

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2006 – 102



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**The Danish patrolship VAEDDEREN seen in Skagen being prepared for her role as expedition ship in the Galathea 3 expedition. The expedition starts in Copenhagen August 11. More info on www.galathea3.dk
Photo : Bent Mikkelsen ©**

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EVENTS, INCIDENTS & OPERATIONS

Happy Buccaneer seen offloading in Chan May port in Vietnam.



This is one of the last voyages of the **Happy Buccaneer** before she goes back to Schiedam Huisman Itrec where she will be upgraded, two 700-tons cranes will be installed.

Photo : via Denis Brouwer – Mammoet Malaysia ©

Gujarat may not welcome Blue Lady

Cruise liner **S S Norway**, now called the **Blue Lady**, is on its way to Alang in Gujarat for dismantling. But it's still not sure whether the ship will be allowed to dock there.

Environmental activists are petitioning the Supreme Court to prevent the ship from entering Indian waters. The ship is rumoured to have 900 tonnes of asbestos.

Says petitioner Gopal Krishna, "There is no decontamination and no inventory of the material on board. We are opposing it on grounds that it is violating the hazardous act and is not complying with the Supreme Court's order of 2003."



The buyer of the ship, Rajiv Reniwal, has also approached the court for help. "We have made our case in front of the Supreme Court's technical committee and are awaiting their decision," says Rajiv. When asked about reports of depleting food and fuel reserves on the ship, he said, "I don't have accurate information on that, so will not be able to say anything."

The **Blue lady** is being towed by two vessels and is manned by an all-Indian crew of 33 people. It has already been turned away from Bangladesh, one of the world's cheapest shipping yards.

The Gujarat Pollution Control Board has also withheld permission for the ship to enter its waters till it is cleared by the technical committee set up by the Supreme Court. Before the **Blue Lady**, there was the **Clemenceau**, which had to turn back, after travelling across continents.

There are hundreds of ships like the **Clemenceau** and the **Blue lady** waiting to be dismantled. But unless ship-breaking yards across the world change and take environmental and health risks into account, they run the risk of losing business.

MERCY ANCHORED OFF MANILA



The Military Sealift Command (MSC) hospital ship **USNS Mercy (T-AH 19)** sits May 23rd anchored off of the coast of Philippine capitol of Manila.

Mercy's three-day port-call included several meetings with host nation officials and the ship's staff and crew. Tours of the ship's medical facilities were also made available to press and family members of the crew, who are living in the Manila area. **Mercy** is conducting a five-month humanitarian deployment to South and Southeast Asia, and the Pacific Islands. The medical crew aboard **Mercy** will provide general and ophthalmology surgery, basic medical evaluation and treatment, preventive medicine treatment, dental screenings and treatment, optometry screenings, eyewear distribution, public

health training and veterinary services as requested by the host nations. Like all U.S. Naval forces **Mercy** is able to rapidly respond to a range of situations on short notice. **Mercy** is uniquely capable of supporting medical and humanitarian assistance needs and is configured with special medical equipment and a robust multi-specialized medical team who can provide a range of services ashore as well as aboard the ship. The medical staff is augmented with an assistance crew, many of whom are part of non-governmental organizations that have significant medical capabilities

Baggeren en baggerwerktuigen zijn sexy!

Dat was de strekking van de presentatie van Bram Roelse, directeur IHC Dredgers, tijdens de Algemene Ledenvergadering van de KNVTS bij Boskalis in Papendrecht. Hoewel de Nederlandse maakindustrie (inclusief de maritieme kant daarvan) bij het grote publiek geen sexy imago heeft, kent de baggerindustrie wel degelijk overeenkomsten. Zo is er een voorspel (het verkooptraject), een hoogtepunt (het maken en opleveren) en een naspel (onderhoud en service). Roelse ging ook in op de veranderende wereld die invloed heeft op het soort baggerwerktuigen dat nu en in de toekomst benodigd zal zijn. En dit sloot goed aan bij de presentatie van Eric



Holman, directeur Technische Dienst van Koninklijke Boskalis Westminster. De groei van de wereldhandel, de wereldbevolking en het toenemende toerisme zijn daarin de grote drivers, terwijl milieuregelgeving haar invloed heeft op het soort baggerwerktuigen.

Tijdens de ALV traden de heren Jan Smit (penningmeester) en Hans Voorneveld (voorzitter) terug uit het hoofdbestuur en werden de heren Jack Boéré (directeur AON Risico Management) en Henk ten Hoopen (voormalig Hoofd van de Nederlandse Scheepvaartinspectie) gekozen. De nieuwe bestuursleden zullen samen met het zittende bestuur verder invulling geven aan de ingeslagen weg bij het vernieuwen en verjongen van de vereniging.

Navy cruiser rescues two Dutch sailors adrift at sea for three days

Two Dutch sailors, foundering for three days in the storm-churned North Atlantic with torn sails, a failing engine and sinking boat, were rescued by the cruiser **Vella Gulf** 1,300 miles due east of Boston, the Navy said Tuesday.

And the Navy coxswain operating **Vella Gulf's** 24-foot rigid hull inflatable rescue boat, plowing through 20-foot seas and high winds, is being hailed as a hero for getting his crew of five and the stranded sailors safely back aboard the Norfolk-based ship on Monday.

Capt. Stephen F. Davis Jr., the cruiser's commanding officer, said by satellite telephone from sea Tuesday that he received a call about 10:30 a.m. the day before from a merchant ship asking him to help with the rescue. The Coast Guard Rescue Coordinating Center Norfolk had received a distress call and asked nearby ships for aid.

The men, identified as Robert Dirven, 47, the owner, and Johan Aarden, 50, left Connecticut on May 17 en route to the Azores when they ran into unexpected weather.

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Dirven said by telephone the storm ripped four sails when the boat hit 55-knot winds, then lost all the rigging, had an engine that didn't work properly and had failing bilge pumps.

He and Aarden were dehydrated, had food and water, but had trouble consuming it. While they were tied by harness to the boat, Dirven had fallen down a ladder and apparently cracked a rib. They hadn't slept in four days, including a day before they became disabled.



"We turned our ship back at best speed for 62 miles" to reach the stricken vessel, Davis said.

The **Vella Gulf** left Norfolk on May 17 for operations in the Baltic Sea and is expected to return in July.

"The challenge at the time was the winds and the seas. They were awfully high, 10 to 20-foot seas and 25 knots of wind," Davis said.

When they reached the scene three hours later, "they were clearly in trouble," he said. "They were hanging on

for dear life and had had a rough three days." The waves were big enough that the mast of the 41-foot sloop would disappear in the troughs.

"That was the point of safety I was most concerned about, putting my sailors in a small boat to go over and make a rescue in those kind of seas," he said. The law of the sea has always been "you do what you can to save mariners in distress.

"There was no way we could have left them afloat here and there was nobody else around," Davis said.

But his sailors "did a superb job and the coxswain in particular was able to keep the boat safely headed in the right direction and we were able to get them over here without getting anyone hurt," he said.

"I had to calm myself down a bit," Petty Officer 2nd Class Aaron Haight, said as he described by telephone Tuesday how he throttled the boat up one wave crest, then surf back down the other side.

"I had never done that before, riding up the waves and coasting down," he said. "Had to make sure our boat was not overtaken by the swells."

It took just 10 to 15 minutes to get the men off the sailboat and into the rescue boat, said Ensign Greg Page, the officer in charge of the craft. "In training, no, we wouldn't have launched in those conditions, but the situation called for us to render assistance and that is what we did."

They were able to go along the side the sailboat and the two men jumped aboard.

Later, when the seas calmed, a second crew went back to the slowly sinking sailboat to retrieve some electronic gear and personal affects, then scuttled it in 2,000 fathoms of water where it won't be a hazard to navigation.

Dirven valued his boat at \$150,000. The two rescued men were playing Monopoly games, eating American food and simply enjoying the rest of their ride to Europe, Davis said. They'll remain aboard until the **Vella Gulf** reaches Sweden next week.

"We're happy to have them aboard," Davis said. Others in the rescue crew were Chief Petty Officer Steve Fortner, Petty Officer 2nd Class Greg Moon, Chief Chauncey Warrior. Petty Officer 2nd Class Justin Smally was aboard for the second trip to the boat.

CDA in de bres voor historische sleepboten



Het CDA in de Tweede Kamer is ongerust over de gevolgen van de nieuwe Binnenvaartwet voor historische sleep- en duwboten. De zorgen betreffen oude schepen die om historische redenen in de vaart gehouden worden, schepen die gebruikt worden door jeugdverenigingen zoals Scouting Nederland en de Zeekadetten en schepen die door particulieren als recreatievaartuig worden gebruikt.

Foto :
Hans Bosch (c)

Het CDA vreest dat het door strengere eisen vrijwel onmogelijk wordt om deze authentieke schepen nog in de vaart te houden. Het CDA stelt minister Peijs daarom onder meer voor om kleinere sleepboten die voor de pleziervaart worden gebruikt in de wet vrij te stellen van het Certificaat van Onderzoek. Hierdoor hoeven bijvoorbeeld geen aanpassingen gepleegd te worden aan de rompconstructie die het historisch karakter aantasten. Ook vreest het CDA dat veel vrijwillige en particuliere schippers van sleepboten voortaan over een groot vaarbewijs moeten beschikken, terwijl zij niet kunnen voldoen aan de gestelde vaartijd-eis (4 x 180 vaardagen). Daarnaast zou ook in beperkte mate slepen moeten worden toegestaan.

Komend weekend vinden in het Overijsselse Zwartsluis de Nationale Sleepbootdagen plaats, georganiseerd door de Vereniging De Motorsleepboot (VDMS). Tussen de twee- en driehonderd oude sleepboten, veelal in particulier bezit, kunnen dan door het publiek worden bezichtigd. De hoofdrol is weggelegd voor authentieke sleepboten, die door hun eigenaren voor de sloop zijn behoed. Het CDA wil dat dit evenement ook in de toekomst kan blijven plaatsvinden.

Tanker Spills Oil

A Bahamian-flagged oil tanker caused an oil spill near the Bulgarian Black Sea port of Burgas, state BTA agency reported Wednesday. According to state rescue service officials cited by BTA, the spill came from the "**Hawaiian leader**" tanker, which was transporting crude oil to the Burgas refinery Lukoil Neftochim, and covered 280 square metres of the water surface.

Rescue services had already started pumping out the oil and there was no danger of a further spread of the spill or of pollution in Burgas bay, deputy governor Georgy Nikolchev was quoted as saying. The accident was probably due to an error by the tanker's captain, he added. The vessel was being held in the port of Burgas for further investigation.

Tsjechische matroos gedood door afgebroken meerpaaltje

Een Tsjechische matroos van de duwboot **Vitaya** is gisteren dodelijk verongelukt bij het afmeren van het tweebaks duwstel aan de Noordzeeterminal in Antwerpen. Tijdens de manoeuvre is het paaltje afgebroken waar een meertouw of draad over lag. Het sloeg de matroos met grote snelheid tegen het hoofd, meldt de Antwerpse binnenvaartvoorman Pierre Verberght in VAART!

Havenkapitein-ligplaatsen J. Ronse heeft nu een voorlopig verbod gepubliceerd op het gebruik van de haalkommen in de kaaimuren van het Deurganckdok, de Noordzee- en de Europa-terminal. Binnenvaart dient de meerlijnen uitsluitend vast te leggen op de meerpalen die op het horizontaal kaaivlak staan. Omdat de trappen circa 180 cm van het schip staan kan men niet aan de wal en kon de verongelukte matroos ook niet van boven vast maken. Verberght meldt dat al degene die aan de drie terminals moeten zijn een oproep kunnen doen aan de Brabo-dienst. Na een telefoontje (0032-3-568.31.80) komen de vastmakers met een auto gratis touwen of kabels van de schepen aanpakken.

Stormactie Vlieland en Terschelling onderscheiden



In de nacht van 24 op 25 november 2005 waren de reddingboten van Vlieland en Terschelling zeventien uur in touw voor het Noorse zeiljacht **Banzai**. Het zeilschip maakte water, terwijl de zware storm de zee opzweepte naar een niet-alledaagse hoogte. Het bestuur van de KNRM heeft de betrokken reddingbootbemanningen voor deze redding onderscheiden met een hoge onderscheiding. De uitreiking vond plaats op 19 mei.

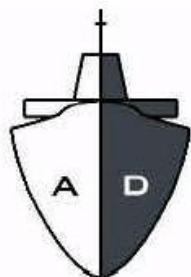
De schippers **Arie Boon** (Vlieland) en **Ane Ruijg** (Terschelling), alsmede de opstappers **Juul Veersma** (Vlieland) en **Fokke-Jan Jorritsma** (Terschelling) kregen de bronzen draagmedaille van de Redding Maatschappij opgespeld. De overige bemanningsleden **Jan Stuivenga** en **Jelle Kikstra** (allen Vlieland), **Harm Schuttel**, **Ger Smit** en **Vincent Terpstra** (allen Terschelling) ontvingen een zogenaamde tevredenheidsbetuiging. **Veersma** en **Jorritsma** kregen de hogere onderscheiding voor het feit dat zij tijdens de marathonactie aan boord van het zeiljacht waren en daar ongekend veel werk hebben verzet (de sleeptros brak zeven maal). De schippers van de betrokken reddingboten krijgen vanwege hun verantwoordelijke rol een extra blijk van waardering.

Tijdens de nachtelijke reddingactie, waarbij de golfhoogte pieken bereikte van ruim 10 meter, haalden de Terschellingers de vier Noren van boord. De **Graaf van Bylandt** nam het leeuwendeel van de sleepreis voor haar rekening. Door de gezamenlijke inzet werden schip en bemanning veilig aan de wal gebracht.

NAVY NEWS

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USS Monterey and Colombia Team Up for Training

USS Monterey (CG 61) and the Colombian navy joined forces for bilateral training exercises and cultural exchange May 11-12 during "Partnership of the Americas." Monterey hosted three Colombian naval officers, and four Monterey Sailors and one Coast Guardsman cross-decked to experience life in another country's navy. **Monterey** is currently operating in the Caribbean Sea as part of "Partnership of the Americas," an opportunity for the U.S. Navy to strengthen ties through operations and exercises with Caribbean and Latin American partner nations.

During the two-day bilateral training exercise, Monterey and the Colombian frigate **ARC Antioquia (FN 53)** conducted a mock boarding using both ships. Coast Guard Law Enforcement Detachment 406, embarked on Monterey, and the ship's Visit, Board, Search and Seizure (VBSS) team practiced boarding the vessel using a training scenario designed to emulate discovery of explosives during the boarding process. After the exercise's completion, Antioquia Sailors used their air assets and **Monterey's** flight deck to conduct similar training aboard Monterey. Sonar Technician (Surface) Seaman Brian Ortiz, part of Monterey's VBSS team who participated in the mock boarding, gave the experience a thumbs-up. "It was great to interact with another country's navy and experience a different culture," he said. "Not only that, but it was good training. I feel like I'm better prepared for a real-world scenario." Luis Sonclemente, weapons officer aboard the Colombian frigate **ARC Almirante Padilla (FN 51)**, said his experience aboard Monterey made a strong and positive impression. "One of biggest impressions I had was the awesome naval power and capabilities of the Monterey and the U.S. Navy as a whole," he said. "You really don't get to understand the scope of capabilities until you have been on board." He said in addition to the educational benefits, the visit reinforced the presence and value of the two countries' alliance. "Visiting **Monterey** helps us realize that the way we operate is very similar," Sonclemente said. "We have the support of a great ally and the opportunity to strengthen our relationship."

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Samsung Heavy Industries to Enter Cruise Ship Market

Samsung Heavy Industries, the third-largest shipbuilding company in Korea, is focusing on the luxury cruise ship market.

The moment that the firm decided to enter the new market was when it won a prize called the 'Ship Pax Award'. Samsung Heavy Industries won the abovementioned award on May 24 at the 'Ferry Shipping Conference 2006' for the first time as a Korean Shipbuilding Company.

The vessel which enabled the firm to win the award was the '**Maersk Dunkerque**', an excursion ship, smaller than a cruise ship. A firm that builds an excursion ship is usually considered at the early stage of building luxury cruise ships.

'Maersk Dunkerque' earned top-ranked recognition for:

- passenger satisfaction
- ship owner satisfaction
- navigation efficiency
- comfort
- interior design.

The **Maersk Dunkerque** can accommodate 850 passengers and 320 cars, including a luxury restaurant, shopping mall, and even a theater.

Jing-wan Kim, CEO of Samsung Heavy Industries, said, "Samsung recently earned a good reputation in the European excursion ship market. Moreover we have the goal to achieve first place market share, then enter the luxury cruise ship market."

Repeat AHTS orders for Labroy

Subsidiaries of Singapore's Labroy Marine Limited have signed two shipbuilding contracts worth US\$14,400,000 each, totaling US\$28.8 million (S\$45.5 million) in a repeat order for two units of 63 m AHTS vessels scheduled to be delivered in 2008.

Arrow Seismic orders newbuilding

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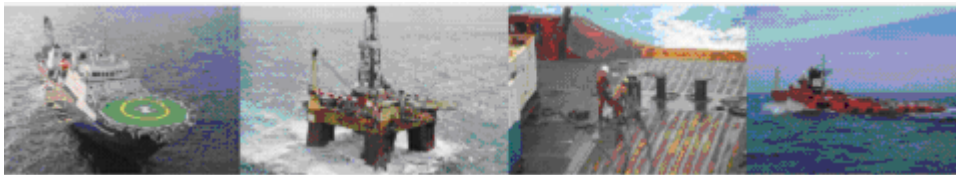
Arrow Seismic ASA, a 54 per cent owned subsidiary of GC Rieber Shipping ASA in Norway, has entered into a non binding Letter of Intent with WesternGeco for a state-of-the-art multistreamer seismic newbuilding to be delivered in February 2008.

The Letter of Intent describes an agreement between parties to enter into a firm charter for the vessel for a fixed period of three years whereupon the continuation will be regulated by a put/call option to transfer the vessel to WesternGeco.

WesternGeco has an option of first refusal at market terms for a second newbuilding to be delivered in the fourth quarter of quarter 2008. The option expires in November 2006.

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Eimskip acquires 50% share in Lithuanian shipping line

Eimskip, the shipping subsidiary of Icelandic investment company Avion Group, has acquired a 50% equity stake in Kursiu Linija, the Lithuanian short sea container shipping line providing door-to-door freight delivery services in the Baltic States, Poland, Russia, UK and Northern Europe. The purchase price, which is undisclosed, will be financed by Eimskip's equity.

Kursiu Linija has an expected turnover of approximately E60 million in fiscal 2006, compared to E46 million last year. The company will continue to be led by the current management, including managing director Arijus Ramons.

"The acquisition forms part of Eimskip's strategy to become a transport market leader, offering total services in the North Atlantic through a network linking key ports in Europe," the company said.

Kursiu Linija was established in 1995. It presently operates three separate services: between the Baltic States and Poland and UK and Benelux, between Germany and Kaliningrad, and between Germany and Lithuania and Sweden.

Commenting on the transaction, Baldur Guonason, CEO of Eimskip, said: "Eimskip's investment in Kursiu Linija is in accordance with the company's policy of building a strong and versatile transportation and logistics service in Europe and strengthening Eimskip's intra-Europe sailing network."



The **SMIT BRONCO** seen operating in the Port of Ijmuiden – Photo : Jan Plug ©

Polar Pevek delivered to Rieber Shipping



The icebreaking tug **Polar Pevek** has been delivered to GC Rieber Shipping in Norway.

Early in 2004, Rieber Shipping won an international tender from Exxon Neftegas Ltd for a 15-year charter of a purpose-built ice-breaking tug vessel to support its operations at Sakhalin.

The contract was successfully secured in close cooperation with Rieber Shipping's partner, Primorsk Shipping Corporation (Prisco).

Polar Pevek was built by Aker Langsten in Norway, and will now commence her duties for Exxon Neftegas at the DeKastri oil-terminal.

The ship is 72m x 17m and has 11,000kW and is purpose-built for tanker assistance and ice-management in one of the most weather-exposed areas of the world.

Dart Line staakt dienst Vlissingen-Dartford

Dart Line staakt op 1 juli de ro/ro-dienst tussen Vlissingen en Dartford aan de Theems. Dat heeft de nieuwe eigenaar van Dart Line, de Belgische rederij Cobelfret, besloten. Na het verdwijnen van Dart neemt Cobelfret Ferries per 1 juli onmiddellijk de verbinding over.



De **DART 3** zien vertrekkend uit Vlissingen – Foto : Piet Sinke (c)

De Belgen zullen wel maar een afvaart per dag bieden ('s avonds), tegenover nu twee per dag door Dart Line. Cobelfret zal anderzijds een groter schip inzetten met een capaciteit van honderd tot 150 trailers. De twee schepen van Dart Line laden elk een zeventigtal trailers. Cobelfret Ferries en Dart Line waren tot de overname elkaars directe concurrenten op de Noordzee. Cobelfret vaart vanuit Zeebrugge en Rotterdam naar Purfleet, dat aan de overkant van Dartford ligt

Intermarine takes two

US-based project-cargo specialist Intermarine has chartered in two international-flag Atlanska Plovidba heavy lift vessels for what it says are increased requirements in the trade.

Intermarine is taking the 7,800-dwt **Atlant Frauke** (built 1994) and **Atlant Trina** (built 1995) from the Croatian owner for a term and rate that it did not disclose.

"The ships are similar in size and capability as that of our Century class ships, which have become the mainstay of our fleets," said Brian Powney, vice president of technical services. "They will not only be a welcome addition to our liner trades, but will also allow us more flexibility to construct specialty voyages for specific projects with heavy lift components."

Intermarine is currently based in Houston but has announced plans to return to New Orleans, from which it was displaced by Hurricane Katrina. The company owns four general cargo ships under US and foreign flag and charters in more than 15 others.

Grand Alliance mijdt ECT

Vier schepen van de Grand Alliance zijn uitgeweken naar Antwerpen en Amsterdam vanwege de congestie op de Delta Terminal van ECT in Rotterdam. Het spoorvervoer van en naar de terminal is vrijwel tot stilstand gekomen.

De twee schepen die de Grand Alliance naar de Ceres-terminal in Amsterdam stuurt zijn de **'Dresden Express'** (4639 teu) en de **'California Luna'** (2916 teu). Die schepen varen in respectievelijk de PAX- en de ATX-dienst van de alliantie. De **'Hamburg Express'** (7506 teu) en de **'San Francisco Express'** (6750), beide varende in de EU4-dienst, wijken uit naar Antwerpen. De Grand Alliance sluit niet uit dat nog meer schepen ECT mijden, mochten de problemen aanhouden.

Behalve het wegvervoer en de binnenvaart heeft het spoorvervoer van en naar Rotterdam zwaar te lijden, onder de congestie bij ECT, twee weken geleden veroorzaakt door de invoering van een nieuw computersysteem. Spooroperators melden achterstanden van vier tot vijf dagen.

Ook "K" Line naar Antwerpen

Ook "K" Line heeft een schip verlegd van Rotterdam naar Antwerpen in verband met de congestie op de Delta Terminal van ECT.

Het betreft de **'Tsing Ma Bridge'** van 5.608 teu uit de AES2-dienst van de Japanse rederij, die normaal Rotterdam als eerste aanloophaven in Europa heeft.



The **QUEEN ELIZABETH 2** seen in the Norwegian port of Bergen – **Photo : Reinier Jansen ©**

Siem buys again

Norwegian investor Kristian Siem's Siem Offshore is buying three platform supply vessels (PSVs) from O H Meling & Co of Stavanger. The deal is worth NOK 500m (\$82.14m) to Meling and will see Siem acquire a controlling interest in two ships and buy a shipbuilding contract outright.

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Siem will own 100% of a MT 6000 PSV with a 70-tonne crane currently under construction at Kleven Maritime for delivery at the end of 2006.

It will also become a 51% shareholder in the ownership company of a VS 470 II PSV, built in 2004, and a VS 485 ship to be delivered from Karmsund Maritime Services in June 2007.

The remaining 49% of the shipowning company will be retained by Meling and affiliated parties.

Meling will continue to operate the jointly owned vessels, while Siem Offshore will handle charters.

Siem Offshore has another eight offshore ships on order at Kleven Verft and Aker Yards in Norway.

MOVEMENTS

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The **HAVILA FORTUNE** leaving IJmuiden – Photo : Jan Plug ©

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The **COSTA ATLANTICA** seen departing from Amsterdam – Photo : **Joop Marechal** ©



The **MULTRASALVOR** - Photo : **Peter Langkester** ©



The **SAFMARINE MBASHE** seen departing from Cape Town – Photo : Ian Shiffman ©



The **VEENDAM** in Glacier Bay – Photo : Hjalmar Fantijn – Zaandam ©

AIRCRAFT / AIRPORT NEWS

Neptune Valkenburg verplaatst naar De Kooy

Het Marinevliegkamp Valkenburg is zijn poortwachter kwijt. De **Lockheed P2V Neptune** die vanaf begin jaren tachtig beeldbepalend was voor het marinevliegkamp, werd dinsdag (23 mei) van zijn voetstuk gehaald voor de verhuizing naar De Kooy in Den Helder. Daar zal het maritieme patrouillevliegtuig opnieuw dienst gaan doen als poortwachter, meldt het ministerie van Defensie.

De Neptune heeft jarenlang operationele vluchten uitgevoerd bij de Marine Luchtvaartdienst (MLD) en daarmee een aanzienlijke staat van dienst opgebouwd. Anders dan zijn voorgangers was de P2V een geheel nieuw ontwerp en geen gemodificeerd vooroorlogs lijntoestel.

Het prototype vloog voor het eerst op 17 mei 1945. In september 1946 vestigde een gewijzigde P2V-1, de 'Truculent Turtle' (Strijdbare Zeeschildpad) een wereldafstandrecord van 18.082 km (11.236 mijl). Deze versie kwam in 1947 in dienst. De Amerikaanse marine bestelde 838 Neptunes van alle versies tot in 1962. Bovendien werden grote aantallen gebouwd voor andere afnemers, onder meer Argentinië, Australië, Nederland en Groot-Brittannië.

De MLD vloog vanaf 1953 met P2V-5/SP-2E Neptunes. Tussen 1961 en 1982 waren in totaal negentien SP-2H's in gebruik bij 321 Squadron, later omgedoopt tot het 320 en gestationeerd op vliegveld Valkenburg. In tegenstelling tot eerdere versies waren de SP-2H's niet bewapend.

'Aziatische en Europese belangstelling voor Boeing 747-8'

Tien luchtvaartmaatschappijen uit Azië en Europa hebben belangstelling voor de nieuwe Boeing 747-8. Het zou gaan om vijf of zes carriers uit Azië en drie of vier uit Europa, zo meldde sales- en marketingmanager Randy Tinseth van het 747-programma in een interview met Bloomberg. De 747-8 is een langere en zuinigere versie van de bestaande 747-400.

Er bestaat volgens Tinseth zowel belangstelling voor de passagiers- als vrachtversie van het toestel. Tot nu toe ontving Boeing achttien orders voor de 747-8 van de vrachtmaatschappijen Cargolux (tien) en Nippon Cargo Airlines (acht).

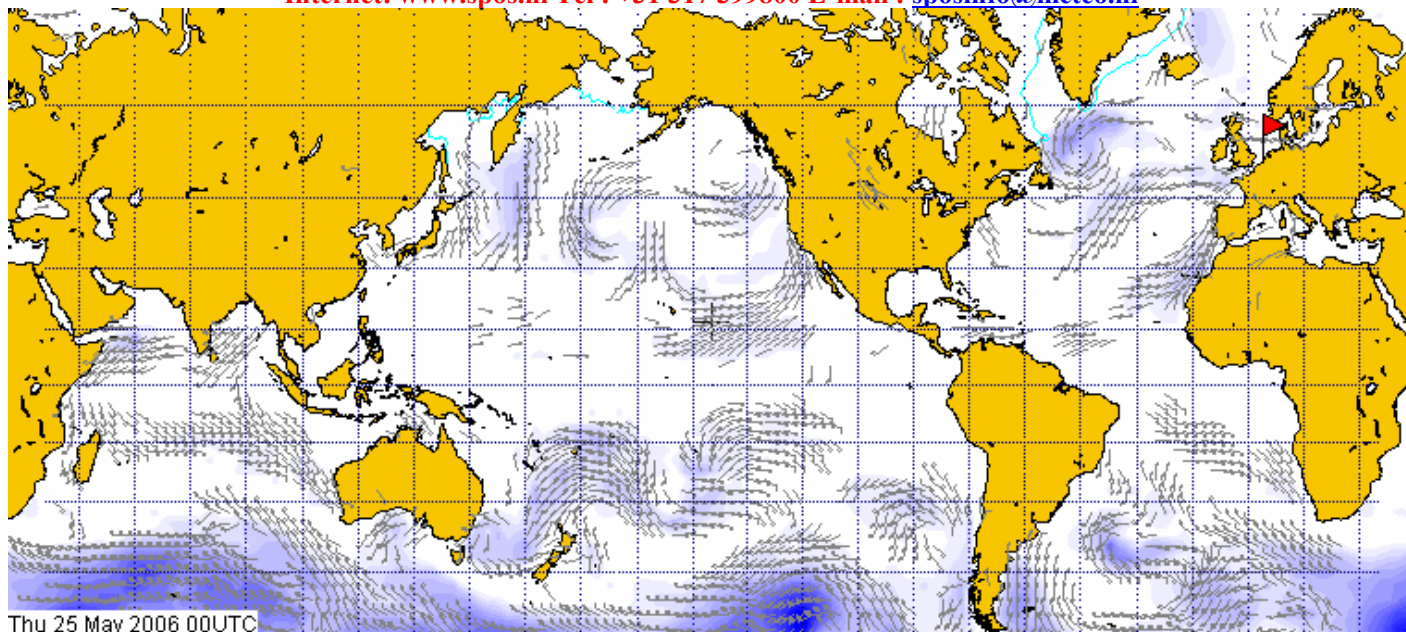
Er zijn nog geen passagiersversies besteld. Onder andere Lufthansa, Singapore Airlines en China Airlines hebben belangstelling in het toestel, dat in een drieklassenuitvoering 450 passagiers kan vervoeren.

MARINE WEATHER

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.... PHOTO OF THE DAY



Tendering to the **STATENDAM** in Alaska Icy Point
Photo : Capt Peter J van Maurik – Master STATENDAM ©

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