

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 268



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

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The cruise liner STATENDAM seen at Lyttelton, New Zealand 24.11.07 on one of her many calls this summer.

Photo : Alan Calvert ©

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Op 75-jarige leeftijd is maandag 19 november overleden:



Henk de Weers

oud-marconist der zeesleepvaart en bergingsdienst.

Geboren en getogen in de gemeente Velsen, begon zijn carrière als telegrafist 2de klasse voor Radio Holland en was van 1956 tot 1993 actief bij het voormalige Bureau Wijsmuller. Eerst in de zeedienst daarna op de radiokamer in IJmuiden. Gedurende de eerste Golf Oorlog (Iran/Irak) was Henk werkzaam bij Albwardy in Dubai. Na die tijd keerde hij terug naar Wijsmuller Salvage alwaar hij in 1993 met pensioen ging. Na 14 prachtige pensioenjaren is Henk na een kort ziekbed vredig ingeslapen.

Namens alle lezers van de Shippingnews clippings wens ik zijn vrouw Hetty, kinderen en kleinkinderen veel sterkte toe in de komende tijd.

EVENTS, INCIDENTS & OPERATIONS

30 Philippine sailors saved, 50 still missing

Thirty sailors have been saved but some 50 were still missing after a Philippine fishing boat capsized in the South China Sea on Thursday morning, according to the China Maritime Search and Rescue Center.

The Philippine craft, numbered "805900", was carrying some 80 sailors when it sank near Zhongye Reef in the Nansha Islands while taking shelter from strong winds, the center said late Thursday.

The center did not provide a specific time of the accident but said it received a report of the accident at 11:25 am on Thursday.

Seven fishing boats from China's southern-most island province, Hainan, that were in the vicinity picked up 30 Philippine sailors from the water, the center stated.

Rescue ships under the Ministry of Communications (MOC) were rushing to the scene and the center also ordered passing ships of the China Shipping (Group) Company and China Ocean Shipping (Group) Company to help in the search for the missing seamen.

The MOC has ordered the Hainan Maritime Search and Rescue Center to map out and coordinate rescue efforts and confirm the exact number of sailors who were aboard the Philippine ship.

Rescue work was still going on and the wind speed at the accident spot was around 20 meters per second.

Source : ChinaDaily



The **T & T SPIRIT** seen with 38 knots speed between Trinidad & Tobago.

Photo : Piet Hageman ©



Mexico struggles to control month-old platform leak

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Cloud of toxic gas catches fire easily, prevents crews from carrying out repairs

Workers were still battling a nightmarish combination of gas and crude leaks, fires and oil slicks at a damaged Gulf of Mexico oil platform on Wednesday, almost a month after it was damaged in an accident that killed at least 21, an official said.

Since the Oct 23 accident, the damaged platform has experienced bad weather and at least three fires.

A constant cloud of toxic gas not only has prevented crews from carrying out repairs, but it catches fire so easily that six firefighting boats are pumping thousands of tons of sea water over the platform to cool the metal and extinguish fires, the state oil company, Petroleos Mexicanos, has reported.

On Tuesday, crews briefly extinguished the latest blaze at the Kab 121 platform, 32 kilometre offshore from the port of Dos Bocas, only to see it re-ignite, said a Pemex representative who was not authorised to be quoted by name.

It was still burning on Wednesday. Oil has contaminated 6km of Mexico's Gulf coast and 30 tons of oil-impregnated sand have been removed.

Television stations have repeatedly broadcast aerial shots of the smoking, listing, blackened hulk of the platform battered by enormous streams of sea water from the fireboats.

Pemex says the platform has been spilling an average of about 430 barrels of oil per day into the Gulf of Mexico - almost 13,000 barrels to date - and its crews have been trying to recover the spilled oil.

Pemex officials have described the repair efforts as extremely complicated. The platform appears to be spewing a combination of natural gas, which is highly flammable, and hydrogen sulfide gas, which is highly toxic.

And the heat of the three fires - all probably caused by sparks - has heated and blackened the entire platform.

For George Baker, a Houston-based energy analyst who follows Pemex, the accident illustrates Pemex's problems. 'All of these things speak to the corporate culture and the quality of leadership and the quality of the whole industrial process,' he said.

'Those are serious issues that need examination.' Pemex has promised both internal and external investigations of the accident, caused when high waves hit a drilling rig operated by a subcontractor, sending a boom crashing into the platform's valve assembly.

Eighty-five workers and rescue personnel abandoned the platform and rig after the accident. Most dove into small, enclosed fibreglass lifeboats, some of which broke and swamped.

Sixty-three workers were plucked from the water by passing ships, 21 were found dead and one remains missing.

Mr Baker said the current spill is small in comparison to **Pemex's 1979 Ixtoc 1** spill, which dumped about 3.3 million barrels into the Gulf. In 1991, Iraq intentionally dumped more than three times that much into the Persian Gulf. In 1979, Mr Baker noted, it took the company three months to control the spill.

Pemex is trying to get a repair crew close enough to the platform to inject a cement-like mixture to block the damaged line, install a new valve assembly and then possibly reopen the well for production.

So far, oil has contaminated about 6 kilometres of Mexico's southern Gulf coast, and authorities said they have removed about 30 tons of oil-impregnated sand. **Source : AP**



The **MSC OPERA** seen arriving in Santos for the first time

Photo : Bruno Pricoli ©

Cruiseschip Zuidpool gezonken

Het cruiseschip de M/S **Explorer**, dat vrijdag ten noorden van Antarctica tegen een ijsberg voer, is vijftien uur na de aanvaring gezonken. Dat maakte een woordvoerder van de Chileense marine zaterdag bekend.



De 91 passagiers, negen reisleiders en 54 bemanningsleden zijn vrijdag allemaal van boord gehaald en bevinden zich op een Chileense marinebasis op het King George Island. Zodra de weersomstandigheden verbeteren worden ze naar de stad Punta Arenas in Chili gevlogen, aldus de woordvoerder.

Alle opvarenden hebben het schip met reddingsboten verlaten en werden later opgepikt door het onder Noorse vlag varende cruiseschip **Nord Norge**. Onder de passagiers, allen tussen de 40 en 70 jaar oud, bevonden zich zeventien

Nederlanders.

Volgens het Argentijnse bemanningslid Andrea Salas raakte het schip een aantal kleine ijsschotsen, zodat het niet meteen duidelijk dat er iets aan de hand was. Dat berichtte de Chileense krant La Tercera. „Pas toen een passagiere „water" gilte vanuit het onderdek, werd het ons duidelijk dat er iets was gebeurd", aldus Salas. Het was volgens de jonge vrouw vooral zwaar om vier uur rond te dobberen in de open reddingsboten. Ondanks goede kleding was het bitterkoud en nat. Het is zomer, maar slechts vijf graden onder nul terwijl het water een temperatuur heeft van min een.

Bad watch keeping on the Danica White

SSG-RINGKØBING. The outlook and watch keeping was too slack on board the **Danica White**, when it was on the voyage from Sharjah to Mombasa in June. That was the main reason for the capture is the conclusion from the Danish

Maritime Authorities Investigations group. The captain had some disciplinary problems with some of the crew members on board, who did not want to take part of the watch keeping during the voyage. Instead they did maintenance and cleaning in the accommodation. No one on board discovered the hi-jacker's before they actually was standing on the deck of **Danica White** and lead to a 82 days capture off the coast of Somalia. This is like when a thief breaks into your house. No one is responsible for the incident, says shipowner Jørgen Folmer, H. Folmer & Co, to several newspapers in Denmark to the question if he feels guilt for what happened.

Crew refused bail again in Greece

A Croatian reefer master and two ship mates who have been in jail in Athens for over four months, have been refused bail pending investigation into a cocaine smuggling case. Kristo Laptalo 58, master of the 1976-built reefer **Coral Sea**, was arrested on 13 July after 51.5 kg of cocaine was found in two cartons among thousands of palletized banana cartons that were discharged at the Greek port of Aegion. The coast guard also arrested the ship's Lithuanian chief officer Konstantin Metelev and Filipino bosun Narciso Carcia. "The investigation is dragging its feet and that prolongs the detention of my client," said Laptalo's lawyer, criminal law professor Nicholas Androulakis, who was confident about the seafarers' acquittal in trial. He told Fairplay that he was about to file a new petition that might have better chances on the grounds that it was uncommon in Greece for suspects to be detained for so long without any evidence against them. "We are hoping that they will at least be released on bail and kept in a hotel instead of prison," said Laptalo's daughter Kristina. She and the lawyer have implicit faith in the innocence of the trio. Androulakis said that the cocaine was stashed without the knowledge of the crew and it was probably destined for Civitavecchia, the previous port of call of the ship, as Aegion was not in its schedule when it sailed from Guayaquil, Equador on 6 July. Meanwhile, the Bahamas-registered **Coral Sea** was allowed to sail from Aegion on 5 November. **Source : Fairplay / Lloyds daily news**



Sunrise over Portland port

Photo : Adrian Scales ©

Maersk Line awarded for the ninth year in a row

SSG-RINGKØBING. The Container Shipping Line of the Year, awarded by The Lloyds List Asia Awards 2007, has once again gone to Maersk Line. The award was handed over at a ceremony in Hong Kong on November 15. We appreciate the massive support from our customers and their confidence in our services, says Thomas Ørting Jørgensen, global head of sales and marketing at Maersk Line, in a statement. It is the ninth year in a row, that Maersk Line has been awarded Container Shipping line of the year in Asia.

Stricken ships lacked management

It has emerged that the former management of Volgotanker has no liability for the **Volgoneft-139** and **Volgoneft-123**, and had nothing to do with their ill-fated voyages. The **123** broke up in the Kerch Strait on November 11, spilling about 2,000 tonnes of petroleum products along 50km of the Azov Sea coast; the former suffered serious damage but made it to port without loss of oil. The spill is the worst maritime environmental accident to strike Russian waters and coastline in many years. Volgotanker's website identifies the vessels as double-hulled, even though they are more than 30 years old. A technical expert contacted by Fairplay described the double-hull claim as "unlikely", though they could be double-bottomed. The chief managers and shareholders of the company, led by Alexander Alexandrovich, fled to London two years ago after Samara region tax officials turned a civil liability dispute over value-added tax into criminal charges. This has left a court-appointed bankruptcy manager, Alexander Volzhanin, in charge of the company's fleet. Volgotanker's office telephones are blocked, But the trustee company, PAU TsFO (an acronym standing for Autonomous Organization of Arbitration Managers in the Central federal District), has confirmed its management position for Volgotanker and Volzhanin's responsibility for fleet management. He is currently travelling, and unable to respond to questions, though an industry source suggested that in most cases trustee managers try to make chartering as profitable for their organizations as possible. **Source : Fairplay / Lloyds daily news**

CASUALTY REPORTING



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Fishing vessel on fire, Vladivostok port

Fire in the hold of f/v **Kapitan Oleynichuk** (Refrigerated Fish Carrier, dwt 2621, built 1985, flag Russia), berthed at berth 42, Fishery port. Vessel in reserve. 10 fire teams engaged, no injuries. **Source : Mike Voitenko**

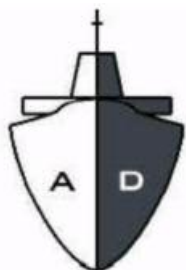
Greece: Passengers evacuated after ferry hits rocks

Coast guards evacuated all 410 passengers from a ferry that struck rocks Friday in the main port of the island of Aegina, near Athens, authorities said. The passengers were safely evacuated from the ferry **Giorgios**. The ship did not take on water and was not listing as a result of the accident, the Merchant Marine Ministry said.

NAVY NEWS

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The Dutch De Zeven Provinciën class frigates **Evertsen** (l) and **Tromp** (r) visited Portsmouth 23-26 November, 2007 along with the Fast Combat Support Ship **Amsterdam**.

Photo : Gary Davies - www.maritimephotographic.co.uk



Above seen the Arleigh Burke Flight IIA Class destroyer **USS BAINBRIDGE DDG 96** currently the flagship of SNMG 1 passing the Arleigh Burke Class Destroyer **USS CARNEY DDG 64** while leaving Valletta on Friday 23rd November 2007.

Photo : Lawrence Dalli - Malta Ship Photos ©

SHIPYARD NEWS

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Een zeeschip bouwen, dat vraagt lef

door Kees Klijn

De geschiedenis herhaalde zich. Want waar zijn opa ooit een werf had, startte in 2000 Peter Versluis samen met zijn broer Jan en vader Piet zijn eigen afbouwlocatie van binnenvaartschepen in Werkendam.

Een heel andere tak van sport voor Peter (34), want hij had de zes jaar daarvoor vooral zijn geld verdiend als makelaar van voornamelijk tweedehands binnenvaartschepen. Papierwerk, dus. "Zelf bouwen, daar lagen grote kansen", zegt Versluis. "Vanuit de markt kreeg ik die signalen, want de binnenvaart groeide. Ook vanwege de files op de weg. Bovendien was er vertrouwen in ons, vandaar." In eerste instantie werd de bouw op werven uitbesteed, later dus zelf.

De binnenvaart, die in de genen zit van de familie Versluis, heeft er sinds 2004 een broertje bij. Want toen de Veka Group in Lemmer de werf van Bijlsma overnam, konden voortaan ook zeeschepen worden gemaakt. Lef kan de familie

Versluis niet ontzegd worden. Want om die nieuwe stap te maken, moest wel het vermogen in het nieuw te vormen bedrijf, Veka Group, worden gestoken. Dit om de eerste klus die veel sneller kwam dan verwacht - een containerfeeder die 354 containers kan vervoeren - uit te voeren. Versluis: "Zo'n schip was er al vaker gebouwd, de expertise was er al."

Die containerfeeder **Vantage** pronkt nu in de Biesboschaven. Werkendam heeft weer eens bewezen dat het in Nederland - én daarbuiten - een belangrijke rol speelt in de scheepvaart. Morgen wordt dat grootscheeps gevierd. Zo'n 1.100 gasten vanuit alle werelddelen zullen erbij zijn. Ook premier Balkenende kreeg een uitnodiging. Hij zou op het moment suprême - de namegiving - het doek dat aan **Vantage** is bevestigd wegtrekken en de **Vantage** daarmee een behouden vaart wensen. "Vrijdag kregen we te horen dat Balkenende niet kon komen. Hij stuurde wel een brief." Ivo Opstelten, burgemeester van Rotterdam, zal nu deze handeling verrichten. En Ruben Hofstra, die een spierziekte heeft, mag namens Doe Een Wens het schip nog eens dopen. Met water, want een champagnedouche heeft De **Vantage** op de werf in Heusden al gehad. **Source : Brabants Dagblad**



The trailing suction dredger **PRINS DER NEDERLANDEN** seen in Hong Kong
Photo : Ruud Godeschalk ©

Vyborg Shipyard eager for yard in Primorsk

SSG-TALLINN. Russia needs three new yards, according to prime minister Viktor Zubkov, reports SeaNews.ru. The chairman of Vyborg Shipyard, Georgiy Poryadin, proposes that one of the yards be built in Primorsk - with a capacity of 100,000 DWT tankers. The yard would offer both new buildings and repairs.

Jurong Shipyard asked to pay up

SembCorp Marine is coming under increasing pressure from banks to clear its debts following losses of \$303M on unauthorised foreign exchange transactions. On the heels of a settlement with French bank Societe Generale, which involved payment of \$115M, SembCorp Marine's wholly owned subsidiary Jurong Shipyard has been slapped with a demand notice for \$50.7M by another French bank, BNP Paribas. Jurong Shipyard has been asked to pay up within 21 days from the date of the demand. "BNP Paribas has issued a statutory demand in respect of the debt owed by JSPL as a result of the close out of FX transactions on 1 Nov 2007," the bank's corporate communications department told Fairplay in an e-mail response. BNP would not comment further in light of the matter being expected to be heard in

court shortly. Jurong Shipyard maintains that the unauthorised transactions are not valid and binding and will be moving the High Court to restrain the bank from filing a winding-up application. **Source : Fairplay/Lloyds daily news**

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The **MSC LINZIE** seen at the Westerscheldt river

Photo : Richard Wisse ©

Stevedores strike in Peruvian ports

Callao, main port of Peru has been heavily affected due stevedores strike since last wednesday. At this moment is a port congestion and no less than 14 vessels awaiting at anchorage to berth once the strike is over.

As per official sources the country is losing no less than USD 20 M per day due export/imports have been stopped and a big number of refrigerated TEUS and FEUS suffered damages of perecibles commodities.

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The union is asking for a 100% of increase the salaries and others beneficies, but it will be very dificulted to get, since the country is an exporter basically and the commercial way to trade is by USD, that, as it is well know, is coming down worldwide, and Peru is not a exception of it. **Source : Pablo Sarria**



The **ECLIPS** of JR Shipping seen at Point Lisas, Trinidad
Photo : Piet Hageman

OFFSHORE SHIPBROKERS REPORTS :

October was in general a slightly less profitable month for owners than September though still producing very respectable vessel dayrates and undoubtedly allowing owners to attain continued good levels of utilization.

Following on from Septembers' extremely buoyant rates, the beginning of October saw AHTS fixtures being concluded at between the £120k - £140k levels however this was short lived and by the second week of the month rates had dropped off considerably to the £35k - £50k levels. The middle of the month saw another spike back above the £100k levels as delays due to bad weather combined with numerous rig move requirements saw the market tighten. The remainder of the month then saw a dip back down to the £30k levels as availability improved followed by a rise back to the £60k-80k levels at around the end of the month.

By the beginning of November rates were once again back above the £100k levels and at the time of writing AHTS are in extremely short supply with rate levels back up towards the £120k - £140k region. PSV owners saw far less dramatic fluctuations in rate levels during the month with fixtures generally being concluded in the £25k - £35k levels. It would seem that PSV rates have now settled into these levels over the last few months with only occasional spikes into the £40k-£50k region during periods of extremely tight availability and sub £20k generally only when a large number of AHTS are laying idle and competing for cargo run work.

With the worldwide vessel orderbook for AHTS & PSVs now reaching approx 700 deliveries between now and mid-2012, and nearly 100 vessels delivered already during 2007 one can only begin to wonder when something has to give. This time last year we had expected to see, by this point in the year, the effects of an over supply of tonnage beginning to be felt by the market however given that vessel rates remain extremely buoyant it would seem that the majority of deliveries to date have been well absorbed.



The **UNION SAPPHIRE** seen arriving in Portland port
Photo : Piet Sinke ©

Red Sea ferry fleet cut by half

A strong safety regime has emerged in the Egyptian ferry sector, including halving the number of licensed vessels, since the sinking of the **Al-Salam Boccaccio 98**, according to local business news. Business Today newspaper says that as a result of investigations into the **Al-Salam Boccaccio** disaster – in which nearly 1,000 people lost their lives – the maximum ferry passenger load for ferries has been reduced from 2,700 to 1,200. Eleven ferries have been decommissioned, leaving just 12 licensed to carry passengers to move the anticipated 1.5M passengers a year between Egypt and Saudi Arabia. However, nine additional ferries are to be added to the fleet in the near future, the report said. Six of these are being contributed by Qatar, Libya and Saudi Arabia. Work is said also to be under way to upgrade Red Sea ferry terminals. The **Al-Salam Boccaccio 98** was found to have been overloaded by more than 200 passengers as well as having had forged safety certificates, sub-standard life rafts and fire extinguishers, and insufficient winches to lower rafts and boats in an emergency. Last June the owner of the vessels reportedly paid LE330M (\$60M) in compensation to the victims. **Source : Fairplay/Lloyds daily news**

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TREIN MAERSK model seen in Santos (Brasil)
photo : Rogerio Cordeiro ©

Schlumberger has controlling interest in Framo

SSG-TØNSBERG. French Schlumberger now has a controlling 52.8 per cent of the shares in Framo Engineering after having bought another 5.5 per cent sold by Framo's management. The remainder of the shares are controlled by the Mohn family through Frank Mohn AS. Last summer, Framo Engineering announced that it would concentrate all its different activities at Askøy near Bergen where NOK 750 million is to be invested. Schlumberger has no intention of changing these plans and the majority shareholder has announced ³business as usual. Framo Engineering develops, produces and delivers cargo pumps for tankers and pumps and injection solutions for the oil and gas industry.

First new Sundbus arrived at Helsingør

SSG-RINGKØBING. The first of the new passenger vessels to Ace Link (the former Sundsbussarna) has finally arrived at Helsingør. The ship, **Simara Ace**, arrived from Gdansk, Poland, where it has been built by Remontowa over a period of more than two and half year. The **Simara Ace** will be the first new ship to the service since 1981, when Sundbus Pernille was delivered. The ship is flying Danish flag with Helsingør as homeport and will for the next week conduct sailing as part of the crew training. The plan is that the ship will officially be named on November 29 and put into service on December 1.

The new ship is nearly double size to the old ships on the service with a capacity of nearly 600 passengers and a lot of facilities on board. Since the 2006 Sundsbussarna has been owned by Eitzen Group and has got a new name: Ace-Link after the owner Axel Camillo Eitzen.



The **Hondius** seen pre-cutting in Buenaventura (Colombia)

Photo : Richard Bootsma ©

Fundraising for new ferry for Bornholm-Poland service

SSG-RINGKØBING. Bornholm-based NeKo Seaways is in the process of raising funds for the construction of a new ferry for the service between Nexø and Kolobrzeg in Poland. The new company is not only working with professional investors, but is also inviting private players to invest in the region of DKK 1,000 per share. NeKo Seaways (headed by Helge Rosted Hansen) has signed a contract with a Greek shipyard for a ferry 64 metres long, 11 metres wide and with a capacity of 275 passengers and 50 cars. With a service speed of 17 knots, the crossing from Nexø to Kolobrzeg will take three and half hours. The ferry will be named Odin Baltica. NeKo Seaways has been testing the market for several summer seasons with chartered ships and believes that there is sufficient demand for an all-year service. Sailing to Sweden will also be an option.



The AHT **BB OCEAN** seen towing the cranebarge **ANNA-4** into the port of Portland

Photo : Piet Sinke ©

THE S&P MARKET WEEK 46

As reported by the Scandinavian Shipping Gazette

Bulkers

Gran Trader: 172,529 DWT blt 01 Nippon Kikan. Sold region USD 150,000,000 to Dryships.

Gorge: 77,079 DWT blt 84 Mitsubishi HI. Sold region at undisclosed price to undisclosed buyer.

Lietta: 76,015 DWT blt 02 Tsuneishi. Sold region USD 62,250,000 to undisclosed buyer, sale incl tc until 02/2010 at USD 24,500 per day. (Old sale)

Nordrhine/Nordtrave: 75,080 DWT blt 01 Hyundai Samho. Sold region USD 89,500,000 each to Greek buyer.

Formentera: 69,997 DWT blt 96 Hudong. Sold region USD 67,500,000 to Tudor/Pareto, sale incl 5 year bb back at USD 38,500 per day.

President G: 69,344 DWT blt 88 Hashihama Zosen. Sold region USD 50,000,000 to Korean buyer.

Maratha Explorer: 68,849 DWT blt 90 Namura Imari. Sold region USD 35,200,000 to undisclosed buyer, sale inc tc until 05/02009 at USD 26,500 per day.

Hai Ying: 53,521 DWT blt 77 Mitsubishi HI, Crs 3x22t. Sold region USD 15,000,000 to undisclosed buyer.

Silver Star: 42,838 DWT blt 84 Mitsubishi, Crs 4x25t. Sold region USD 31,000,000 to undisclosed buyer, sale incl tc until 08/02008 at USD 25,000 per day.

Cher: 17,558 DWT blt 81 Zhonghua Shy, 534 teu. Sold region USD 7,000,000 to undisclosed buyer.

Sumatra: 7,736 DWT blt 83, BRAZIL, Crs 6x5t. Sold region USD 4,200,000 to undisclosed buyer.

Bang Yuan: 5,104 DWT blt 82 Tokushima, D 3x15t. Sold region USD 2,600,000 to undisclosed buyer.

Ladoga-11: 1,855 DWT blt 81 Rauma-Repola, 62 teu. Sold at undisclosed price to undisclosed buyer.

Tweendeckers

Helen/Niklas: 3,735 DWT blt 92 Slovenske. Sold region USD 7,650,000 en bloc to Wilson.

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Ro-ro/Ro-pax/Ferries

Roslagen: 1,320 pax, 390 lm, 17 kn, Ice 1A, blt 72 Meyer Werft. Sold region EUR 2,500,000 to Agoudimos Lines.

Meloodia: 1,600 pax, 258 cabins, 710 lm, 19 kn, Ice 1A, blt 79 Meyer Werft. Sold at undisclosed price to Singapore buyers.

Silvia Ana L: 1,250 pax, 250 cars, 38 kn, blt 96 Bazan. Sold region USD 16,000,000 to Buquebus.

Merchant Bravery: 1,272 lm, 15 kn, blt 78 Norway,

Merchant Brilliant: 1,272 lm, 15 kn, blt 79 Norway,

Amanda: 1,813 lm, 15 kn, blt 78 Lindenau. Sold enbloc region EUR 11,000,000 to Phonix Logistics, Ukraine.

Tankers

Pacific Honor: 46,101 DWT blt 03 Shin Kurushima. Sold region 37,000,000 to undisclosed buyer, sale incl tc for 5 years at USD 15,000 per day.

Nyathi: 40,000 DWT blt 04 Shina SB. Sold at undisclosed price to Silver Fern Shipping.

Alam Cergas: 35,000 DWT blt 07 Dalian. Sold region USD 45,000,000 to undisclosed buyer.

Mon Ami: 29,994 DWT blt 82 IHI. Sold region USD 5,500,000 to undisclosed buyer.

Antares: 29,954 DWT blt 84 Usuki Saiki. Sold region USD 6,000,000 to undisclosed buyer (for conversion).

Reefers

Sea Mark: 6,376 DWT blt 84 Taihei Akitsu, D 8x5t, 260,094 cbf. Sold region USD 3,900,000 to Chinese buyer.

MOVEMENTS



The LPG Tanker **SIGAS LYDIA** of Kosan Tankers entering Rotterdam-Europoort.

Photo : Reinier Meuleman ©



The **MSC TOGO** seen at the Westerscheldt river - Photo : Henk de Winde ©

OLDIE – FROM THE SHOEBOX

Door : Wim Kosten



Foto : www.maritimephoto.com

Komende maandag is het 45 jaar geleden (26/11/1962) dat de **ARES** van de KNSM aan de grond liep bij Dishoek (mijltje of wat boven Vlissingen) en later vlotkwam met hulp van een groot aantal sleepboten. Ze werd in 1959 gebouwd voor de Kon.Nederlandsche Scheepvaart Maatschappij (KNSM) te Amsterdam bij de Amsterdamsche Droogdok Maatschappij onder BNR:103. Tonnages waren BRT:5711, DWT:7160 en ze had een Stork 7cyl welke zorgde voor 6000PK met 16,25 mijl.

Verkocht in 1977 naar Griekenland als **BRAVO ARES** en in 1984 naar Malta als **EQUITY** (voor zover ik weet nooit gevaren onder die naam). Kwam op 16-12-1984 te Alang voor de sloop

AIRCRAFT / AIRPORT NEWS

Airbus krijgt grote vliegtuigorder uit Brazilië

De Europese vliegtuigbouwer Airbus heeft een order ontvangen van de Braziliaanse luchtvaartmaatschappij **OceanAir** voor 28 vliegtuigen. De opdracht heeft een cataloguswaarde van meer dan 2,6 miljard dollar. Dat maakte Airbus woensdag bekend.

OceanAir koopt 21 toestellen van het type A320 en zeven A330-200's. Ook heeft OceanAir een kooptie genomen op nog eens dertien A320's voor 900 miljoen dollar. De kleinere A320 zal hoofdzakelijk worden ingezet op routes in Zuid-Amerika, terwijl de grotere A330 op internationale vluchten naar Afrika en de Verenigde Staten zal worden ingezet. OceanAir wil in de toekomst ook op Europa gaan vliegen.

OceanAir is de op twee na grootste luchtvaartmaatschappij van Brazilië, na marktleider TAM en de nummer twee GOL. OceanAir, opgericht in 1998, mikt op een marktaandeel van 15 procent van de Braziliaanse luchtvaartmarkt in 2010.

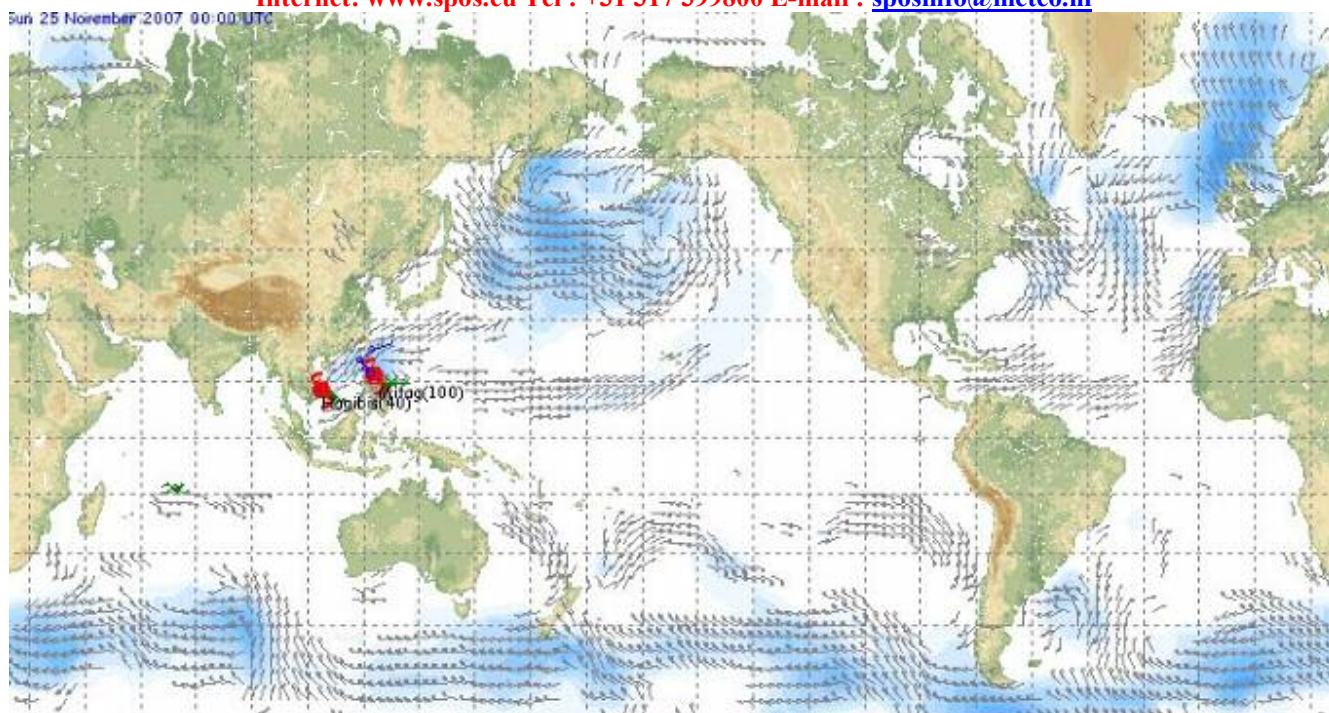
Source : Nu.nl

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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

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 268



Seen at **SEALINK ENGINEERING & SHIPBUILDING** in Miri (East Malaysia) the **Sealink Maju 26** (yard number 122) and in the background the **Sealink Maju 25** (yardnumber 156),, both tugs will be launched later this year and will be ready for operations in 2008 in the Sealink fleet, both vessels will be equipped with 2 x 2200 Cummins diesels for a maximum bollard pull of 60 tons

Photo : Herbert Westerwal ©

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