

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 183



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**The ACERGY PETREL seen arriving in IJmuiden
Photo : Joop Marechal ©**

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EVENTS, INCIDENTS & OPERATIONS



UT-767CD **Hull 211** arrived at the Westerscheldt river under tow of the tug **KORAL** for refueling, the transport is enroute Norway where the vessel will be completed for Island Offshore as the **ISLAND WELLSERVER**

Photo : www.maritimephoto.com ©

Sealift/Dockwise makes strategic acquisition

Sealift Ltd, the parent company of the Dockwise group of companies announces that it has signed an agreement to acquire the entire share capital of Offshore Kinematics Inc and Ocean Dynamics LLC.



As consideration for the acquisition, the Company has agreed to issue 6.9 million new shares, of which 3.2 million will be held in escrow and released in annual installments over 3 years, plus \$15.7 million in cash to the current principals of OKI and ODL.

The Company expects revenue synergies and growth potential for the Dockwise Group from these acquisitions.

Photo :
Dockwise Yacht Transport

This combination enhances the Dockwise Group position as a leading integrated transport and installation

service provider for the Oil and Gas sector, in particular through floatovers.

OKI, ODL and the Dockwise Group have complementary strengths and expertise. The Dockwise Group's key existing assets, namely its large open stern semi submersible vessels, and its established engineering and project management capabilities, fit with OKI's and ODL's extensive experience in the design, engineering and installation of offshore modules specifically using the floatover method.

Offshore Kinematics is a leading engineering, design, testing and supply company for floatover installation systems, having developed several proprietary systems and designs that have become critical to the floatover process. In addition to floatover systems, OKI brings the engineering and design capability for a full range of related equipment and structures.

Ocean Dynamics is an engineering and design consulting firm related to OKI, focused primarily on marine installation and structures. ODL has also established itself as a leader in the general installation, structural, mooring and riser engineering market. Additionally, ODL's capabilities include detailed structural design of topsides and jackets, global marine and structural design of floating structures, and advanced mooring and riser analyses.

Upon completion of the agreement, the CEO of Offshore Kinematics, Steven Byle will join the Senior Management team of the Dockwise Group, focusing his efforts on the offshore floatover installation business, as well as on the development of new business and technology related to marine oil services. The President of ODL, Jim Li, will join the Dockwise Group as the Manager for the US and China Engineering. In addition, the Dockwise Group will benefit from a further 31 engineers, with extensive experience within the sector.

The acquisition is expected to be completed by 30 July 2007. The total amount of the Company's shares outstanding after the issuance of new shares to OKI and ODL will amount to 210.9 million. The Dockwise Group, OKI and ODL have a backlog of marine services projects, with six floatover projects currently ongoing between the three companies. The acquisitions are not expected to dilute the Company's 2007 EPS.

About Sealift/the Dockwise Group

Following its recent acquisition by Sealift Ltd, the Dockwise Group operates a fleet of 17 semi-submersible heavy transport vessels and 5 vessels due to be converted. The fleet is operated under the Dockwise brand.

The Dockwise Group employs about 800 people worldwide. With a global network of offices in Bermuda (the Company's headquarters), Breda (The Netherlands, where the operational headquarters of the Dockwise Group are located), Houston (Texas, USA), Shanghai (China), Busan (South Korea), Perth (Australia), Lagos (Nigeria) and Fort Lauderdale/Golfe Juan (Dockwise Yacht Transport), as well as 8 representing agents, the Dockwise Group provides an extensive service network to its clients.

As a transport management and installation contractor the Dockwise Group is able to offer a total transport solution for complex door-to-door logistic requirements of extremely heavy or voluminous cargo. Sealift is headquartered in Bermuda, while the operational headquarters of the Dockwise Group are located in Breda, The Netherlands. Sealift Ltd. is quoted on the Oslo OTC market under the ticker symbol SEAL. Sealift Ltd is in the process of being renamed



The **MAR CHRISTINA** seen enroute Rotterdam – Photo : Frits Janse ©



59th Ship Scheduled to Depart James River Reserve Fleet

The **State** is scheduled to be towed from the James River Reserve Fleet on, July 18. It will be the 59th ship to leave the James River site since January 1, 2001.

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The **State** was formerly a training ship for the State University of New York Maritime College, and was known then as the **Empire State V**. Before that, it was a troop carrier, the **USNS Barrett**. It will be recycled at the Bay Bridge Enterprises facility in Chesapeake, Va.

The **State** is expected to pass under the James River Bridge approximately two hours after the departure. However, be advised that such times vary widely depending on weather and other conditions.



The **SAVANNAH** seen laid up in Norfolk – Photo : Frans Tieman ©

Megaliner cruise terminal planned for Falmouth (Jamaica)

When Royal Caribbean announced in early 2006 that it was building cruise shipping's largest vessel - the Genesis class ship capable of carrying 5,400 passengers - it meant that Jamaica would stand to increase cruise arrivals by 15 per cent come late 2009, when the first ship is scheduled for delivery.

This is why the Port Authority of Jamaica (PAJ) is currently seeking to build a cruise terminal in Falmouth in the northern parish of Trelawny to accommodate two such vessels simultaneously in time to receive Royal Caribbean's first ship in another two years.

Royal Caribbean currently has two Freedom class vessels, which are 30 per cent smaller than the Genesis class vessel, alternating between Ocho Rios and Montego Bay, and the country stands to see 1.5 million cruise ship passengers visit the island during 2007. But the addition of a Genesis class in late 2009 could push that number to 1.8 million arrivals, while instantly making Falmouth a significant destination. One Genesis vessel landing per week would translate into around quarter million visitors a year in 2010.

In its Environmental Impact Assessment (EIA) report submitted to the National Environment and Planning Agency (NEPA), the PAJ outlined its plan to construct "a finger pier capable of accommodating two "megaliner" cruise ships simultaneously".

"The design vessel is the Genesis class cruise ship, which is currently under development and scheduled for delivery in late 2009," was the rationale given by the state-run agency.

Added the report: "The current project is designed to accommodate approximately 15,000 passengers and crew at peak times, which is twice the current population of the town."

At the same time, the development would provide the Government with the opportunity to give the small historical town a facelift while renovating the area as a tourist attraction. "A trolley route is proposed along the waterfront,

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which will provide access to a number of historic buildings, which will be renovated (Hampden Wharf, Tharpe House, Old Foundry etc)," the report said. Aside from fine-tuning its plan to determine the actual number of visitors that can be accommodated, the PAJ may be faced with a challenge from members of the community that will be absorbed by the project.

The proposed development incorporates an area that is currently residential with over 60 structures. Albeit, the settlement appears "informal with houses that are of substandard quality," according to the report, but the homes will have to be relocated.

Ninety-six per cent of respondents to a survey done in the area agreed that the Falmouth Harbour should be developed, but 55.3 per cent had heard of previous development plans, meaning that the price of the land in the area may become pricier for the PAJ on news that the town will become a cruise ship centre.

The Business Observer was unable to get comment on the projected cost of the project or progress on land acquisition from the PAJ executive up to press time. A reliable source told the Business Observer that "land was being bought excessively over the last two months in light of plans to build the terminal for megaliners".

Falmouth is a small town of about 7,400 residents with unemployment of about 15 per cent, higher than the national average of 10.3 per cent in 2006. Of those employed, it is estimated that 65 per cent are self-employed while another five per cent were employed only part-time. The majority of Falmouth's labour force earn less than \$10,000 per week (86 per cent) putting it in the middle- to low-income category.

According to the PAJ report, the development is expected to impact "employment and income. both negatively and positively". "The positive impact is represented by the creation of jobs during the construction phase of the development," said the report. "The negative impact is the temporary loss of income by businesses which will be displaced."



The 2007 built **CAP PRIOR** seen in Rio Grande – Photo : Marcelo Vieira ©

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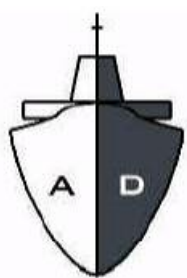
Bulker aground – Caspian sea

Bekdash Point, off Karaada island – m/v **Nefterudovoz-54** (ore/oil carrier; 2615 grt; flag Russia; owner BashVolgoTanker; IMO 8726193) ran aground. Cargo steel constructions, from Astrakhan to Enzeli (Iran). Hole in Hold 1 area, water ingress. Refloating by own means impossible. Water pumping out by vessel's pumps. Waiting for salvage tugs from Krasnovodsk (Turkmenistan) and Baku (Azerbaijan). Weather fine.

NAVY NEWS

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FIRST GREEK HYDROGEN SUBMARINE

Air Products, in partnership with Hellas Air Pro, has supplied hydrogen for a new submarine belonging to the Hellenic Navy, in Skaramanga, Greece

The HDW class 214 submarine has a fuel cell-generated power supply that allows it to operate fully on hydrogen, which has a number of benefits. The fuel cell, which produces electrical energy from oxygen and hydrogen, allows the submarine to cruise under water for weeks without resurfacing, while the battery power in conventional diesel-electric submarines typically depletes after a few days cruising under water.

In addition, Air Products said that the fuel cells do not emit any noise or noticeable exhaust heat, making the submarine virtually undetectable.

The fuelling technology is based on Air Products' cryogenic hydrogen compressors (CHCs), which are used in conventional hydrogen supply systems.

The submarine was built by Hellenic Shipyards, part of ThyssenKrupp Marine Systems. The shipyard plans to build more fuel cell-powered submarines for the Hellenic Navy under a HDW license, and conventionally-powered vessels will also be fitted with hydrogen-powered fuel cells.

Tenders invited for new Navy ship

The Irish Government is to invite tenders for the first of three new Naval ships later this year. The vessels, expected to cost the taxpayer between 150 million and 190 million euro in total, are set to replace older boats in the fleet. It is expected the Department of Defence will be in a position to place a contract for the country's newest Naval ship early in 2008.

Defence Minister Willie O'Dea believes the new ships will help the Defence Forces back up the Garda and Customs and Excise in the offshore fight against drugs.

Commissioning SIGMA Class Corvette KRI Diponegoro



After successful sea trials and finishing of outfitting details, SIGMA Class Corvette KRI

Diponegoro, built by Schelde Naval Shipbuilding in Vlissingen, was handed over to the Chief of the Indonesian Navy Admiral Slamet Soebijanto on the 2nd of July, a few weeks earlier than originally scheduled.

Photo : Ad de Kruijf ©

The delivery of the first of four corvettes was achieved within three years from effective date of contract, after a period of thorough engineering and two years construction. Aesthetics and the perfect performance of the corvette have been well received by the customer and visitors. Corvettes 2, 3 and 4 are well underway all according to schedule. The crew of the first ship has been trained and prepares for the journey to Indonesia by the end of July.

Right : number 2 & 3
seen fitting out in Flushing
Photo : Piet Sinke ©



Royal Navy Hands Over Combined Task Force 158 to U.S. Forces

Rear Adm. Garry E. Hall relieved Royal Navy Commodore Nick Lambert as commander of Combined Task Force (CTF) 158 and Capt. Paul Severs relieved Royal Navy Capt. Bob Sanguinetti as commander of Combined Task Group (CTG)

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158.1 on July 17 aboard Ocean 6, an afloat forward operating barge in the north Persian Gulf. Command of CTF 158 typically rotates among coalition partners Australia, United Kingdom, and the United States.

CTF 158 is comprised of coalition ships and its primary mission in the Gulf is maintaining security in and around both the Al Basrah and Khawr Al Amaya Oil Terminals -- ABOT and KAAOT, respectively -- in support of U.N. Security Council Resolution 1723. This resolution charges the multinational force with the responsibility and authority to maintain security and stability in the Iraqi territorial waters and also supports the Iraqi government's request for security support. "I am looking forward to [continuing] the hard work the Royal Navy and the coalition has done in the [Gulf]," said Hall, who is also commander of Task Forces 51 and 59. "It is a very important mission to assist the Iraqi nation for self-determination."

The primary mission of CTG 158.1 is to provide 24-hour protection to Iraq's oil terminals, KAAOT and ABOT. The task group operates from Ocean 6, which is a command and control platform in support of personnel assigned to protect the oil platforms. "My staff is ready and prepared to take on this coalition mission," said Severs who is also the commodore for Destroyer Squadron 50. "We will play a vital role in maritime operations."

Maritime operations help set the conditions for security and stability in the NAG and protect Iraq's sea-based infrastructure, which provides the Iraqi people the opportunity for self-determination. Iraq's oil platforms account for about 90 percent of the country's gross domestic product.



The **L 3008 MOUNTS BAY** seen in the port of Zeebrugge

Photo : Henk Claeys ©

Van Nes adopteert Kolegio Chaya Willems

Een aantal bemanningsleden van de **Hr.Ms. Van Nes (F833)**, het nieuwe stationsschip van de Koninklijke Marine in het Caraïbisch Gebied, hebben voor de komende zes maanden, Kolegio Chaya Willems geadopteerd.

Sinds hun aankomst op Curaçao op vrijdag 13 juli heeft de bemanning van het stationsschip, de **Hr.Ms. Van Nes**, Kolegio Chaya Willems geadopteerd. In het kader hiervan zijn een aantal leden van de bemanning bezig om de school een grote opknabbeurt te geven. In de kleuterschool zijn van drie lokalen de muren al geschilderd en de ramen en deuren zitten ook al mooi in de verf. Door diefstal van de koperen leiding zat de school al een tijdje zonder water. Dit werd verholpen door een leiding van kunststof aan te leggen.

Een aantal scholen in Nederland hebben meubilair en speelgoed geschonken aan de kleuterschool en hiervan zal de overdracht plaatsvinden zodra de goederen zijn ingeklaart. Aan boord van de **Van Nes** worden gedurende de zes maanden dat zij in de West zijn gestationeerd ook evenementen georganiseerd om geld in te zamelen voor materiaal ten behoeve van de school.

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The tug **ADRIAAN** (part of the tugboat harbour Maassluis) seen at the **De Haas Shipyard** in Maassluis for maintenance

Photo : Jan Steehouwer ©

Daewoo Gets Container Ship Order

Daewoo Shipbuilding and Marine Engineering Co. said on won a \$592.3m container ship order from an Asian shipper. The vessel will be delivered to the company by the end of July 2011, Daewoo said in a filing with the Korea Exchange.

Nordseewerke Launches 2,700 TEU Ship

A 2,700-TEU containership – Yard No. 554 – was launched last month at Nordseewerke GmbH, a company of ThyssenKrupp Marine Systems AG. The final outfitting of the ship will last until the end of November, when the ship will be delivered to the GEBAB in Meerbusch. The 2,700 TEU ship will be run by the MARTIME shipping company in Elsfleth. Yard No. 554 is the seventh container ship of the 2,700 TEU series, and an eighth -- Yard No. 555 – will follow before the new 3,400 TEU class will be started in the autumn of this year. The container ship was built according to Germanischer Lloyd regulations. The 37,900 dwt ship measures 215.5 x 29.8 m with a 10.1 m loaded draft. It's container capacity is 2,702 TEU, driven by a power plant generating 21,770 kW at 108 rpm



The Damen built **RM CRISTINA** seen in Willemstad (Curacao)

Photo : Kees Bustraan ©

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The **MSC FRANCE** and **MSC DENISSE** at the MSC Container terminal in Singapore.

Photo : Slotmaritimephoto ©

Reliance terminates Normand Jarl and Trym

Solstad Offshore says Reliance has used its option to terminate contracts for the AHTS **Normand Jarl** and **Normand Trym** with 30 days advance notice.

Both vessels have been supporting drilling operations in India. Solstad Offshore's understanding is that the decision is due to delays in Reliance's drilling programme.

Normand Jarl and **Normand Trym** are vessels with around 12,000bhp and their capacities makes them well equipped to support drilling operations and anchor handling. In addition the vessels are equipped with FiFi capabilities.

"The market for this type of vessels is strong and Solstad Offshore expects to take advantage of these market conditions," said the company.



Subsea's 7 **SEVEN OCEANS** seen departing from Rotterdam

Photo : Hans Kraaijenbosch – waterweg-photos

Danaos Upgrades Vessel Sizes

Danaos Corporation agreed with China Shipbuilding Trading Company Limited the upgrading of its earlier order for four 6,800 TEU containerships to four 8,400 TEU vessels and signed the amendments to the relevant shipbuilding contracts. These vessels will be built by the Shanghai Jiangnan Changxing Heavy Industry Company Limited and are expected to be delivered to Danaos during 2010.

The total capital expenditure commitment for this project is in the region of \$500 million and is expected to be financed by existing credit facilities and own funds according to the work in progress schedule under the specific terms of the shipbuilding contracts.



The **APOLLO EAGLE** seen in Rotterdam

Photo : Tjep van Roon ©

Hempel Ship Coating Results in Fuel Savings

At a time when fuel savings have more importance than usual, test results for Hempel's silicone antifouling Hemsail coating application showed an improvement in fuel savings of 10.6 % for a large container vessel. For such a vessel, 10.6 % could amount to up to \$2.6 million annually. Tests were run by an independent testing entity, Force Technology, recognized as professional and objective among ship builders and operators. Towing tank experiments compared HEMPASIL silicone based fouling release coating to other generic antifoulings.

The question was whether a ship operator would achieve fuel savings by applying HEMPASIL, and how much. Results were much better than expected, and they were reproducible. To find out about the fuel usage and potential savings, a dedicated test rig was engineered and attached onto a towing carriage in a 240 meter long towing tank. The rig measured movement through water of test plates emulating ship surfaces, using different products on three different average hull roughness measures and over four different ship types. For all hull roughness scenarios, HEMPASIL

showed a significant lower skin friction compared to other tin-free self-polishing antifoulings. The improvement in propulsion efficiency and subsequent fuel savings was considerable for the four different ship types tested. The large container vessel type stood out because there are so many deployed, they use large amounts of fuel, and so the savings potential was also large.



The **MATSAS STAR** seen departing from Malta with the **WEST TITANIA** bound for Zarzis (Tunisia)
Photo : Lawrence Dalli - MALTA SHIP PHOTOS ©

Queen of Oak Bay Returns to Service

The **Queen of Oak Bay** is scheduled to return to service on BC Ferries' Horseshoe Bay – Departure Bay route on July 20, 2007. Repairs to a gear box are expected to be complete on Thursday, July 19, 2007, and after a full inspection by Transport Canada representatives, the vessel will undergo vigorous sea trials before returning to full service. The **Queen of Esquimalt** will provide extra service to both the Horseshoe Bay – Langdale and Horseshoe Bay – Departure Bay routes on July 19, 2007. BC Ferries' full summer schedule on both of these routes will resume on July 20

S&Y's Newest Tug Completes Sea Trials



Suderman and Young Towing Company, L.P. (S&Y) announced the completion of the sea-trials for its newest tug **Thor**. The tug features Z-Tech drive, and is touted as the first of its kind in the western hemisphere, with only four other Z-Tech vessels operating in the world. The Z-Tech design incorporates the best of the design features from standard tug Azimuth Stern Drive (ASD) and Z-drive configurations. With its 360 degree turning wheel the design improves maneuverability while the **Thor** Z-Tech's much larger skeg boosts towing capability and directional stability.

This new operational design will enable the tug to handle tomorrow's larger container vessels more efficiently. "Because of the deepening, from 40 to 45 feet, and widening, from 400 to 530 feet, of the Houston Ship Channel, bigger ships will call into the Port of Houston's Bayport Facility," said Doyle. Designed to increase power, while providing more maneuverability, the THOR Z-Tech will be able to "move more water, more quickly," according to Doyle. The Z-Tech design was developed by internationally renowned naval architect Robert Allan of Vancouver. Sponsor Gay N. Greer christened Tug **Thor**

Saturday, July 14, 2007 at the Port of Houston's Barbour's Cut Container Terminal. More than 300 invited guests celebrated afterward in the Cruise Terminal.

Mearsk Upgrades Service

Denmark's Maersk Line is upgrading its US to Europe service with a call at Port Said, scrapping its East Mediterranean operation as a result. It said the Egyptian port, operated by Maersk's ATM terminals, will be visited on the MECL 1 eastbound leg and the MECL 2 westbound leg.

Maersk can offer weekly fixed-day departures and improved transit times to and from North America, it said. The first MECL 1 departure from the US east coast to Port Said will be the 4,306-teu Maersk Missouri (built 1998), departing Newark on 28 August and Charleston on 1 September.

The first MECL 2 departure from Port Said to North America will be the 5,060-teu Maersk Daesan (built 2005) on 2 August 2007. As a result it will scrap the East Med service in the fourth quarter, with cargo switching to the MECL runs.

NYK Lauritzen Cool Launched Service to Port of Gdansk

The shipping operator NYK Lauritzen Cool (Stockholm, Sweden) launched a new regular shipping service to the Port of Gdansk, reports the press-service of the port.

The shipowner operates a fleet of over 60 reefer vessels dedicated to the haulage of refrigerated goods.



The line will be operated by vessels "**Chalten**", "**Pacific Reefer**", "**Amer Choapa**", "**Amer Himalaya**", "**Ivory Tirupati**", "**Amer Fuji**" and "**Brazilian Reefer**" covering the route San Antonio Este - San Pedro - Gdansk - St. Petersburg.

Left : AMER HIMALAYA
Photo : Marcelo Vieira ©

The NYK Lauritzen Cool liner ships are scheduled to call at the Port of Gdansk on a twice-

monthly basis.

RENAMING OF VESSEL



In Rotterdam-Europoort the tanker **SHAMROCK MOON** was renamed in **GOLDEN BRILLIANCE** as can be seen at the photos

Photo's : Jan Oosterboer ©



DUBAI WORLD SET FOR MORE AUSTRALIAN INVESTMENTS

DUBAI World Chairman, Sultan Ahmed Bin Sulayem, is in Australia this week holding discussions with senior government ministers over possible further investment in the country.

Mr Bin Sulayem, also Chairman of global marine terminal operator DP World, is currently visiting the five DP World terminals in Australia and holding high level discussions with business leaders and senior politicians, including Deputy Prime Minister and Federal Minister of Transport Mark Vaile, New South Wales Premier Morris Iemma, Victoria Premier Steve Bracks, Victoria's Treasurer John Brumby, Ports Minister Tim Pallas and Industry and State Development Minister Theo Theophanous, South Australia Transport Minister Patrick Conlon, Queensland Transport Minister Paul Lucas and Western Australia Planning and Infrastructure Minister Alannah MacTiernan.

Sultan Ahmed Bin Sulayem said: "Australia is a vibrant and growing economy and we see considerable potential for investment in property development, tourism and infrastructure such as marine terminals and business parks. DP World has already invested substantially in the Australian terminals acquired last year when it purchased P&O Ports and is working on expanding capacity, improving efficiency and providing top quality services to Australia's importers and exporters. Because of its geographic location, it's important that Australia is plugged into a strong global ports network – something DP World with 42 terminals around the world is able to offer. I am keen to work with the public and private sectors to facilitate investment in the Australian market, both within the ports industry and outside of it."

Novoship to Order New Ships

In September 2008 Novoship plans to order 4 product carriers at the Korean Shipyard HHI Offshore with a deadweight of 112 th.t. each. These vessels are aimed for the transportation of light oil products. The carriers are planned to be put into operation in August-December 2009.

MOVEMENTS



The arriving **MOL VISION** don't leaves much space for the departing **BERIT** in Rotterdam Europoort
Photo : Rik van Marle ©



The **EMPRESS of the SEAS** seen departing from Norfolk - **Photo : Frans Tieman ©**

AIRCRAFT / AIRPORT NEWS

Air France-KLM duikt op Iberia

De luchtvaartmaatschappij Air France-KLM heeft belangstelling voor haar Spaanse branchegenoot Iberia, die al een tijdje te koop staat. Dit heeft de luchtvaartcombinatie dinsdag bevestigd.

"Spanje is een van de grotere markten in Europa en Iberia is een belangrijke speler in de luchtvaart," meldt Air France-KLM op zijn website als mogelijke verklaring. "De Europese luchtvaartsector staat aan de vooravond van een nieuwe consolidatieslag. Wij willen daarin actief deelnemen."

Volgens de Britse zakenkrant Financial Times spant Air France-KLM met de Britse investeringsmaatschappij Apax samen voor een mogelijk bod op Iberia. De Spaanse krant El Economista denkt dat het om een overname voor ongeveer 3,8 miljard euro gaat. Apax denkt aan een consortium, waarbij nog meer partijen betrokken zouden worden. De Duitse luchtvaartmaatschappij Lufthansa is kandidaat, maar twijfelt: Iberia zou te duur zijn.

Apax en Air France-KLM gaan de strijd aan met British Airways, dat samen met de investeringsmaatschappij Texas Pacific Group bereid is om 3,4 miljard euro te betalen voor de Spaanse luchtvaartmaatschappij. Aanvankelijk wilde Apax samen met British Airways de klus klaren, maar de Britten kozen voor TPG als overnamepartner.

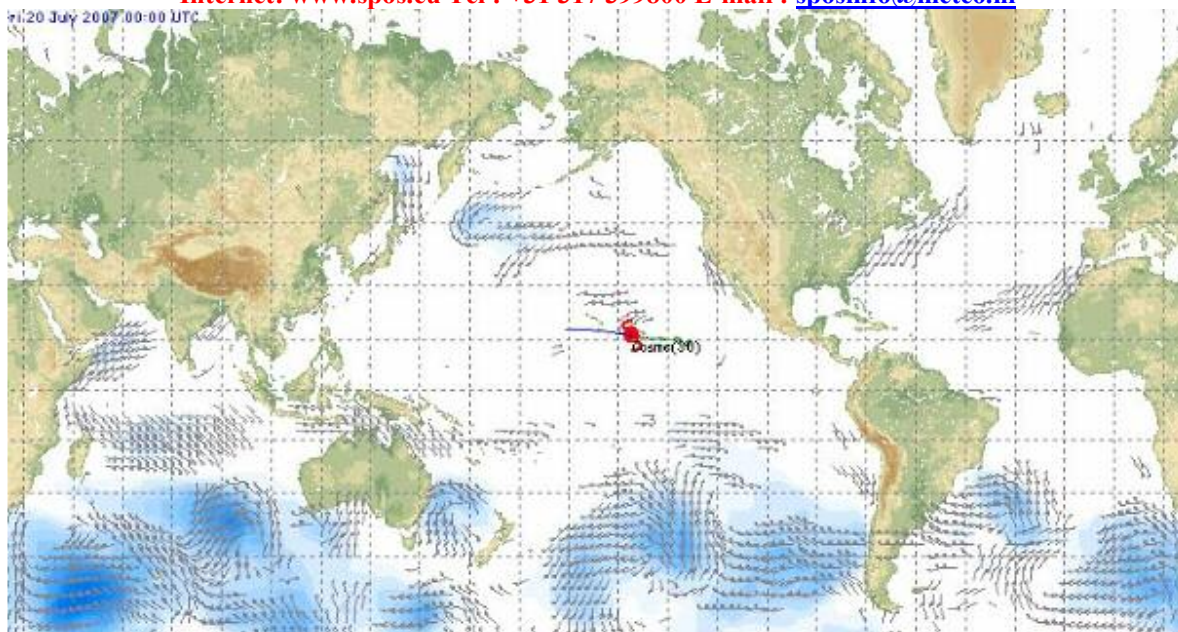
Iberia is de op drie na grootste luchtvaartmaatschappij van Europa. British Airways heeft al een belang van tien procent in het Spaanse bedrijf.

MARINE WEATHER

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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The tug **ZWARTE ZEE** seen in an attempt to refloat a tanker from the beach in Naaldwijk
Photo : Adam Louwen ©

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