

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 195



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

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HAL's PRINSENDAM seen in the locks of IJmuiden outward bound from Amsterdam

Photo : Bridgeteam family members - MS PRINSENDAM ©

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IN MEMORIAM

The editor of the shippingnewsclippings received the sad message that

(Born onboard the s.s. Prinz Ludwig July 5th, 1914)

L.L. von Münching

Passed away on August 23rd

Mr L.L. von Münching, was a well known **MARITIME HISTORICUS** and the writer / author of a lot of maritime books, about the navy, merchant navy, lifeboat, WW II etc.

*Slechts over blijft de herinnering
Van hoe ik leefde op aarde
En voor degene die achterblijft
Heeft dat de meeste waarde*

The editor wishes the family von Münching, relatives and friends all the strength they need to cope with this loss.

The location to pay your last respect is "Zorgcentrum DUINSTEDE", Deijlerweg 208 in Wassenaar
Tuesday August 28th between 13:00 and 13:30 hrs.

The funeral will take place at 14:00 hrs at cemetery "RHIJNHOF", Laan te Rhijnhof 4 in Leiden

EVENTS, INCIDENTS & OPERATIONS



Turkish operated **Gan-Valour** discharging petroleum products at Lyttelton, New Zealand. The tanker had loaded her BP charter cargo at Kwinana, Australia.

Photo : Alan Calvert ©

Lifeboat launched to rescue stricken yacht

SKEGNESS all-weather lifeboat, the **Lincolnshire Poacher**, was launched, Friday, to rescue a yacht in trouble 25 miles north-east of Skegness. The lifeboat was called at 3.50pm to go to the aid of the 51ft yacht **Grandee** with engine trouble.

The **Grandee**, with three people on board, was on her way to Trondheim in Norway when suspected contaminated fuel caused engine trouble. The **Lincolnshire Poacher** launched in calm seas and good visibility, arriving at the casualty around two hours later.

Coxswain John Irving decided to tow the yacht to the Humber River and into Hull. Just after 8pm The **Grandee** was left at anchor at Hull and the lifeboat began the journey home, arriving back at Skegness beach at 11.50pm.



"La Belle de l'Adriatique" in Brugge.

Door : Frank Neyts

Vorige vrijdag liep via de haven van Zeebrugge het gloednieuwe, onder Belgische vlag varende, cruiseschip "**La Belle de l'Adriatique**" de haven van Brugge aan. Het kwam er de laatste voorbereidingen treffen voor de proefvaart op zee die maandag 27 september plaats vindt.



Foto : Henk Claeys ©

De "**La Belle de l'Adriatique**" heeft Brussel als thuishaven. Het prachtige vaartuig werd op de scheepswerf SA Meuse & Sambre in Beez nabij Namen gebouwd voor rekening van de Franse cruisemaatschappij CroisiEurope. Door de afmetingen van het schip kon de volledige afwerking niet in Namen gebeuren. Daarom werd het halfafgewerkte casco naar Brussel gesleept, waar het werd afgewerkt. De 'final touch' gebeurde net voor de proefvaart in Brugge. Het Parijse Bureau Veritas trad op als de classificatiemaatschappij die de volledige bouw van het opvolgde en die, na de proefvaart, ook het certificaat van zeewaardigheid uitschreef.

De "**La Belle de l'Adriatique**" meet zo'n 3000 ton, is 110 meter lang en 12 meter breed. De maximale diepgang bedraagt 3 meter. Aan boord kunnen 200 passagiers in comfortabele omstandigheden inschepen. Een bemanning van 45 koppen bedient de passagiers op hun wensen. De officieren zijn Kroatisch, de matrozen Filippijns. Het schip zal vanaf medio september vanuit de haven Dubrovnik reizen verzorgen in de Adriatische Zee. Deze martieme kustvaartcruises worden door CroisiEurope onder de merknaam CroisiMer verkocht.

CroisiEurope is een Franse maatschappij die gespecialiseerd is in riviercruises. De uitgebreide vloot van 25 hypermoderne riviercruiseschepen wordt op liefst vijftien Europese rivieren ingezet. Naast riviercruiseschepen baat de maatschappij nu al één zeewaardig kustvaartcruiseschip, de "**La Belle de Cadiz**", uit. Met de "**La Belle de l'Adriatique**" komt er nu een tweede, veel groter zeeschip bij.

SA Meuse & Sambre, waarvan de geschiedenis tot 1906 teruggaat, behoorde tot voor drie jaar tot de Belgian Shipbuilders Corporation (BSC). Sinds de werf in nieuwe handen kwam, heeft ze duidelijk opnieuw de wind in de zeilen. De hernieuwde interesse voor de binnenscheepvaart in het algemeen, resulteert ook in nieuwe orders voor deze Waalse werf. Met de realisatie van de "**La Belle de l'Adriatique**" beschikt SA Meuse & Sambre nu over een visitekaartje waarmee de werf zijn uitgebreide kennis en ervaring optimaal zal kunnen valoriseren.

Estonia not fully compensated for Runner 4 costs

SSG-TALLINN. On 20 August, a court of arbitration in St. Petersburg rejected Estonia's appeal concerning damages from the limitation fund after the collision between the **Runner 4** and the Svyatoy Apostol Andrey, reports the news agency BNS. The largest part of the fund, 77 per cent, goes to the cargo owner, Fortis International Corporation. About 80 per cent of the cargo consisting of 5,600 tons of aluminium can be salvaged and since the damage to the cargo owner has thus been reduced, Estonia wants the question of damages to be taken up by the court again. According to the previous court decision, Estonia will get just under EUR 420,000, which does not cover the country's costs in conjunction with emptying the tanks on the **Runner 4** and damage to the environment, which is valued at EUR 7.8 million. Estonia has two months in which to appeal the decision of the arbitration court.



The **SPUIGRACHT** seen outward from Rotterdam

Photo : Henk van der Heijden ©

RALPH ONGEDEERD !! ZEEMAN OCEAN CHALLENGE TEN EINDE.



Ralph Tuijn is ongedeed en gezond. Dát is natuurlijk de allerbelangrijkste zin van dit bericht. De **Zeeman Ocean Challenge** is echter ten einde. Door een sterke stroming bij het meest noordwestelijke eiland van de Tokelau groep, het eiland Atafu, heeft Ralph de **Zeeman Challenger**, ondanks 18 uur non-stop roeien, niet uit de branding van dit eiland kunnen houden. De **Zeeman Challenger** sloeg een paar maal om, raakte beschadigd en Ralph zag zich genoodzaakt een besluit te nemen dat misschien even heldhaftig is als de

tocht zelf: **stoppen** na **5573 mijlen** te hebben geroeid in **161 dagen** en Ralph was al ver op weg in de richting Brisbane zoals te zien op het bovenstaande kaartje.

De berichten vanaf de Pacific zijn nog vaag. We hebben begrepen dat Ralph naar het eiland is gezwommen en ongedeed op het strand kwam. Een tijd later spoelde de **Zeeman Challenger** aan, zwaar beschadigd en niet meer zeewaardig. Uiteraard gaan we proberen Ralph zo snel mogelijk naar Nederland te halen, maar eerst laten we hem slapen, en slapen, en slapen. De man is vermoeid.





Ralph bij zijn vertrek uit de haven van Callao (Peru) uitgeleide gedaan door de **SMIT-LLOYD 27** hem een goede en veilige reis toewensend.

Photo : Piet Sinke ©

Het eiland is bewoond, er is internet, Ralph zal ongetwijfeld met berichten komen.

Laatste update

Inmiddels heeft Ralph contact kunnen leggen met de kleine gemeenschap die op het eiland woont. Hij is gastvrij onthaald. Met vereende krachten is de **Zeeman Challenger** op het strand getrokken en veilig gesteld. Het is nu al laat op Atafu. Ralph zal ergens wel een plek hebben gekregen om te rusten.

Zeventigtal schepen geblokkeerd door stiptheidsactie loodsen

Door de acties van de Belgische zee en rivierloodsen lagen zondagochtend ongeveer zeventig schepen te wachten, Zondag morgen om 8 uur zijn de loodsen weer aan het werk gegaan, weliswaar enkel om de schepen vanuit de havens weer naar zee te leiden.

Volgens De Beroepsvereniging van Loodsen (BvL) liggen voor de kust van Oostende 42 schepen voor anker. 'In de havens van Gent en Antwerpen zijn het er ongeveer 30', aldus woordvoerder Verspreet.

'Zestien daarvan zijn al vertrekkensklaar. De andere zullen in de loop van de nacht klaar zijn met laden en lossen maar niet kunnen vertrekken bij gebrek aan werkende loodsen.'

Door een versterking van de acties zullen zondag enkel de schepen uit de havens weggeloodsd worden. 'Maar zelfs dan nog zal het aan dit werkritme dagen duren om ze daar allemaal weg te krijgen', Diegene die voor de kust liggen, mogen niet opvaren. 'Er gaan bovendien almaar schepen bijkomen en dan is er nog geen rekening gehouden met diegene die werden afgeleid.'

Storms hamper tall ship salvage efforts

AN Indonesian sailing ship remains stranded on a southeast Queensland beach as huge swells and poor weather continue to hamper salvage efforts.

The 35m, three-masted **KRI Arung Samudera** was bound for Sydney for next month's APEC leaders' forum when it met the storm that has brought flash flooding to the Sunshine Coast and Wide Bay. The NZ-built schooner dragged its anchors and the rudder and centreboard broke, before it grounded on the beach at Inskip Point.

The 18-man Indonesian navy crew were forced to abandon the ship, and were taken in by the community at nearby Rainbow Beach. The continuing bad weather is hampering any salvage efforts. After an inspection at low tide, Indonesian naval attache Eden Gunawan was hopeful it would make it as planned to Sydney's for next month's summit. "Yes, of course, we want to accomplish our mission," he said.

However, a spokesman for the Australian Department of Defence said it was now unlikely. "The seas are still very big up there," the spokesman said. He said the salvage operation would probably not start until Monday when a decision would be made whether to take the vessel to Brisbane or Gladstone for repairs.

The crew - six officers and 12 sailors - have retrieved their belongings from the ship and were expected to be transported to stay at the naval barracks at suburban Bulimba in Brisbane over the weekend.



The **LUCIE DELMAS** seen in the port of La Rochelle
Photo : Bob van Baarle ©

Thailand to join patrols of Malacca Strait to help boost maritime security

Thailand wants to join three other Southeast Asian countries to patrol the Strait of Malacca in an effort to prevent terrorist and pirate attacks, the Thai prime minister said Saturday.

Indonesia, Malaysia and Singapore already run coordinated sea patrols in the strait, through which about 65,000 vessels pass through each year, carrying half the world's oil and more than a third of its commerce. Thailand, which has taken part in anti-piracy exercises with the other countries, has long talked of joining the patrols.

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"Thailand will help take care of security in the Strait of Malacca by joining the patrol," Prime Minister Surayud Chulanont said in a weekly televised address after his return from an official visit to Malaysia. He did not say when Thailand might join the patrols.

It was unclear how the other three governments would receive Thailand's offer, given that Malaysia and Indonesia have repeatedly expressed fears that joint operations could impinge on their territorial integrity. Spokesmen for the three governments could not be immediately reached for comment.

The Strait of Malacca — which runs between Indonesia, Malaysia and Singapore and past part of southern Thailand — is notorious for sea piracy. However, the number of attacks has fallen since Singapore, Indonesia and Malaysia launched coordinated maritime patrols in 2004 and air patrols a year later.

The joint patrols were launched after U.S. leaders voiced concerns about terrorists teaming up with pirates in the region to turn ships into floating bombs.

SA Marine Body to Probe Sinking of Tug

By Henri Du Plessis - Cape Town

The SA Maritime Safety Authority is to launch a full investigation into the cause of the sinking of the tug **Douala Tide** that sank with the loss of one life off the Eastern Cape coast. A sailor died and another was injured when the small anchor-handling tug sank about 60 miles from Port Elizabeth.



The **Douala Tide** was on its way from the United Arab Emirates to Douala, Cameroon, on her delivery cruise when she sank rapidly about 25 nautical miles off the Fish River lighthouse.

Left : The **OCTOPUS** seen in Cape Town after the rescue operation

Photo : Aad Noorland ©

Sailors piled into life rafts and some had to take to life rings in their hurry to abandon ship and get away from the sinking vessel. Seven of the 11-man crew were saved by the motor yacht **Octopus**, a luxurious vessel that belongs to Microsoft co-founder Paul Allen.

Octopus, which is said to be the world's fourth-largest private super yacht, was near the tug and on her way to Cape Town. Three others were plucked from the ocean by a National Sea Rescue Institute rescue swimmer, Kevin Warren, who was winched into the ocean by an SA Air Force helicopter. The body of the dead man, wearing a life jacket, was recovered from the sea by rescue swimmer Ernest Schnetler.

The **Douala Tide's** master is among the survivors. He alerted rescuers with a Mayday radio call at about 2.50pm yesterday and an immediate alert to ships at sea was answered by the masters of the **Octopus** and the cargo vessel **Jaguar**.

CASUALTY REPORTING



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Boat collision leaves 1 injured, 5 missing

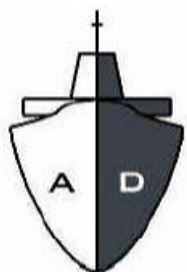
A boat collision in the South China Sea has left one fisherman injured and five others missing, sources with the local border patrol brigade said Saturday. The collision happened around 00:50 am Saturday in the Nanpeng islands near Nan'ao County of Shantou City in south China's Guangdong Province. A fishing boat registered in neighboring Fujian province with six on board sunk after being hit by an unknown boat.

A fisherman named Ruan Renhua was saved by fishermen who were passing by, but another five of the crew, including Huang Youxie, captain of the boat, are still missing. Ruan suffered multiple lacerations and bleeding, but is in stable conditions now, an official with the brigade said. The brigade stationed in Nan'ao has sent emergency crew to search and rescue the missing fishermen. Local maritime authorities are also searching for the other boat that was involved in the accident.

NAVY NEWS

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The Wasp Class Amphibious Dock landing ship **USS KEARSARGE LHD 3** commanded by **Capt. James Gregorski** off Grand Harbour, Valletta, Malta securing tugs before entering to berth @ Magazine Wharf for a 5 day visit from 15th-19th August 2007. Handling Agents was Kirton & Co Ltd.

Photo : Lawrence Dalli - Malta Ship Photos ©

HYUGA LAUNCHED IN JAPAN



On August 22, 2007, the Japanese Maritime Self Defense Force launched the **Hyuga**, a new, large, flat deck vessel which had been laid down in May of 2006. The vessel is scheduled for commissioning in 2009.

This vessel is a large, flat-deck, aircraft carrier that has been designated as a DDH, or helicopter carrying destroyer, for political purposes. The Japanese will build two vessels and they will replace two of the current, traditional DDH vessels in two of the JMSDF escort flotillas. In addition to

their aircraft carrying capabilities the vessels will have extensive command and control and communications capabilities to allow them to function as flagships and command ships for the other vessels in their flotillas. In addition, with modern Phased Array Radars (PARS), an integrated combat system, a 16 cell VLS carrying 64 Evolved Sea Sparrow anti-air missiles, and with two 20mm Phalanx CIWS, the vessels will be very capable of defending themselves against air attacks.

To anyone looking at the vessel, it is clear that the ship is in fact a small aircraft carrier along the lines of the United Kingdom's Invincible Class carriers without the ski-jump bow. The **16DDH** will in fact be very close in size and displacement to the **Invincible class** which can carry up to 22 aircraft (rotary and vstol) using two elevators similar to those depicted on this ship. It is clear that the capabilities of these vessels will far exceed the four helicopters currently being listed by the JMSDF.

It is likely that the vessel will be able to carry a minimum of 18 helicopters, and probably be capable of a mixed air wing that could include VSTOL jets, like the Harrier II jets, or the new F-35 Joint Strike Fighter being developed by the United States for deployment on US flat-deck amphibious assault vessels.



The **Hyuga** has no stated provisions for amphibious assault, no well deck, but could clearly be utilized to conduct over the horizon air assaults as the ship's size makes it clear that it could carry far more than the 350 crew identified by the JMSDF. This 350 number is, in all likelihood, the naval crew of the vessel alone and other air wing or marine troop capabilities are simply not being published for political purposes. The vessel will be powered by two GE Transportation power trains, each consisting of two LM2500s in a COGAG configuration, driving their respective propeller through a gearbox and shaft. The ship will have two shafts. The engines will each provide 25,000 shaft horsepower.

Two vessels are planned with the second vessel likely to be laid down in the 2008 time frame, for launching in 2010 and commissioning in 2012.

FRENCH RAFALE M JETS ONBOARD US ENTERPRISE



Chief of French Naval Staff, **Amiral Oudot de Dainville**, observes a French **Rafale M** combat aircraft from the French nuclear-powered aircraft carrier **Charles de Gaulle** as it lands on the flight deck of the nuclear-powered aircraft carrier **USS Enterprise (CVN 65)**. Enterprise and embarked Carrier Air Wing (CVW) 1 are currently underway on a scheduled six-month deployment.



The two French Rafales are the first French aircraft to land and launch on an American carrier in six years.

Right : the French **Rafale M** combat aircraft performs a catapult assisted launch from the flight deck.

Nigerian Navy Warships Cross Equator

Nigerian Navy celebrated, as its two warships, **NNS ARADU** and the US Coast Guard Ship **NNS NWAMBA**, made history the second time by crossing the Equator at the South American end in the 51-year history.

The ships cross the hazardous Trans Atlantic voyage to Brazil for the bi-centenary celebrations of the Brazilian Navy. Director of Naval Information, Captain Henry Babalola and his Operations counterpart, Captain Austine Oyagha, said the crossing calls for celebrations because "we seldom go on long voyages these days and we are crossing it from the African end of the Atlantic. By these long voyages, we are sharpening our skills.

You live aboard the ship and do what you are trained to do as a naval personnel. Crossing the Atlantic is not an easy thing. The two ships have been at sea for six days from the day they left Dakar, Senegal."

The last time a Nigerian Navy vessel crossed the Equator at the South American end was 30 years ago, when two warships, **NNS DORINA** and **NNS RUWAN YARO** made a similar Trans Atlantic Equator crossing on its way to

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Brazil. Specifically, the two Naval Ships crossed the Equator by August 22, 2007, at exactly 19:15hrs (Nigerian time). It was their sixth day on sail in the Atlantic Ocean. The two ships left Lagos August 3, arriving the port city of Monrovia, Liberia, August 11.

It later left for Dakar, Senegal last week before departing for the final lap of the Trans Atlantic cruise with three other ships. The crossing of the Equator usually elicits the age-long naval ceremony of "initiating novices into the brotherhood of the Seas and as subjects of his Oceanic Majesty King Neptune." Ceremonies are held in ships when circumstances allow, as they cross the equator.

According to Captain Oyagha, "the ship is usually placed out of routine for the day and officers and men share impartially in the proceedings. The ceremony proper begins with the ship's company dressed up in various costumes and paying allegiance to the god of the sea, Lord Neptune (usually acted by the Commanding Officer) and asking for fair winds and calm waters. At the end, certificates for crossing the Equator are awarded to the ships company.

"The ceremony was held simultaneously on board **NNS ARADU** and **NWAMBA**, with the Commanding officers; Captain Johnson Omoniyi Olutoyin and Captain Dapo Afolabi presiding as Lord Neptune. Prayers were said for fair winds and calm waters for all seafarers, the President, Commander-in-Chief of the Armed Forces of the Federal Republic of Nigeria, Umaru Musa Yar'Adua and Chief of the Naval Staff, Vice Admiral Ganiyu Tunde Adekeye, officers, ratings and civilian staff of the Nigerian Navy." Babalola confirmed that certificates were later awarded to the ship's company. The two ships are expected to berth at the Brazilian port of Recife by tomorrow morning.

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Baltiysky Zavod to close down

SSG-TALLINN. The Russian shipyard Baltiysky Zavod, on the island of Vassily in St. Petersburg, will be torn down to make way for apartments and offices, reports the Russian business journal Kommersant, which adds that the shipyard equipment will be moved to Severnaja Verf.

Both the shipyards have orders for naval vessels and a stronger merged shipyard would also be able to build civilian ships of up to 150,000-160,000 DWT. Before the shipyard can be moved, St. Petersburg's city plan will have to be changed and currently there is no broad political agreement on this.

NASSCO makes deal for more US Navy cargo ships

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General Dynamics NASSCO said yesterday that it has reached an agreement with the Navy that would allow the San Diego shipyard to build up to five additional T-AKE dry cargo ammunition ships.

The agreement stops short of a commitment to build the vessels, but sets out the price and construction schedule. Contracts for the five ships, if all options are exercised, would be worth roughly \$2.4 billion.

NASSCO is the only shipyard building the T-AKE, a combat logistics ship used for direct fleet support. The vessel can deliver more than 10,000 tons of food, ammunition, fuel and other provisions to combat ships at sea.

The shipyard has received contracts to build nine T-AKEs since 2001, and has delivered the first three.

The fourth ship of the class, the **Richard E. Byrd**, was launched May 15 and is scheduled for delivery in November, said Karl D. Johnson, a NASSCO spokesman. The fifth will be named the **Robert E. Peary**, Johnson said. No. 6 will be the **Amelia Earhart**. Under the new agreement, NASSCO would deliver the 14th vessel in the fourth quarter of 2014.

NASSCO, the National Steel & Shipbuilding Co., has been operated by Virginia-based General Dynamics since 1998. The shipyard employs more than 4,600 people and is the largest ship construction and repair yard on the West Coast.

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The **CEDAR GALAXY** seen enroute Rotterdam - **Photo : Lenie Kleingeld ©**

New Iskes tug named “Triton”

The new built Rampart 3200/65 ASD tug for Iskes Towage, under construction at the Dearsan yard in Tuzla – Istanbul and under Turkish flag and RINA class, will be named **Triton**. She is the second tug with this name for Iskes Towage



The **THOMSON SPIRIT** (former HAL's **NIEUW AMSTERDAM**) visited the port of IJmuiden
Photo : Dirk Dijkman ©

Oslo Marine claims misuse of office by authorities

SSG-TALLINN. In a press statement, Oslo Marine says that police and military personnel entered their offices in St. Petersburg on 16 august. For eleven hours the company's activities were halted and rooms were searched. The authorities searched the premises and confiscated servers and documents regarding bookkeeping. According to Oslo Marine, the action is a reaction after the company's decision to buy the stevedoring company in Vyborg. Oslo Marine has, according to SeaNews.ru, filed a formal complaint to the office of the public prosecutor in St Petersburg. Oslo Marine has been raided before, in conjunction with press releases on investments in port activities. With this in mind, the management of the company claims that someone is disturbed by the company's interest in port activities and logistics.

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The **PRINCES HIGHWAY** seen in Rio Grande
Photo : Marcelo Vieira ©

Reünie “Maarten Tromp”

Zoals u wellicht weet bestaat er een vereniging van oud-leerlingen en leraren van deze school. Deze vereniging is ontstaan nadat een groep oud-leerlingen in 1979 een reünie heeft georganiseerd. Dit is dan ook de belangrijkste bestaansreden van onze vereniging. Twee maal in de vijf jaar organiseren wij een reünie, eenmaal een grote voor alle oud-leerlingen en een maal een reünie van wat beperktere omvang. Dit jaar zullen wij weer een reünie organiseren en wel op 13 oktober 2007 in Hotel Restaurant “**De Beer**” in Rozenburg. Deze reünie zal bestaan uit een middag en een avondprogramma. Eventueel kunt u tegen gereduceerd tarief in het hotel blijven slapen. Er is dit jaar voor gekozen zoveel mogelijk oud-leerlingen te benaderen via e-mail. Het zal u duidelijk zijn, dat we niet over alle e-mail adressen beschikken en daarbij roepen wij dan ook uw hulp in. Wij zouden u uitermate dankbaar zijn indien u ons eventueel bij u bekende emailadressen zou kunnen toesturen, zodat wij ook deze mensen kunnen bereiken. Het succes van een reünie hangt tenslotte af van het feit of u ook inderdaad oud klasgenoten tegenkomt. Op de website zal een deelnemerslijst worden opgenomen waarop we de mensen die zich hebben aangemeld gaan vermelden. Op deze wijze hopen we een groot aantal mensen te kunnen verwelkomen.

U kunt ons bereiken via de website: <http://www.verenigingmaartentromp.nl> Wij hopen velen van u te mogen ontmoeten op zaterdag 13 oktober.

No more Swedish flag for Broström

SSG-GÖTEBORG. Göteborg based tanker owner and operator Broström has grown tired of the slow-acting Swedish government and says in its interim report that no new vessels will be operated under the Swedish flag until a formal decision on a Swedish tonnage tax scheme has been taken. Broström reports net sales of SEK 1,841 million (EUR 195 million) for the first six months, up by more than SEK 100 million (EUR 10.6 million). Profit after tax was SEK 386 million (EUR 41.1 million), almost SEK 70 million (EUR 7.5 million) more than for the corresponding period last year.

After the period, Broström has declared an purchase option with a pre-fixed price for the 37,000-tonner Huntestern, built 2004. Growing ship values means that the company could by the vessel for a price about 20 per cent below market value. According to the compasny, the outlook for 2007 remains positive. The Broström commercial fleet today stands at about 85 vessels. The fleet is expected to grow to 105 vessels within two years.



Above seen the ongoing scrapping operation off La Rochelle of the **ROKIA DELMAS**

Photo : Jan de Bokx ©

Sky Wind handed over to new owner

SSG-TALLINN. AS Tallink Grupp's subsidiary Silja Cruise AB has completed the sale of the ferry **Sky Wind**. The vessel was sold to the Bahamas-registered company Scania Line Ltd for EEK 481 million (EUR 30.8 million). The vessel will enter service for Unity Line on their Trelleborg–Swinoujscie route under its new name **Wolin**.

More fast ferries to Bornholm

SSG-RINGKØBING. A majority in the Danish parliament has voted in favour of a proposal concerning the future service to the island of Bornholm. The present contract with Bornholmstrafikken expires at the end of 2010 and before that the service from 2011 to 2015 will be subject to a bidding round. It is the terms of this bidding that have been approved by the parliament.

There will be changes from the present service. The service between Ystad and Rønne will be strengthened with a second HSC ferry, which will join the Villum Clausen. The service to Køge will be operated with only one trailer ferry, but with more capacity than at present. This means that one of the two sister ships (**Dueodde** and **Hammerodde**) will have to be sold and the other lengthened. The present contract costs the tax payers some DKK 125 million per year and it is believed that another DKK 15 million will be added under the terms of the new contract.



The **HUNDAI JAKARTA** seen in Rotterdam-Europoort - Photo : Harry van den Berg ©

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Bulkers

Amadeus: 66,916 dwt blt 84 Mitsubishi Nagasaki. Sold region USD 26,000,000 to Greek buyer.

Andros: 64,843 dwt blt 85 Nippon Kokan Tsurumi. Sold region USD 28,500,000 to undisclosed buyer.

Caste Peak: 28,545 dwt blt 97 Imabari Marugame - Crs 4x30t,

Lake Joy: 28,251 dwt blt 96 Kanasashi Toyohashi - Crs 4x30t. Sold region USD 62,500,000 en bloc to Danship, incl a 3 year tc back at USD 19,000 per day.

Atlantis Charm: 22,558 dwt blt 82 IHI - Crs 5x25t. Sold region USD 10,700,000 to TBS.

Sider Green: 18,800 dwt blt 07 Yamanishi - Crs 3x30t. Sold region USD 30,000,000 to Greek buyer, incl 1 year tc at USD 19,000 per day.

Lion Princess: 17,700 dwt blt 78 Tsuneishi - D 4x25t. Sold region USD 4,200,000 to Turkish buyer.

Glenbulk A: 98,754 dwt blt 87 Stocznia Gdynia - 1,205 teu. Sold at undisclosed price to undisclosed buyer.

Zorina: 40,573 dwt blt 76 Sanoyas - D 5x15t. Sold region USD 9,400,000 to undisclosed buyers.

Dong Shun Ocean: 27,311 dwt blt 80 Nipponkai H.I. - Crs 4x25t. Sold region USD 9,500,000 to undisclosed buyer.

Containers

Sinar Lombok: 23,724 dwt blt 89 Naikai Setoda - 1,400 teu. Sold region USD 10,000,000 to US-based buyer.

APL Galapagos / Vega Aquamarin / Vega Amethyst: 13,760 dwt blt 06 Kouan - 1,118 teu - Crs 2x45. Sold region USD 75,000,000 en bloc to German buyer

Stadum: 3,088 dwt blt 89 Damen Shipyard - 158 teu. Sold at undisclosed price to undisclosed buyer.

Elite Leader: 8,964 dwt blt 82 Towa SB Co., D 4x20t. Sold region USD 3,400,000 to Jieda Shipping.

Ro-ro / Ro-pax / Ferries

Merchant: 2170 lane meter, 18 knots, Ice 1A, blt 83 Rauma. Sold at undisclosed price to Scandlines AG.

Roslagen: 1300 pax, 17 kn, 390 lane meter, blt 72 Meyer Werft. Sold at undisclosed price to Anmez, Greece.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 195

Tankers

OBO

Glenbulk A: 98,754 dwt blt 87 Komun Paryskiej Stocznia Gdynia. Sold region USD 29,000,000 to Hosco.

Naniwa Maru No 48: 4,999 dwt blt 91 S.K. Imabari. Sold region USD 4,200,000 to Middle Eastern buyer.

Ohminesan Maru: 5,321 dwt blt 85 Fukuoka. Sold region USD 3,000,000 to Far Eastern buyer.

Tina Jakobsen: 3,600 dwt blt 80 Kroegerwerft Rendsburg. Sold region USD 3,500,000 to undisclosed buyer.

Petro Discoverer: 3,283 dwt blt 86 Shitanoe Zosen. Sold region USD 2,000,000 to undisclosed buyer.

Stolt Kent: 19,125 dwt blt 98 Naval Gijon,

Stolt Dorset: 19,299 dwt blt 97 Juliana Const. Sold region USD 34,000,000 en bloc to BW Shipping.

LPG

Gaz Energy: 50,743 dwt blt 90 Mitsubishi Nagasaki - 78,478 cbm. Sold region USD 50,500,000 to Korea Line Corp.

Premiership: 6,634 dwt blt 01 Murakami Hide - 7,215 cbm. Sold at undisclosed price to undisclosed buyer.

Newbuildings

No	Size	Type	Yard	Delivery	Price	Owners
1	114,000 dwt	Tank	New Times	2011	USD 68 m	Kawasaki Kisen
4	74,000 dwt	Prod	STX	2010	USD 63 m	Prime Marine
1	25,000 dwt	Chem	Kitanihon	2011		Shinwan Kaiun
2	180,000 dwt	Bulk	Daehan	2010	USD 88m	Keoyang Shpg.
1	177,000 dwt	Bulk	Jiangnan Ch.	2010		Wah Kwong Shpg.
2	176,000 dwt	Bulk	New Times	2011		O. Wehr
2	176,000 dwt	Bulk	Zhoushan Ji.	2010	USD 79 m	N. Moundreas
3	176,000 dwt	Bulk	Zhoushan Ji.	2009	USD 79 m	Zhejiang Ocean Shpg.
8	33,500 dwt	Bulk	Weihai Sam.	2009/10	USD 35 m	Interorient Nav.
3	17,000 dwt	MPP	Tianjin Xi.	2009		Briese Schifffahrts
4	13,296 teu	Cont	Samsung	2011/12	USD 170 m	Ching Shpg. Contr Line
9	12,400 teu	Cont	STX	2011	USD 159 m	Greek buyer
4	8,600 teu	Cont	Daewoo	2010		Norddeutsche Reederei
6	8,500 teu	Cont	Samsung	2009/10		CMA CGM
2	8,600 teu	Cont	Daewoo	2010		Norddeutsche Reederei

Demolition

Bangladesh :

MV Rak Won: 14,220 dwt blt 73 - 5,189 ldt - USD 515/ldt.

All details believed to be correct but not guaranteed.

Source: Aquamarine Shipping Consultants

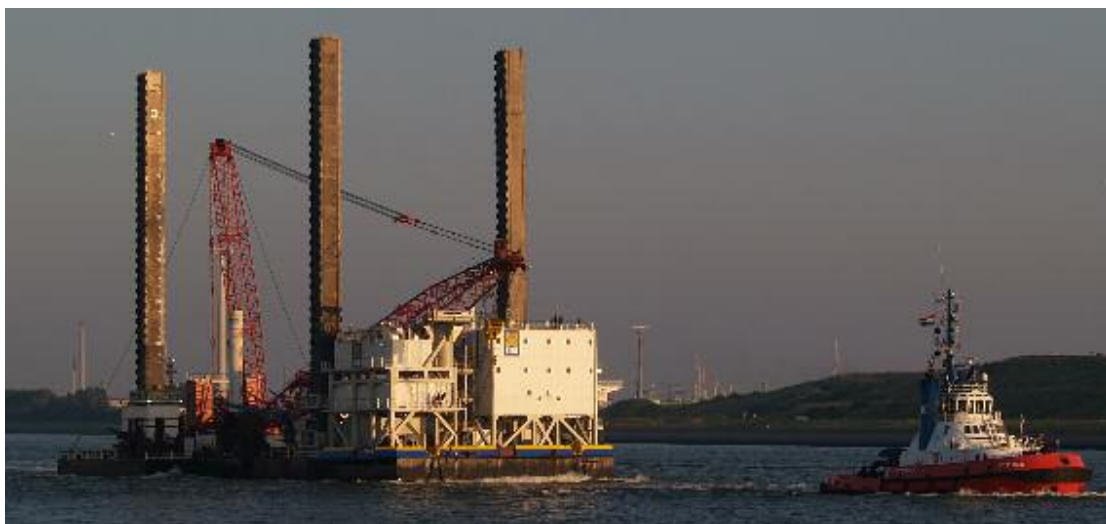
www.aquamarine.org

MOVEMENTS



The **MSC ROMA** seen in Rotterdam Europoort

Photo : Harry van den Berg ©



The **RT MAGIC** departed with Jack up work platform **LISA A** from Rotterdam

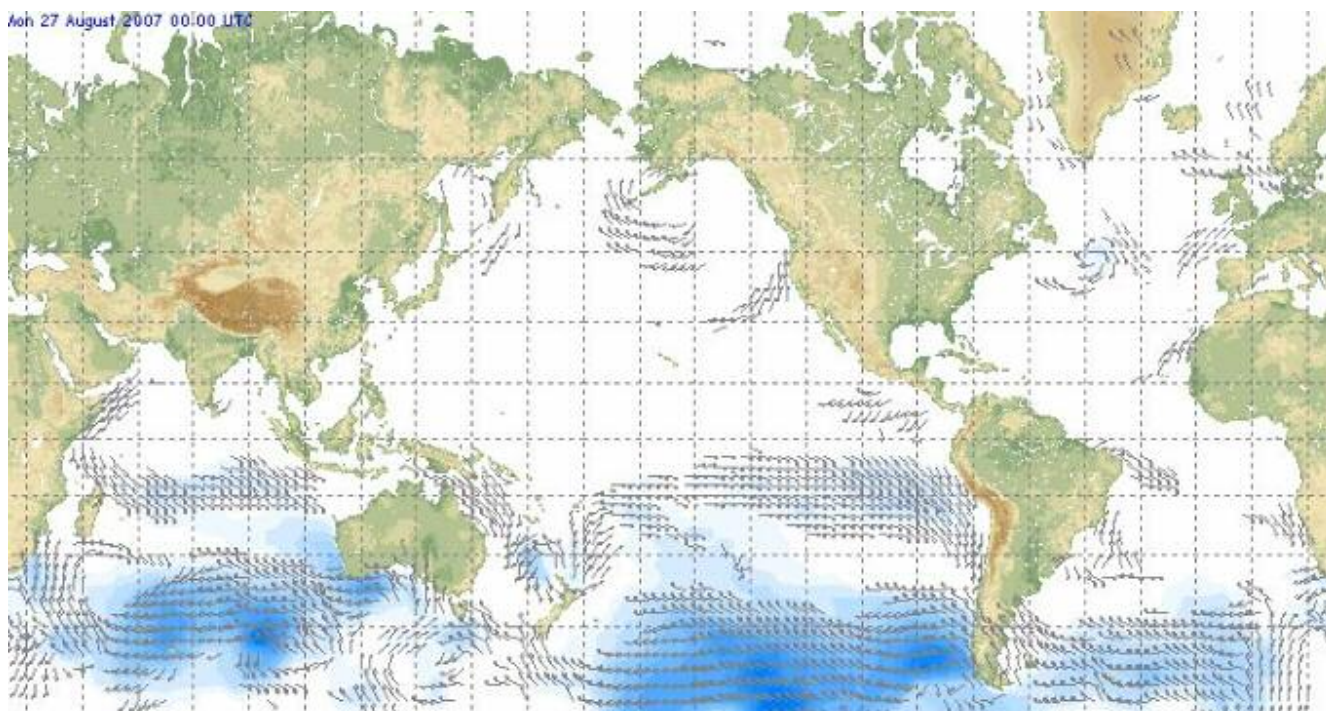
Photo : Piet Sinke ©

MARINE WEATHER

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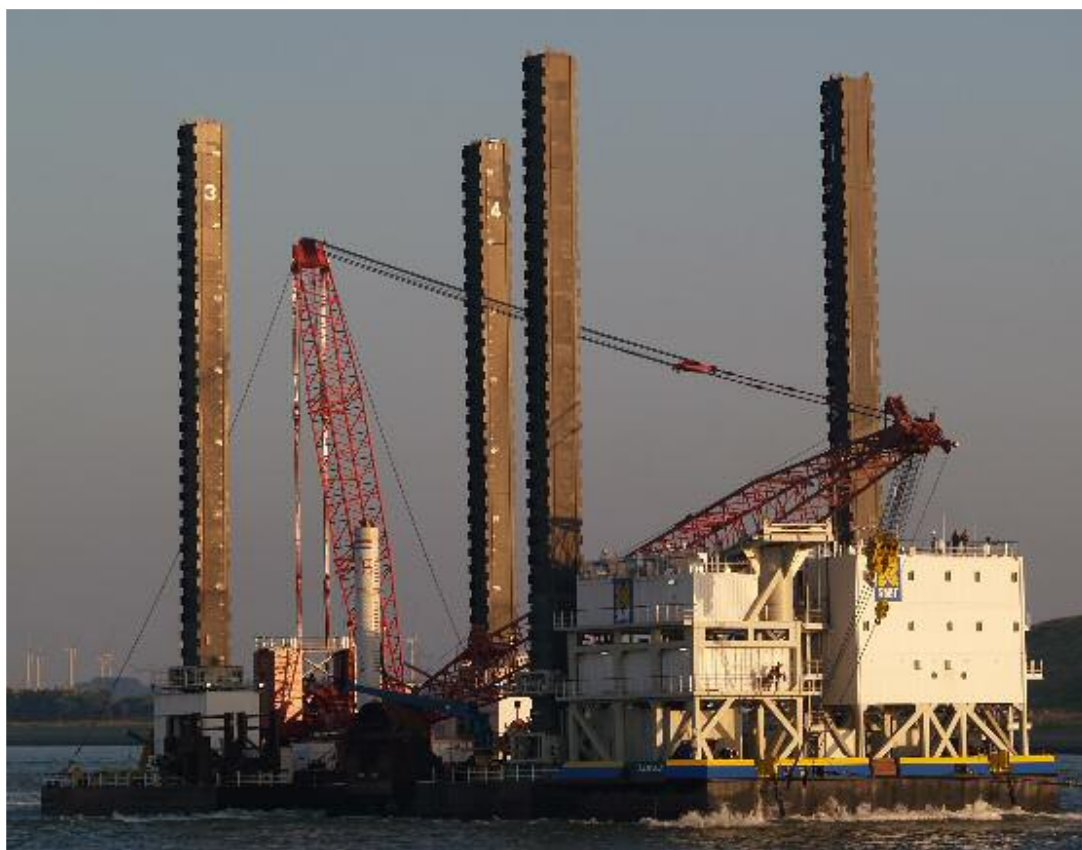


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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

.... PHOTO OF THE DAY



The jack up / work platform **LISA-A** seen departing from Rotterdam - **Photo : Piet Sinke ©**

.... REACTIONS FROM READERS.....

Hi Piet,

Your "In Memoriam" message re **Hans Fuhri** came as a shock, and triggered an old memory, and a bit of a picture old friends of Hans might like to know. 43 years, to the day, before his final departure, we dropped Hans off onto the Dover Pilot Boat in a rather scary emergency evacuation, with suspected pneumonia.

The event came about like this: Hans' father, who was an agent for Nievelt Goudriaan, had fixed Hans and me, both studying at the Kweekschool, up for a holiday job on the "**Mariscal Lopez**", a little wine coaster doing Spain and Portugal. In the newly created positions of "leerling stuurman onder de gage" (anything for cheap labour and an adventure) we set off from Rotterdam via Antwerp to Spain. A very big eye opener for some 17-18 year olds. No doubt assisted by the copious quantities of Port on board, great fun was had by all.

During some particular madcap stunts while lying on the river in Porto, Hans fell over the side of the ship, and only by some quick action with a piece of rope we managed to get him back on board before the current dragged him away. All this seemed great fun at the time, but unfortunately there must have been something in the water of the Douro that didn't agree with him, as he became pretty sick on the voyage home, so bad that the old man decided it was safer to drop him ashore, and arranged an evacuation onto the Dover Pilot boat. I seem to remember that he was the second bloke we lost from a very small crew on a very short voyage, promotion was meteoric in those circumstances.

Hans was a dare devil, always in for a prank, which made him rather more popular with us, the other boys, than the Kweekschool staff. This eventually gained him the rather rare distinction of being dismissed from school, in common, I understand, with such other distinguished shipping characters like Jan de Hartog .

We lost touch after our Kweekschool days, but when I got his email contact in Qatar last year, I tried to make contact again. Messages went unanswered. Perhaps his final voyage had already begun.

Hans, a great guy you would not easy forget, Rest in Peace !

Peter Bosman
Melbourne
Australia

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