

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 267



Number 267 * COLLECTION OF MARITIME PRESS CLIPPINGS *** Saturday 24-11-2007**

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The IHC MERWEDE built dredger REYNEART

Photo : IHC Merwede / Gerrit Groshart ©

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The Boskalis dredger **PRINS DER NEDERLANDEN** seen just after leaving the dry-dock in Hong Kong
Photo : Ruud Godeschalk ©

FERRY OFFICER DENIES SINKING YACHT

THERE was a dramatic development in the trial of a ferry officer for manslaughter in a UK court on Wednesday when the master of another vessel admitted that he had had no lookout and may not have known if his vessel had hit the yacht **Ouzo**.

Michael Hubble, who was sailing as second mate of P&O Ferries passenger ro-ro **Pride of Bilbao**, is on trial for the manslaughter through gross negligence of three yachtsmen whose bodies were found floating, in two separate locations, off the Isle of Wight. Mr Hubble is accused of either hitting or swamping the yacht and then failing to stop or

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report the incident. Yesterday Mr Hubble denied under cross examination responsibility for sinking the yacht. He said that he had seen the lights of an unidentified yacht that had come close to the ferry once the yacht was astern and believed it was not sinking at that time

According to a BBC report of proceedings at Winchester Crown Court on Wednesday the master of the 3,491 dwt products tanker **Crescent Beaune**, Alastair Crichton, who had been called as a prosecution witness told the the court that he had lied in earlier statements when he said he had posted a lookout. The **Crescent Beaune** had been in the area when the **Pride of Bilbao** is alleged to have come close to, or hit, the **Ouzo**. Capt Crichton was reported as saying he had lied to protect himself as it was an offence not to have a lookout on duty. The defence is claiming that the **Crescent Beaune** could have hit the **Ouzo**. Capt Crichton was expected to have refuted this possibility.

Source : Maritime Global Net



Spliethof's **ACHTERGRACHT** seen arriving in Dampier (Australia)

Photo : Dirk Voskamp ©



NEW WARNINGS ON SIZE OF ORDERBOOK

THE managing director of Theisen Securities last week warned delegates at the 20th annual Lloyd's Shipping Economist ship finance and investment conference in London against continued rapid expansion. He said: "I've been involved in shipping for 25 years and have never seen so much of an 'up' – certainly not for so long. What worries me is the ability of the industry to sow the seeds of its own destruction through over-optimistic expansion."

After two days of debate, his concluding summary of expert opinion confirmed the dilemma: "Strong growth in the emerging economies supports a positive view of prospects until at least 2009, especially in dry bulk trades. Despite some concerns about the tanker sector and about ships being over-valued, generally we can be optimistic about where the market is going – but we need to be cautious about the number of ships due for delivery."

After several years of mainly rich pickings, the shipping industry's eternal boom and bust cycle provided the focus of attention and debates among more than 30 speakers and 150 delegates underlined that future earnings potential is mixed depending on trade sector and the impact of new capacity coming on stream.

There was general agreement that tanker rates were likely to stay in downturn but that trade with China would continue to boost dry bulk and container shipping – although the jury was out on whether even these trades could justify a massive newbuildings order book in the longer term.

A delegate opinion poll on shipping's financial outlook for the next 12 months likewise pinpointed the industry's challenge in balancing supply and demand. Asked to predict the industry's financial performance over the coming year in relation to the last 12 months, 52% thought it would be about the same, 11% better and 3% much better compared with 34% who said it would be worse. Ranking the main factors likely to affect performance, 30% headlined oversupply of tonnage. The global economy attracted 27% of the vote, demand trends 20%, availability of finance 13% and oil price 8%.

A decisive 70% considered that the availability of investment funds would be somewhat tighter and 10% said it would be much tighter. Factors affecting fund availability included bank lending restrictions (63%), shipping investment returns (25%) and demand for newbuild finance (8%).

Assessing the recent inter-bank loan problems prompted by the US sub-prime lending crisis, 47% thought shipping loans would be affected into 2008 and a further 14% indicated that the impact would be major. In contrast, 25% said there would be no effect and 14% thought the only effect would be on some syndicated loans.

According to 45% of the poll, less finance would be raised through public equity in the next 12 months, although 37% foresaw little change and 18% predicted an increase.

Summing up the findings, Lloyd's Shipping Economist editor Steve Matthews noted: "There is an overall sentiment of caution that things may start to deteriorate over the next 12 months – but that's not necessarily terrible considering how good things have been." **Source : Maritime Global Net**

Missing cruise passenger's body found on Hollywood beach

The body of a missing Dutch cruise passenger has washed ashore in Hollywood. Broward County sheriff's officials say the medical examiner has ruled the woman's death a suicide. Her boyfriend is cooperating with detectives. No foul play is suspected.

Officials say the woman was identified as 49-year-old Monique Teresia Van Der Steenstraeten of the Netherlands. She had disappeared from a Discovery Cruise Line ship Sunday.

Discovery Cruise spokeswoman Roberta Backus says the boyfriend contacted the ship's manager when the woman vanished. **Source : Examiner**

Zoektocht naar verloren containers

De zoektocht boven Ameland naar de door het containerschip 'NYK Antares' verloren containers is vandaag stopgezet in verband met de weersomstandigheden. Door het survey schip 'Aryanne' en het door het Kustwachtcentrum ingezette mijnenbestrijdingsvaartuig 'Hr.Ms. Schiedam' van de Koninklijke Marine zijn vijftig contacten gevonden in het zoekgebied. Van een aantal contacten is het zeker dat het om containers gaat; een aantal andere contacten moeten nog nader onderzocht worden.

Afhankelijk van de weersomstandigheden wordt a.s. maandag het zoekwerk hervat.

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Wanneer de containers geborgen zullen worden is momenteel nog niet met zekerheid aan te geven.



The "**Seabulk Asia**" (top) and the "**Seabulk South Atlantic**" (below) arriving Luanda in Angola. Both are bareboat chartered from Norwegian companies to Seabulk, now Seacor.

Photo's : Oddgeir Refvik ©



Reddersgala KNRM boven verwachting!

Het Reddersgala, dat 19 november in het Kurhaus werd gehouden, heeft de Koninklijke Nederlandse Redding Maatschappij (KNRM) € 351.020 opgeleverd. Dat bedrag werd in zijn geheel gestort in het speciaal opgerichte Reddersfonds. De opbrengsten van dat fonds worden jaarlijks aangewend om een deel van de bemanningskosten te betalen: opleidingen, trainingen, verzekeringen en overlevingspakken. De KNRM is een zelfstandige, ongesubsidieerde

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hulpverleningsorganisatie die in stand wordt gehouden door vrijwillige bijdragen. Achter de gesloten deuren van de Kurzaal vierden ruim vijfhonderd gasten uit diverse branches een stijlvol feest. Er waren optredens van onder anderen Lee Towers, Ellen ten Damme, Musical to the Max en (een selectie van) de Marinierskapel. Een veiling en een loterij zorgden voor extra stortingen in het Reddersfonds, dat kosteloos wordt beheerd door de Morgan Stanley bank.



Foto : Arie van Dijk ©

Het evenement, dat voor het derde achtereenvolgende jaar wordt georganiseerd, heeft met de verhuizing naar de Kurzaal enorm aan uitstraling gewonnen. "Maar het is niet alleen de omgeving; ook het programma was dermate goed dat het Reddersgala in één klap thuishoort in de top van de vaderlandse evenementenkalender", aldus één van de producenten. Dankzij genereuze schenkers blijkt de KNRM telkens weer in staat om investeringen te doen in de nieuwbouw van boten en boothuizen. Tegelijkertijd heeft de Redding Maatschappij de grootste moeite om haar begroting (12 miljoen euro) rond te krijgen. Dit noopte de KNRM tot een iets andere aanpak van haar fondsenwerving, waarbij het dekken van de zogenaamde exploitatiekosten het voornaamste doel is. Door de opbrengst van het gala niet te besteden aan een eenmalige investering, maar het totaalbedrag in een fonds te storten, kunnen de stortingen van de tientallen bedrijven worden beschouwd als een bijdrage voor de lange termijn.

KNRM-voorzitter Cees van Duyvendijk sprak in zijn dankwoord zijn waardering uit voor de ondernemers, die met hun aanwezigheid hun betrokkenheid bij de Redding Maatschappij hadden getoond. Mevrouw Karin Visser, directeur Rijkswaterstaat Noordzee sprak op haar beurt haar waardering uit voor de vrijwillige reddingbootbemanningen van de KNRM. De reddingbootbemanning van Scheveningen werd extra in het zonnetje gezet: de reder-eigenaar van een door hen geassisteerde coaster was naar het gala gekomen om zijn dank uit te spreken. De KNRM is voornemens om volgend jaar opnieuw een benefietgala te organiseren. Maandag 17 november 2008 staat daar inmiddels voor gereserveerd.

Greenpeace blokkeert palmolietanker in Rotterdam

Actievoerders van Greenpeace hebben zich vrijdag op een tanker in de Rotterdamse haven vastgeketend aan containers. De organisatie wil met de actie het lossen van Indonesische palmolie aan boord van de tanker **Doroussa** voorkomen. Met zes rubberen speedbootjes hebben de ongeveer twintig actievoerders het schip geënterd. De tanker is op weg naar het bedrijf Vopak in Vlaardingen om de lading palmolie te lossen. „Dat willen we oorkomen“, vertelt André van der Vlugt van Greenpeace. Op de kade bij Vopak staan ook actievoerders. Zij hebben zich met kettingen en stalen buizen vastgeketend.

De politie is op de kade en op het schip in de loop van de middag begonnen met losknippen van de kettingen waarmee de actievoerders zich hebben vastgeketend. „Dat zal nog wel even duren. Zodra zij los zijn, dan zullen wij ze aanhouden“, aldus een politiewoordvoerder. Greenpeace vraagt met de actie aandacht voor het kappen van vele hectaren bos in Indonesië voor de komst van palmolieplantages. Volgens de organisatie is dat niet alleen een directe bedreiging voor diersoorten als de Sumatraanse tijger en de orang-oetang, maar ook slecht voor het klimaat. Greenpeace eist dat de Nederlandse overheid ervoor zorgt dat voor de Nederlandse import van palmolie geen bos verdwijnt. Volgens Greenpeace is Nederland een van de grootste importeurs van palmolie in Europa.

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Passengers evacuated after cruise ship hits iceberg



The BBC reports that one hundred passengers and crew have been rescued from a stricken tourist ship after it hit ice off Antarctica.

Photo's : Chilean Air Force ©

The 1969-built 401-passenger capacity M/S **Explorer** is listing at 30 degrees close to the South Shetland Islands, in the Antarctic Ocean. Susan Hayes, of Gap Adventures, which owns the ship, said 91 passengers and nine crew members were evacuated to lifeboats and then to another ship.

Gap Adventures said 23 Britons, 17 Dutch, 10 Australians, 13 Americans and 10 Canadians were among the passengers. **Source : MarineLog**

Cruzeiro naufraga na Antártida e 154 são retirados em botes

Os 154 passageiros, de mais de 20 países, e tripulantes de um cruzeiro à Antártida foram retirados em botes salva-vidas nesta sexta-feira após o navio atingir um iceberg e naufragar.

O navio M/S **Explorer** teria sofrido problemas, de madrugada, perto da ilha King George, no Oceano Atlântico, próximo às ilhas Shetland do Sul.

O navio estaria levando passageiros de cerca de 20 nacionalidades diferentes.

De acordo com a guarda-costeira argentina, que realiza trabalhos de resgate, com ajuda de barcos de outros países, os passageiros estão em botes salva-vidas e poderão demorar dois dias para chegar ao porto mais seguro, Ushuaia, na Patagônia.

Por isso, a expectativa, segundo o canal 13 de televisão, de Buenos Aires, é de que os passageiros e tripulantes sejam levados para a ilha 25 de Maio, mais próxima do local do acidente.



"Acidente no melhor estilo Titanic", informou a emissora de TV.

Membros da guarda-costeira britânica, presentes nas ilhas Malvinas (Falklands), perto do local do choque, estariam ajudando nos trabalhos de resgate.

De acordo com a guarda-costeira, o capitão e cinco tripulantes permanecem à bordo do navio construído em 1969, mas já teriam sido alertados de que o navio terminaria afundando nas próximas horas.

Outro navio, chamado Antarctic Dream, que também estava na região, teria sido desviado para ajudar no resgate.

Segundo Andy Cattrell, porta-voz da Guarda Costeira britânica, as condições climáticas na região eram "boas" para esta época do ano, mas a temperatura baixa.

"Certamente não queremos ninguém dentro da água. Como estão todos em botes salva-vidas, eles deveriam estar bastante seguros, pelo menos no curto prazo", disse ele.

Cattrell disse não ter informações sobre o que provocou o naufrágio, mas disse: "Deve ser algo bastante forte, para ser capaz de danificar o casco".

A guarda-costeira argentina mandou helicópteros para o local do acidente.

Este é o início da alta temporada dos cruzeiros na região da Antártida, um estilo de turismo que virou moda nos últimos dois anos entre passageiros de alto poder aquisitivo, como informam as emissoras de rádio e de televisão da Argentina.

Cruiseschip zinkende na aanvaring met ijsberg

Een cruiseschip, de **Explorer**, met 154 opvarenden is vrijdag ten noorden van Antarctica tegen een ijsberg gevaren en zinkende. De honderd passagiers en tientallen bemanningsleden zijn door Argentijnse en Amerikaanse reddingsploegen van de boot gehaald. Ze wachtten vervolgens in reddingsboten op de komst van een ander cruiseschip, de **Endeavour**. Allen zijn ongedeerd opgepikt door de **Endeavour**, meldde de Britse kustwacht. Een zegsman van de Chileense marine zei tegen de Amerikaanse omroep CNN dat de Explorer tegen een ijsberg is gevaren. De twee hoogste officieren waren de laatsten aan boord van het zinkende vaartuig. De eerste meldingen van de ondergang van de Explorer kwamen van de Britse autoriteiten op de South Shetlands Islands, een eilandengroep tussen Antarctica en het Zuid-Amerikaanse vasteland.

Een zegsman van de Britse kustwacht zei dat de weersomstandigheden relatief gunstig waren voor de reddingsactie. Het is ter plaatse bijna zomer en met een temperatuur van min vijf graden Celsius schitterend weer. De **Explorer** zal snel zinken, aldus de zegsman. Het schip was speciaal gebouwd om ijs te weerstaan. De in 1969 gebouwde boot werd in 1993 grondig opgeknapt. Het cruiseschip voer op tochten die doorgaans twee weken duurden en circa 5600 euro per persoon kostten.

De Britse South Shetland Islands liggen ruim 120 kilometer ten noorden van Antarctica en meer dan duizend kilometer van het Zuid-Amerikaanse vasteland. Argentinië en Chili maken allebei aanspraken op de eilanden.

Aan bluswater geen gebrek



Blusboten in de Golf van Mexico hebben geen gebrek aan bluswater, maar toch is het ze nog niet gelukt het vuur aan boord van boorplatform **Kab 121** te doven.

De brand ontstond bijna een maand geleden bij een ongeluk dat 21 werkers op het platform het leven kostte. Volgens het Mexicaanse staatsbedrijf Pemex, eigenaar van het booreiland, is er sprake van een nachtmerrieachtige combinatie van gas- en ruwe-olielekken, branden en vervuiling van de zee met olievlekken.



The **FAIRMOUNT ALPINE** seen in Rotterdam – Photo : Nico Wensveen ©

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Fort Austin being towed down the Tyne stern first to sea after a 4 month refit at A&P, Hebburn 23.11.07.

Photo : Kevin Blair ©



The **L 3008 MOUNTS BAY** seen arriving in Portland

Photo : Adrian Scales ©

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Sembawang to convert ferries to accommodation ships

Sembawang Shipyard Pte Ltd, a wholly-owned subsidiary of SembCorp Marine, has secured a S\$300 million contract from Equinox Offshore Accommodation Limited, comprising one-plus-five options to convert passenger/car ferries to DP2 Accommodation and Repair Vessels (ARV).

Under the contract, the conversions will be carried out in the period 2008–2010.

Sembawang Shipyard said it was awarded the contract based on the shipyard's capabilities in passenger ship upgrading and established track record in the highly specialized and technically challenging field of DP2 and DP3 offshore vessel conversion work.

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The scope of work covered in the contract includes the rebuilding and refurbishment of existing cabins and the addition of another 50 cabins to house a 400-500 persons, building of offices, public areas - such as a restaurant and cinema - and conversion of the ships' existing car decks to workshops to be equipped with owner-supplied equipment and machinery, plus the installation of new generators, fresh water generator system and modification of the piping system.

Other major installation work include installation of stern thrusters with DP2 capabilities and new 60 tonne and 80 tonne cranes and an offshore gangway.

Said the yard: "On completion, the vessel will be the world's first DP2 Accommodation and Repair Vessel, uniquely designed and equipped to provide extensive accommodation and workshop facilities to support and service offshore facilities and projects in deep water areas."

The first vessel is expected to arrive at the shipyard in mid-January 2008, and be redelivered in the fourth quarter of 2008. The converted vessel will be capable of being deployed worldwide. **Source : Offshore shipping online**

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AP MOLLER BACK IN INTERTANKO

DANISH shipping giant AP Moller has rejoined Intertanko after a 13 year absence. AP Moller's was one of nine new membership applications totalling 122 vessels of 12.8m dwt, that were accepted at the autumn Intertanko Council meeting held last week in London. National Iranian Tanker Company, which is now a private sector company, also joined Intertanko.

This takes Intertanko's membership to a total of 280 with a fleet of 2800 tankers of 233m dwt - representing nearly 80% of the independent deepsea tanker fleet.

In addition, 14 new associate membership applications were approved, taking the Association's Associate Membership to 325. **Source : Maritime Global Net**

10 mn TEU Handled in Rotterdam

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The port of Rotterdam has handled 10 mn TEU in a single year. To celebrate this milestone, this morning Hans Smits, CEO of the Port of Rotterdam Authority, presided over the shipping of a specially painted container at the ECT Delta terminal. The box is destined for one of the Right To Play projects in the world.

A number of containers containing some 40,000 footballs are being shipped to projects in Sri Lanka, Thailand, Tanzania, Mero Lebanon, Indonesia, the occupied Palestinian territories, Ghana and Benin.

According to the press-service of the port, terminals, shipping companies and other service providers give their services free of charge to ship the goods. In addition, the Port Authority donated a sum of €10,000 in support of the work of Right To Play.

It should be pointed out, that in 1968 some 117,000 TEU were handled in Rotterdam. The threshold of 1 mn (1,116,000) was passed in 1970, and then 5 mn (5,495,000) in 1997. In 2020 this is expected to be 25 mn TEU a year. **Source : SeaNews**



The bulker **YIK LUK** seen departing Rotterdam for

Photo : Reinier Meuleman ©

Fantaasia is detained

SSG-GÖTEBORG. The Swedish Maritime Administration detains Tallinks ferry **Fantaasia**, which is chartered by Kystlink. At an increased port state control on Wednesday, where Swedish Maritime Administration took part together with Bureau Veritas and EMSA (European Maritime Safety Agency) among others, it was decided to detain Fantaasia.

Some of the deficiencies were:

The rescue boat was placed incorrectly, the loudspeaker system was inferior, a kiosk blocked one emergency exit and the bow door had several deficiencies. I have probably not seen so serious deficiencies earlier, not even on freighters, says the Swedish maritime safety inspector Håkan Ågård, to SSG. I expect that it will take one to three weeks to get the vessel in order.

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Port workers take action to save jobs

Port of Napier faces international industrial action as 85 workers begin a fight to keep their jobs, their union says.

About 25 permanent and 60 casual staff at Hawke's Bay Stevedoring Services have been threatened with job losses after a container stevedoring contract was awarded to Mt Maunganui-based International Stevedoring Operations.

Maritime Union general secretary Trevor Hanson said yesterday a meeting of unionists from all New Zealand ports and some from the Maritime Union of Australia this week planned a "major fightback".

Bourbon inaugurates anchor handler simulator

Group Bourbon in France has inaugurated the first Bourbon Training Center in France in the city of Marseilles. The training centre is designed to provide seamen with the theoretical knowledge and practical training in anchor handling operations.

The centre includes a fully equipped bridge, the deck portion of the vessel and the classrooms needed for theoretical courses and debriefing. The simulator, which was developed by Offshore Simulator Center (OSC) in Norway, is an integral part of Bourbon's internal training policy. It will train crews in anchor handling operations under real conditions to ensure acquisition of the skills required for both new employees and those already working on vessels.

The objective is to ensure that everyone masters and practices Bourbon operating standards and its safety rules.

The Bourbon Training Centre is located on the premises of the National Merchant Navy School (ENMM) in Marseilles.

Jacques de Chateauvieux, Bourbon's Chairman and Chief Executive Officer, said: "Bourbon must meet an unprecedented recruitment challenge by 2010. We have anticipated this trend... with the Bourbon Training Centre in Marseilles, which includes this extraordinary AHTS simulator." **Source : Offshore shipping online**

Scandlines sells Danish operation to Clipper

SSG-RINGKØBING. Scandlines Danmark A/S, a subsidiary in Scandlines AG, has sold their domestic ferries in Denmark to Danish Clipper Group for take over in January 2008. Clipper Group will take over a 30 per cent share in Mols-Linien and the Danish subsidiary Scandlines Sydfyenske A/S, which is the operation company for the Spodsbjerg-Taars, the Bøjden-Fynshav and the Esbjerg-Fanø services. The price for the Mols-Linien shares is EUR 68.5 million.

Clipper Group came earlier this year involved in Danish domestic ferry operation as it was part of the Bornholmstrafikken taken over on the Samsø-Linien run from Sælvig to Hou. Bornholmstrafikken and Clipper Group formed Nordic Ferry Services, which will take over the Samsø service in October 2008.

Palma de Mallorca

Door : Frank Haalmeijer



Er is veel te zien in dit mooie oord op scheepvaartgebied. Om alles voor het voetlicht te halen zou een lange reeks artikelen kosten. Een bekende, maar onherkenbare ferry door de kleuren, is de **ZURBARAN** (IMO nr 9181091). Hier vaart ze voor Aciona Trasmediterranea sinds augustus 2006. Voorheen was dit de **NORTHERN MERCHANT**, welke voor Norfolk Line op de dienst Dover – Duinkerken voer. Aardig om te zien, maar het zusje van de **ZURBARAN** voer elke dag voorbij op de dienst Palma – Barcelona in charter voor Iscomar als **BLANCA DEL MAR** (IMO nr 9147306) en voer als **BRAVE**

MERCHANT in de Ierse Zee. Beide schepen werden gebouwd in het Spaanse Sevilla als bwnrs 288 en 289.

Een andere dagelijkse klant in Palma is de moderne **BORJA** (IMO nr 9349760). Deze in 2007 in Italië gebouwde ferry kwam in de chartermarkt als **STENA AUSONIA** en is eigendom van het Zweedse Stena RoRo. In april 2007 werd ze na oplevering door de werf gecharterd door Eurolineas



Marittimas SA (Balearia) en als **BORJA**, onder Italiaanse vlag en thuishaven Bari, ook ingezet tussen Palma en Barcelona. Aan de andere kant van de havens lag de **GRAMOSTI** (IMO nr 8502200), een roro ferry onder Panamese vlag, in belading.



Gebouwd in 1984 heeft ze onder Roemeense vlag gevaren als **SANMARINA** A tot oktober 2005. Toen kwam de naam **GRAMOSTI** en thuishaven Panama op de huid. Vermoedelijk gaat het ook om een charternamen, want de huidige eigenaar is nog steeds San Marina Shipping & Trading in Constanta, Roemenië.

Tot de volgende keer in Palma weer enkele cruiseschepen

TrustLube B.V.

ISO 9001:2000 DNV Certified

TrustLube B.V. from Willemstad received official DNV certification during Europort Maritime. You may remember reading the pre-announcement in our June 2007 Newsletter (LubeLetter 02). A promise is a promise, so we had to deliver. Meanwhile, we have been proudly showing off our Det Norske Veritas Management System Certificate at our purple-coloured stand.



TrustLube B.V. has been developing and implementing advanced lubricating systems for many years and our solutions are applied in a wide range of industries worldwide. TrustLube® systems guarantee exact dosage, at the correct location, at the desired time. As our systems are hermetically sealed, ingress of all dirt, water and sand is eliminated.

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"The ISO certification is a pinnacle of our work", Chiel van Daelen, TrustLube B.V.'s Director, says. "Special thanks go to Ilona van Burgel, who has been putting a lot of time and effort into the functional and operational side of things these past six months."

If you would like to learn more about the services and products or have any questions after reading this Press Release, please contact Ilona van Burgel for further information. Phone number: +31 (0)168 476 823. or: info@trustlube.com

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Seattle - <i>United States</i>	<u>501 - 505</u>	<u>528 - 530</u>	<u>790 - 810</u>
Singapore - <i>Singapore</i>	<u>503 - 505</u>	<u>516 - 519</u>	<u>820 - 825</u>
Suez El Suweis - <i>Egypt</i>	<u>500 - 503</u>	<u>513 - 516</u>	S.I.
Tokyo, Tokyo - <i>Japan</i>	<u>575 - 580</u>	<u>585 - 590</u>	<u>720 - 735</u>
Los Angeles - <i>United States</i>	<u>515 - 525</u>	<u>520 - 560</u>	<u>890 - 910</u>
Montreal - <i>Canada</i>	<u>497 - 512</u>	<u>527 - 540</u>	<u>900 - 975</u>
New Orleans - <i>United States</i>	<u>492 - 497</u>	<u>512 - 515</u>	<u>780 - 820</u>
New York - <i>United States</i>	<u>495 - 504</u>	<u>532 - 544</u>	<u>820 - 840</u>
Panama Canal - <i>Panama</i>	<u>510 - 515</u>	<u>535 - 543</u>	<u>850 - 865</u>
Philadelphia - <i>United States</i>	<u>502 - 509</u>	<u>535 - 537</u>	<u>820 - 840</u>
Piraeus - <i>Greece</i>	<u>493 - 495</u>	<u>528 - 530</u>	<u>880 - 885</u>
Pusan - <i>Korea (South)</i>	<u>515 - 520</u>	<u>540 - 545</u>	<u>800 - 820</u>
Cape Town - <i>South Africa</i>	N/A	<u>497 - 499</u>	<u>912 - 920</u>
Damman - <i>Saudi Arabia</i>	N/A	<u>512 - 514</u>	<u>802 - 805</u>
Durban - <i>South Africa</i>	N/A	<u>496 - 498</u>	<u>865 - 880</u>
Freeport - <i>Bahamas</i>	<u>510 - 520</u>	<u>555 - 562</u>	<u>866 - 875</u>
Fujairah - <i>United Arab Emirates</i>	<u>508 - 510</u>	<u>525 - 528</u>	<u>810 - 830</u>

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Gibraltar - <i>Gibraltar</i>	505 - 507	525 - 532	900 - 925
Houston - <i>United States</i>	493 - 505	508 - 515	760 - 775
Jeddah - <i>Saudi Arabia</i>	497 - 499	516 - 518	842 - 848
Lagos - <i>Nigeria</i>	S.I.	S.I.	S.I.
Antwerpen - <i>Belgium</i>	488 - 4,990	510 - 512	765 - 850
Buenos Aires - <i>Argentina</i>	510 - 512	517 - 520	818 - 825

MOVEMENTS



Above seen the **"BOA Sub C"**, She entered service in the GOM at the end of October, chartered by AkerKvaerner group. Currently, she is completing jumper installation on **BP NaKika project** in Mississippi Canyon 522.

Photo : Igor Nechepurenko ©



The **SANTA MONICA** seen in Mossel bay

Photo : Ronny Meyer ©

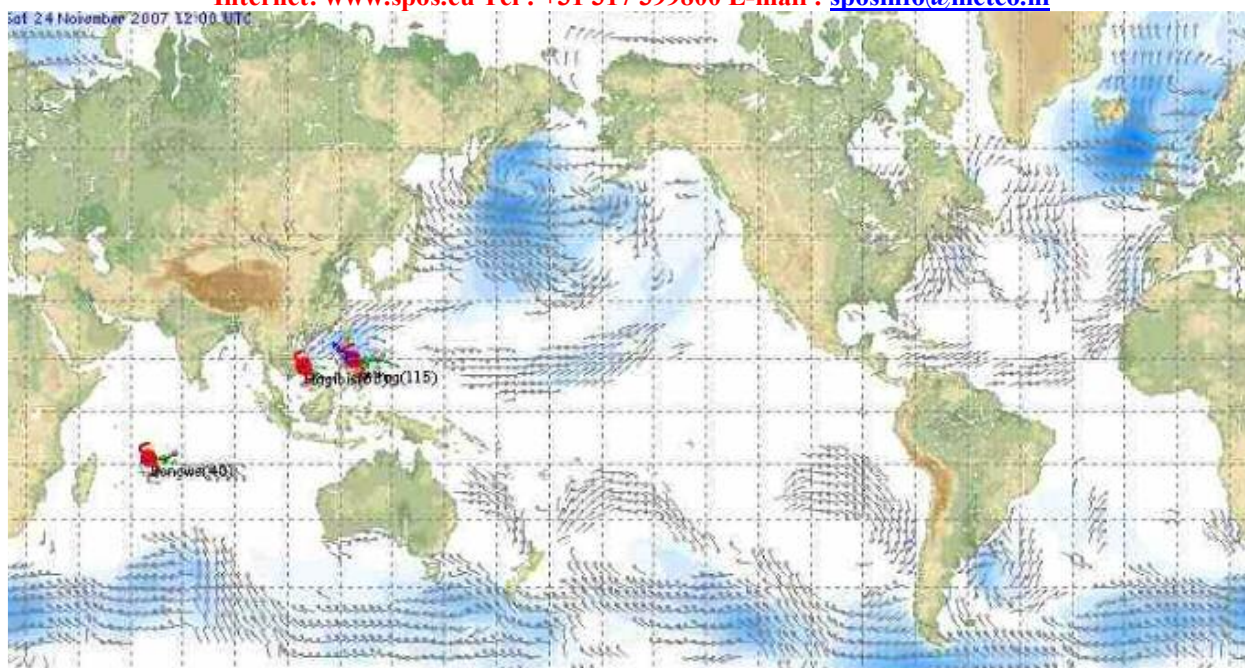
MARINE WEATHER

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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 **Eurodam** seen fitting out on the Fincantieri shipyard in Marghera (Italy)

Photo : D.E.van Weijen ©

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Yesterday is history, tomorrow is a mystery, today is a gift, that's why its called the present