Kroon** voor de "Maritime press clippings" lezers.

Eenmaal in de drie jaar vindt er op **Marinebasis Parera** op Curaçao een grootse manifestatie plaats ter gelegenheid van de commandowisseling van de Commandant Zeemacht in het Caribisch gebied, Commandant Kustwacht Nederlandse Antillen & Aruba en Commandant Task Group 4.4, allemaal verenigd in één persoon. Donderdag gaf



commandeur **Frank Sijsma** het stokje over aan commandeur **Peter Lenselink**. De feestelijkheden werden traditiegetrouw bijgewoond door veel hooggeplaatste personen. Ook de hoogste gezagdrager van de Nederlandse Zeestrijdkrachten, vice-admiraal **Jan Willem Kelder** gaf acte de présence. Het is een van zijn laatste officiële optredens in zijn huidige functie.

Exclusieve foto :
Els Kroon ©

Kelder gaat op 31 augustus met pensioen, of –zoals hij het zelf graag uitdrukt– "met leeftijdsontslag" en wordt opgevolgd door generaal-majoor der mariniers **Rob Zuiderwijk**, geen onbekende op Curaçao. Vice-admiraal **Kelder** arriveerde vrijdag op Curaçao. De volle

week die hem in de West ter beschikking stond gebruikte hij om nog eenmaal de eenheden die onder zijn bevel vallen te inspecteren en officiële bezoeken af te leggen. Maandag was hij op Aruba, gisteren ging hij op audiëntie bij Gouverneur **Goedgedrag** en vereerde hij de bemanning van het stationsschip **Hr Ms Zuiderkruis** met een bezoek. De achtenvijftig jaar geleden in Java, Indonesië geboren vice-admiraal houdt van de Antillen en voelt zich er thuis. In zijn achtendertigjarige marinecarrière bezocht hij de eilanden regelmatig. Voor het eerst in 1979 op de **Amsterdam**, een onderzeebootjager, later op diverse fregatten en als commandant op **Hr Ms Bloys van Treslong** en **Hr Ms Tromp**. Hij voerde ook het commando over de mijnenveger **Woerden** waaraan hij dierbare herinneringen bewaart. De **Woerden** ligt nog steeds op Curaçao, bij het **Sea Aquarium** waar ze dienst doet als kantoorruimte voor de directie. Met enige weemoed kijkt Kelder terug op de tijd, die hij de mooiste uit zijn carrière noemt, toen hij als 28 jarige het commando mocht voeren over dit schip.

Kelder is trots op zijn werk bij de marine. "Ik kan het iedereen aanraden, ook al heb ik ook moeilijke tijden gekend". De vice-admiraal noemt de commotie en de vervelende bemoeienis van de pers toen de Koninklijke Marine vorig jaar behoorlijk onder vuur lag. "De Commissie Staal heeft toen aangetoond dat er veranderingen moeten plaatsvinden en daar werken we nu hard aan. De tijden zijn immers ook veranderd. Ik heb vijfendertig jaar geprobeerd om van

militairen burgers te maken, en nu moeten we dat proces weer terugdraaien. Dat kost tijd”, aldus de “grote marinebaas”. “Ik ben blij dat we deze week op Curaçao een nieuw arbeidsvoorwaardenakkoord hebben kunnen sluiten. De vernieuwingen zijn positief te noemen omdat we de afnemende toelage voor de marinemensen hier tot staan hebben kunnen brengen. De nieuwe regeling brengt vooral een verbetering voor de mensen in de lagere loonschalen”.

Kelder is verheugd dit bereikt te hebben tijdens zijn “afscheidstournee”. “Nee, ik geef er geen ruchtbaarheid aan; ik ben hier vooral voor de commandowisseling. Het is hun feestje en daar wil ik niet tussenkomen”.

Tijdens de vrije uren in het Avila Hotel mag **Kelder** graag een boek lezen, en met koken als hobby weet hij de goede restaurants op het eiland op waarde te schatten. Hij geniet van elk uur op Curaçao, maar zou er toch niet willen wonen. “Ik houd van veranderingen, van reizen en van de afwisselende seizoenen in Nederland. Lekker in de frisse wind op de fiets. Dat zie ik me niet zo snel doen op dit eiland! Hoewel... als ik er het geld voor had dan zou ik er toch wel een huisje willen hebben. Ook al heb ik maar tweeëneenhalf jaar in Indonesië gewoond, ik heb blijkbaar toch tropenbloed. Je kunt je roots niet verloochenen!”

General Dynamics NASSCO Delivers USNS Alan Shepard

General Dynamics NASSCO delivered USNS **Alan Shepard (T-AKE 3)** to the U.S. Navy. The ship is named in honor of the late Mercury and Apollo astronaut. **USNS Alan Shepard** will remain in San Diego for about three months to conduct crew familiarization and final outfitting. The ship will be part of the Navy’s Military Sealift Command fleet and will operate in support of the Navy’s Pacific Fleet. With a cargo capacity of more than 10,000 tons, Alan Shepard’s primary mission will be to deliver food, ammunition, fuel and other provisions from shore stations to combat ships at sea.

The **Alan Shepard** is the third in an expected class of 11 dry cargo-ammunition ships for the Navy. Construction of the 689-foot-long ship began in September 2005. NASSCO has incorporated international marine technologies and commercial ship-design features into the T-AKE class ships, including an integrated electric-drive propulsion system, to minimize operating costs during their projected 40-year service life. The San Diego shipyard has contracts to build the first nine ships. **USNS Lewis and Clark** and **USNS Sacagawea** have already been delivered to the Navy. The fourth through seventh ships of the class are currently under construction.

U.S. ship to anchor outside Chennai



Seeking to allay the apprehensions, expressed by the Left parties and unions, of radiation-related contamination from a U.S. nuclear carrier due to arrive in Chennai in early July, the Government on Tuesday said it would not enter berths in the port. The ship was “not known to be carrying nuclear warheads.”

Defence Ministry spokesman Sitanshu Kar said: “The **USS Nimitz** is not entering the on-shore or along side berths in the Chennai port but will be anchored in the waters some distance

away from the land.” In the past, nuclear-powered ships or submarines from France and the United Kingdom visited India and they were also not known to have carried nuclear warheads.

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The U.S. ship would approach the Indian territorial waters on July 1 and stay anchored till July 5.

"Port calls by naval ships of friendly countries are a routine activity to promote goodwill among the navies and for exchanging experience. Indian ships also call on ports in other countries, including the U.S. Our naval ships have participated in naval exercises with the U.S. Navy," he said. While anchored near Chennai, sailors would refurbish buildings and interact with different members of the community.

Safety record

Stressing the safety record of U.S. nuclear-powered warships, the U.S. Embassy said there had never been a nuclear accident in the 56-year history of the programme. "U.S. Navy nuclear-powered warships have steamed more than 135 million miles and amassed over 5,700 reactor year of safe operating experience," said a statement.

Very few countries operated nuclear-powered ships and submarines and India was not one among them.

The Indian Navy had a three-year experience of working on a nuclear submarine when Russia leased **INS Chakra** for three years from 1988. India has been working on a closely guarded nuclear-powered vessel but the project is said to be in its early stages.

Navy's new pride steams through

The Royal New Zealand Navy's newest and largest vessel was visible from land Wednesday morning as it steamed into Tasman Bay on its maiden, "homecoming" voyage to Lyttelton.

HMNZS Canterbury, a 131m, 9000-tonne multi-role vessel, is the first of seven new ships being built for the navy under the \$500 million Project Protector.

Commander Tony Millar said this morning the ship had initially planned on anchoring in the Marlborough Sounds last night before returning to Tasman Bay this morning. But when they saw the bay on Tuesday, they changed plans.

"It has just been beautiful to come into Tasman Bay last night. It was so serene. It was just lovely."

The ship was in the bay to pick up Rear Admiral David Ledson, a media contingent, plus customs and Ministry of Agriculture and Fisheries officials before heading south for its welcoming party on Thursday.

HMNZS Canterbury was visible from shore Tuesday night, anchored near Ruby Bay, and then steamed close to the Cut Wednesday morning. It was due to leave about 10am. The Netherlands-built ship was en-route from Melbourne, where it was commissioned into service by Prime Minister Helen Clark earlier this month.

Commander Millar said there had been a few "niggles" with the vessel, which could be expected, but it was otherwise running well.

HMNZS Canterbury will be used to patrol New Zealand's exclusive economic zone, the Southern Ocean and South Pacific as well as delivering humanitarian and disaster relief aid and supporting peacekeeping missions.

Pakistani navy vessels arrive in Ho Chi Minh City

Two Pakistani naval ships carrying 702 officers and sailors docked in Ho Chi Minh City Tuesday for a four-day visit to Vietnam's largest city.

The visitors will pay a floral tribute at President Ho Chi Minh's statue in front of the government building, and pay courtesy visits on the city leaders, representatives of Military Zone 7, and the southern Navy High Command.

They will play a volleyball match with cadets from the Navy Technology School and visit historical and cultural sites.

German shipyards sign contract for four new frigates



On Tuesday, June 26, the contract between the German Federal Office for Defence Technology and Procurement and ARGE F125 for building four Class 125 frigates was signed.

ARGE F125 consists of ThyssenKrupp Marine Systems and Fr. Lürssen Werft. On ThyssenKrupp Marine Systems' side, the locations at Hamburg (Blohm + Voss) and Emden (Nordseewerke) will be involved in the design, construction and delivery of the frigates. Delivery of the first unit is scheduled for 2014.

Main tasks of the Class 125 frigates will be the leading and conducting of stabilization operations

within the framework of multi-national operations and the defence against asymmetric threats.

With the Class 125 frigates, the German naval shipbuilding industry will once again prove its internationally outstanding competence in the integration of state-of-the-art technologies, said ThyssenKrupp. The new type of frigates, for instance, will allow a deployment period of up to two years in the operation area. Compared to previous vessels, the regular crew on the Class 125 frigate is halved. Two rotating crews will be exchanged every four months. Thus, frequent intensive transfer trips between Wilhelmshaven and the area of operation will no longer be required.

The F 125 project will both strengthen the defence technology abilities in Germany and secure the basic utilization of the yards of ThyssenKrupp Marine Systems. Alongside the shipyards that are directly involved, about 800 subcontractors will also be involved in the project through ARGE F125. About 80% of the overall value will be produced in Germany.

Countdown to trials of HMS DARING

'World's most advanced warship' on schedule for trials

The most advanced warship in the world to date, **HMS Daring**, will depart on her first voyage on 18th July as she heads out into the Firth of Clyde for sea trials, bang on schedule for delivery by the end of 2008.

The **Daring Class Type 45** anti-air warfare destroyer is designed, built and assembled by BAE Systems on the Clyde with bow sections being towed up from VT Group's facilities at Portsmouth to be joined to the rest of the hull.

HMS Daring, launched by HRH the Countess of Wessex in February 2006, is the first of class of the most capable warship of her type ever built. She is due to leave BAE Systems' Scotstoun yard for the first time to begin sea trails on 18 July.

She will complete her trials off the west coast of Scotland and will be put through her paces by BAE Systems engineers and Royal Navy personnel, who will form her permanent crew.

Speaking ahead of the sea trials, BAE Systems Surface Fleet Solutions managing director Vic Emery said; "This is a very exciting period for BAE Systems, the MoD and the Royal Navy. As a first of class and, more importantly, the most advanced warship of her type, all eyes will be on **HMS Daring** as she heads out to sea for the first time.

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"The next month will be when we do a lot of fine tuning to what is already a magnificent vessel before finally getting the opportunity to see exactly what she is made of.

"I'm delighted that the programme to date has been completed on time, on budget and to the customer's specification, cementing our commitment to the Type 45 programme and the UK Defence Industrial Strategy."

Following her sea-trials, **HMS Daring** will return to the Clyde for on-going integration and testing, prior to hand-over to the customer by the end of 2008 and entering full service with the Royal Navy in 2009.

The Type 45 programme will provide the Royal Navy with a versatile destroyer capable of contributing to worldwide maritime and joint operations for much of the first half of this century. As well as providing a specialist air warfare capability, they will also afford the fleet a general-purpose multi-role platform capable of performing tasks from peace support and defence diplomacy through to high-intensity warfare.

Key facts - Daring Class Type 45 Destroyer

Displacement c7350 tonnes deep displacement
Length 152.4m
Beam 21.2m
Speed 27 knots+
Range 7000 nautical miles at 18 knots

Dutch Warship Gets Ship-Shape In Cornwall

A Dutch warship, Her Netherlands Majesty's Ship (HNLMS) **Rotterdam** has been undergoing an intense period of operational sea training by staff from the Flag Officer Sea Training Organisation, (FOST), based in Devonport Naval Base, Plymouth.

As part of her training as a landing ship **HNLMS Rotterdam** has been taking part in a training exercise off the South Coast known as 'South West Lion'.

The training took place in and around Plymouth Sound and Mevagissey Bay and off the North Coast of Devon. During the training Dutch Marines from 2nd Battalion Royal Netherlands Marine Corps conducted amphibious landings near Whitsand Bay, Porthkerris, Braunton and at RM Chivenor.

This training is vital to ensure that the ship is ready to act in support of Dutch and United Nations military tasks around the world. It involved landing craft and helicopters landing Royal Marines for simulated attacks on Pentewan and Dean Point and also Bideford Bay.

As the ship approaches her final phase of training, her crew have been rehearsing scenarios such as rescuing communities from natural disaster, to defending themselves and other ships against enemy attack from aircraft, warships and submarines.

The final phase of the exercise saw FOST staff surprising the ship with a range of unplanned incidents to test whether the ship can carry out her primary role under distractions of fire, flood or enemy action.

HNLMS Rotterdam's commanding officer, Captain Kees Boelema-Robertus said:

"**HNLMS Rotterdam** is now nearing the end of her training and FOST training ensures the ship's company is ready to meet the many situations that we could potentially face. The coast of Devon and Cornwall provide fantastic opportunities to train and we appreciate the support that we get from the local communities."

Flag Officer Sea Training is a world-renowned centre of excellence that trains all Royal Navy and Royal Fleet Auxiliary ships. The training lasts for up to eight weeks and includes foreign navies from Germany, Netherlands, Chile, Turkey, Greece, Portugal, Poland, Sweden and Romania who come to Devonport to be trained by the Royal Navy.

SHIPYARD NEWS

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Rederij Waterweg's **COASTAL SURVEYOR 2** seen at De Haas shipyard in Maassluis

Photo : Jan Steehouwer ©

Aker Philadelphia delivers second products tanker

Following a successful sea trial and a naming ceremony earlier this month, Aker Philadelphia Shipyard delivered the 600-ft long MT46 Veteran Class Overseas Long Beach.

The ship is the second vessel in an up to 16 ship series of product tankers and was transferred to American Shipping Corporation, a subsidiary of Aker American Shipping. The vessel joins its sister vessel, the Overseas Houston, in American Shipping Corporation's fleet of modern, double hull product tankers for charter in the Jones Act market.

The Overseas Long Beach is chartered to a subsidiary of Overseas Shipholding Group, Inc. (OSG) who will put the vessel into service for BP. In the coming days, the Overseas Long Beach will sail to the Gulf of Mexico, leaving three

other product tankers currently under construction at the yard. The next tanker is scheduled for delivery near year's end.

Davie to build accommodation vessels

Davie Quebec, Inc. has secured a new contract from the Cyprus based company Ocean Hotels Ltd. for the construction of two multipurpose accommodation vessels valued at \$225 million. The yard's Norwegian parent, Davie ASA, says the new contract will allow the shipyard to employ numerous additional workers. Construction is expected to begin in 2008, with delivery of the first vessel in Q3 2009.



The two vessels, of Vik Sandvik 4004 design, will be used to provide accommodation, construction support and other services to the offshore industry.

Measuring 100 m by 30 m, each vessel has space for 400 passengers and over 30 crew members, a 150 tons crane and generates 4,000 kW of power.

With these two additional contracts, Davie Quebec now has firm orders for five vessels on the books worth a total of over \$635 million, and this only eight months after the shipyard was acquired by Norwegian investors.

"We are delighted with this latest turn of events," says Davie Quebec president Gils Gagne. "It's excellent news for the workers, the region, and the marine industry in Quebec and Canada."

Workers sought for shipyard project

It is expected that 250 construction jobs will be created when a shipyard development for the air warfare destroyer project begins at Osborne in Adelaide's north-west.

The Federal Government has given \$100 million to Hansen Yuncken to build production facilities and office space for 400 workers. The company's chief executive, Peter Kennedy, says construction will start in October and hundreds of workers are being sought.

"At this stage I would have thought that probably there is enough resources within the state to handle it," he said.

"I think at the moment we are seeing migrants coming into South Australia and obviously if they've got the right skills we'll certainly be happy to employ them."

Aker delivers anchor handling tug

Island Valiant was delivered from Aker Yards, Langsten on June 22nd 2007. The vessel is a Multifunctional Anchor Handling / Tug / Supply / Sub Sea Service Vessel. It is designed to satisfy the general and new demands of the offshore industry.

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Besides undertaking supply duties between land bases and drilling sites, it is equipped for handling of rig anchors with chains, wire lines and synthetic rope in water depths of up to 3000 metres, and for towing and assistance during tanker loading, towing of threatening objects (drifting vessels etc.).

Moreover, the vessel is specially designed and equipped for light construction work, enabled to handling of modules down to 3000 metres depth, through moon pool and by means of a 200 tons Active Heave Compensated winch and A-frame, and with assistance from the onboard carried Remote Operated vehicle (work ROV). The vessel is fully mobilized and ready for any of these tasks at any time.

Length: 93.40 m

Breadth: 22.00 m

Depth: 9.5 m to main deck

Engine output: 2 x 6 000 kW

Passenger capacity: 62 persons

Dead weight: 5 000 t

Classification: Dnv+1A1,IceC,Supply Vessel,Tug,SF,E0,DynPos Autr.,Clean Design,Deice,LFL*,Comf-V(3),T-MON,BIS,DK(+),HL(p)

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Norwegian Wilson acquires four

Wilson, the Norwegian short-sea bulk shipping company, has acquired four ships in a move that has increased the number of ships in its fleet to 102, of which it owns 66. The company has acquired the 2001-built **Steffen Sibum** of 4,400dwt for €6.6M (\$8.9M). It will be renamed **Wilson Calais**. The acquisition will be financed through a financial lease/bareboat agreement with Caiano Ship, a company owned by Norwegian investment company Caiano. "The structure implies a seven-year lease period with purchase option. The option may first be exercised after 3,5 years. The bareboat agreement is considered to be financially favourably for Wilson," a statement said. The company has also exercised options to purchase three ships, the 1998-built, 4,400-dwt **Wilson Cork** and **Wilson Caen**, and the 1976-built 6,100-dwt **Wilson Rye**. Wilson paid a total of NK54M (\$9M) for the three ships and the price is based on option arrangements between it and Caiano, which sold the vessels.

Fairplay Towage charters offshore-tug



Hamburg-based Fairplay-Towage has bare-boated the offshore-tug „**ZEUS**“ from the Slovenia tug-owner Adria Tow, Koper. The tug has been re-named „**FAIRPLAY-28**“.

Photo : Wil Kik ©

The Voith-watertractor „**FAIRPLAY-28**“, built by Spanisch shipyard Astilleros Armon in December 2006 is replacing the „**Fairplay-27**“, which after 1 year's charter has been redelivered to her owners Bugsier og Berging, Oslo where she will start a terminal contract for Statoil Hammerfest (Snøhvit-Project).

„**FAIRPLAY-28**“ has already been re-painted in the typical blue Fairplay-colours and will shortly start her duties in the Northsea within the Euro-Tug-Pools. Euro-Tugs BV, a Joint Venture between Fairplay Towage und URS Antwerpen, is specialized in Offshore-Services as well as coastal- and worldwide towages (www.euro-tugs.com). The tug will be based in Rotterdam and therefore also be available for harbour work, especially in Europoort.

The slovenian-flagged „**Zeus / Fairplay-28**“ is a 34,5m long and 11,6m wide Voith-watertractor with a draft of 6,1 to 7.2m. The tug is classed under Bureau Veritas (class-notation: BV I +Hull +MACH – TUG FIFI1 Water Spray – unrestricted Navigation +AUT –UMS-RECOL). Two MaK 8M25 main engines with each 2640kW and Voith propulsions of the type 32R5/250-2 provide a bollard pull of 73,5t and a free running speed of 14kn.

A Hatlapa Escort winch (type 900/680) with 700m of a 52mmØ tow-wire, Karmoy towing pins, Caterpillar auxilliary engines (306 KVA) and a Palfinger crane (type PK 18080) are the main components of this strong offshore tug.

An allround fendering serves especially safe harbour and offshore-work. A Kvaerner FiFi1-installation produces 1400cbm water or a water/foam mixture per hour and per fire-fighting monitor.

More information about Fairplay Towage can be viewed on www.fairplay-towage.com

Coast Guard and Anti-Pollution Vessels from Rolls-Royce

More and more authorities are specifying Rolls-Royce ship designs and equipment for coastguard and anti-pollution vessels. Maritime states are increasingly aware of threats to their coastlines and exclusive economic zones (EEZ). The nature and seriousness of the threats varies from state to state. They may include fisheries control and prevention of illegal fishing, emergency towing of ships with engine or steering failure which represent a pollution hazard if they drift ashore, and pollution control and clean up should the worst happen. In addition come a host of other coastguard functions.

Some countries prefer to split their various coastal protection and EEZ management functions among different types of vessel. One type which has come into prominence focusses on emergency towing, pollution control and oil spill recovery. Over the years, Europe has suffered several major oil spill incidents which have caused grave environmental damage, economic loss and public outcry. The **Torrey Canyon** and **Amoco Cadiz** alerted Britain and France to the risks. More recently the Braer incident in Shetland and the sinking of the tankers **Erica** and **Prestige** off the French and Spanish coasts have also encouraged governments and authorities to have more and better equipment available. The risk is not just from tankers. A few hundred tonnes of heavy bunker fuel can cause havoc along the coastline as the **Rocknes** and **Server** incidents in Norway show, and large container ships with large quantities of bunkers are a potential hazard, demonstrated by the **MSC Napoli** casualty on the Channel coast of England. Rolls-Royce has built up extensive experience in designing and equipping vessels to tackle these various tasks. The ships are stable and efficient working platforms and provide safe and comfortable living conditions for the crew. In each case the design is accompanied by a package of Rolls-Royce equipment and systems.

NEW DOEKSEN "CAT" ARRIVED



June 15th, the **LENA** arrived off Harlingen and discharged at the Vlierede the newly purchased cat Doeksen.

Photo : Xander Smith ©

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Zim to Container Ships

Zim Integrated Shipping Services Ltd. will buy two container ships of 2,450 TEU each, and will have an option to buy two more ships of the same size. Three of the ships are slated for delivery during 2010 and the fourth during the first quarter of 2011. The price of the first two ships is \$45.9 million each, and the price of the optional ships is \$47.8 million each.

Onverwachte gasten voor 100 Jaar Zeebrugge.



100 Jaar Haven Zeebrugge krijgt tijdens de havenfeesten het onverwacht bezoek van de gewezen vrachtvervoerende windjammer, de Russische "Kruzenshtern" (ex "Padua"). Eind augustus komt het snelste zeilschip, de Russische "Mir", eveneens naar Zeebrugge.

Foto : Piet Sinke ©

Tijdens de feestelijkheden begin juli behoort de "Kruzenshtern" niet enkel tot het decor. Meer nog, u kan meevaren. Deze kathedraal van de zee neemt u mee voor een dagtocht in het verleden. Een roemrijk verleden. De laatste nog

varende 'Flying-P-liner' sleepte samen met haar zusterschepen Pamir, Passat,.. en in gezelschap van onze eigen Belgische windjammer "L'Avenir", salpeter en graan naar Belgische havens. Onze (over)grootouders hebben misschien nog wel brood gegeten van meel gemaakt door het gebrachte graan.

De kans van uw leven om voor vermoedelijk de laatste keer mee te varen op het legendarische zeilschip "Kruzenshtern". Een dubbelslag door het samengaan van twee unieke gebeurtenissen; 100 jaar haven en 80 jaar "Kruzenshtern". Stof voor tafelgesprekken voor meerdere generaties na u. Het hoeft niet gezegd dat het onderhoud van deze schepen ontzettend veel kost. Vandaar dat dagtochten een levensnoodzakelijke bron van inkomsten zijn. Uw bijdrage is ten zeerste welkom.

Wie interesse heeft om mee te varen kan terecht bij Etienne Vos op vose@scarlet.be of telefonisch op 0476/43.99.75.

K-Sea to acquire Smit and Sirius

K-Sea Transportation Partners L.P. is to acquire Smith Maritime, Ltd. of Honolulu, Hawaii and Sirius Maritime LLC of Seattle, Washington ("Sirius"). Smith is controlled by Gordon Smith, who is also one of the three owners of Sirius and who will join the management of K-Sea. The total purchase price will be approximately \$205 million.

The transactions are expected to be completed in July or early August.

On a combined basis, these operations include eleven petroleum tank barges and ten tugboats, aggregating 777,000 barrels of capacity, of which 670,000 barrels, or 86 percent, are double-hulled. The addition of these tank barges will represent a 22 percent increase in the barrel-carrying capacity of the K-Sea fleet to about 4.3 million barrels.

The total purchase price will consist of approximately \$195 million in cash and assumed debt, plus K-Sea common units valued at approximately \$10 million. K-Sea expects to initially finance the cash portion of the purchase price through additional borrowings, which it expects to refinance in due course.

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K-Sea also announced that its management will recommend an increase of \$0.02 per unit, or 2.9%, in the distribution to unitholders for the fourth quarter ending June 30, 2007, to \$0.70 per unit, or \$2.80 per unit annualized. This will be the ninth consecutive quarter of increased distributions, and the eleventh such increase since the company's IPO in January 2004.

K-Sea also took delivery last week of another new, 28,000 barrel double hulled tank barge, which is part of its fleet expansion and upgrade program. Including the recently announced extension of this program, ten more double hulled tank barges, totaling 524,000 barrels of additional capacity, are scheduled to be delivered before the end of calendar 2010, at which time K-Sea's total barrel-carrying capacity of over 4.8 million barrels will have more than doubled from its capacity at the time of its initial public offering in January 2004.

By the end of 2010, the K-Sea fleet should be more than 80% double hulled, depending on the rate of retirement of the remaining single hulled vessels.

Gordon Smith, President of Smith Maritime, stated, "We are excited to become part of the K-Sea Transportation Partners L.P. group of companies. Throughout the years Smith Maritime has endeavored to become the leading tank barge operator in the Hawaiian Islands, greatly enhancing our fleet with new double hull barges, as well as working to become one of the safest and most reliable transporters of petroleum products in the U.S. We believe that merging with K-Sea will bring greater opportunities for both our loyal employees as well as our customers in our continued growth and expansion."

Robert Dorn and Wayne Sundberg of Sirius Maritime jointly stated, "We are very pleased to become part of K-Sea Transportation Partners L.P., a company whose business and culture closely resembles our own. We are excited about the opportunities that this transaction provides to our employees and to our customers, and look forward to continuing to strive for safe and efficient marine transportation of petroleum products while working in the K-Sea family of companies."

Timothy J. Casey, President and CEO of K-Sea, said, "We look forward to welcoming Gordon Smith, Bob Dorn and Wayne Sundberg, along with the other employees of Smith and Sirius, to our company. Together, we look forward to continuing to build a high quality marine transportation operation. The management of Smith and Sirius have built impressive operating teams which will significantly increase our growth potential."

Tata Power may buy vessels, shipping stakes

Tata Power Co, India's third-biggest utility, on Wednesday said it may buy vessels or stakes in shipping companies to transport coal from Indonesia, after acquiring shares of two mines in the Southeast Asian nation.

The company has appointed an adviser to look at the options including long-term charters, Managing Director Prasad Menon told reporters here on Wednesday, without elaborating. Tata Power is in talks with shipping companies and agents, he said.

Acquiring a vessel or a shipping group's stake will help the company cut transportation costs. The Baltic Dry Index, a measure of commodity-shipping costs on different routes and ship sizes, has risen 37 per cent this year, according to the London-based Baltic Exchange.

"Picking up a stake in a shipping company will mean ensured capacity for Tata Power, which makes sense in the long run," said Sameer Ranade, an analyst at PINC Research in Mumbai.

"But it may have to pay a premium for the stake considering tanker demand and high freight prices." Ranade has a "hold" rating on the stock.

Tata Power shares rose Rs 13.1, or 2 per cent, to Rs 645.55 at the 3:30 pm close on the Bombay Stock Exchange. The stock has risen 15 per cent this year, outperforming the 4.6 per cent gain in the Sensitive Index.

The company agreed in March to pay \$1.3 billion to PT Bumi Resources, Asia's third-biggest coal miner, for a 30 per cent stake in PT Kaltim Prima Coal and PT Arutmin. The acquisition entitled Tata Power to purchase 10 million metric tons of coal from one of the mines, securing supplies of the fuel for its power plants to be built on India's west coast.



The new **SAPURA 3000** seen fitting out in Singapore

Photo : Kees Mosterd ©

New British-flagged ship christened at Southampton

CMA CGM, the world's third largest container shipping company, announced the official christening of its new vessel, the **CMA CGM HERODOTE**, at Southampton City Cruise Terminal.

The godmother of the **CMA CGM HERODOTE**, Jacqueline Christian, named the vessel on its arrival in Southampton, in presence of The Rt Hon Douglas Alexander MP, Secretary of State for Transport and Scotland, Councillor Stephen Barnes-Andrews, Mayor of Southampton, and Jacques R. Saadé, Chairman of CMA CGM Executive Board.

The **CMA CGM HERODOTE** is the first in a series of six vessels dedicated to the Europe- Guyana-North Brazil Line. The 1,700-TEU* capacity containership is the largest vessel to dock in Saint Maarten and Guyana.

Especially designed for operation in shallow waters, **CMA CGM HERODOTE** is fitted with 240 reefer plugs and has two side thrusters enabling her to berth without tug assistance. She will be deployed on the Group's service linking Europe, Guyana and North Brazil, with calls at Algesiras, Leixoes, Rotterdam, Tilbury, Rouen, Le Havre, Saint Maarten, Port of Spain, Degrad des Cannes, Belem, Fortaleza, Natal and return to Algesiras.

Flying the highly regarded British flag, the company says the **CMA CGM HERODOTE**, christened yesterday in Southampton, pays tribute to the Group's historical and ever-expanding presence in the UK.

CMA CGM HERODOTE

Total container capacity 1,700 TEUs

Beam 557 ft

Draft 89 ft

Speed 19 knots

Flag United Kingdom

Home port London
Built by Hyundai Heavy Industries (Korea)
Crew 23
Deployed on Europe-Guyana-North Brazil trade

MOVEMENTS



The **ARKLOW RAINBOW** was spotted in La Pallice
Photo : Piet Sinke ©

AIRCRAFT / AIRPORT NEWS

Kom naar de Luchtvaartnieuws.nl Dag op zaterdag 7 juli

Reismedia, de uitgever van de website Luchtvaartnieuws.nl, organiseert op zaterdag 7 juli 2007 de **Luchtvaartnieuws.nl Dag** op Schiphol Oost. Deze 'open dag' wordt gehouden naar aanleiding van de vijfde verjaardag van Luchtvaartnieuws.nl. Centraal thema vormt de roll out van de nieuwe **Boeing 787 'Dreamliner'**. Namens Boeing komt Brad Till, Regional Director Product Marketing, als spreker naar het evenement.

Een andere spreker is Luchtvaartnieuws.nl-columnist Jacob Gelt Dekker. Hij zal ondermeer zijn bevindingen presenteren over de verhouding tussen de luchtvaart en het milieu. Daarnaast zal Anne Cor Groeneveld, voorzitter van DDA Classic Airlines, speechen over het belang van het behoud van de historische luchtvaart in Nederland.

De **Luchtvaartnieuws.nl Dag** vindt plaats in de hangar van DDA Classic Airlines op Schiphol-Oost. Tijdens het evenement kunt u onder andere kennismaken met medewerkers en redacteurs van Luchtvaartnieuws.nl, met onze

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sponsors en met een aantal luchtvaartgerelateerde bedrijven. Tijdens de dag zullen wij u tevens onze toekomstplannen met betrekking tot nieuwe websites presenteren.

Naast Boeing zijn de volgende bedrijven en organisaties aanwezig met een stand: DDA Classic Airlines, Hertz Autoverhuur, EPST, Incontrol Enterprise Dynamics, Nayak Aircraft Services, Hogeschool van Amsterdam, LVNL, INHOLLAND, een consortium van Adecs, ADSE, Arcadis en Awareness, Randstad Uitzendbureau, de Koninklijke Luchtmacht, Tebodin, Aviation Consultancy Holland en TU Delft faculteit Lucht- en Ruimtevaarttechniek.

De aanwezige bedrijven willen graag kennis met u maken om te vertellen over hun luchtvaartopleidingen, hun dienstenpakket en/of aanwezige vacatures.

Een verslaggever van Luchtvaartnieuws.nl is in het weekend van 7 juli op locatie in Seattle bij de Boeing fabrieken om de presentatie van de 787 bij te wonen. Hij zal de bezoekers van de Luchtvaartnieuws.nl Dag bijpraten over zijn bevindingen ter plaatse.

Tijdens de **Luchtvaartnieuws.nl Dag** is vliegtuigonderhoudbedrijf Nayak op zoek naar Mechanics, Mechanics Cat A en Engineers. Een ieder die zijn of haar CV inlevert bij de stand van Nayak Aircraft Service, krijgt niet alleen een leuk aardigheidje mee, maar maakt tevens kans om een model te winnen van de 787 Dreamliner. Twee 787 Dreamliner modellen zullen aan het eind van ieder dagdeel worden verloot onder de aangeboden CV's.

Op het programma van het evenement staat ook de bekendmaking van de winnaars van de fotowedstrijd die Luchtvaartnieuws.nl organiseert. Een bekwame jury zal zich over de inzendingen buigen. De jury bestaat onder andere uit Ruud Vos, hoofdredacteur van het maandblad Pilot & Vliegtuig, en Mat Herben, MP Consult Adviesbureau voor Media en Politiek.

De Luchtvaartnieuws.nl Dag biedt een leuk en leerzaam programma voor allen die affiniteit met de luchtvaart hebben. Het evenement is opgesplitst in een ochtend- en middagsessie die qua inhoud met elkaar overeen komen. Bezoekers dienen vooraf aan te geven of zij het ochtend- of middagprogramma willen bijwonen. De ochtendsessie begint om 09:00 uur met een vrije inloop. Het programma start om 09:30 uur en duurt tot 12:00 uur. Daarna is er tot 13:00 uur de mogelijkheid om rond te lopen. 's Middags wordt om 13:30 uur gestart met de vrije inloop. Het programma duurt vervolgens van 14:00 tot 16:30 uur, waarna het nog tot 17:30 uur mogelijk is in de hangar te blijven.

Omdat het evenement in een vliegtuighangar op Schiphol plaatsvindt, staan veiligheidsmaatregelen hoog in het vaandel. Om die reden dienen geïnteresseerden zich met voor- en achternaam, adres en woonplaats aan te melden via luchtvaartnieuwsdag@reismedia.nl. Registratie is een voorwaarde om te worden toegelaten. Bij deze aanmelding moet ook worden aangegeven of er van het ochtend- of middagprogramma gebruik wordt gemaakt.

Om de kosten te dekken wordt van bezoekers een toegangsprijs van slechts 5 euro gevraagd. Dat bedrag kan contant bij aankomst worden afgerekend. Bezoekers die door middel van een overschrijving vooraf betalen, hoeven slechts 3 euro over te maken op een van de volgende bankrekeningnummers, onder vermelding van 'toegang luchtvaartnieuws.nl dag 2007':

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Een hapje en een drankje zijn tegen betaling verkrijgbaar. De **Luchtvaartnieuws.nl Dag** vindt plaats in Hangaar 2 (DDA Classic Airlines), Thermiekstraat 150 op Schiphol-Oost.

Kroes verbiedt overname Aer Lingus door Ryanair

De Europese Commissie verbiedt zoals verwacht de geplande overname van de Ierse luchtvaartmaatschappij Aer Lingus door het eveneens Ierse Ryanair. Dat heeft de commissie woensdag (27 juni) besloten, op voorstel van eurocommissaris Neelie Kroes (Mededinging). Kroes vreesde dat de overname schadelijk zou zijn voor consumenten.

Het samengaan van beide maatschappijen zou leiden tot hogere prijzen voor de veertien miljoen passagiers die binnen Europa jaarlijks van en naar Ierland vliegen. Ryanair voerde zijn belang in Aer Lingus vorig jaar november op tot 26 procent en wilde een meerderheid van de aandelen verwerven.

Kroes begon vorig jaar december een onderzoek naar de geplande overname. Dat ze een fusie tegenhoudt is zeer uitzonderlijk: dat deed ze slechts een keer eerder. Ryanair-topman Michael O'Leary kondigde dinsdag al aan dat hij bij een 'nee' van Kroes in beroep zou gaan. O'Leary beweerde dat het besluit van Kroes politiek gemotiveerd is.

De Ierse regering, met ruim 25 procent de grootste aandeelhouder van Aer Lingus, zou naast Aer Lingus zelf de enige partij zijn die tegen de overname is.

Ryanair vliegt op vierhonderd routes in heel Europa en en vervoerde in 2006 meer dan veertig miljoen internationale passagiers. Aer Lingus heeft ongeveer tachtig routes en vervoerde vorig jaar 8,6 miljoen passagiers. Als de twee bedrijven waren gefuseerd hadden ze tachtig procent van alle Europese vluchten op de Ierse hoofdstad Dublin in handen gehad.

Volgens Kroes concurreren de twee maatschappijen momenteel op 35 lijnen. Na een fusie zouden ze op 22 lijnen samen een monopolie hebben gehad. Niet goed voor de consument, aldus Kroes.

"Ons besluit om deze overname te verbieden is cruciaal om de belangen van Ierse en andere consumenten te garanderen, die zwaar afhankelijk zijn van luchttransport. Monopolies zijn slecht voor consumenten omdat ze de keus beperken, lagere kwaliteit geven en leiden tot hogere prijzen. Goedkope maatschappijen als Ryanair zijn daarop geen uitzondering. Helaas zijn de voorstellen van Ryanair onvoldoende om de zorgen weg te nemen."

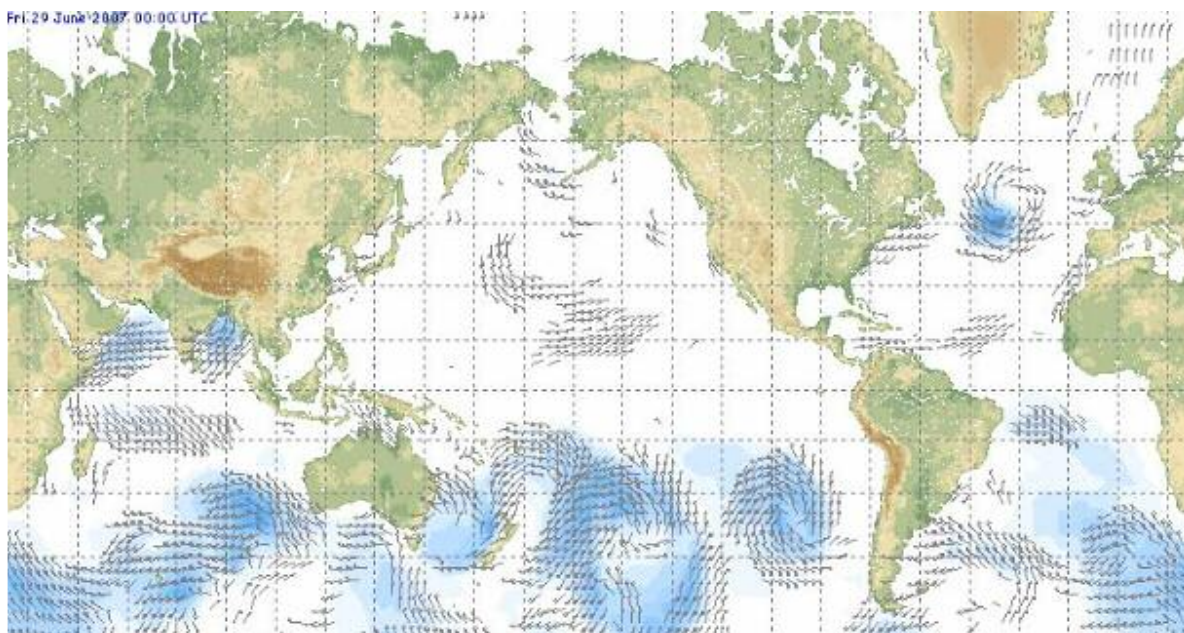
Ryanair stelt dat de tarieven na een fusie juist zullen dalen. Ook zou het de brandstoftoeslag die Aer Lingus in rekening brengt willen schrappen. Topman O'Leary vindt het onbegrijpelijk dat de Europese Commissie, na het samengaan van veel grote carriers als Air France en KLM en Lufthansa en Swiss, een nieuwe fusie tegenhoudt.

MARINE WEATHER

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.... PHOTO OF THE DAY



In La Rochelle a Submarine pen can be found as seen above, A submarine pen is a strong enclosure to protect naval submarines from air attack.

Photo : Piet Sinke ©

Vice Admiral Karl Donitz, in command of the U-Boat fleet during WW II, took the opportunity to build almost impregnable bases in five French, Bay of Biscay ports, from North to South these were, **Brest, Lorient, St Nazaire, La Rochelle, and Bordeaux**. These bases would allow the U-Boats to spend an extra 10 days on patrol. These new bases, sitting on the Atlantic Ocean, would save the Donitz Grey Wolves, a 450 mile journey from Germany via the North Sea, around the top of the British Isles before they could burst out into the Atlantic.

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La Pallice (the main port of La Rochelle) was one of the ports where a Submarine pen was built, this place became later the setting for the movie **Das Boot**. The U-Boat scenes in the movie Raiders of the **Lost Ark** were also shot in La Rochelle. **La Rochelle** is a city and commune of western France, and a seaport on the Atlantic Ocean (population 78,000 in 2004). It is the préfecture (capital) of the Charente-Maritime département. The city is connected to the Île de Ré (island) by a 2.9 km bridge, completed in 1988. Its harbour opens into a protected strait, the Pertuis d'Antioche.



Photo : Bob van Baarle ©

Most of these "pens" were designed to be bombproof at the time of construction, and were generally so until the introduction of the 12,000lb Tallboy and 22,000lb Grand Slam bombs by the RAF.

The base **La Rochelle**, was also used by Italian Submarines as an alternative to their one at Bordeaux. The first two, of a final ten pens was built by October 1941, the size being 195 metres long by 165 metres wide and 19 metres high. The German 3rd. Flotilla made its base here, and the Type VIIC submarine **U-82** was the first arrival on the November 9th 1941 under command of the 1914 born Kptlt. **Siegfried Rollmann**, Whilst operating from La Rochelle the **U-82** sank 8 ships with a total of 51.859 GRT, 1 warship of 1.190 ton and damaged one ship of 1.999 ton before she was sunk Feb 6th, 1942 north of the Azores, in position 44.10N, 23.52W, by depth charges from the British sloop **HMS Rochester** and the British corvette **HMS Tamarisk** the whole **U-82** crew of 45 was lost.

These 5 bases gobbled up **14 Million Cubic feet of concrete**, and a **Million tons of steel**. All well worth the effort from the German viewpoint, serving U-Boat Command well. I believe that they aided Vice Admiral Donitz in extending his fight against the Allied Convoys, in the Battle of the Atlantic, in which he might so easily have been the victor.

La Rochelle was a German stronghold and was the last French city to be freed at the end of the War. A siege took place between September 12th, 1944, and May 7th, 1945, in which the stronghold, including the islands of Ré and Oléron, was held by 20,000 German troops under a German vice-admiral. Following negotiations by the French Navy frigate captain Meyer, and the general German capitulation on May 7th, French troops entered La Rochelle on May 8th.

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