

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 145



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



The DEA HUNTER seen in her new VROON livery
Photo : Capt. Jelle de Vries ©

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EVENTS, INCIDENTS & OPERATIONS

IF YOU HAVE PICTURES OR OTHER SHIPPING RELATED INFORMATION FOR THE NEWS CLIPPINGS ?? PLEASE SEND THIS TO :

newsclippings@gmail.com

Statfjord A to Restart Production

The **Statfjord A** platform organization is preparing to restart production after an oil leak Saturday (May 24). Production on **Snorre A** and **Vigdis** was resumed Sunday, May 25. "After the situation was normalized Saturday the employees on **Statfjord A** have done a great job tidying and cleaning the area in the platform shaft where the leak occurred. This work must be completed before production is resumed," says Lars Petter Lundahl, head of Statfjord production.

When the oil leak occurred between a storage cell and one of the platform shafts Saturday, oily water was pumped into the sea for safety reasons. The oil discharge mainly consisted of water, with a small percentage of oil. Observations from the Norwegian Institute for Nature Research indicate that there has been no significant harm to sea birds, fish or other species. The monitoring of the discharge by airplane and vessel continues. The two persons that were exposed to gas vapor Saturday morning were transported onshore for medical evaluation and taken off the sick list Saturday evening. The oil production from **Statfjord A** normally totals about 19,000 barrels per day. StatoilHydro's interest is 44.34%

Production from Snorre A and Vigdis resumed on Sunday. The production is brought to **Gulfaks A** for treatment and export. Due to capacity restrictions in the pipeline to **Gulfaks A**, the production from **Snorre A** is slightly below normal capacity. The oil production from Snorre A normally totals about 75,000 barrels per day. StatoilHydro's interest in the field is 33.32%. The **Vigdis** field normally produces some 44,000 barrels per day. StatoilHydro's interest is 41.50%. **Source :MarineLink**



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ANOTHER SOMALI HIJACKING

IN the latest incident in Somali waters pirates have hijacked the Antigua and Barbuda-flag 2, 546 gt cargo ship **Amiya Scan** off Somalia when it was on passage from Mombasa, Kenya, to Constanza, Romania.



The ship is owned by Dutch-based Reider Shipping which has issued a statement confirming the boarding. The company says the crew comprises four Russian officers and five Filipino Seamen. The 3,480 dwt ship was carrying knocked down drilling rig as cargo.

The statement adds: "The ship was hijacked in

international waters in the Gulf of Aden. All relatives of the crew members have been informed and have been offered every support available. The shipowner has been in contact with the vessel. As far as we know there are no injuries and all crew members are treated well. The ship owner stresses that its first and foremost priority is the security of the crew members." **Source : Maritime Global Net**

Nederlands fregat in regio kan niet helpen

In de wateren rond Somalië patrouilleert een Nederlands fregat om schepen met voedselhulp voor vluchtelingen in het Afrikaanse land te beschermen tegen piraten. Het kan door de grote afstanden echter niet optreden tegen de zeerovers die zondag een vrachtschip van de Nederlandse rederij Reider Shipping hebben gekaapt.

Een woordvoerder van de Koninklijke Marine legt dinsdag uit dat het fregat, de **Hr.Ms. Evertsen**, sinds 2 april actief is in de regio op verzoek van de Verenigde Naties. Het heeft een mandaat om op te treden tegen alle piraten die het tegenkomt, maar de prioriteit ligt bij het escorteren van de voedselschepen.

STRONG RESULTS FROM GARD

NORWEGIAN-based mutual liability insurer Gard says premiums for the year ending 20 were up by 11% to US\$721m. The P&I club says it made a surplus of surplus of US\$69m and reports total assets of US\$1.93bn, with free reserves of US\$581m, an increase of 13.5%. Net ratio (CNR) was 109%, an improvement from 111% in 2006.

"2007 was another very good year for Gard," says Stephen Pan, Chairman of the Board. "Since the creation of the group four years ago there has been an unbroken trend of reporting healthy surpluses and a stronger balance sheet. This is despite the fact that over that period the market has faced challenges from increased claims, exceptional events such as hurricanes and, most recently, very volatile investment markets."

Claes Isacson, CEO, comments: "Our core purpose is to help our Members and clients in the marine industries to manage risk and its consequences. Five years ago we took a strategic decision to create a different business model, and since then we have worked hard to ensure we are getting every part of the business right – structurally, financially and operationally. A key to this is having first class people across a whole range of skill sets from oil pollution to reinsurance, all working hard and doing the right things."

He adds: "Our investment return in 2007 was 8.8%, contributing to a USD 124 million non-technical result. In a difficult year this is a real tribute to the processes we have put in place to manage our investments. Our Enterprise Risk Management (ERM) programme was assessed by Standard & Poor's last year and evaluated as "strong", putting us in the top 15% of European insurers. This deep understanding of our risk profile allows us to realise significant synergies in reinsurance purchasing and capital management."

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"Finally, we have invested considerable effort to ensure we have the right people in the right place. We have strengthened our overseas offices and all business areas to ensure we are offering the best service possible. The result is a strong growth in premium income written: every business area was ahead of target and at the last P&I renewal we saw a strong inflow of tonnage," says Mr Isacson. **Source : Maritime Global Net**



The **STENA ARCTICA** seen arriving in Rotterdam-Europoort

Photo : Rik van Marle ©



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BODIES FOUND AT AYR

THE bodies of two men, possibly stowaways, have been found in the hold of a ship at Ayr, Scotland, according to the BBC. The discovery was made yesterday afternoon when discharging was to have taken place from the Antigua and Barbuda-registered 2,999 gt general cargo ship **Pascal**.

The 2001-built ship is, according to the Equasis database, managed by German-based Wessels Reederei and the BBC says that it is believed the ship's crew are Russian and the dead men may have been on board without their knowledge, possible in Tunisia.

Police have begun inquiries had begun to establish how the men came to be in the hold and efforts were being made to identify them. The men found in the hold are not believed to be the same nationality as the crew and it is thought they could have boarded The **Pascal** when it docked in Tunisia. **Source : Maritime Global Net**

Bumpy Ride



In a bumpy end to an otherwise smooth sail, the **Norwegian Spirit** crashed into a Manhattan pier Sunday as it returned from an eight-day cruise to San Juan and the British Virgin Islands, authorities said.

The 77,000-ton ship struck Pier 88 on the Hudson River around 9:30 a.m. as the mammoth vessel was trying to back into neighboring Pier 90, fire officials said. No one was injured.



"I spent time in the Navy. I know boats," said passenger Eric Francois, 42, of Islip Terrace, L.I., who watched as the ship tore through its metal crash guard.

"We were coming in a little faster than I thought we should be, and we didn't make the turn." Officials with the city Buildings Department said the accident damaged beams supporting upper-level parking lots, but there was no danger of collapse.

"We were saying, 'He's not going to make the turn. He's not going to make the turn,'" said Edye Besner, 64, of Canada, who was on the observation deck. "It was a wonderful cruise, and now we get to talk about this forever."

Source : ShipTalk

KNRM HELPT VASTGELOPEN GARNALENKOTTER

Dinsdagnacht om 01.45 uur werd de reddingboot **Koopmansdank** van KNRM reddingstation Noordland, opgeroepen voor hulpverlening aan een vaartuig welke aan de grond zat.

Het bleek te gaan om de garnalenkotter **YE 137**, met 2 man aan boord. De kotter was bij het vissen in het Brouwershavensche Gat met laag water en een zeetje op een zandplaat gezet.

De reddingboot was snel ter plaatse en na wat zoeken bleek de kotter alleen bereikbaar te zijn vanaf de noordzijde. De redders hebben de kotter zonder veel moeite van de plaat getrokken. Na hem in dieper water te hebben getrokken, is alles gecontroleerd aan boord van de **YE 137**. Toen de motor draaide, is de verbinding losgegooid en kon men de werkzaamheden weer vervolgen.

De reddingboot was om 04.00 uur weer terug op station. Het bijzondere van de actie was, dat de schipper van de garnalenkotter de schipper was welke 3 jaar geleden als schipper op dezelfde reddingboot voer en toen is overgestapt naar de visserij. Nu werd hij zelf door de bemanning en reddingboot van dat station geholpen. **Bron : Hvzeeland**

Snoozing Skipper

Australian Police are investigating claims the crew of a fishing trawler that ran aground off the Sunshine Coast had fallen asleep when the incident occurred. brisbanetimes.com.au understands the captain and crew of the fishing trawler had fallen asleep before the vessel washed onto the beach at Buddina.

The crew was eventually winched to safety after a resident and police arrived to assist. Police would neither confirm nor deny if the crew had fallen asleep, but were investigating the incident in conjunction with Maritime Safety Queensland. Sunshine Coast police were also interviewing a man and a woman in relation to what was believed to be the theft of a yacht from Kawana Marina last night.

The stricken 10-metre yacht **The Islander** was found just a few kilometres south of the fishing trawler at Warana about 6am today. A police spokesperson said police had found the man and woman who were believed to have been on board the yacht.

The pair were known to **The Islander's** owner but he maintained he did not know they had taken the vessel, the spokesperson said. Investigations were continuing. **Source : ShipTalk**

KNRM Urk komt te hulp

De vrijwilligers van KNRM station Urk kwamen zaterdagmiddag in actie voor een omgeslagen zeiljacht op het Ketelmeer. Twee opvarenden werden gered en de boot is naar Schokkerhaven gesleept. De melding van het omgeslagen zeilbootje met aan boord twee oudere heren op het Ketelmeer kwam zaterdagmiddag rond kwart over drie binnen bij de vrijwilligers van KNRM-Station Urk. Met beide boten begaven ze zich naar de plaats des onheils tussen de Ketelbrug en het IJsseloog. **Bron : Nieuws.nl**

Norway kicked Russian patrol vessels out of Spitsbergen



Norwegian authorities at Spitsbergen on 20 May kicked the Russian fishery patrol vessel "**Mikula**" out of the Russian port of Barentsburg. The Russians say Norway with its tough reactions against the vessel violated the Paris Treaty of 1920, which regulates international relations at the far northern archipelago. Norwegian authorities on the other hand argue that the "**Mikula**", a ship operated by the Russian State Committee for Fisheries, did not have the necessary permission to enter the port of Barentsburg.

The "**Mikula**" had been 57 days in the waters around Spitsbergen to inspect Russian trawlers operating in the area, when it on May 19 entered the port of Barentsburg to fuel fresh water. Not long after mooring, a Norwegian helicopter turned up next to the vessel and told it to leave the port, fishery inspector Anatolii Leontyev told RIA Novosti.

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Soon after, the Norwegian Coastguard vessel "**Nordkapp**" turned up in the area, and repeated the Norwegian demand. Then, on 20 May a police delegation headed by Deputy Governor Elisabeth Bjørge Løvold showed up and gave an "ultimatum-like message" to the captain.

The "**Mikula**" all along refused to leave the port arguing that it was entitled to enter the port according to the Paris Treaty. The vessel still chose to leave Barentsburg on 20 May after having finished fuelling fresh water, and not to "stir tensions", RIA Novosti reports.

Fishery inspector Leontyev has reported about the incident to the responsible Russian authorities, and Norwegian newspaper Fiskeribladetfiskaren writes that the case over the last days has been the subject for significant diplomatic talks between Norway and Russia.

Deputy Governor Løvold says to NTB that the Russian vessel lacked the necessary diplomatic permission to enter the port. Head of the Norwegian Coast Guard, Steve Olsen, does not want to comment on the issue to newspaper Fiskeribladetfiskaren and refers to the Foreign Ministry. The adviser on polar affairs in the ministry, Mr. Karsten Klepsvik, on the other hand says the coast guard was not at all involved in the incident.

The Svalbard Treaty of 1920 lays down the supremacy of Norwegian law at the archipelago. At the same time, the Treaty opens up for other countries to engage in industrial activities on the islands. Russia today has a settlement in Barentsburg, and operates a coal mine in the area.

Norway in 1977 unilaterally established a fishery protection zone around the archipelago and argues that it is entitled to include the 200 mile zone in its territorial waters. Russia and a number of other countries do not however acknowledge the Norwegian claim.

Russia has long disputed Norway's supremacy in the Spitsbergen waters and this winter sent two fishery inspection vessels to the area to help protect Russian interests. **Source : Barentsobserver**

Greenpeace protests against Spanish tuna ship

Environmental group Greenpeace staged a high-seas protest against a Spanish-owned tuna fishing ship in the South Pacific on Tuesday, dropping a 25 metre (75 feet) floating banner "No Fish, No Future" into its net. Greenpeace ship **Esperanza** had been tailing the **Albatun Tres** for five days, claiming it is the biggest tuna catching vessel in the world, and on Tuesday launched a protest as the ship was fishing off the Phoenix Islands in Kiribati.

The banner was dropped into the vessel's trawling net in an attempt to stop the ship from retrieving the net and using it again, but the move failed to prevent the ship from hauling the net back in. "Early this morning we caught it fishing inside Kiribati waters and took action," Lagi Toribau, Greenpeace Australia Pacific Oceans Campaigner on board the **Esperanza**, told Reuters by telephone. Greenpeace said the **Albatun Tres** can net more than 3,000 tonnes of tuna in a single fishing trip -- almost double the entire annual catch of some Pacific island nations.

"Time and tuna are running out. Vessels of this size cannot be left to plunder and empty out the remaining tuna stocks and need to be taken off the water and scrapped immediately in order to address the overcapacity of the world's tuna fleets," Sari Tolvanen of Greenpeace International said in a statement. South Pacific nations decided last week to ban licensed tuna vessels from fishing in international waters between their islands and to require them to always carry fishing observers. The new rules will take effect from June 15, 2008.

In February, the island nation Kiribati created the world's largest protected marine reserve, a California-sized watery wilderness covering 410,500 square km (158,500 square miles), to preserve tuna spawning grounds and coral reef biodiversity. Greenpeace said the **Albatun Tres** was fishing under an EU agreement with Kiribati and called on small Pacific island nations to reject approaches from other European fishing firms for more tuna fishing licenses.

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Greenpeace said decades of over-exploitation has reduced some of tuna stocks in the Pacific to just 15 percent of what they once were and European fishing firms are now chasing tuna in the Pacific after tuna stocks fell in the Atlantic.

"The Albatun Tres has arrived to the Pacific from the Indian Ocean earlier this year. The Pacific tuna stocks are in decline and there simply isn't enough fish in the sea to fill the holds of these huge vessels," said Toribau. "Adding more vessels to those already allowed to fish guarantees that there will be no fish left for the future." Rising fuel prices will likely force Japanese fishermen to suspend some tuna fishing in the Pacific and Indian oceans, officials from Japan's main tuna fishing union said on Tuesday.

The union is considering stopping about 80 fishing boats from going to the Pacific and the India Ocean for three months or more to catch bigeye tuna and yellowfin tuna, two common and reasonably priced fish at sushi bars, union officials said. The officials said tuna fishermen in Taiwan, China and South Korea were likely to follow suit.

Greenpeace welcomed the news that Asian tuna fishing operations may be reduced but called for a permanent reduction based on environmental grounds. Greenpeace's **Esperanza** has been in the South Pacific for the last eight weeks and has staged protests against fishing fleets from Taiwan, Korea, the United States, the Philippines and Spain. Greenpeace advocates the creation of a network of marine reserves, protecting 40 percent of the world's oceans, with regulated fishing in all other areas as the long term solution to overfishing and the recovery of our overexploited oceans.

NOG ENKELE PLAATSEN VRIJ

U kunt nu nog inschrijven voor een volle dag (9-5 uur) instructies en presentaties op Zaterdag 31 Mei, over basis kennis en ervaringen in het Zwaar Transport en Hijsen

Kosten slecht € 249,-- all-in, inclusief hand-out van alle gegeven presentaties.

Ideaal voor uitvoerders, operators en mensen werkzaam in de hijs- en transport branche, maar ook voor jonge nog niet zo ervaren engineers, die graag in 1 dag een grote hoeveelheid kennis en ervaring voorgeschoteld zien en willen leren HOE ONGEVALLLEN TE VOORKOMEN.

Schrijf nu in door een mailtje te sturen naar: heavyliftspecialist@gmail.com of kijk op mijn website: www.hijscursus.nl

U krijgt dan per ommegaande het artikel over "Project Planning" toegemailed.

Richard L.Krabbendam - Heavy Lift Specialist

Diepzee olieplatform Shell op weg naar VS

De Perdido, een van de diepste olieproductiefaciliteiten ooit, is per ponton begonnen aan een reis van meer dan 13.000 kilometer van Finland naar de Verenigde Staten (VS). Mede-eigenaar Shell maakte dat dinsdag bekend.

Het drijvende laad- en productiestation, een zogenoemde spar, is bijna zo hoog als de Eiffeltoren en weegt evenveel als circa 10.000 auto's. Het gevaarte wordt geplaatst in de Golf van Mexico en gaat daar drijven in water van bijna 2,5 kilometer diep. De spar kan tot 130.000 vaten olie-equivalent per dag uit de zeebodem halen.

Aan de Perdido, het meest afgelegen productieplatform in de Golf van Mexico, worden 22 putten gekoppeld, die elk meer dan vier kilometer de modderige zeebodem ingaan. Elektrische pompen halen de olie onder druk van het diepe water naar de oppervlakte. Het platform heeft 150 personeelsleden.

Shell heeft een aandeel van 35 procent in het platform en functioneert voor partners BP (27,5 procent) en Chevron (37,5 procent) als uitvoerder. De Perdido moet eind 2010 in productie zijn.

Korean fishing vessel sinks after fire

The South Korean fishing trawler **Ocean 8**, which caught fire in Berkley Sound (Falklands) earlier in May, has finally sunk. Despite the efforts of the crew who were later forced to abandon the burning vessel, and those of the fire crews from the island, the fire spread and the vessel was eventually left to burn itself out.

By late last week authorities were announcing they intended to board the hulk once it had cooled down sufficiently to assess the damage. Then came news that the vessel had gone under.

The Falklands Conservation Officer is visiting the area where the vessel sank to inspect for environmental damage. - Falklands Island News Network **Source : ports.co.za**

Freed MV Victoria returns to Mogadishu

A Jordanian-flagged cargo ship hijacked by Somali pirates and then released last week off the lawless coast of the Horn of Africa nation, docked at the Mogadishu port on Monday (May 26).



The "**Victoria**" owned by a United Arab Emirates company, was carrying 4,200 tonnes of sugar in humanitarian aid sent from Denmark to the Somali capital Mogadishu. The ship which had a crew of around 12 people that included Pakistanis, Indians, Bangladeshis and Tanzanians was released on Friday (May 23).

"Some of them treated us well, some of them treated us very bad and some of them...they beat some of the crew, they take all money, all clothes...and all crew they keep in one room. And myself always on the bridge...We don't know at what time they are going to beat us, they kill us, we don't know. But thanks to God, we are save and we arrive in Mogadishu", explained Captain Anwar Ahmed Sadiq.

"The recent experience wouldn't stop him and his crew from continuing their jobs. "Yes, we are sailors, we must come back, no problem for us. Because we are bringing food and goods for them. And we are keeping this. We are sailors. Yes, sometimes, at that moment, we are very scared, but my crew is now, everybody is fine", he added.

After 17 years of civil conflict without effective central government, pirates have turned Somalia's waters into some of the most dangerous in the world. In an effort to combat the rising number of hijackings, France, Britain, the United States and Paraguay introduced a draft resolution at the U.N. Security Council earlier this year to authorise countries to arrest pirates in Somali waters.

Piracy as well as kidnapping are lucrative businesses in Somalia. Most captors treat their hostages well in anticipation of a large ransom. **Source : timesnow.tv**

'Ship of shame' saga continues

The Chinese government has insisted again that the Chinese arms that were being shipped to Zimbabwe have not been unloaded and are being returned to China.

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The Chinese embassy in Pretoria on Monday issued a statement quoting Chinese foreign ministry spokesperson Qin Gang as saying that recent news reports that the Chinese cargo ship An Yue Jiang had unloaded its arms cargo in Africa were "utterly groundless".

According to the embassy, a journalist asked Qin in Beijing to comment on SA media reports that "China's cargo ship An Yue Jiang had arrived in Zimbabwe (sic) and that the Zimbabwe government had confirmed receiving the goods".

Qin replied: "As we have said on many occasions, relevant military goods will be shipped back by An Yue Jiang which is now on its way home. Relevant report is utterly groundless."

He appeared to be referring to SA press reports quoting a Zimbabwe government spokesman as saying the Chinese arms had been delivered to Zimbabwe.

The movement of the ship and its cargo of arms has been shrouded in mystery and controversy for several weeks ever since it was prevented from delivering the arms in Durban by a union refusal to unload the cargo, and a court decision.

Later reports suggested that the ship had sailed round the Cape to unload the arms in Angola or the Republic of Congo. **Source : The Mercury**

Call for joint maritime patrols

Maritime patrols around Pedra Branca and Middle Rocks should be conducted jointly with Singapore as the two features were close to each other, Home Minister Datuk Seri Syed Hamid Albar said.

Details of the security arrangement will be worked out by the technical committee set up to study the implications of the International Court of Justice's decision, which ruled that Pedra Branca belonged to Singapore while Malaysia had sovereignty over Middle Rocks.

Syed Hamid said Malaysia would not adopt an aggressive posture by cordoning off the area around Middle Rocks.

"Though Singapore got Batu Puteh, Middle Rocks belongs to us and our fishermen and vessels should not be hindered from going to the area.

"The technical committee must sit down and figure out the security arrangement and navigation in the area," Syed Hamid said.

Following the decision by the court on Friday, the government said a bilateral technical committee would be formed to draw up the two countries' maritime borders around Pedra Branca and Middle Rocks.

The committee would also determine which country possessed South Ledge, an outcropping southwest of Pedra Branca and Middle Rocks that is only visible at low tide. **Source : nst.com.my**

13 illegal immigrants rescued by Italian fishing boat

In a statement on Monday, the Armed Forces of Malta said that they were informed that AFM the Italian fishing-vessel "**Pegaso**" has rescued some 13 male illegal migrants from their capsized boat, whilst in a position around 85 nautical miles South-East of Malta.

The AFM Operations' Centre at Luqa Barracks was informed of this at around 1510CET. The rescued migrants alleged that some five others had drowned when their boat capsized.

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Whilst the "**Pegaso**" was instructed to steer a course closer to Malta, having done an immediate search for the five lost migrants, an AFM Air Wing Islander aircraft was also dispatched to the area to conduct an aerial search of the incident zone.

In the meantime, one of the rescued migrants onboard the "**Pegaso**" became unconscious due to the amount of seawater he had swallowed. An Italian Air Force AB212 rescue-helicopter from the Italian Military Mission in Malta was scrambled to the scene to evacuate the casualty to the Mater Dei Hospital.

The weather at present is blowing a strong force 5 to 6 East Southeast wind, with a rough southeast swell. It is expected to affect a mid-sea rendezvous later today closer to Maltese shores between the fishing-vessel "**Pegaso**" and an AFM Maritime Squadron patrolcraft, to bring the rescued migrants safely to land. **Source : maltamedia**

Feestelijke opening TOS Barendrecht

Vrijdag 23 mei is met een BBQ een nieuwe vestiging van TOS aan de Groningseweg 9 te Barendrecht feestelijk geopend. Onze medewerkers voor Ship Delivery en Technisch Management Ronald van der Kolk en Victor Mees bemanning de vestiging. De locatie is uitermate geschikt om goederen te ontvangen en vanuit te versturen. De jaarlijkse groei van het aantal Ship Deliveries en de specifieke aanvragen voor Technisch Management maakte een andere locatie met opslagruimte, werkruimte en de mogelijkheid om scheepsonderdelen te ontvangen noodzakelijk. Ook biedt de locatie de ruimte om kleine reparaties zelf te verhelpen.

CASUALTY REPORTING

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Fire Death

A merchant navy officer was killed in a fire that broke out aboard the Indian ship, M.V. **Oel Aishwarya**, near the Sri Lankan coast, according to the directorate-general of shipping (DGS). The ship's Second Officer Babu Thomas died in the fire.

The DGS has ordered an inquiry into the incident and the loss of life, according to a statement issued here late Saturday night (24 May). The enquiry will be conducted by the principal officer of mercantile marine department and the shipping master, Chennai.

The fire broke out on the high seas around 5 a.m. Saturday morning and was extinguished after nearly seven hours. The ship was on a scheduled voyage from Colombo to Chennai. Despite the fire, the ship is in a condition to complete its voyage. It is expected to reach Chennai port around 10 p.m. Sunday. **Source : ShipTalk**

8 missing after small ship sunk in Indonesia

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Eight people on board have gone missing after a small fishing ship sunk in the waters off Brebes town of Central Java province in Indonesia since Monday, rescue team said on Tuesday.

A rescuer from the town Ade Daniraharjo said that searching for those missing was underway on Tuesday.

"Eight people went missing on Monday, we keep searching them," he told Xinhua in a telephone interview.

The rescuer said that the cause of the accident was the ages of the wooden ship, in which the woods have been decomposed. Daniraharjo said that the searching had been carried out since Monday up to eight miles from the beach.

Source : news.xinhuanet.com

NAVY NEWS

Canada awards Arctic patrol craft contract

Canada is moving right along with its plan to build between six and eight ice-capable arctic offshore patrol ships (AOPS).

Earlier this month, BMT Fleet Technology Limited, Kanata, Ontario, was awarded the Definition, Engineering, Logistics and Management Support (DELMS) contract for the project.



The ships will be gun-armed, have sophisticated surveillance and communications equipment and may carry a helicopter. AOPS will be able to operate in medium first year ice and sustain operations for up to four months.

Under the DELMS contract, BMT will assist Canada's AOPS Program Management Office by exploring many technical and program issues during the Definition Phase of the project, and supporting the PMO during the implementation phase to deliver ships from 2013 to 2019.

Much of the work during the Definition Phase (2008 - 2009) will be to develop an illustrative design of the AOPS. The illustrative design will allow the PMO to refine and validate the ship specification and Statement of Work to be used to select the contractor for Project Implementation. The DELMS contract includes a defined Core Component worth approximately \$4.5 million, and emergent tasks during the initial duration of four years could raise the total value to \$13 million. The DELMS contract may be extended for up to an additional ten years and a total of over \$18 million.

BMT has assembled a team that will see its own strengths supplemented by those of Aker Yards Marine, Inc. (AYM) of Vancouver and BAE Systems of Glasgow, Scotland has also designed and built patrol vessels, and designs and integrates combat systems for numerous ship types. Other companies within the world-wide BMT Group will provide specialist skills as required. Calian of Ottawa will provide some key resources.

Aker Yards Marine Inc. says that it will utilize its experience and expertise in the design of patrol vessels and icebreakers to support the BMT team and that it will be supported by the considerable expertise available within the Aker Yards Group in the design and construction of ice going vessels including the resources of Aker Arctic Technology Inc. (AARC) in Helsinki, Finland and Aker Yards in Langsten, Norway.

Aker Yards designed and built the Norwegian Coast Guard icebreaking offshore patrol vessel KV Svalbard which will be a valuable reference for the AOPS project. **Source : MarineLog**

NKorea patrol boat strays into South Korean waters

A North Korean patrol boat strayed into South Korean waters Tuesday, putting the South's navy on alert, officials said. The boat was in the South's waters for about 17 minutes and returned to the North's territory following radio warnings from South Korean naval ships, the Joint Chiefs of Staff (JCS) office said.

It was not clear whether the violation was intentional. A JCS spokesman said about 200 Chinese fishing boats were operating in the area at the time. "Our navy made every preparation for any unfortunate incidents," he added. North Korean boats have intermittently violated the disputed border known as the Northern Limit Line in the Yellow Sea, the scene of bloody naval clashes in 1999 and 2002.

North Korea refuses to recognise the line drawn unilaterally by United Nations forces after the 1950-53 war. The two Koreas have remained technically at war. Relations have worsened since the conservative administration of President Lee Myung-Bak took office in February. Pyongyang has cut official ties with Lee's government in protest at its firmer line linking economic aid to progress on denuclearisation.

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Survey Ship in Estonia to Find WWII-era Plane

Military Sealift Command oceanographic survey ship **USNS Pathfinder** arrived in Tallinn, Estonia, May 26, to conduct undersea mine warfare demonstrations with the Estonian military in conjunction with a search for the Finnish airplane Kaleva that crashed off the coast of Estonia in the Gulf of Finland on June 14, 1940.

Kaleva, which was carrying nine passengers – including U.S. diplomatic courier Henry W. Antheil, Jr. – mysteriously exploded 10 minutes after taking off from Tallinn's airport on the first day of the Soviet-blockade of Estonia during World War II. News of the blockade and of Kaleva's crash was overshadowed by the Nazi occupation of Paris, which also occurred on June 14. To this day the wreckage of Kaleva and the remains of its nine passengers have never been found.

Estonia's Minister of Defense Jaak Aaviksoo requested the assistance of a U.S. Navy survey ship in searching for the downed airplane in a January 2008 letter to U.S. Secretary of Defense Robert Gates. "We are excited to collaborate with the Estonian military and to search for Kaleva," said Capt. Nicholas H. Holman, the commander of CTF-63/Sealift Logistics Command Europe who oversees all U.S. Navy noncombatant ships and aircraft operating in Europe and Africa. "This is a wonderful opportunity for us to work together and build upon the already strong partnership between our two nations."

USNS Pathfinder is one of seven noncombatant oceanographic survey ships owned by Military Sealift Command and operated on behalf of the Naval Oceanographic Office, or NAVOCEANO. These survey ships are forward-deployed year-

round surveying the world's oceans using a variety of sonar systems to collect data in coastal and deep sea waters. The ships are operated by U.S. merchant mariners while a team of civilian hydrographers from NAVOCEANO are embarked to carry out the survey mission. "The survey team is thrilled to have the opportunity to search for Kaleva, and to demonstrate our Autonomous Underwater Vehicle technology," said Marty Ammond, NAVOCEANO's senior surveyor aboard **Pathfinder**.

Oceanographic survey ships have a history of being asked to find missing aircraft. In January 2007, **Pathfinder's** sister ship **USNS Mary Sears** was part of a team that successfully located a commercial jetliner that had disappeared off the coast of West Sulawesi, Indonesia.

Fires occur on Japan MSDF training ship in Caribbean

A series of small fires broke out on a training ship of the Japanese Maritime Self-Defense Force while it was sailing in the Caribbean Sea on Monday, the Japanese Defense Ministry's Maritime Staff Office said Tuesday, adding none of some 330 crew members was injured.

The fires at the 4,050-ton **Kashima** occurred four times between 4 p.m. and 6 p.m. Monday in waters 170 kilometers off Cartagena, northern Colombia, but caused no major damage to the ship, the MSO said.

Insulation material above the engine room in the vessel was burned, apparently as a result of the heat from exhaust pipes, it said, adding that there are no signs suggesting foul play so far.

An MSO official said no problem was reported from crew members who took a look at the pipes shortly before the first fire.

The ship, on a five-month global voyage since mid-April together with the MSDF 3,500-ton training ship **Asagiri** and the 3,500-ton destroyer **Umigiri**, was heading for Brazil after leaving Panama on Sunday, the MSO said, adding the incident will not affect their schedule. **Source : AOL**

Erepenningen voor moed reddende marinemensen

Vier mannen en een vrouw van de Koninklijke Marine krijgen donderdag een Erepenning voor Menslievend Hulpbetoon voor betoonde moed bij een riskante reddingsactie boven zee. Het is voor het eerst in zestig jaar dat deze koninklijke medailles weer worden uitgereikt.

Het vijftal slaagde erin met een helikopter tijdens een heftige storm twee zwaargewonde opvarenden, de kapitein en de stuurman, van een Iraans containerschip te halen. Na tegenslag keerden ze enkele keren terug om de actie te voltooien, terwijl de weersomstandigheden steeds slechter werden. Het schip was op drift geraakt in een vliegende storm op 21 december 2003 op de Noordzee. De twee werden opgetakeld omdat de helikopter niet kon landen.

Minister Eimert van Middelkoop (Defensie) zal de koninklijke onderscheidingen op marinevliegkamp Kooy bij Den Helder uitreiken. De medailles zijn op de militaire Willemsorde na de oudste dapperheidsonderscheiding. Ze worden toegekend voor acties die niet in oorlogssituaties plaatsvinden. De vijf bemanningsleden maken deel uit van het Search and Rescue Squadron 7 op de Kooy. Hun eenheid voert sinds de jaren zeventig opsporings- en reddingsvluchten uit boven de Noordzee en heeft al meer dan 1250 drenkelingen en mensen in nood het leven gered, aldus Defensie.

Controversial manoeuvres in the Mediterranean

The Greek Cypriot Defense Ministry's announcement last week that it will conduct an international military exercise, together with the sea and air forces of France and Greece, drew criticism from the Turkish Cypriot government.

The maneuvers, code-named "Argonaftis," will be conducted from June 2- 6 in the southern part of the island and in international waters, and will be coordinated by the Greek Cypriot National Guard general staff, Athens news agency reported Wednesday.

"The military exercise will damage the positive atmosphere initiated after April 21 and the opening of the Ledra crossing (Lokmacı), said Turkish Cypriot Foreign Minister Turgay Avcı in a written statement Friday. The participation of France in the exercise will compromise the country's impartiality as it assumes the EU chair," he added.

"In a period of intensified peace efforts, the fact that the Greek Cypriot government is engaged in such military activities that may harm confidence and create tensions is proof of its insincerity in terms of solving the Cyprus issue, Avcı said. **Source : turkishdailynews.com**

Italian Navy and NATO: "Bold Monarch 2008" drill

"'Bold Monarch 2008', the most important international drill for the rescue of submarines on trouble, has started in the North Sea, Norway.

Ending on next June, 6th, many International air-sea and submarine trims will join the drill as Canadian, French, Greek, British, Israeli, Italian, Norwegian, Holland, Polish, Russian, Turkish, Ukrainian and American.

The training aim to improve the actions, increase the synergy between the joining Nations and test the sophisticated equipment for the security of crews on trouble.

Italian Navy, which has an international prestigious role in this sector, joins with scuba divers Group and 'Teseo Tesei' raiders, called Spag (Submariner Parachute Assistant Group) and 2 modern small submarine, with a stiff diving-suit Ads (Atmospheric Diving Suit) boarded on Polish Navy's Lech ship.

The drill, which falling due every three years, is taking place alternatively in North-Europe and Mediterranean Sea; 2005's edition, in Mediterranean Sea, has been managed by Italian Navy". **Source : Avionews**

SHIPYARD NEWS

Kherson Ship Yard Is Building Rail Ferry For Anship



The project of the ferry was worked out by Maritime Engineering Bureau (Odessa). The vessel named "**Slavyanin**" is to work on rail ferry lines: port of Kavkaz (Russia)- port of Poti (Georgia), port of Kavkaz – port of Varna (Bulgaria).

Technical data: the length overall – 150.20 m, the length between the perpendiculars – 139.94 m, the breadth overall – 22.0 m, the molded breadth – 21.0 m, the hull height – 8.00 m, the deadweight – about 6258 tons, the draught – 4.50 m. **Source : SEaNews**

Aker Philadelphia Shipyard Starts Construction of Eighth Tanker

Vessel Is the Eighth in a Twelve Ship Build Program

A ceremonial steel cutting took place at Aker Philadelphia Shipyard with a representative of Aker American Shipping. This officially began production on the eighth tanker in a series of twelve. In the series, four have been delivered and three are currently under construction at the yard – today's steel cutting marks the fourth. The twelfth vessel is scheduled for completion by early 2011.

As part of the building methodology utilized for this series, the first plates cut on the yard's state-of-the-art plasma cutter will be assembled into the engine room of the 600 foot long vessel. All together, 45 sections, weighing up to 650 tons, are fabricated and assembled in Philadelphia to complete the 46,000 dwt tanker.

After delivery from Aker Philadelphia Shipyard, the tanker will be converted to a shuttle tanker for use in the deepwater U.S. Gulf of Mexico and will be the first Jones Act vessel to serve this new market with strong growth potential. Shuttle tankers transport crude oil from deepwater areas where there are no available pipelines. When completed, the vessel will be sold to the yard's sister ship owning company, Aker American Shipping, and in turn, leased to OSG America. **Source: Aker Philadelphia Shipyard**



The **WAPPEN von AUGSBURG** seen fitting out at the Damen yard in Galati
Photo : Huib Lieveense ©

Volgograd Shipyard delivers forth dry cargo carrier to Irinvestship Limited (Iran)

The handover notification was signed at Volgograd Shipyard on the forth dry cargo ship of Khazar type built for Irinvestship Limited of Iran. The contract for series of Khazar type dry cargo ships between Volgograd Shipyard and Irinvestship Limited was signed in August 2005. By the terms of the contract four ships should have been built in two years.

The first vessel, **Iran Anzali**, was handed to the customer in the second half of February 2007, second vessel, **Iran Nowshahr**, was in June 2007 and third **Iran Amirabad** – in September 2007.

The vessels are designed to run standard, bulk, timber and oversize cargoes and international standard containers with height 8.5 and 9 ft and hazardous cargoes in the Caspian Sea, Mediterranean, Black, White, and North Seas, including routes around Europe and to Sea of Ireland in wintertime. The vessel has four 10,956cm total capacity cargo holds. Vessel speed loaded is 10.5 knots and personnel 13/16 people. Sea and river endurance is 20 and 10 days, respectively.

The vessel length is 140 m, width 16.70 m, hull height 6m, deadweight at sea/river 7,004/4,596, tonnage in sea/river 6,325/4,100. The vessel was designed by the Maritime Design Bureau (Odessa) for class KM*LU 2 1 IA1 of the Russian Maritime Register of Shipping and satisfies all the requirements of international conventions. According to the classification approved at the Bureau the ship is referred as Volga-Don Max class vessel, a higher class of operation in the sea and a higher standard of hull durability.

Volgograd Shipyard has built over one thousand of tankers, trawler-seiners, crane ships, oil skimmers, hulls of dry-cargo ships and chemical tankers, diving depot ships, floating pumping stations. By the estimate of the British Royal Society of the naval architects dry-cargo ships project 006RSD05, built at the Yard for Palmali Company, are acknowledged the best among the vessels of this class. At present the Yard is engaged in building of a series of four dry-cargo ship project RSD19 for the Iranian company Irinvestship Limited. Recently the Yard has started construction

of tankers project 4450 for Svithoid Tankers AB (Sweden). This is the first sea-going ice-reinforced vessel, built in Russia.

MNP Group incorporates the leading Russian shipyards: Krasnoye Sormovo Shipyard (Nizhniy Novgorod), Volgograd Shipyard, as well as Sormovskoye Mashinostroeniye (Nizhniy Novgorod) and Volgograd special engineering plant.

Daewoo signs 277b won Oman yard, dock contract

Korean contractors eye record orders on Mid-East boom

Daewoo Engineering & Construction, South Korea's largest builder, signed a contract to build a ship-repair yard and a dry-dock complex in Oman for 277 billion won (\$360 million), benefiting from a Middle East construction boom.

The project will be completed by Dec 1, 2011, the Seoul-based company said in a regulatory filing yesterday. The order placed by the National Economy and Supervisor of the Ministry of Finance in Oman was first announced in January this year.

South Korean contractors are set to win record overseas orders for a third year in 2008 as oil prices and global economic growth spur demand for refineries and power plants, especially in the Middle East. South Korean companies have won US\$21.7 billion of orders this year, 76 per cent more than a year earlier, according to the International Contractors Association of Korea.

Daewoo Engineering on Jan 24 forecast that overseas orders will almost double to more than three trillion won this year. In 2007, the company received a record 10 trillion won in contracts, 19 per cent more than a year earlier. It has an order backlog worth 25.4 trillion won, representing more than four years of work.

The company has US\$1.67 billion of overseas orders as at yesterday, almost double the US\$879 million a year earlier, according to the association.

Daewoo Engineering ended Seoul trading unchanged at 17,150 won. The stock has dropped 31 per cent this year, compared with a 5.1 per cent decline in South Korea's Kospi index **Source : Bloomberg**

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Petrobras reports U.S. GoM ultra-deep discovery

Petrobras has announced the discovery of oil and gas in ultra-deep waters in the U.S. Central Gulf of Mexico.

The discovery was made via the Stones # 3 well, drilled to perform the exploratory assessment of the Stones discovery, which is operated by Shell and located in Block WR 508, in ultra-deep Walker Ridge Quadrant waters. Petrobras America Inc. holds a 25 percent stake. The remaining partners, in addition to Shell (35 percent), are Marathon and ENI, with 25 percent, and 15 percent, respectively.

The Stones # 3 well is located at a depth of 2,286 meters from the water line and reached a total depth of 8,960 meters under the sea bed, finding oil in multiple reservoirs. Future drilling and assessment activities are being planned to define this discovery's size and commercial viability.

This result confirms the potential of significant oil reserves in this type of reservoir in the Gulf of Mexico, where Petrobras operates the Cascade and Chinook fields which at the present are in the production development and facility construction phase.

Petrobras says it will be the pioneer company in production in this type of reservoir in ultra-deep waters. It will also pioneer using an FPSO (Floating Production, Storage and Offloading) type platform in the region, the production of which is slated to go online in June 2010. In this same area, Petrobras also holds 25 percent stakes in the Saint Malo field. This field is operated by Chevron and is in the assessment and extension exploratory drilling phase. Also, studies are being done to the production development project for Saint Malo. **Source : MarineLog**

Evergreen launches Far East Panama Service

Evergreen has launched a new container service linking Far East and Panama to satisfy the fast-growing shipping



markets of Mexico, Central and South America and the Caribbean region.

Evergreen altogether deploys eight 2,728 TEU ships on the Far East Panama Service (FPS) and the maiden voyage was operated by Aphrodite, which departed in Kaohsiung port on May 24, a company statement of Evergreen said.

Port rotation of the FPS is: Kaohsiung, Hong Kong, Shanghai, Ningbo, Mexico, Panama and Kaohsiung. One rotation is expected to cost 56 days.

Left : The **EVER GROWTH** seen moored in Singapore
Photo : Piet Sinke ©

FPS is specially designed

for the two emerging markets of Central and South America and the Caribbean. The upgrade of the former China-US East Coast Service (CUE) of Evergreen will help to improve the carrier's service quality as it can deliver cargo from Far East to Central and South America and Caribbean in a much shorter time, the statement said.

Source: schednet.com

Miclyn Offshore rolls out new AHTS

At the end of last month, Miclyn Offshore launched the first of a new class of AHTS, **Miclyn Opal**.

Miclyn Opal was launched on April 26th by the company's Batam shipyard and is one in a pair of 39.8m AHT classed by ABS. The vessel is currently being readied for the commencement of a charter from June 2008.

Sister vessel **Miclyn Onyx** was due to be launched in early May.

"**Miclyn Opal** is the first of our in-house newbuild vessels to be rolled out of our Batam shipyard. She is the predecessor to seven additional new offshore support vessels and work barges to be constructed, completed and delivered at our Batam shipyard over the next 12 months," said the company, which currently owns and operates over 110 offshore support vessels (including 28 under construction), crew/utility vessels and deck cargo barges in Australia, South East Asia, India and the Middle East. Source : **Offshore News Online**

Amsterdamse haven maakt meer winst

De haven in Amsterdam heeft een prima jaar achter de rug. De nettowinst in 2007 bedroeg 46,8 miljoen euro. Vorig jaar was dat nog 29,3 miljoen euro. Dat blijkt uit het maandag verschenen jaarverslag van de Haven Amsterdam. Enkele maanden geleden bleek al dat de goederenoverslag in 2007 sterk was gegroeid. Circa 65,4 miljoen ton goederen werd via de hoofdstad getransporteerd. Dat is circa 7,1 procent meer dan een jaar eerder.



The brand new **MULTRATUG 17** seen anchored off "THE ROCK" enroute to Terneuzen

Photo : Nick Vinales ©

South Korea allocates \$5.1b for port conversion

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South Korea Ministry of Maritime Affairs and Fisheries announced plans to spend \$5.1 billion by 2016 to convert old ports to other uses including resorts and golf courses, Bloomberg reported.

The ministry completed the redevelopment plan for ten ports following a study that began in May 2005, according to a senior official at the ministry who was speaking at a press conference in Seoul.

The official confirmed that the move will be the first case for the commercial utilization of old ports and idle sites, adding that the ministry hopes that the project will increase efficiency in using the sites. **Source : menafn.com**

NYK takes delivery of new LNG vessel

Japanese shipping company NYK has accepted delivery of a new LNG vessel, **Grace Cosmos**, which is equipped with training facilities for cadets.

Grace Cosmos is claimed to be the first vessel in Japan with such cadet-training facilities. Aboard the vessel, exclusive instructors, who used to be captains or chief engineers on NYK vessels, use the latest texts and materials to help the cadets develop a high level of environmental consciousness and master the know-how of vessel operations and safe navigation.

This vessel has a lecture room and other special accommodations for cadets and instructors. In time, NYK will accept delivery of five more vessels similarly equipped with training facilities for cadets.

NYK intends to raise cadets from basic training to become high-quality officers and thus sustain its fleet of about 1,200 vessels by 2013. **Source : energy-business-review.**

OPROEP

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Euroseas Takes 16th Vessel

Euroseas has taken delivery of the M/V **Maersk Noumea**, an intermediate container ship of 34,677 dwt and 2,556 TEU built in 2001 in South Korea. As previously disclosed, the vessel was acquired for \$43.5m and comes with a period

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charter attached with a major container liner company at \$16,800 per day until August 2011 with charterer's options to extend the charter for three additional years at \$18,735, \$19,240 and \$19,750 per day, respectively.

Approximately 100% of Euroseas total containership fleet days in 2008 and about 47% for 2009 are fixed under period charters. Overall, including the Company's dry bulk fleet, about 92% of the total fleet days in 2008 and about 34% in 2009 are covered under period charters, already concluded spot charters, or, otherwise protected from market fluctuations. **Source : MarineLink**







Anchor Handling Tug from East Malaysia

After delivery to Singaporean owner, Briggs Singapore Pte. Ltd., the 1700 hp tug **Forth Hunter** will be put to work in Ukraine. Powered by a pair of Cummins KTA38-M2 engines, each delivering 1350 hp at 1900 RPM (Heavy Duty Rating) to nozzled propellers, the tug underwent bollard test prior to delivery that recorded pulls up to 35-tonnes. The Scott & English Miri division supplied the engines.



Designed by Conan Wu and Associates <http://cwa.com.sg> the 37 by 11.4-meter tug was launched at the Shin Yang Shipyard in Miri, Sarawak East Malaysia. www.shinyang.com.my The boat is fitted with a 50-tonne dual-drum waterfall type winch from MacGregor Plimsol Winch also of Singapore. The winch has a 150-ton brake holding ability. www.plimsollcorp.com The boat is equipped with a bow thruster and the after deck has hydraulically operated 100 tonne strong jaws and tow pins. There is also a 20-ton tugger winch and a hydraulic capstan. Classed by NK the **Forth Hunter** has a Service Notation for Anchor Handling and Unrestricted Navigation.

Accommodation is provided for up to 12 crewmembers in the raised forecastle-designed tug. **Photo : Piet Sinke ©**

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Tug "SD Jacoba" to increase Kotug's tugfleet in Hamburg



Last weekend tug "SD Jacoba" (52 to Bollard Pull , 4,000 HP) arrived in the port of Hamburg to increase the Kotug Fleet to 5 units. The tug came from Rotterdam, where she previously was employed in the tugboat assistance for several years. On her way she made a stop at Bremerhaven to pass class renewal work and surveys before proceeding to Hamburg. This extension is part of Kotug's total fleet expansion program to comply with the increasing demands in their ports of operation. By the way, this "Lady" was named after the grandmother of Kotug's President Ard-Jan Kooren.

Photo : Peter Voss ©

Subsea 7 Acquires Pipelay Vessel

Subsea 7 acquired the **Skandi Navica** pipelay and construction vessel for \$62m. The vessel, which was built in 1999, will be renamed as the **Seven Navica** and will continue to operate as a rigid pipelay ship within the Subsea 7 worldwide vessel fleet. It has an overall length of 108 m and a beam of 22 m. Capable of operating in water depths of up to 2,000 m, she has pipelay capability for installing both rigid and flexible flowlines and umbilicals, with one deck-mounted storage and deployment reel with capacity for pipe diameters of up to 16 inches, and a total weight of 2200t. Other features include an optional piggy-back 250t reel, a lay ramp system, abandonment and recovery systems, a 60t offshore crane, and a top tension capacity of 205t.

The vessel has been under charter with Subsea 7 for eight years and has a track record of successful pipelay installation projects across the globe. **Source : MarineLink**

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The **HAPPY ROVER** seen departing from Rotterdam with loaded onboard a TLS (Tilttable Laying System), with a weight of 420mton, the TLS was loaded Thursday May 15th at Huisman-Itrec in Schiedam

Photo : BIGLIFT SHIPPING B.V. ©

.... PHOTO OF THE DAY



The **SVITZER CECILE** seen in drydock in Singapore
Photo : Capt. Jelle de Vries ©

Allereerste Rotterdam Haven Sloepenrace wordt feestelijk spektakel

Zaterdag 31 mei 2008 vindt op het water van het Boerengat de allereerste Rotterdam Haven Sloepenrace plaats. Tijdens deze sloepenrace roeien ongeveer zestien teams tegen elkaar om de snelste tijd over een afstand van 400

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meter. Ieder team bestaat uit zes roeiers en een stuurman. Vanaf ongeveer 14.00 uur starten steeds twee sloepen die het in verschillende poules tegen elkaar opnemen. De teams strijden om een aantal prachtige prijzen, maar bovenal voor de roem van winnaar van de allereerste Rotterdam Haven Sloepenrace. Verschillende grote en kleinere Rotterdamse bedrijven en verenigingen laten al een sloep varen, waaronder De Rotterdamsche Waterklerken Vereeniging, Port infolink, IOB, FMJ-Group, Smit International, Anchor Insurance Rotterdam, Aon, Kneppelhout Korthals, DFDS Containerlines, Dockwise Shipping, de Zakenpartner, KPN, Intertek.

De sloepenrace is te volgen vanaf een evenemententerrein waar diverse versnaperingen te verkrijgen zijn. Aan het einde van de dag wordt een cheque met de opbrengst van de sloepenrace overhandigd aan de heer J. Dorrestein, directeur van het Havenziekenhuis. Wie de presentatie van het evenement verzorgt is nog een verrassing. Natuurlijk is er livemuziek van shantykoren, waaronder De Sleeptrossen en Barend Fox. Verder zal een nieuwe Nederlandse meiden act optreden BLISS (Voorheen K-otic).

Ook is op het evenemententerrein een VIP-dorp ingericht waar sponsors en hun gasten, onder het genot van hapjes en drankjes verzorgd door Heineken, Schmidt Zeevis en Contessa, kunnen genieten van een eerste klas uitzicht op de wedstrijden. Het welbekende restaurant Kaat Mossel heeft voor het evenement een speciaal sloepenmenu samengesteld, bestaande uit vier gangen en één fles wijn per twee personen voor de prijs van € 45 (vooraf reserveren). Kaat Mossel stelt hiervan € 15 beschikbaar aan het Havenziekenhuis.

Opbrengst voor aangenamer Havenziekenhuis

De opbrengst van de eerste Rotterdam Haven Sloepenrace wordt besteed aan het opknappen van het Patiënten Informatie Centrum van het Havenziekenhuis. Dit is een plaats waar patiënten en bezoekers terecht kunnen voor aanvullende informatie over hun ziekte, onderzoek en behandeling, contact met lotgenoten, adressen van patiëntenorganisaties, voorlichtingsmateriaal, het indienen van klachten, informatie over voorlichtingsbijeenkomsten en natuurlijk een luisterend oor. De herinrichting van het Patiënten Informatie Centrum van het Havenziekenhuis valt helaas buiten de huidige verbouwingsbegroting. Dankzij de opbrengst van de sloepenrace wordt het informatiecentrum straks weer een fijne en toegankelijke plaats voor patiënten, bezoekers en omwonenden.

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Om van het Patiënten Informatie Centrum van het Havenziekenhuis een prettige plaats voor patiënten te maken, is een flinke som geld nodig. De leden van de Junior Kamer Rotterdam Haven dragen bij door al hun energie en vrije tijd te steken in de organisatie van het evenement. Maar wij kunnen niet zonder U.

Wij zoeken sponsors die de Rotterdamse haven en het Havenziekenhuis in het bijzonder een warm hart toedragen. Bedrijven die net als Smit Internationale, Heineken, Argos Oil, IOB, EMO, RCT, Kroonint, BAM, Voormolen Dakbedekkingen, Kneppelhout & Korthals, Anchor Insurance Rotterdam, Doornbos verhuur, Smaragd, Hofstede, BG Freight Line, Aon, DFDS, Boskalis, Dockwise, DP World, Port infolink, de Zakenpartner, Intertek, K-Line, Dura Vermeer, Kotug, Aannemersbedrijf B+B, Verenigde Tankrederij een sponsorpakket afnemen.

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Pakket 2: Business EUR 1.500

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 - 4 entreebewijzen voor de businesslounge
- Na het evenement komt er een vermelding van het bedrijfslogo op de website: www.mainportevents.nl

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Het inschrijfgeld voor een sloep bedraagt EUR 350. Daarbij inbegrepen zijn een aantal consumptiebonnen (te besteden op het openbare gedeelte van het evenemententerrein) en een goody bag.

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