



# ERRIA NEWS



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# ERRIA continues its growth

by Henrik N. Andersen, Managing Director, Erria A/S

The profit for the first half-year was 10.9 million DKK. The best half-year result in the Company's history.

Marking ERRIA's continued growth in the chemical shipping segment, the company recently signed a contract with Rushan City Shipbuilding in China to build three IMO-II Chemical tankers each of 6,500 DWT. The tankers are designed by ERRIA's Consulting Department in co-operation with China's Shanghai Jingrong Merchant Ship Design.

Furthermore, ERRIA has orders for two 4,750 DWT IMO-II Chemical tankers in Turkey, which will be delivered in November 2007 and April 2008 respectively.

In order to modernize the fleet, ERRIA has sold its oldest tanker, the M/T Tina Jakobsen, to Romania and thus reduced the average age of our chemical tanker fleet to 4.7 years only.

As per 1 October 2007, ERRIA will acquire IBEX Maritime Ltd (Gibraltar, Istanbul and Manila). IBEX Maritime Ltd was established in 2000 by the Dane Kenneth J. Madsen. The company has grown rapidly, and is today commercial manager of 16 chemical new age tonnages, and continues to grow and foster its core businesses - tanker agencies and logistics within the 3,000 to 20,000 DWT segment - at an accelerating pace. Kenneth J. Madsen will at the same time join the Corporate Management Team of Erria A/S as responsible for all chartering activities.

Lastly, ERRIA Asia Ltd (100% owned) is established in Vietnam headed by the former manager of Sea Saigon Shipping Ltd, Klaus Vikkelsø, whom we welcome back. This company shall work in South East Asia with activities within crewing, brokering and new building, and will support our existing Vietnam-based activities in Saigon Shipping J/S Company.



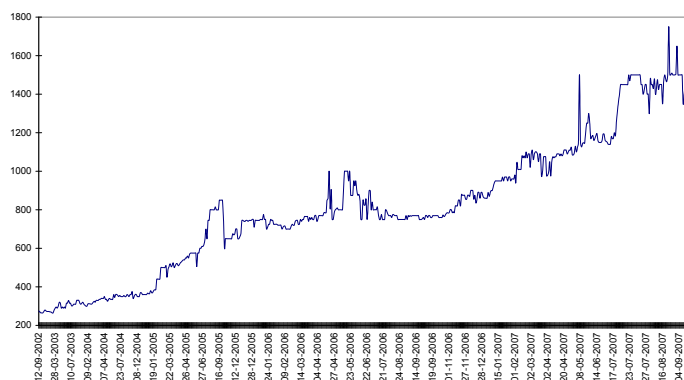
Henrik N. Andersen

## New ERRIA projects for sale

Erria A/S will offer part ownership in a number of newbuildings in the coming period to interested external investors. The initiative is part of the strategy to modernise the fleet and increase the internationalisation of the company. M/T ERRIA JULIE will be sold in Q3 2007, while 60% of the sister ship M/T ERRIA TBN will be offered in Q1 2008. Furthermore, ultimo 2007 Erria A/S is considering selling parts in 3 newbuildings contracted at the Rushan Shipyard in China, prior to delivery.

Interested investors are welcome to contact Henrik Funk, Finance Director (hbf@erria.dk) for more information or a package describing the investment opportunities as they become ready for sale.

### Share price development 2002-2007



# A new project vessel to be build at Rushan Shipyard

by Torben Ravn, Director Consulting, Erria A/S

Over winter and spring 2007 the consulting department of ERRIA has been focused on the development of an in-house oil/chemical newbuilding project, and as a result of detailed market investigations we have decided to base it on a modern oil/chemical tanker IMO type 2 of 6,500 DWT where the basis is modern technical know-how as well as detailed operating experience.

Right now we have before us an important design phase including model testing in a test tank in order to determine the optimum design of the hull. After this, the actual start of the building project in Rushan, China, is expected to be in August 2008, with delivery of vessel No. 1 in December 2009 and the next vessel 5 month later.



3D drawing of M/T ERRIA CHINA by Ricky Holm Larsen

During spring 2007 we have negotiated with several shipyards in China as well as in Vietnam, and after thorough evaluation of price, quality, and the capacity to manage the task we have chosen the RUSHAN Shipyard Co Ltd, Rushan, Shandong Province in the North East China.

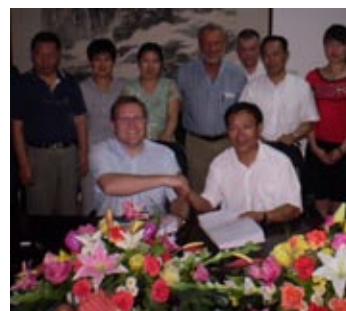
On 8 July 2007, managing director Henrik N. Andersen and director consulting Torben Ravn in Rushan signed the final contract for 3 newbuildings and well as for options on +3+3 vessels. The project is a future proof vessel with below interesting details:

1. Deadweight – 6,500 DWT
2. Cargo Capacity – 8,000 cbm.
3. Double hull – in cargo as well as engine room section
4. CLEAN SEA Notation for maximum environmental protection of the seas
5. Emergency Propulsion/Power take Home
6. Nitrogen Inerting System for the cargo tanks
7. Marine Line cargo tank coating
8. All cargo systems in stainless steel (AISI 316L)
9. Stern Line fitted
10. Full 2 x ECDIS

## Details of the General Arrangement:

1. Length o.a. 116.00 m
2. Breadth 17.60 m
3. Class ABS,DNV or GL
4. Notations Ice Class 1C, Clean Sea, IWS, AUT-UMS, VEC
5. Cargo Pumps 12 x 350 cbm/h
6. Gas Freeing Fixed dehumidifying system - 10,000 cbm/h
7. Main Engine 4,000 kW about
8. Speed 13.5 knots - 90 MCR + 10% Sea Margin

ERRIA and RUSHAN shipyard are about to finalize various contract documents like bank guarantees etc. in order for the actual detailed project work may be started in the very near future.



Henrik N. Andersen, Torben Ravn and Mr. Gao Mingyong at the signing ceremony

# Launch of M/V ERRIA VIETNAM

by *Torben Ravn, Director Consulting, Erria A/S*

Friday 27 April 2007 was a remarkable day not only for Erria A/S, but also for the VINASHIN Group and especially the shipbuilding in the southern part of Vietnam.

At 11:45 a.m. newbuilding No. 010 from Saigon Shipbuilding Industry Company Ltd. (SSIC) was launched by going down the slipway into the Song Sai Gon river, and was at the same time named M/V ERRIA VIETNAM by Ms Ngoc Khanh, the well known actress and former miss Vietnam.

The launching and naming of M/V ERRIA VIETNAM was the present milestone in the long lasting relationship between ERRIA (originally started up in Vietnam 5 years ago with the forming of the shipping & management company Sea Saigon Shipping Ltd. in HCMC) and The Peoples Republic of Vietnam. Hence, it was natural for ERRIA to name their first newbuilding from a Vietnamese shipyard ERRIA VIETNAM, indicating the new company name as well as the name of The Peoples Republic of Vietnam.



*Ms Ngoc Khanh, the well known actress and former miss Vietnam with the Danish ambassador Mr. Peter Lysholt Hansen*

Originally, ERRIA signed a contract with Saigon Shipbuilding Industry Company Ltd. for the design and building of a 2,900 DWT shallow draft dry cargo/container vessel in November 2005, and delivery of the fully equipped vessel was expected to take place during the month of August 2007, with detailed dock and sea trials commenced and approved before the actual date of delivery.

M/V ERRIA VIETNAM is designed and built to handle different types of general cargo, containers and different types of dangerous cargo, for which the cargo hold is specially fitted.

The actual construction at the upgraded SSIC facilities in Tan Thuan Dong ward, District 7, Ho Chi Minh City, was started up in the spring of 2006 after a very detailed planning and design period, taking place both in Vietnam and in Denmark. For best

possible supervision of the building process, ERRIA has set up a local site office at the shipyard, where the Owner's technical site supervision, as well as the local purchasing of different goods for the newbuilding, is handled.

The newbuilding project is not an "ordinary" shipbuilding project, but a joint co-operation between Erria A/S and Saigon Shipbuilding Company Ltd., where Erria A/S takes care of the purchasing and delivery of all equipment (mainly from first class European manufacturers), and the shipyard makes the steel structure and fitting of Buyer's supplied equipment including all necessary outfitting. This process with a split up of the actual responsibility between the Builder (SSIC) and the Buyer (ERRIA) is not the optimal process, but will hopefully make the shipyard more capable at a future stage to handle "turn key" projects, with the entire responsibility until delivery of individual vessels placed on the shoulders of the shipyard.

Now everybody is looking forward to the next couple of months and to the preparation of the little baby named on 27 April 2007 in order to present her as a beautiful "ship shaped" lady.

For the people in ERRIA handling the newbuilding project, and especially for the person in charge - Director Consulting Torben Ravn - it has been a very interesting and challenging project. Hopefully the project will support not only Saigon Shipbuilding Industry Company Ltd. but the entire VINASHIN Group in their efforts to raise the Vietnamese shipbuilding to world class, a class in which ERRIA would like to participate with further and future newbuildings from Vietnamese shipyards.



*The launching of M/V ERRIA VIETNAM*

# Introducing M/T ERRIA JULIE and M/T ERRIA TBN

by Kenneth J. Madsen, Commercial Director, Erria A/S

As the partnership between Ibex Maritime and Erria A/S matures, a new chemical tanker fleet emerges from the shipyards in Tuzla Bay.

It is no coincidence that Ibex Maritime Ltd. is strategically located about 35 kilometres away from Tuzla Bay where the newbuildings are taking place. The number of ships on order at Turkish yards has skyrocketed in the past couple of months and the country is ambitious in securing itself a place in the top four of shipbuilding nations in the world. Statistical data for 2004 and 2005 show that 40-50% of the new buildings were chemical tankers, and the Turkish ship building industry is highly focused on product and chemical tankers.

In 2005, Turkish Shipyards had a total of 1.1M DWT in their order books. The number has increased to 1.48M DWT in 2006 and by June 2007, there were 528 ships in order accounting up to \$7 billion USD.

To magnify the significance of tankers, it is interesting to note that the total existing fleet (1.6 M DWT) of double hull small tankers owned by European interests is about 4 times the current Turkish orderbook.

The growing experience of the Turkish shipbuilding industry with chemical tankers and the successes of the two ladies M/T ERRIA ANNE and M/T ERRIA DORTHE has encouraged ERRIA to further buildings.



Launching M/T ERRIA JULIE in June 2007

Below, we are delighted to introduce two new ladies to you, namely:

## M/T ERRIA JULIE

M/T ERRIA JULIE was launched in June 2007. She is a sister vessel to M/T ERRIA ANNE and M/T ERRIA DORTHE – both launched earlier this year - and is currently under construction on water. Her main engine was recently fitted and her generators have just been tested. Mr. Mahmut Gokmen from Filiz Denizcilik is the manager in charge of the construction of the vessel, and Mr. Mahmut expects to deliver M/T ERRIA JULIE in October/November 2007.

Equipped with state of the art technology, M/T ERRIA JULIE is getting ready for her sea trials and to joining the rest of the fleet.



Manager Mr. Gokmen with Hull No. 33 under construction

## Hull No 33

Another lady being constructed at the same time is Hull No 33. Also constructed under Mr. Gokmen's management, Hull No. 33 is expected to be launched in September/October 2007 and to be delivered by March 2008.

The main distinction between M/T ERRIA JULIE and Hull No 33, explains Mr. Gokmen, will be the cargo heating system. M/T ERRIA JULIE uses thermal oil whereas Hull No: 33 is planned to make use of steam for the purpose. Apart from this, the two newbuildings will be highly similar.

M/T ERRIA ANNE is classified by Bureau Veritas while M/T ERRIA JULIE is classified by Germanischer Lloyd.

With the growth in the chemical transportation market, we are thrilled to welcome these two ladies and their respectable crews on board. We wish both the ladies and their respectable crews 7 feet under keel and fair wind all the time.

# ERRIA DORTHE - A modern and versatile chemical tanker

by Anders Riis, freelance journalist, "Søfart" magazine

ERRIA DORTHE is a modern and versatile chemical tanker which due to its relatively modest size is able to call at most harbours.

She is number two in a series of chemical tankers built at the Celiktrans shipyard in Turkey for Erria A/S.

Number three will follow in December and has already been named ERRIA JULIE. Number four is expected ready for delivery in April 2008.

## Financing

The vessels are financed in co-operation, i.e. external shareholders invest 60 per cent of the project sum whereas the owners, Erria Tankers Ltd., hold 40 per cent. And for ERRIA DORTHE, which was delivered in July 2007, as well as for her sister vessel ERRIA ANNE from January 2007, investors were easily found for the 60 shares each of EUR 134,000, which equals exactly one million Danish Kroner.

For the 100 million Danish Kroner the owners and the shareholders have acquired a 4,672 DWT oil/chemical tanker which is highly versatile as well as extremely well prepared for the future. It observes the MARPOL requirements and the Cleanship notation.



Godmother, Dorthe Andersen, visiting the control room

## A wide variety of cargo

The vessel is specified for IMO type II chemicals, animal and vegetable oils as well as fish oil, i.e. a very wide variety of different cargoes, ranging from the "opening cargo" – slack wax – to all sorts of more fluid goods.

The capacity is stated at approx. 5,192 cbm when all 14 tanks are used.

The main part is held in the 12 cargo tanks under deck, holding 5,080 cbm, but the remaining 112 cbm give the two cylindrical deck tanks that are meant to serve as slop tanks, however fully applicable as cargo tanks. All tanks are MarineLine coated.

All tanks are fitted to heat cargo with a high hardening point via heating elements supplied with thermoil from the two kettles placed astern. The construction of the vessel permits asymme-

tric and alternative distribution of cargo with no restrictions for cargo of a specific gravity of up to 1.54 t/cbm.

Unloading may take place from up to five tanks at a time with a full capacity of 1,100 cbm per hour. Further to the loading and unloading manifolds mid-ship it is also possible to load and unload astern.

The vessel is constructed with a double hull where the space in between is used exclusively for water ballast.



ERRIA DORTHE at sea

## Engine

Propulsion is executed by a four-stroke eight-cylinder MaK 8M25 diesel engine supplying 2,642 kW at 750 rpm, sufficient for the four bladed CPP propeller to ensure a service speed of 13 knots.

The shaft generator delivers 1,060 kW when working as a power plant, but may also be used as a propulsion engine, which in case of main engine set out may supply a little more than manoeuvring speed, not less than seven knots. This, of course, requires current from the three 424 kW Volvo Penta auxiliary machines, which under normal circumstances assist in case of current in harbour and during manoeuvring. In this case, a 280 kW bow thruster assists when in harbour.

## Manning/interior

Chemical tanker ERRIA DORTHE is manned with 13 people of whom six are officers. All 13 each have their own cabin with private bath and toilet. The mass/day room is designed with an officers' mass/day room to the starboard side and a crew's mass/day room to the port side. The vessel operates under Maltese flag and is manned with Polish staff.

As for tankers it is hardly new information that there is a smoking policy on board, which fulfils the administrations' and the oil majors' requirements.

Loading and unloading is surveyed from a control room situated between the crew's mass and the officers' mass.

## ERRIA Team-building day

*by Marianne Iversen, Management secretary, Erria A/S*

Below pictures show how the “red-tape” office-staff from Copenhagen and Marstal spent a day in the Funen archipelago on board the schooner “Fylla”.

Fylla is a three mast schooner, built in Nyborg in 1922 at the M.R.V. Drejer’s Shipyard. Although she is a very busy lady with a fully booked calendar she took the time to welcome Erria on board for a boat trip.

Fortunately, the weather seemed to have decided to behave perfectly - so none of the landlubbers got seasick, which meant that food and beverages were well digested.

The owners had invited the board and the Danish ambassador in Vietnam to join us – mainly to ensure that there would be someone to assist the Fylla crew setting sails – as you can see!

During the day the level of conversation was lively and I am sure that occasionally I heard a word or two concerning technical matters – which makes it acceptable to name this day an “Erria team-building day”.

Thank you to Fylla and her crew – it was a really pleasant experience – and we will be happy to return!



*Ambassador Per Lysholt Hansen and Deputy Chairmann Jan Erlund at work*



*Julie Nielsen and Jørn O. Lauridsen enjoying teambuilding*

## When dry-dock facilities are unavailable and time is short

*by Stig Holm/Knud Pedersen, Erria A/S*

From the crane ship Sea Power the chief engineer reported problems with Port side propulsion plant. A specialist was called in and according to this specialist it was necessary to draw the propeller shaft to solve the problem.

As no dry dock facilities were available in the area for the next 2

weeks it was necessary to find another solution, and as shown on the pictures the work was done by lifting the vessel out of the water by its own “legs” and the work was completed in 3 days in the port of Esbjerg.

This alternative operation saved the Owner for loss of hire.



*Solving the problem in an alternative way*



*Problems? Not at all!*

# Crew list as per September 2007

RANK	SEA LION	DELMAS ANGOLA	FILIPPA	MSC CAMARGUE	MSC AURES
<b>Master</b>	Oleksandr V Matsebruk	Vadym Viktorovych Gorniyev	Oleksandr Y. Solovyov	Vladyslav Latyshev	Igor Shevchenko
<b>Chief Officer</b>	Oleg V. Shcherbina	Anatoliy V. Nechayev	Fedir Nachbudynov	Oleksiy A. Pastushenko	Oleksandr Ovcharenko
<b>1<sup>st</sup> Officer</b>	Oleg Valentinovich Anisimov	Oleksandr S. Levytsky	Grygoriy Gutsal	Oleksiy G. Bulavin	Sergiy Mykhaylovych Yazykov
<b>2<sup>nd</sup> Officer</b>		Artem V. Snigur	Pavlo Sergiyovych Lozovyk		
<b>3<sup>rd</sup> Officer</b>					
<b>Chief Engineer</b>	Viktor M. Borysov	Oleksiy Kyrylovych Zbruyev	Fedir Shmalko	Oleksandr P. Yurchenko	Yevgeniy Mykolayovych Tyvetsky
<b>1<sup>st</sup> Engineer</b>	Viktor O. Tyabin	Vitaliy Ivanovych Ivanytsky	Oleksandr I. Kuzmin	Yuriy O. Dmytrenko	Oleksandr Moxsin
<b>2<sup>nd</sup> Engineer</b>		Valeriy Ivanovych Buslayev	Oleg Tsybulko		Rinat Ravisovych Samatov
<b>3<sup>rd</sup> Engineer</b>					
<b>4<sup>th</sup> Engineer</b>					
<b>Elec. Engineer</b>		Yuriy Viktorovych Tsapovych	Oleksnadr O. Synyebok		Borys Petrovych Borodin
<b>Bosun / Fitter</b>		Oleksandr Barabanschykov Mykola Chumak	Mykhaylo M Dobrovolsky Oleksandr I. Fedosov	Sergiy Y. Lysytskyy	Sergiy Mykolayovych Kyrylyuk
<b>Able seaman</b>	Thanh Nhat Nguyen Tu Hong Le Nguyen Cong Danh	Sergiy Yurchenko Andriy Malakhov Igor Kinashchak	Sergiy Mykolayovych Fedkiv Oleksiy Anisimov	Oleksandr V. Khokhlov Vasyl I. Yatchenko Andriy M. Nesterenko	Sergiy Kotenkov Oleksandr Vasylyovych Burdeyny Anatoliy Kondratyuk
<b>Ordinary seaman</b>	Thai Ngan Nguyen	Volodymyr S. Khomyuk	Andriy V. Polubok Yevgen O. Studzynsky	Kostyantyn Sokolov	Stanislav Pavlovych Kreytor
<b>Motorman</b>	Le Hoang Bao Quoc	Volodymyr A. Shamak Leonid Kravchuk	Petro M. Klepikov Oleg Alexandrovych Gapon	Andriy Demchuk	Yevgen Viktorovych Sypovych
<b>Cook</b>	Tran Van Hung	Oleksandr Aleksandrov	Ivan Aleksandrovich Galenin	Volodymyr M. Taipov	Sergiy Dmytrovych Reshetnykov
<b>Catering</b>		Sergiy V. Marchenko	Dmytro Olegovych Osinny		

RANK	SEA ENERGY	SEA POWER	ERRIA DORTHE	ERRIA MARIA	ERRIA ANNE
<b>Master</b>	Joan Petur Nielsen	Niels Leth Nielsen	Arkadiusz J. Antoniewicz (Cezary Niczyperowicz)	Niels Jacob Michelsen (Frank Schmidt)	Piotr Wojciech Osowicki (Janusz Piatkowski)
<b>Chief Officer</b>	Henning Andersen Otzen	Bjarne Kaae Kromann	Adam Hajdukiewicz (Szczepan Pachula)	Sergejs Sidlovskis	Slawomir Kurek
<b>1<sup>st</sup> Officer</b>	Morten Zinck Mikkelsen	Henrik Hentze	Longin Wisniewski	Allan Senen Montoya	Radoslaw Komorowski
<b>2<sup>nd</sup> Officer</b>			Artur Dzienkowski	Mhardo M. Palaganas	Gracjan Gladysz
<b>Chief Engineer</b>	Gorm Gaden	Steffen Nilsson	Jaroslaw Szymanowicz	Kim Bue Drost (John D. Steffensen)	Janusz Dzikiewicz (Henryk Dembczynski)
<b>1<sup>st</sup> Engineer</b>	Jens Freddy Vestergaard	Martin Mølgaard Frandsen			
<b>2<sup>nd</sup> Engineer</b>			M. Stanczyk (J. M. Lisowski)	V. Abramsson/R.M.Quimque	Zbigniew Rydzewski
<b>4<sup>th</sup> Engineer</b>					
<b>Elec. Engineer</b>					
<b>Crane operator</b>	Kurt Bramslev Sørensen Bart Smits	Jørn Heldorf Knudsen Steen Jensen			
<b>Bosun / Fitter</b>			Tadeusz Kozlowski	Philip Orbita Cueva	Zbigniew Szafarz
<b>Able seaman</b>	Jan Ole Ravn Michael Jensen Frank Jan Nielsen	Robert T. Christiansen	Ryszard Konarski Henryk Chomiak	Eric M Paulino Jun F Escamilla Enrique P. Gutierrez	Zbigniew Kunert Ryszard Owczarek Karol Kowalewski
<b>Ordinary seaman</b>		Martin Futtrup Cecilia Mee Jung Dahlström	Marek Popiolek Sebastian Wrobel	Eduardo S Basquina Fausto Delloro Nedera Jr.	Radoslaw Bialas
<b>Motorman</b>	Dennis O. Christiansen	Ole Rye Christensen	Stanislav Prokopowicz	Nestor Melarpez Laborte	Radoslaw Siundziejew
<b>Cook</b>	Morten Kremmer Bang	Dan Kramer Müller	Marek Kozbiak	Alex Buenavides Diez	Krzysztof Kobylnik
<b>Catering</b>	Maiken Lykke Sørensen	Monica M. Vestergaard			

RANK	ATLANTIS ALVARADO	ATLANTIS ANTALYA	YM VENUS	YM EARTH
<b>Master</b>	Igor Chodorovskij	Tomasz Witold Klaput	Benjamin Masiddo Cortina	Igor Koshetov
<b>Chief Officer</b>	Leonids Fedosejevs	Klaudia Maria Skotnica	Norberto Yap Anub Jr.	Aleksejs Buls
<b>1<sup>st</sup> Officer</b>	Igors Tregubovs	Dmitriy Pavlyukov	Reynaldo Pinlac Mangalus	Pawel Kowalski
<b>2<sup>nd</sup> Officer</b>	Romans Vanags		Reguel Gutierrez Mutia	Kamil Maslak
<b>Chief Engineer</b>	Algimantas Narmontas	M. Jaworski / D.G. Denis	Gaspar Denopol Pasaforte	Olegas Raisuotis
<b>1<sup>st</sup> Engineer</b>				
<b>2<sup>nd</sup> Engineer</b>	Sergejs Malisevs	Witold Sulima	Richard Abing Pangatungan	Ryszard Moryson
<b>3<sup>rd</sup> Engineer</b>			Rodrigo Cuizon De La	
<b>Able seaman</b>	Genadijus Anuscenko Vladimirs Savcenko Vladimirs Ozerskis	Marek Kazimiweż Kozlowski Kazimierz M Kwiatkowski Boguslaw Slawinski	Germa Rivera Penano Charlie Gonzales Gatchalian Rommel Osela Oraa	A. Peron / M. Cwojdzinski M. Cieplinski / W. Wisniewski
<b>Ordinary seaman</b>	Elvijs Jakovlevs			Jaroslaw Tukaj
<b>Motorman</b>	Sergejs Nefedovs	Valerijs Maksimovs	Erwin Barro Umpad Juanito Lumongtad Bolo-	Franciszek Cycak Tomasz Ziolkowski
<b>Cook</b>	Aleksandr Lozkin	Waldemar Przytula	Martin Edulan Ragas	Bogdan Majkowski

OLGA	LIMPOPO	SEA MASTER ONE	HERMOD	CALORIUS	JOULIUS
Vadym V. Gavrylov	Oleh O. Novykov	Anatoliy Grib	Lars Tortsen Østergaard (Per B. Frisk Jørgensen)	Hans Jørgen Birkmann (Fritz Carstens)	Andy Rasmussen (Niels J. B. Hemmingsen)
Ihor Grigoriy Oliynyk	Sergiy Eduardovich Khoryev	Oleksandr Khaduskin	Dmitrij Lucickij	Klaus Bo Madsen (Jens Ole B. Aagesen)	Jørgen Aa. Christensen (Jens-Peter H. Aagesen)
Yegor Golovachov	Sergiy Sergiyovych Trygorly				
Artur Vadim Andrusishyn		Rodulfo Roda			
		Benjie Anggo			
Mikhail Brudanin	Igor O. Yakushev	Anatoliy Fedorov	Lennart Nees Jensen	Erik Seeberg Ravnskjær (Henning J. Petersen)	Leif M. Nørholm Nielsen (Gunner E. Rasmussen)
Sergiy M. Molodtsov	Oleg Vasyliyovich Pikanovsky			Jan Lind Akselsen (Ib Jacobsen)	Michael Köllner (Bo Hjertmann Frederiksen)
Sergiy M. Velychko		Oleksandr Pidpalyi			
Oleksandr S Soroka	Anatoliy O. Menshykov	Roberto C Umali			
		Ramon M Fuentespina Jr.			
Oleksandr V. Putrya Serhii Dekhtiarenko	Valeriy O. Rybka	Antonio Casten Jr.			
Viktor M. Dovgan Mykola Dmytrovych Suslov	Vasyl Ivanovych Lemyaskin	Nguyen Quoc Han Eduardo M Dela Torre Huynh Thanh Hai			
Vadym V. Kravets Oleg Borodkin Sergiy G. Vaychuk	Vitaliy O. Kharkovsky Viktor Gotsatsenko Yuriy Viktorovych Zharov	Huynh Viet Hoa Tran Dang Khoa Dao Vinh Binh	Andriy Kal Nyts Ky Yevgen Popov	John Juel Jensen Poul Storm Hansen (Per Maj) (Torben Jensen Iversen)	Knud Aage Nielsen Kjeld Andersen (Poul-Erik Petersen) (Poul Andersen)
Vitaliy O Ostroushchenko Oleksandr I. Savchyn	Oleksiy O. Samoylenko	Truong Duc Dung Le Quoc Dung	Dmitrij Ivanov Stanislav Jakubauskas		
Sergiy O Kharytonov Valeriy V Gavrylenko	Volodymyr O. Bezrodny	Nguyen Quoc Hoan Van Ngoc Hong Minh Phuc			
Artur R. Petrosyan	Olga Alyoshyna	Vu Manh Cuong	Glib Talanov		
Volodymyr M. Gyrda		Le Tan Phat			

INGRID JAKOBSEN	DANCHEM EAST	DANCHEM WEST	TINA JAKOBSEN	COPERNICUS
Dawid Sadecki	Rani Henryson Mohr (Bo Pedersen Rosenborg)	Bjarni Joensen (John Kalani Døstrup)	John P. Bording Jørgensen (Bjarne J. L. Henriksen)	Jacek Frymus
Waldemar Jan Rzepka	Mohammad Tariq (Jan Wishoff Larsen)	Andrejs Vasiljevs (Jan Stefan Svensson)	Stanislav Minka (Lars Kragh Jespersen)	Robert Kalisiak
	Olegs Posternaks	Jevgenij Trifanov	Sergejs Pilipcuks	Rafal Kochanowski
Michal Kierczynski				
Dmitry Ivanov	Heine Kranker (Jens Rishøj Larsen)	Jonaitis Robertas (Tom Danielsen)	Sergej Bogdanov	Waldemar Bar
Jacek Wojciech Kanski			Jurijs Cernikovs	
	Eduards Musijenko	Vjaceslavs Subnikovs	Maksims Gerasimskis	
Ronnie I Tuares (pump operator)			Igors Upeniks (pump operator)	
Jose Eric Nalzaró Lugo Ronnie G Sioco	Arvids Vindedzis Vjaceslavs Kruminis Oleg Kuznecov	Dainis Pocs Andrejs Kamozins Vladimirs Berjulovs	Jurijs Sandulovs Mihails Strogonovs Gafurs Atamanovs	Henryk Jozef Jankowski Leszek Budzinski
Raffy Venus Ruiz Michael C Manaban				
Ronald D Sevilleja			Edgars Adijevs	
Fermin Lagria Cahanap	Olegs Petrovs	Maksims Zukovs	Arturs Zarins	Andrzej Ganske

(name) = home/vacation



A new portal on [www.eria.dk](http://www.eria.dk) makes it possible for all seafarers to see their own profile and certificates, that the Company has registered.

It will also be possible on this platform to make future developments, e.g. e-learning, that will make it possible to increase competencies while on-board.

Ask Niels Berthelsen or Kirsten Hansen for more details on this new feature.

# General assembly 2006 in Fabricius Marine A/S

by Per Schorling, editor

On 20 April 2007, Fabricius Marine A/S held our annual general assembly at the Marstal Navigationssskole on Ærø, as tradition has it, with the highest number of attendants ever - 100 investors as well as key staff of FABRICIUS MARINE.

Kaare Vagner opened the general assembly and thanked Leif Rosendahl for his many years as editor of Fabric News, and then turned to the Board's report.

In 2006, Fabricius Marine A/S reached an all time high of 280 investors. The stock price had continued its positive trend and increased from 710 to 870.

In 2006, Fabricius Marine A/S turned into a tank shipowner, with the takeover of Rederiet Jens Jacobsen A/S and with a newbuilding from a Turkish yard. The operating result of 14 million DKK was 3 million DKK above budget and the equity is 160 million DKK, while the stock value was 239 million DKK.



From left: Kaare Vagner, Bendt Bendtsen, Henrik N. Andersen

During 2006, it proved difficult to avoid double functions in Copenhagen and Marstal, and therefore a concentration of the activities in Copenhagen became necessary. It was a tough decision for the employees in Marstal, but a necessary one for the company.

At the end of the year, the fleet size was of 40 vessels, and recent new vessels were M/V Caroline and M/V Filippa. M/V Jenclipper was sold, and with this an era of older ships in the fleet came to an end.

The ship management organisation, headed by Stig Holm, developed new tools enabling us to get an indication of the condition of vessels and the need for preventive maintenance. Consulting was very busy in 2006. Newbuilding supervision activities counted 9 tankers in Bulgaria and Vietnam, as well as a prestigious project for the Danish Navy and of course the newbuilding in Vietnam for FABRICIUS MARINE.

During the year, Quality assurance, with Birgitte Medegaard as manager, was onboard 12 of our own vessels and 15 customers' vessels to make TMSA, ISM, QA and ISPS systems. Tanker

chartering was run in close co-operation with Ibex Maritime in our commonly owned company Erria Tankers Ltd. in Malta.

Our international operation in Dano in Poland continued to focus on Supply Management. In Vietnam, Sea Saigon Shipping continued to grow with a result in 2006 of 4 million DK.



A full house at the general assembly 2006

Kaare Vagner finished the Board's Report with a brief summary of the confusion of naming that had existed since the taking over of BR Marine A/S. As a result, the Board recommended a change of name to Erria A/S.

Next up, Henrik Andersen gave a detailed presentation of the results from the annual report. Key figures showed growth in all areas from turnover to operating profit for the parent company as well as for the Group. The operating result of 14 million DKK was characterized as "satisfactory".

Upon voting for new proposals, and the decision to change the name to Erria A/S, Henrik Andersen presented the background for deciding on the new name as well as the new logo.

The General Assembly was then closed after which the Danish Secretary of Finance and Trade, Mr. Bendt Bendtsen, held a speech with the focus on the government initiatives to promote the growth of "Blue Denmark" including among other things the ongoing negotiations towards improved conditions for selling and taxation in the trade that will make a level playing field for Danish shipping compared to its international counterparts.

After a little technical difficulty, Stig Holm was able to present a video of M/T ERRIA ANNE showing details of the day-to-day operation onboard. All participants returned to Hotel Ærø Strand and took the opportunity to talk with the other investors in the bar.

The day ended with a dinner with the traditional menu of "Danish stew" and Aquavit as well as entertainment by the singer Jacob Andersen, storytelling by the share holders and general get-together. All joined in applause, when Kaare Vagner could assure that next years' General Assembly was also to be held on Ærø.

# Introducing Erria Poland

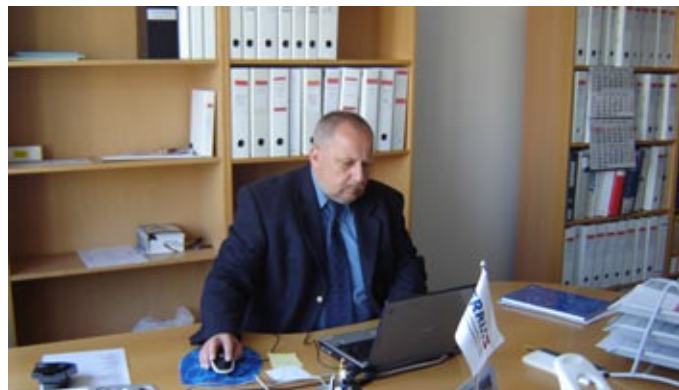
*by Andrzej Miler, Technical Manager, Erria Poland*

In March this year it was decided that the Marstal-based office of ERRIA was to be moved to Poland. Gdynia was brought to the attention of Owners as the city with sailing tradition and technical back-up.

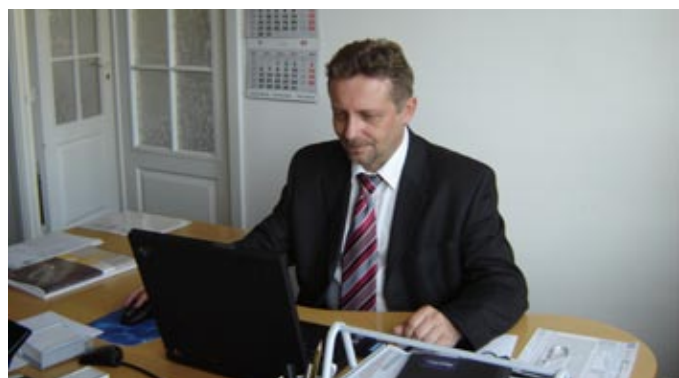
The place chosen for our new premises started to look like a real office when Andrzej and Jurek brought from Marstal technical documentation, 3 desks, some chairs and an office computer – and, of course, the coffee-machine!

Officially, we started on 1 June 2007. But we did not have an easy life from the beginning. We were facing a lot of difficulties trying to get a proper internet connection on time – the lack of it drove us crazy as all operations took a lot of time, and our nerves were being tested when we tried to do our job.

In the beginning our Technical Department of Erria Gdynia was responsible for the following vessels: MSC AURES, DELMA AN-GOLA, and FILIPPA. In July, additional vessels were shifted to us: SEA LION, MSC CAMARGUE, OLGA and SEA MASTER ONE as the latest one.



*Andrzej Miller, Technical Manager*



*Jerzy Ulanowski, Technical Superintendent*

Presently, we are three employees at the Gdynia office: Andrzej Miler as Technical Manager, Jerzy Ulanowski as Technical Superintendent, and Joanna Ruchaj as Office Coordinator.



*Joanna Ruchaj, Office Coordinator*

Prior to taking over Manager duties at Erria Gdynia, Andrzej worked as Technical Superintendent Supervisor at ERRIA A/S, Turkey. Before that he was employed as Technical Superintendent at Vestland Marine and Tordenskjold Marine – both located in Gdynia, Poland.

Jerzy, before his adventure with Erria, worked as Technical Superintendent at Gulf Lines Shipping Agencies, Dubai, and Tordenskjold Marine, Norway.

Both Andrzej and Jerzy are Chief Engineers with long sailing experience.

Joanna used to work for Vestland Marine and Tordenskjold Marine first as a Purchaser and later as Purchasing Manager.

Presently, Erria Gdynia manages a total of 8 vessels.

On Thursday 30 August we made a party for Owners, Management and Subcontractors to celebrate the opening of the Gdynia Office.



*Ready to celebrate the opening of the Gdynia office*

## A visit by investor association ASK2003

*by Stig Holm, Technical Director, Erria A/S*

In our continuous efforts to stay interesting to a wide range of investors, the management regularly meets with new investors interested to know more about our activities.

An example of this is the recent meeting on 20 June 2007, which Henrik Andersen, Managing Director, and Stig Holm, Technical Director, held with the ASK2003 Investor Association.

ASK2003 is an investor association with 16 members who invest in a wide range of industries. Their results are impressive - 51% in 2005 and 25% in 2006 - and they are now considering including ERRIA A/S in their portfolio.

ERRIA shall be happy to welcome them as investors, and if similar interest exists with other investor groups, please contact Henrik N. Andersen ([henrik@erria.dk](mailto:henrik@erria.dk)) or Marianne Iversen ([miv@erria.dk](mailto:miv@erria.dk)) for more information.



*The ASK2003 investor group visited Erria A/S in Copenhagen*

## ERRIA takes over ISM and ISPS of 12 H. Folmer vessels

*by Carsten B. Carstensen, DPA, Erria A/S*

ERRIA has taken over full responsibility for the safety and security system of 12 ships in the fleet of shipowner H. Folmer & Co.

The ISM and ISPS systems are based on ERRIA's own and well-known system providing a solid foundation for any shipowner.

The system has been implemented by Carsten Carstensen and Ivan Grydehøj from Erria A/S, who have travelled around the world to complete the tasks.

They have seen the US, the Caribbean, the Azores, Cabo Verde, Europe, Africa and the Emirates and are happy to complete such an extensive task.

*Stay informed about new investment options via our website*

[www.erria.dk](http://www.erria.dk)



*Carsten Carstensen and Ivan Grydehøj planning*

# Seminar in Odessa April 2007

by Allison Wood, Crew Manager, V-Ships

On April 24-26 Erria A/S hosted a meeting for their Senior Officers at the Otradia Hotel in Odessa.

The main purpose of the meeting was to promote a better understanding between Erria A/S, V-Ships, and existing and potential sea farers.

The initial announcement was the change and restructuring of the Fabricius Group to Erria A/S. This was followed by a presentation by Stig Holm of ERRIA's profile and activities.

Andrezj Miller (Technical Manager) who is known to many of the sea staff is setting up a new ERRIA office in Poland. He also presented a general view of the management and the new budgeting system.

During the afternoon Mr. Rob Rijper from Lloyds Register made a very interesting presentation with films regarding the requirements of PSC, and everyone was involved in the discussions,



*ERRIA's representatives and instructors at the officers' seminar*

The day ended with a buffet dinner and a get-together in the hotel in which some of the V-Ships office staff were able to attend. On the second day, the group actively participated in some problem solving and general discussions lead by Capt Niels Berthelsen (ERRIA HR Manager). A part of this was carried out in the form of games.

This was followed by a brief outline from Alison Wood (V-Ships IOM) explaining the link and the co-operation between V-Ships and ERRIA as owners and managers respectively.

Before the meeting was closed there was a Questions & Answers session.

After an enjoyable lunch, Stig Holm & Niels Berthelsen were invited by Capt. Igor Safin (Managing Director of V-Ships Odessa) to visit the Odessa Office and their training facilities before returning to Copenhagen.



*There was plenty of interaction at the Odessa seminar*

The meeting emphasized Erria A/S's commitment to expanding their fleet and the positive future for their seafarers.

However there is a need for an open and honest communication from the vessels to Erria A/S with a view to improving and maintaining the standard of the vessels.



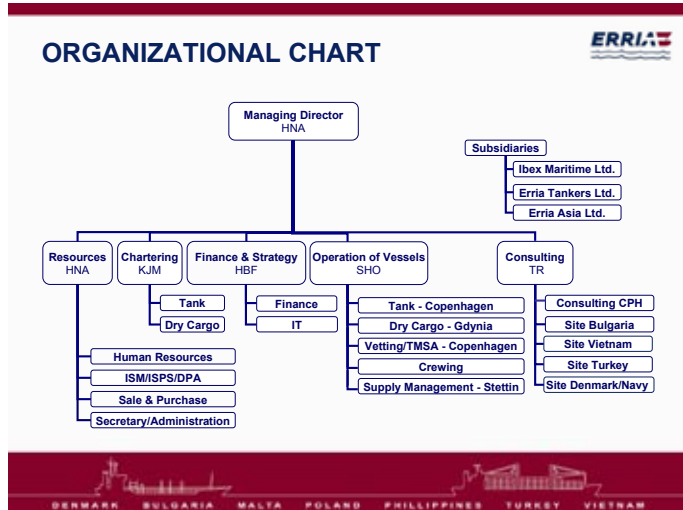
*Niels Berthelsen demonstrated new ways of problem solving*

# New organisational chart and new management employees

by Henrik N. Andersen, Managing Director, Erria A/S

Due to a number of new developments and an increasing number of new employees in Erria A/S, it has been decided to implement a new organizational chart as per 1 October 2007.

The purpose of the new structure is to make each responsibility area very clear-cut and to increase the focus of the organization on the most important issues at hand in our growth strategy.



Resources is a new function lead by Henrik Andersen and focused on the functions that service the rest of the organization with personnel, ISM/ISPS, secretary assistance as well as sale & purchase. It is the purpose of this function to facilitate our growth in both the short and the long term.

Kenneth J. Madsen has taken over responsibility for our chartering activities including both tank and dry cargo, in a new function called Chartering.

Henrik Funk is recently employed in a new position as Director Finance and Strategy. His responsibility includes finance and IT.

Stig Holm and Torben Ravn continue to be in charge of their respective departments – Operation of Vessels and Consulting.

As per October 2007 CMT (Corporate Management Team) consists of Stig Holm, Torben Ravn, Henrik Funk, and Kenneth Madsen. Henrik Andersen is Managing Director and will also have responsibility of some of the subsidiaries.

We believe this new structure to be highly efficient for achieving our continued goals of growth and internationalization in ERRIA. (ed. new managers will be profiled in the next issue of ERRIA News)

# Stock price available on the homepage

by Per Schorling, editor

As per August 2007, the stock price is available on [www.erria.dk](http://www.erria.dk)

We consider this a service to the shareholders of Erria A/S, and it will be followed up by other services in the future. The data, which are found in the right hand side of the homepage, are updated every 10 minutes.



*Have you visited the homepage recently, or told a friend or colleague about it?*

*Go to the contacts page and download Vcards of all our employees directly to your Outlook or Notes contacts.*

[www.erria.dk](http://www.erria.dk)

## Video of vessels available on [www.eria.com](http://www.eria.com)

by Per Schorling, editor

As already mentioned in the article about the general assembly, we have made a video showing M/T ERRIA ANNE in operation on a journey from Riga to Kiel.

A short version of this video is now available on [www.eria.dk](http://www.eria.dk), so please view the video and recommend it to colleagues in the industry.



M/T ERRIA ANNE racing a dolphin

If you need the full length (5 min) video, please contact Marianne Iversen ([miv@eria.dk](mailto:miv@eria.dk)) or Per Schorling ([ps@processupport.dk](mailto:ps@processupport.dk)).

Along with the video about M/T ERRIA ANNE, you will find a video showing highlights of the launching ceremony of M/V ERRIA VIETNAM on 27 April 2007.



Director Consulting Torben Ravn speaking at the launch

## Wedding News

### Congratulations to both of you!

On 11 August 2007 Pernille, new employee at the Copenhagen Crewing Department, was married to Christian and at the same time changed her family name from Simonsen to Andersen.



Pernille and Christian with bride's maids Caroline and Clara

On 25 August 2007, Barbara from the Poland office was married to Paul Bober and changed her family name from Gadziel to Bober.



Barbara and Paul

# Fleet List

DRY CARGO and more	DWT	Cap. cbm	Cap. TEU	Built	Flag	Trading area/employment
DELMAS ANGOLA	14,140		1,166	1991	Antigua	T/C CMA CGM
FILIPPA	14,140		1,158	1991	Antigua	T/C K-Line
MSC CAMARGUE	7,300		599	1993	Antigua	T/C MSC
MSC AURES	7,733		534	1995	Antigua	T/C MSC
LIMPOPO	12,167	16,183/15,853	754	1986	Antigua	T/C OACL
SEA MASTER ONE	6,680	5,450	544	1984	Antigua	T/C Far East
SEA LION	4,110	5,240/4,907	247	1993	Isle of Man	T/C Ørsleff's
HERMOD	3,124	5,287/5,176		1980	DIS	North Europe
CALORIUS	Tugboat	60 MT pull		1988	DIS	Dong Energy
JOULIUS	Tugboat	60 MT pull		1989	DIS	Vattenfall Danmark
KARBON	10,883			1992	DIS	Vattenfall Danmark
TRIAS	10,900			1987	DIS	Vattenfall Danmark
SILUR	10,883			1987	DIS	Vattenfall Danmark
POUL	10,883			1987	DIS	Dong Energy
SVEND ÅGE	10,883			1987	DIS	Dong Energy
JURA	10,883			1987	DIS	Vattenfall Danmark
INDUSTRIAL LEADER	3,959		247	1996	DIS	T/C Caribbean
ELISABETH BOYE	2650	3,877/3,537	77	1990	DIS	T/C South America
SEA ENERGY	3,100	3,750	276	1990	DIS	North Europe
SEA POWER	3,100	3,750	276	1991	DIS	North Europe
NINA	1875	2,786/1,719	88	1979	Antigua	North Europe
FREYFAXI	1387	2,077/1,844		1966	Panama	North Europe
EURO SEA	920	1604		1965	Sct.V& Gren.	Norwegian Coast
EURO BULK renamed	840			1958	Panama	Norwegian Coast
TANK & CHEMICAL	DWT	Cap. cbm	Cap. TEU	Built	Flag	Trading area/employment
ERRIA MARIA	6,744	7,436	Tanker	2001	DIS	North Europe - Med
ERRIA ANNE	4,710	5,069	Tanker	2006	Malta	North Europe
ERRIA DORTHE	4,672	5,069	Tanker	2007	Malta	Worldwide
ERRIA JULIE	4,710	5,069	Tanker	2007*	Malta	under construction
ERRIA VIETNAM	2,900	3,000	Tanker	2007*	Antigua	under construction
INGRID JAKOBSEN	6,450	6,940	Tanker	2006	Antigua	North Europe
DANCHEM EAST	2,774	2,686	Tanker	1992	DIS	North Europe
DANCHEM WEST	2,774	2,686	Tanker	1992	DIS	North Europe
TINA JAKOBSEN	3,600	3,589	Tanker	1980	DIS	North Europe
COPERNICUS	1,825	2,000	Tanker	1987	Liberia	North Europe
ATLANTIS ALVARADO	3,502	4,101	Tanker	2004	Isle of Man	T/C UK Waters
ATLANTIS ANTALYA	3,445	3,692	Tanker	2004	Isle of Man	T/C Petrobas
YM VENUS	5,846	6,455	Tanker	2005	Malta	T/C Petrobas
YM EARTH	5,850	6,464	Tanker	2005	Malta	Worldwide

## Editor's notes

### Chief editor and responsible to the press

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### Editor's note

We thank all contributors for the articles that we have received. If you feel inspired to participate with a story for the next issue, please send us your story by email as .doc or .pdf along with photos (approx. 1Mb) to ps@processupport.dk

Best regards  
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