

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 168



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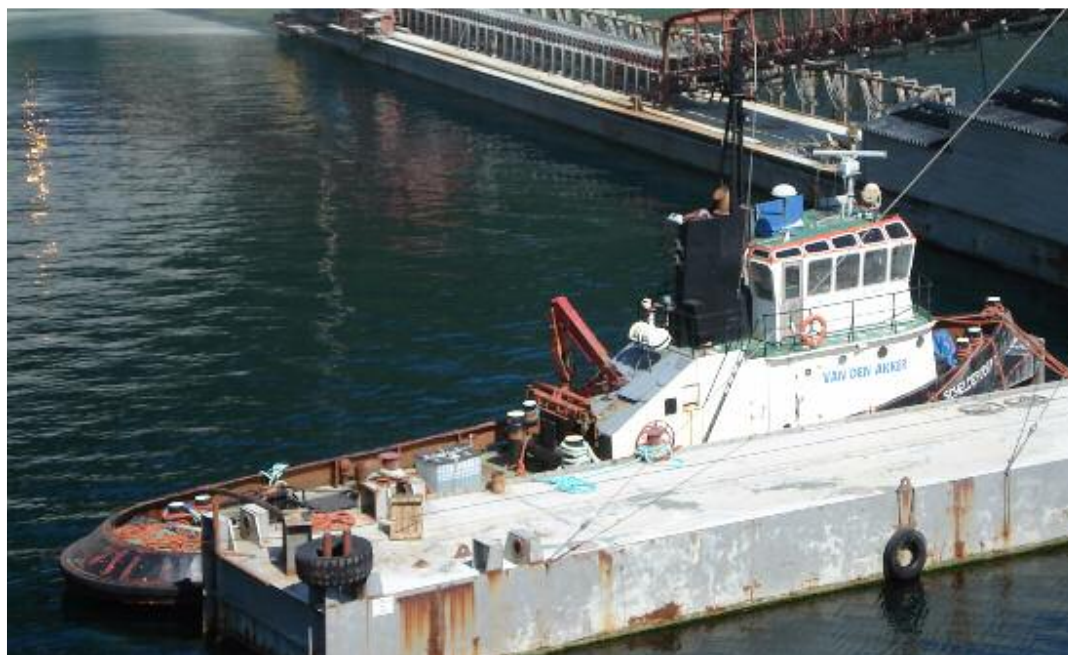
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The tug **SCHELDEPOORT 2** seen in Bremanger (Norway), with still **VAN DEN AKKER** painted on.

Photo : Marc van der Stok ©

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EVENTS, INCIDENTS & OPERATIONS

IN MEMORIAM

The editor of the shippingnews clippings received another sad message, this time I learned that



NICO VAN DEN ADEL

passed away, unexpected at an age of **56 years** old only.

Nico joined **SMIT-LLOYD** in 1976, and was at present working as AB with **SMIT Harbour Towage** and **SMIT Transport**.

On behalf of all the readers I wish Nico's family, relatives and friends the strength to cope with this unexpected loss

*****Nico, rest in peace *****



The **CEC CENTURY** seen moored in the port of La Pallice (La Rochelle)
Photo : Sebastien Fouere ©

Lifeboat launches mission to rescue stricken yacht

KILKEEL Lifeboat was engaged in a race against time yesterday to rescue a holed yacht in Carlingford Lough. The lifeboat was launched at 7.52am at the request of Belfast Coastguard after an emergency call was received from the skipper of The Petrafin, who said he was taking in water.

The Atlantic 85 lifeboat, Frank William Walton, arrived on the scene just off Killowen at 8.11am and the yacht's skipper, an Englishman, was joined by lifeboat crew who tried to rescue his vessel.

A spokesman for the Royal National Lifeboat Association said the vessel had been anchored overnight in the lough but had struck a rock at low tide and was filling up with water.

"The skipper's main concern was to stem the flow of water coming in, which he did with some clothing.

"The crew assisted him in stemming the flow until the tide came back again. There was a risk that the entire vessel would be engulfed in water as the tide rose, so the owner was really keen to get his vessel rescued as soon as possible.

"The lifeboat crew towed it into dry dock at Carlingford Marina where it is now undergoing repairs.



The **CARNIVAL IMAGINATION** seen arriving in Miami – Photo : Steve Leonard ©

Who will pay ship salvage bill?

Newcastle has waved goodbye to the **Pasha Bulker** but questions remain about how its grounding occurred and who pays the multi-million dollar salvage bill. The 40,000 tonne bulk carrier was successfully towed off a sandbar at Nobbys Beach on Monday night, 25 days after stranding there during a severe storm. The cost of the salvage operation, which included three attempts during evening high tides since last Thursday, has been estimated at around \$5 million.

The Sydney lawyers representing the ship's owner, Fukujin Kisen, have so far declined to comment about the incident or the salvage operation, including who is going to pay the bill.

NSW Opposition ports spokesman Duncan Gay today called for an inquiry into why the **Pasha Bulker** and two other vessels appeared to have ignored directions to move further out to sea in the hours before the \$35 million ship ran aground. He said his government counterpart, Ports Minister Joe Tripodi, needed to answer a number of questions. "How did this ship get onto the beach?," Mr Gay asked. "How did others nearly get onto the beach? Who is going to pay the cost?"

The **Pasha Bulker** is now anchored approximately 11 nautical miles off Newcastle, where divers have begun inspecting damage incurred to the ship's hull. Minor amounts of oil leaked from the ship during the salvage operation but did not contaminate the shoreline.

Iranian container ship out of danger

Iranian container ship **Mir Danad**, which was sinking in the Bay of Bengal, after cracks developed on its lower deck, is out of danger. "The ship is safe now," harbour master of Bangladesh's southwestern Mongla Port, captain Shariful said, adding that reasons behind the crack could not be immediately known.

The crews of **Mir Danad** started removing water from the ship by an irrigation pumping machine. After removing the water, the ship will be taken to the Chittagong Port for repair. The main engine and two generators of the ship were damaged. The ship was sailing from Bangladesh's southeastern Chittagong Port for India with 91 empty containers on board on Sunday when the cracks were noticed and the vessel started taking in water.

PASHA BULKER ARRIVED IN NEWCASTLE



Photo : Ian Edwards ©

The **PASHA BULKER** seen entering Newcastle July 4th at 11:30 hrs. **Keera** led her in with the assistance of **Woona** and **Wickham** plus three port tugs- **Barunga**, **Meringa** and **Mayfield**. It was stated she had major damage to one of ten ballast water tanks and severe buckling of the hull amidships on the port side. She will be assessed in Newcastle and we await her fate. As the transport passed the city centre the tugs were orchestrated to sound their horns together as a salute to the port and the public.



Stowaways arrive in Sweden after boarding wrong ship

Three Moroccan stowaways who dreamed of a new life in Europe are facing a long trip home after arriving in Sweden - not Holland, as they intended.

Their trip began in Casablanca, where they boarded a freighter. But as the ship navigated the English Channel, the men were discovered and the captain, who was on his way to Sweden to pick up timber, alerted the authorities.

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When the ship arrived in Skärnäs harbour in Gävleborg , the Coastguard and border police were there to welcome it, reported Hudiksvalls Tidning.

But despite the fact that the trio had got themselves to Europe as planned, they were not best pleased. In questioning, they told officers that their goal had been to reach Holland and that they must have got on the wrong boat. They will not have to put up with Sweden for much longer. The stowaways are currently in custody until they can be returned home to Morocco.

"Now the captain will have to try and take them back to Casablanca somehow. It's his responsibility under the sea code," head of border police Willy Aflarenko told Hudiksvalls Tidning.



The **PACIFIC VENUS** seen moored in Juneau – Photo : Willem Kappert ©

Stranded crew underlines hardship issues

An official of the International Transport Workers' Federation has urged broader port state controls to address seafarer hardships. Speaking to Fairplay about the Russian seafarers stranded in the Irish port of New Ross after their ship was arrested, union inspector Ken Fleming pointed out that he was informed about the crew's predicament and unpaid wages only three weeks after the ship was impounded.

The 1977-built general cargo ship **Lillian** was detained by port state inspectors after an Irish company refused to accept a cargo of steel because it was corroded.

Inspectors found 15 structural deficiencies on **Lillian**. Fleming called it a scandal that the seafarers had had no help until port workers finally alerted Ireland's Siptu union – which is a member of Fleming's ITF – about the crew's situation. The seafarers remain in limbo because the claim by cargo receiver Midland Steel, which labelled the cargo useless, is yet to be resolved. "We're going to have to sit and wait this one out before we can do anything," explained Fleming, who expressed concern that the owner of the 30-year-old ship might decide it is not worthwhile to put up the cash to settle.

If the shipowner invests €220,000 (\$396,000) for the outstanding claim being heard in Ireland's admiralty court, the ITF said, there is hope that this would at least result in payment of the \$87,000 wages owed to the crew.

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Another option available, Fleming added, was a strike by the crew, but he noted that their insecurity might affect their will to go down this route. One seafarer expressed a wish to leave the ship once the dispute is over. "The living conditions are poor; this ship was never designed to satisfy the needs of the crew imprisoned," Fleming said.

Flying the Belize flag, the vessel is owned by St Petersburg's Highbridge, a company registered in Belize, according to Lloyd's Register-Fairplay data. Its management is handled by IBMS of Riga, Latvia. ITF-registered agreements aboard showed that the seafarers had not been paid since they boarded at the beginning of April.

Fleming told Fairplay he found two sets of books aboard, one for inspectors and another with actual pay rates halved.

IBMS has expressed shock to the ITF about the results of the ship inspection and has blamed Murman Transfleet, which employs the crew in co-operation with InterBalt Crewing. IBMS insisted that it advised Highbridge not to use Murman Transfleet, but Highbridge did so anyway to save money.

Having consulted again with Highbridge since the ship arrest, IBMS said the shipowner now understands the fault and is willing to pay the difference. However, no payment has yet been made.

Vermoeide zeeman is gevaar voor scheepvaart

Het is beslist niet zo dat op alle schepen zeevarenden met holle ogen rondlopen," stelt Marcel van den Broek, bestuurder van **NautilusNL**, de vakbond voor zeevarenden. Maar het is volgens hem wel degelijk een probleem: het verschijnsel fatigue.

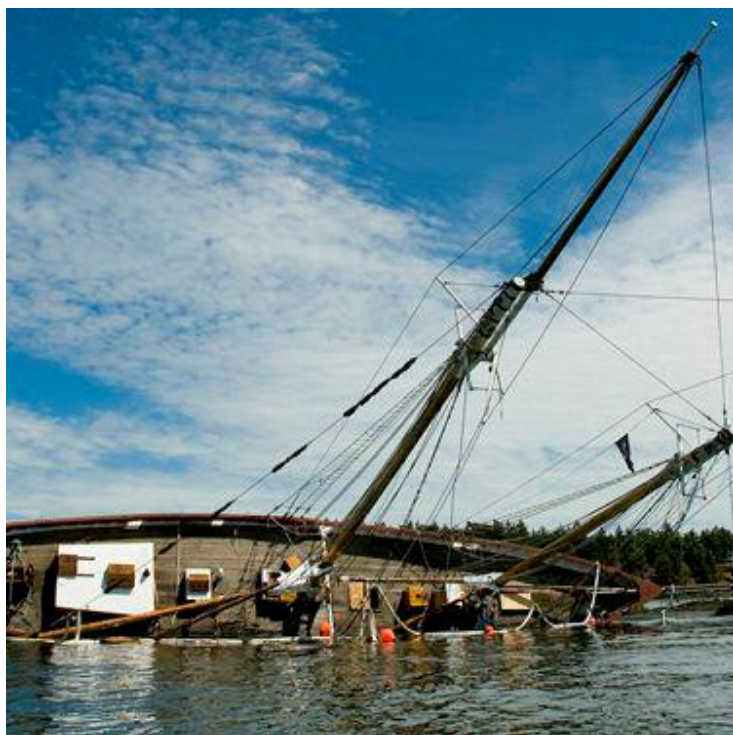
Dat staat voor een vorm van chronische vermoeidheid die resulteert in degradatie van menselijke prestaties, het afnemen van fysieke en mentale reflexen en het verslechteren van de mogelijkheden om rationeel te kunnen oordelen. Mogelijke oorzaken zijn langdurige perioden van mentale of fysieke activiteit, onvoldoende rust, ongunstige omgevingsfactoren, stress of psychologische factoren. „Tijdens het varen is er een zekere regelmaat. Maar als het schip een haven binnenkomt is het vaak heel druk. De bemanning komt dan niet tot rust. Op een schip heb je sowieso altijd herrie van motoren maar ook als een schip in de haven ligt, komt er van slapen weinig terecht door lawaai bij het laden en lossen," vertelt Van den Broek die zelf jarenlang heeft gevaren.

Overtreding van de voorgeschreven werk- en rusttijden komt natuurlijk overal voor. Maar daar waar dat in de luchtvaart en in het wegvervoer streng wordt aangepakt, is dat in de zeevaart niet het geval. Uit een zes jaar durend onderzoek onder Britse zeevarenden blijkt dat één op de vier wel eens tijdens zijn wacht in slaap is gevallen. Het ministerie van Verkeer en Waterstaat heeft TNO onderzoek naar het probleem laten doen. Dat heeft een aantal aanbevelingen opgeleverd waaronder invoering van een ander wachtstelsel. Dat zou als consequentie hebben dat de bemanning van een schip met gemiddeld 2,2 personen zou moeten worden uitgebreid. De kosten daarvan bedragen 100.000 tot 120.000 euro per schip. Voor de complete Nederlandse vloot zou dat een extra kostenpost van 20 miljoen opleveren. De Nederlandse koopvaardij zou daardoor op achterstand komen ten opzichte van de concurrentie. „Je moet deze zaak dus internationaal oppakken en de internationale wetgeving aanscherpen om te voorkomen dat reders elkaar beconcurreren over de rug van de zeevarenden," meent Van den Broek.

Hopes high that tall ship can be rescued

If all goes well, the venerable **Robertson II** will soon be sitting upright on its keel and on its way to a shipyard for repair. On the other hand, the 29-metre-long schooner, built in 1940, may still be on the rocks and could be refloated during Wednesday night's high tide, the highest of the summer.

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The vessel went aground on a reef at 2 a.m. on July 1 as it was preparing to anchor near Winter Cove on Saturna Island. Owner Roy Boudreau was on Saturna Tuesday and unavailable for comment. Boudreau was busy making plans to get the wooden vessel off the rocks, where it's lying on its starboard side, said Humphrey Killam, a director with the Victoria-based Merchant Marine Sail and Steam Society.

The society has access to the **Robertson II** for youth-training courses, but the schooner was on a private cruise when it foundered. "They actually didn't hit any rocks, I gather - they just got stuck in the mud," said Killam. "Then when the tide went out, it rolled onto a rock or something."

None of the four to six crew members on board at the time was injured in the mishap. The area where the reef is located is notorious, said Troy Haddock, marine controller with the Joint Rescue Coordination Centre, adding much smaller boats have difficulty navigating through the rocky passage. "It's a bad area."

The **Robertson II** wouldn't have had a problem if a vessel had been available to get it off the mud before the tide went out, said Killam.

Fuel from the schooner created a slick around the vessel, said Saturna crab fisherman Bill Douglass, who worries the **Robertson II** could become derelict. "It's a very large-scale piece of wooden hull that's full of toxic material. It obviously needs to be dealt with."

Douglass visited the vessel by boat on Sunday and saw a fuel-containment boom caught in the schooner's rigging. "It was a joke. I got quite upset when I was out there because there was such an oil spill and the people who were supposed to be tending it were leaving. They'd turned it over to somebody else."

Killam said Boudreau told him by phone Tuesday that the vessel can be repaired. "He said it wasn't too bad. Well, it's mucky ... but structurally I don't think there's anything that can't be fixed. It is an issue of getting it to stand up straight again." Killam suspects the area of damaged hull may turn out to be above the water-line, "but when it's lying over on its side it's a problem." A boater himself, Killam said ocean currents can be "pretty funny" in the area where the **Robertson II** foundered. "You can be sitting there thinking you're in position and by the time you look up again, you're 100 feet this way." Killam was unsure if the **Robertson II** was insured "but it doesn't matter, it'll get fixed. She's a beauty."

"They build those vessels with green lumber. With that one, it got half built and then everybody went away to the war. It sat there for a couple years and the weather cured the wood, so she's really pretty solid underneath there."

The **Robertson II** became a popular fixture on the West Coast when she was operated by the Sailing and Life Training Society (SALTS). She was sold by SALTS in 2003 and is currently based in Cowichan Bay.

Douglass is anxious to see the schooner removed. "I really expected to see a barge here two days ago with a crane. It's good to hear that somebody is going to be actually responding."



Tanker Crew Rescued

Two MI-8 helicopters of the Indian Air Force (IAF) rescued 18 crew members of an Iraqi tanker which ran aground in stormy conditions near the Kori Creek in the north-west region of Kutch district of Gujarat, defence sources said here on Wednesday.

The helicopters from the Jamnagar Air Base were pressed into service last afternoon after the Indian coast guard received a message about an Iraqi tanker '**MV Sea Glory**' being stranded near the creek. The 18 crew members, consisting of 13 Iraqi nationals and five Indians, took the help of an onboard rescue boat and reached the nearby creek.

Odense Steel Shipyard Sells Volkswerft Stralsund

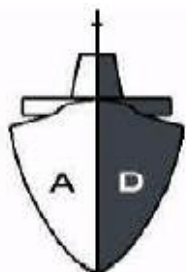
AP Moller Maersk's Odense Steel Shipyard Group said it has agreed to sell its shipyard Volkswerft Stralsund GmbH to Germany's Hegemann Group for an undisclosed sum.

'The strategic importance of Volkswerft Stralsund for the Odense Steel Shipyard Group and AP Moller-Maersk has been reduced and the shipyards have not been able to achieve operational synergy in an adequate scale,' Odense Steel Shipyard said in a press release.

NAVY NEWS

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The Venezuelan "Lupo type" Frigate **F 22 ALMIRANTE BRION** seen arriving in Willemstad (Curacao)
Photo : Kees Bustraan ©

Amphibious transport dock ship handed over to Navy

The South Korean navy commissioned a large multipurpose transport vessel Tuesday after two years of trial operation. The 14,000-ton **Dokdo**, named after South Korea's easternmost islets in the East Sea, can carry up to 700 troops, seven choppers, six tanks, seven armored vehicles and two small landing boats.

The 199-meter long, 31-meter wide ship, the largest in the South Korean Navy, is equipped with a Phalanx closed-in weapons system for detecting and destroying incoming anti-ship missiles, and a Rolling Airframe Missile guided missile system. Navy officials said the **Dokdo**, launched by Hanjin Heavy Industries & Construction in 2005, will play a leading role in the Navy's efforts to become a blue-water navy, together with the country's first Aegis warship, Sejong the Great, launched in May.

In fact, the **Dokdo** can be used for not only military landing operations, but also for United Nations peacekeeping operations and international relief activities.

"It reflects the people's desire for the Navy to faithfully carry out its mission of protecting the national interest in oceans as well as guarding our territorial waters and islands," Vice Adm. Ahn Ki-seok, head of the Navy's operational command said in a speech at a ceremony to mark the commissioning of the ship. More than 500 sailors attended the ceremony held at the naval port in Jinhae, 410 kilometers southeast of Seoul.

The Navy plans to develop another transport ship of the same class as the **Dokdo** by 2010

US Aircraft Carrier Plans Run Into Rough Weather In Japan

US plans to station a nuclear-powered aircraft carrier in Japan has run into rough weather, with a civic group suing the Japanese government to halt harbor work being carried out to accommodate the warship, a Japanese lawyer said on Tuesday.

The Nimitz-class carrier **USS George Washington** that replaces the diesel-powered **USS Kitty Hawk** is slated to be deployed next summer to Yokosuka, just south of Tokyo. The decision of the Japanese government to base a nuclear-powered warship in domestic waters has sparked a backlash in Japan, where people feel strongly about nuclear weapons, with the country being the only nation to have suffered a nuclear attack.

However, the Japanese government has supported the idea, saying the George Washington would boost regional stability.

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View at the Keppel-Verolme shipyard in Rotterdam-Botlek

Photo : Jan Oosterboer ©

GOA SHIPYARD LAUNCHES ADVANCED OFFSHORE PATROL VESSEL

The Goa Shipyard Limited (GSL) will build a 105 meter Advanced Offshore Patrol Vessel (AOPV) for the Indian Coast Guard (ICG). Launched by Dr. (Smt) Sushmita Dutt, wife of Defence Secretary Shekhar Dutt, in Goa July 2nd, the AOPV, named **ICGS Samrat** is the biggest vessel designed and being constructed by the GSL.

The AOPV, which will have berthing facility for an Advanced Light Helicopter, is totally indigenous and will be built by GSL using state-of-the-art technology. The vessel will have a range of 6,500 nautical miles and reach a speed up to 24 knots. It will be armed with a 30 mm gun, maneuvered by a fire control system.

The Defence Secretary Shri Shekhar Dutt was the Chief Guest at the launching ceremony. The function was attended by Vice Admiral RF Contractor, Director General, Coast Guard and Rear Admiral AK Handa, Chairman and Managing Director, GSL among others.

Aker Yards wins merchant vessel order from France's Maritima worth 22 mln euros

Aker Yards ASA said it has won a vessel order from France's Maritima worth a total of 22 mln euros.

The Norwegian shipbuilder said the deal is for the construction of two bunkering tankers for delivery in Oct 2008 and Jan 2009. The two vessels will be sister vessels to those ordered by Maritima in August 2006, Aker Yards said, adding that the latest agreement includes options for another two vessels.

Maritima, which is owned by Compagnie Fluviale de Transport, specialises in European river transport, and particularly bunkering for ocean-going vessels.

Edda Flotel to be built in Spain

Edda Accommodation has placed an order for what it claims will be the world's largest purpose-built offshore accommodation and service vessel at Astillero Barreras in Vigo in Spain.

Edda Accommodation, part of the Østensjø Group, is extending the Group's services by building a purpose-built offshore accommodation and service vessel for a total of 600 personnel. The vessel will be delivered at the end of 2009 at a price of Nkr 850 million.

The vessel - which has yet to be named - has been designed to meet clients' requirements for safety, efficiency, comfort and low emissions to the environment. The vessel's dynamic positioning system (DP 3) and five Voith Schneider propellers will provide a precise and stable position, resulting in low fuel consumption compared to other propulsion systems. **Edda TBN** - which will be 130m long with a breadth of 27m - will be equipped with a telescopic gangway installed on the 1,400m² deck with a heave compensated knuckleboom crane and two marine deck cranes.

The gangway will provide safe passage of personnel from the vessel to offshore installation. The cabins and offices on board are of executive standard with additional recreation areas, such as fitness rooms, sauna, swimming pool and cinema.

The new vessel will be particularly suitable for operations in Gulf of Mexico, West Africa and South East Asia, but also in more exposed areas such as the North Sea, Canada, and the Northern part of the Pacific Ocean.

The accommodation and service vessel will also be suited for transporting personnel to and from offshore installations

Since 2004, Østensjø Rederi AS has provided offshore accommodation by using the PSV **Edda Fjord**. **Edda Fjord** has,

with great success, provided accommodation to the Shell's Bonga FPSO offshore Nigeria with 330 beds, and later 450 beds to the BP's Thunderhorse platform in US Gulf of Mexico.

Photo :
Willem Poot ©



Milieuvergunning van werf Scheldepoort voor Raad van State

De Raad van State boog zich gisteren voor de zoveelste keer over een conflict tussen het Vlissingse autotransportbedrijf Compagnie Manutention Ro-Ro (CMR) en scheepswerf Scheldepoort en Schelde Marinebouw.

De Raad van State behandelde de bezwaren van zowel Scheldepoort als CMR tegen de nieuwe milieuvergunning voor de scheepswerf. De provincie Zeeland verleende de scheepswerf een nieuwe vergunning voor een aantal veranderingen op het gebied van de scheepsreparatie, scheepsnieuwbouw en off-shore. Scheldepoort heeft bezwaren omdat het bedrijf een aantal milieueisen te ver vindt gaan, en CMR, die nog altijd niet over het 'verfspatincident' heen is, vindt de vergunning niet streng genoeg.

Tijdens de zitting stond het onderzoek van de onafhankelijke milieuadviseur van de Raad van State centraal. Die zet in zijn onderzoek vraagtekens bij de vergunning. Vooral op het punt van het spuiten met verf, een zeer gevoelig punt voor buurman CMR, heeft de milieuadviseur een aantal kanttekeningen. Ook de Raad van State zette vraagtekens bij de vergunning. Zo is het de vraag of Scheldepoort niet meer maatregelen moet nemen om overlast door het spuiten met verf te voorkomen.

De milieuadviseur vindt dat de werf verplicht moet worden om van verfspuitcabines gebruik te maken. Ook had de provincie Zeeland, die de vergunning heeft verleend, beter moeten onderzoeken of de werf geen andere maatregelen kan nemen om bij hogere windsnelheden, zoals het gebruik van een waterscherm. De Raad van State gaat uitzoeken of de vergunning streng genoeg is.

Achtergrond van het conflict is een incident in 2004 waarbij een duizendtal bij CMR gestalde auto's (Fords) onder de verfspetters kwam. Volgens het zeetransportbedrijf was een slecht functionerende mobiele verfspuitinstallatie van de werf schuld aan de schade. De werf ontkent echter veroorzaker van de verfspatten te zijn.

Krasnoe Sormovo Delivers Fourth Ship to Palmali

On July 2007 the Krasnoe Sormovo shipyard (part of MNP Group) delivered the m/v "**Riad Akhmedov**", the fourth in the Euro Cruiser series (Project RSD17), to Palmali Group.

The ship designed by the Odessa Maritime Design Bureau is aimed for the transportation of standard containers, metals, grain, timber, coal, and project cargo.

Fifth Container Ship for FESCO at Jingling

On July 3 Jingling Shipyard (Nanking, China) launched the container ship "**FESCO Anadyr**" under construction for FESCO Group.

This is the fifth in the series ordered by FESCO at Jingling. The capacity of the ship is 1,080 TEU and it is equipped with 200 reefer plugs. The date of delivery according to the contract is on December 30, 2007, however, the yard intends to deliver the ship earlier.

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The tug **EUROPE** seen enroute Rotterdam

Photo : Jan Verhoog ©

Havila Shipping sells Havila Force

Havila Shipping in Norway has, through its wholly owned company Havila Ships, sold the AHTS **Havila Force**. The price was Nkr 310 million, and the sale will give the group a booked gain of approx Nkr 150 million. The buyer is an internal partnership called Viking Troll DIS, established by Fearnley Finans AS. Delivery will be September 1st 2007.

Havila Force is an AHTS vessel of VS 473 design, built in 2000.

BOCIMAR SELLS AND BUYS

BELGIAN-based CMB says that its bulk shipping subsidiary Bocimar International has sold its panamax newbuilding **Jiangnan 2346**, due for delivery next year, a "net sale price" of US\$65m. A CMB statement says: "At the time of

delivery of the vessel, scheduled to take place in the course of the first quarter of 2008, a capital gain of approximately US\$32m will be realised."

At the same time a Bocimar Wah Kwong joint venture has ordered two handymax ships from Chengxi Shipyard. Deliveries are scheduled for March and August 2009.

Boskalis verwerft opdracht in Rusland

Boskalis heeft van de Russische overheid een opdracht verworven voor de laatste fase van de bouw van de stormvloedkering voor St. Petersburg. Dat heeft het baggerbedrijf woensdag bekendgemaakt.

Boskalis voert de opdracht samen uit met het Duitse bouwconcern Hochtief. De waarde van het contract bedraagt circa 350 miljoen euro. Het Boskalis-aandeel hierin is 60%. Dit komt overeen met een bedrag van 210 miljoen euro.

Het project bestaat uit het sluiten van de dam tot aan de waterkering en de afbouw van een tunnel onder het nieuwe scheepvaartkanaal naar St. Petersburg. Vorig jaar verkreeg Boskalis al een opdracht voor de aanleg van dit kanaal.

De uitvoering van het project zal vier jaar in beslag nemen. Boskalis zal met name actief zijn in de eerste twee jaar.

OFFICIAL OPENING HOLLAND MARINE HOUSE IN VIETNAM

Dutch maritime suppliers open a representative office in Hanoi



Holland Marine House Vietnam
Hội sở Hàng hải Hà Lan tại Việt Nam

On August 29th 2007 the '**Holland Marine House Vietnam**' will officially be opened. The ceremony will be hosted by the Netherlands Ambassador Mr André Haspels, and will be attended by high level decisionmakers from the Vietnamese shipyards.

The Holland Marine House Vietnam will enable Dutch maritime suppliers to firmly set foot in one of the world's most dynamic upcoming markets in shipbuilding. It is an initiative from Holland Marine Equipment Association (HME), supported by stakeholders from industry and government.

At the moment seven Dutch maritime suppliers constitute the Holland Marine House Vietnam. After the start up more companies will be invited. The goal of the Holland Marine House Vietnam is to represent and promote the companies, to develop relationships with Vietnamese shipbuilding companies and relevant government authorities, and to support the companies in collecting and analysing market information relating to the shipbuilding industry.

The Holland Marine House Vietnam is the second representative office created by HME. The Holland Marine House China was set up three years ago, and successfully services Dutch companies in Shanghai and the rest of China ever since.

The participating Dutch maritime suppliers in Holland Marine House Vietnam are:

- Alewijnse Marine BV
- Bloksma BV

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- Kaefer-Opticon BV
- Promac BV
- Rensen Seatrade BV
- Rubber Design
- Winteb VOF

The Holland Marine House Vietnam is located in Room 1112, CWD Hotel, 20 Thuy Khue, Tay Ho, Hanoi. The office will be led by Mr Nguyen Quoc Hai, a representative manager with thorough expertise in the business.



Mercator blijft in Oostende en wordt er verankerd in beton

Het voormalige opleidingsschip **Mercator** wordt verankerd in beton in het gelijknamige dok vlak voor het stadhuis van Oostende. Dat werd vernomen op het kabinet van Kris Peeters, tot vorige week bevoegd voor openbare werken, en op het stadhuis van Oostende.

De beslissing om het schip in beton te verankeren werd meegedeeld door minister Kris Peeters (CD&V) aan een Oostendse delegatie met voormalig schepen Dries Vermeesch (CD&V). Door de bouw van een betonnen kuip zullen de herstellingskosten van het schip veel lager zijn. Burgemeester Jean Vandecasteele (sp.a) bevestigde dat er rond het schip een dok komt, waardoor het zal lijken alsof het schip nog steeds in het water ligt.

De vzw **Mercator**, die het schip exploiteert, werd nog niet op de hoogte gebracht van de beslissing, maar reageert positief. Afgevaardigd bestuurder Marcel Vanden Bossch : "Elke actie voor het behoud van de Mercator is goed."

De **Mercator** kwam in de vaart in 1932 en fungeerde als opleidingsschip. Het vervoerde ondermeer de stoffelijke resten van pater Damiaan in 1936 en maakte 54 wereldreizen. Sinds 1964 ligt het in Oostende, waar het elk jaar 75.000 bezoekers ontvangt.

MOL Launches Training Vessel

Mitsui O.S.K. Lines, Ltd. launched its first training vessel, the **Spirit of MOL**, at the Tsuneishi Shipbuilding Company in Fukuyama, Hiroshima Prefecture. Executives on hand for the launching and christening ceremonies included MOL Deputy President and Director-General of Safety Operations Headquarters Hidehiro Harada. The company will start practical training aboard the vessel in mid-July.

The vessel has a training bridge on floor above the actual bridge. MOL also has about 10 full-time instructors, who will provide education and practical training to 180 trainees per session. MOL cadets of the same level of training from different nations (the Philippines, India, Russia, Vietnam, China, Indonesia, etc.), will train onboard together. The company believes that intensive training in a cross-cultural atmosphere will not only help those master maritime skills, but also develop a stronger sense of pride and teamwork.

The training vessel will sail out to Manila, where one of the company's main base of human resource in a few days. Filipino and Russian cadets will train onboard as the first cadets of this new training program. Their training voyage, from the Philippines to India, begins on July 16. The first onboard training will last four to six months, and is mainly for the cadets who do not have practical vessel experience.

Rickmers Group Celebrates Vessel Naming

The Rickmers Group celebrated the naming of the latest addition to its fleet, the 4250-TEU container vessel **Marte Rickmers**. Marte von Have, wife of lawyer Harro von Have from Hamburg, acted as the sponsor of the vessel. The naming ceremony took place in the presence of more than 100 guests, business partners of the Rickmers Group, customers of Rickmers-Linie and representatives from the shipyard. Under the terms of an eight-year time charter agreement with the French operator CMA CGM, the ship will operate under the name **CMA CGM Azure**. It will be employed initially in the French company's liner service between the Far East and the Mediterranean.

Marte Rickmers is the third vessel out of a series of 21 ordered from Dalian by Rickmers Group. With a length of 802 ft. and a Panamax beam of 106 ft., **Marte Rickmers** is the first newly-built vessel to be sold directly to Rickmers Maritime in Singapore upon delivery and will be managed by Rickmers Shipmanagement (Singapore) Pte Ltd, a subsidiary of the Rickmers Group. The total number of vessels in the Rickmers fleet is now 82.

ISS BUYS OCEANIA

INTERNATIONAL agency company **Inchcape Shipping Services** has bought Australian agency house, **Oceania Maritime Services Pty Limited (OMS)** for an undisclosed sum. ISS says the purchase includes the business interests of Adsteam Agencies in Australia, and other regions.

Owned by P&O Maritime Services Pty Ltd, OMS is forecasting a significant number of port calls this year. These volumes will double ISS's business across Australasia.

ISS CEO, Claus Hyldager, flagged upcoming acquisitions at a recent ISS Press Day in London. In announcing the OMS deal today he said: "This is an important strategic acquisition for the Company which will greatly strengthen our position in these crucial markets.

"The buoyancy of both OMS' and ISS' business in these regions reflects very healthy Australian coal and metal ore exports, particularly to China and India. In making the acquisition, we had in mind the underlying strength of these trades" OMS was formed in 2005 from the merger of Adsteam Agency's bulk ship agency business in Australia and Beaufort Shipping Agency Company - P&OMS's shipping agency business in Australia. The Company specializes in port agency services for bulk carriers and cruise ships plus husbandry services for container vessels.

HAMBURG SÜD, SENATOR SPLIT ON SOUTHERN ROUTE

Hamburg Süd and Senator Lines are splitting up their long established Southern Route joint service to the Eastern Mediterranean. A statement says: "After many years of successfully cooperating on the Southern Route Service, which connects Europe with the Levant, the partners Hamburg Süd and Senator Lines have decided to split as from August 2007.

It adds that while Hamburg Süd will continue the existing service-setup with four vessels, Senator Lines will present its new service concept shortly.

MOVEMENTS



The **Bourbon Emerald** loaded with a jumper at Onne Port.

Photo : Eric Peute ©

OLDIE – FROM THE SHOEBOX



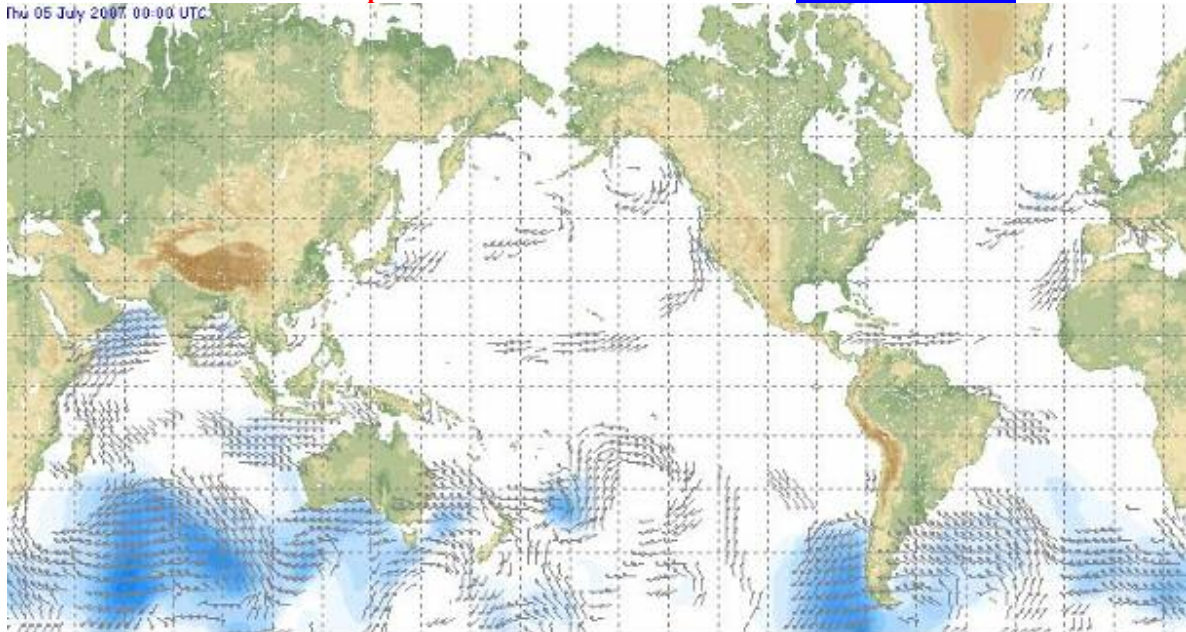
Seen in the port of Denia (Spain) the former salvage vessel **RAM** moored alongside the former salvage vessel **REDDER** (ex **Potvis**), both ships are for sale.- Photo : Tom Juijn ©

MARINE WEATHER

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.... PHOTO OF THE DAY



In the Port of Bourgas the Multraship shearlegs **CORMORANT** shifted a large crane
Photo : Pepijn Nuijten – Multraship ©

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