

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 017



Number 017* COLLECTION OF MARITIME PRESS CLIPPINGS ***Friday 19-01-2007**

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

THIS NEWSLETTER IS BROUGHT TO YOU BY :



VLIERODAM WIRE ROPES Ltd.

wire ropes, chains, hooks, shackles, webbing slings,
lifting beams, crane blocks, turnbuckles etc.

Binnenbaan 36 3161VB RHOON The Netherlands

Telephone: (+31)105018000
(+31) 105015440 (a.o.h.)

Fax : (+31)105013843

Internet & E-mail

www.vlierodam.nl

info@vlierodam.nl



The pilot tender APOLLO seen departing from Flushing port to take the pilot of the MSC CORSICA at the Westerscheldt river – Photo : Willem Kruit ©

SMITWIJS TOWAGE B.V.



Westplein 5b
3016 BM Rotterdam
The Netherlands
Telephone: +31 10 412 6969
Telefax: +31 10 436 9587
E-mail: SmitWijs@SmitWijs.com

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

newsclippings@gmail.com

EVENTS, INCIDENTS & OPERATIONS



One of the OPDR container vessel seen approaching the port of Rotterdam

Photo : Patrick van der Linden ©

Rescue bid for crew after MSC NAPOLI got into problems

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 017

British and French rescue services on Thursday were trying to reach 26 sailors forced to abandon a container ship carrying hazardous cargo after it began taking on water in stormy seas in the Channel.



The British-flagged **MSC Napoli** was on the French side of the Channel when it became holed on the starboard side, a coastguard spokeswoman said.

"The 26 crew have abandoned the vessel and are now in a lifeboat. The Napoli is damaged and has lost power but it is still afloat," she said.

The managers of the container ship, London-based Zodiac Maritime Agencies, said the Napoli was carrying hazardous cargo.

But Mark Rawson, safety manager at Zodiac, said they were not immediately able to say what the hazardous cargo was because the manifest was 100-pages long.

In the maritime sector there are 9 categories of hazardous materials from fertilizer through to chemicals and explosives. "But there are no explosives on board," he told Reuters.

French and British helicopters and tugs were en route to the scene 50 miles (80 km) southeast of southwestern England's Cornwall coast where storm force waves have whipped up 9-metre (27-foot) waves.

"It's very bad weather out there at the moment which is obviously going to make things difficult," the coastguard spokeswoman said. Winds of up to 100 mph (160 kph) battered much of Britain on Thursday, causing transport havoc and damaging buildings.



DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 017



Currently the vessel is in a stable position 45 miles South East of the Lizard. A salvage contract has been agreed and awarded to a **consortium of Klyne tugs, Smit International and Les Abeilles**.

The 1992 built 275 mtr long **MSC NAPOLI** was built as the **CGM NORMANDY**, during 1995 renamed in **NEDLLOYD NORMANDY**, in 2001 named **CMA CGM NORMANDY**,



The **CMA CGM NORMANDY** seen in the port of Zeebrugge at July 29th, 2004 – **Photo : Piet Sinke ©**

Grounded during March 2001 on Helen Mar Reef in 01 07.12N 103 46.36E 27 Mar 2001. Forepeak & ballast tanks were breached. Some leak of oil. The **CMA CGM NORMANDY** was refloated 22 Apr by a salvage team from Wijsmuller and towed to Tanjung Pelapas to remove the remaining containers. In November 2004 the vessel got her present name **MSC NAPOLI**.

Marktgeruchten: Maersk neemt Hapag over

De koers van het aandeel TUI, moedermaatschappij van de Duitse rederij Hapag-Lloyd, is de laatste dagen in Frankfurt aardig opgelopen. Dat gebeurde op geruchten dat AP Moeller Maersk belangstelling zou hebben voor Hapag-Lloyd.

Gisteren liep de koers van TUI 2,7 procent op tot 16,52 euro. Dat was de hoogste slotkoers sinds begin november.

Een deel van de aandeelhouders van TUI, een conglomeraat rondom de gelijknamige reisorganisatie, vindt dat het concern zijn rederijactiviteiten beter kan verkopen. TUI zelf heeft tot dusver volgehouden zeker niet van zijn rederij af te willen.

De rederijpoot werd een jaar geleden zelfs nog versterkt door de overname, voor twee miljard dollar, van CP Ships. Daarmee ontstond de in grootte vijfde containerlijnvaartrederij ter wereld. Maersk en TUI willen niet op de marktgeruchten ingaan.

Schepen in nood op Westerschelde

Op de Westerschelde zijn twee schepen in de problemen gekomen. De toestand van de duwboot **Dennis F.**, geladen met kolen, is kritiek, zo zei een woordvoerder van Rijkswaterstaat. Het schip ligt aan de kant van Zeeuws-Vlaanderen, maakt veel water en slagzij en er is gevaar dat het zinkt.



Foto : Ricardo van Liere ©

Bij Terneuzen ligt ook de **Grande Argentina** van Grimaldi Lines met vier sleepboten vast. Ook dit schip is in nood, maar van een kritieke toestand bij deze boot is nog geen sprake, aldus Rijkswaterstaat.

Aan de Belgische kust werden vanmiddag al windsnelheden van meer dan 100 kilometer per uur gemeten, dat betekent windkracht tien. Dieper op zee werden zelfs pieken van windkracht 12 gemeten.

Door de stormwind vertrekken niet meer alle schepen uit de kusthavens. Een aantal ferry's wacht tot vanavond als de storm is geluwd om te vertrekken. De beloodsing per schip werd al donderdagmorgen om 7.30 uur gestaakt. De schepen op zee worden nu via de radio naar de havens geloodst.



The **GLOBAL CARRIER** seen approaching Rotterdam – Europoort
Photo : Patrick van der Linden ©

Storm buffets Europe, wreaking transport havoc

One of the fiercest storms in years battered northern Europe Thursday, killing at least 10 people, injuring others and disrupting travel for thousands.

The storm — dubbed "Cyril" by German meteorologists — was expected to intensify throughout the day. Hurricane-force gusts of up to 191 kph (118 mph) blasted Germany, forcing dozens of flight cancellations, prompting the national railroad to suspend services across a swath of the country and shutting schools.

"Our country has not had a storm like this in years," the Netherlands' Royal Weather Service said in a bulletin. "We advise you to follow weather alarms and messages to the letter."

U.S. Secretary of State Condoleezza Rice, meanwhile, cut short her visit to Berlin in order to leave for London before winds worsened, landing in Britain's capital amid winds gusting up to 130 kph (80 mph).

Traffic on the Eurostar, the train service connecting Britain with continental Europe, was suspended after an electrical cable holder fell onto the tracks near the northern French city of Lille, France's national railway company said.

In Amsterdam, bicyclists who ventured out despite warnings from the fire department were seen blown over or, in some cases, backward.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 017

City workers trying to divert cars from fallen trees watched as the wind swept their traffic cones away. The fire department warned people to stay indoors to avoid falling roof tiles and branches, and the city's historic canals were littered with fallen trash barrels, piles of toppled bikes and dozens of broken umbrellas.

The Dutch weather service compared Thursday's gale to a 1990 storm that peaked during the afternoon commute and killed 17. It reported heavy rain and recorded gusts of 130 kph (81 mph).

The first fatality Thursday was reported in Shropshire, England, where a 54-year-old man identified as Richard Heard, managing director of Birmingham Airport, was crushed in his car by a falling branch. Four others were reported killed in traffic accidents in Britain.

One man was killed on a country road in southwestern Germany when he crashed into another car as he tried to avoid a fallen tree, police in Heidelberg said.

Two people were killed by a falling tree near Arnhem, Netherlands, and one was killed the same way in Lille, France.



Photo : Arie van Dijk ©

In Utrecht, Netherlands, a construction crane toppled onto a university building, crumpling the roof and injuring six. Later, a Dutch motorcyclist was reported killed near Utrecht after running into a fallen tree.

Outside the European Commission headquarters in Brussels, flags of the 25 member nations were wrapped up at half staff as a precaution. London's Heathrow Airport, Europe's largest, canceled 123 flights. Other major airports including Frankfurt, Munich, Amsterdam and Vienna reported delays and cancellations.

At sea, coast guard ships and naval helicopters rescued the crew of a British container ship damaged and drifting in the English Channel, Britain's Coast Guard said.

Ferries were canceled or delayed in Britain, Ireland, France, Belgium, the Netherlands and Finland.

In Ireland and Latvia, winds kept rescue crews from helping other ships damaged or missing after storms earlier this week: seven fishermen from Ireland, Poland and Ukraine are missing and presumed dead off Ireland's coast, while

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 017

Latvian rescuers were unable to attempt to salvage a Greek-owned cargo ship that ran aground Tuesday off the Baltic port of Ventspils and has been leaking oil.

A ship burst loose from its moorings near Rotterdam and smashed an oil pipeline, leaking around 1,600 cubic meters (10,000 barrels) of oil. The stench reached The Hague, 30 kilometers (20 miles) away, Dutch media said.

On land, residents along the North Sea coast were warned to expect storm swells up to 3.5 meters (11.5 feet) higher than normal. Gusts blew off part of Lords cricket ground's roof in London, and tore panes of glass from London Bridge railway station's roof, scattering shattered glass over the concourse. No commuters were injured, British Transport Police said, adding that most of the station had been closed as a precautionary measure.

Trains in various parts of the Netherlands, Germany and Austria also were delayed. No trains were running from Utrecht or Amsterdam central stations because of debris on the rails.

The Dutch traffic ministry urged car owners to avoid travel unless absolutely necessary, but jams were reported around the country due to fallen trees and flooded roads. Many zoos were closed for safety. "The security of our visitors and our animals is our highest priority," Hanover zoo director Klaus-Michael Machens said.

In the north of the Netherlands, the world's largest steam-powered mill — a UNESCO world heritage monument built in the 1920s — was fired up for the second time this year to pump excess water away from the low-lying Friesland province.



The arriving **EMMA MAERSK** seen from the departing **ESTELLE MAERSK** in Rotterdam – Europoort
Photo : Rik van Marle ©

Titan accepts New Carissa challenge

Reports from the US state of Oregon say Florida-based salvor Titan has reached agreement with the Oregon Department of State Lands regarding removal of the wreck of the bulker **New Carissa**. In February 1999 unsuccessful attempts were made to tow the vessel off a beach near the entrance to Coos Bay port during heavy winter storms. The ship was eventually pulled in half and 70,000 gallons of fuel flowed into the ocean. Since then there have been a series of discussions about how to remove the wreck and a number of lawsuits have been launched.

In May 2006 the ship's owner, Panama-based Green Atlas Shipping, paid \$22.1M to the State of Oregon for "negligent trespass" to be used in paying the state's legal fees and removing the wreckage. Titan was chosen for the job because it was able to provide two six-legged jack barges capable of lifting 300 tons. Divers and welders will work from barge platforms that can be raised 20-30ft (6-9m) above the water, cutting the New Carissa into pieces for removal to a salvage yard. The operation is scheduled to start early next year and is expected to take eight months.

CASUALTY REPORTING

Gale-force winds vex operation to salvage Cypriot cargo ship

Gale-force winds and high waves were preventing rescuers Thursday from salvaging a Cypriot cargo ship that ran aground off Latvia's coast and was leaking oil into the Baltic Sea. The Greek-owned **Golden Sky** was carrying 25,000 metric tons (27,500 short tons) of mineral fertilizer when the accident occurred Monday in heavy seas. All 24 crew were rescued by helicopter. The extent of the environmental damage was unclear, but officials said the vessel was still leaking diesel fuel in winds of up to 90 kph (55 mph), which were hampering the clean up.

Some fuel had reached the coast where local authorities had begun a mop-up operation, said Vilnis Avotins, head of the State Environmental Service. "The situation is not a big catastrophe," Avotins said, but warned of greater damage if the weather continued to prevent oil clearing. The accident occurred near Ventspils, Latvia's only oil port 190 kilometers (120 miles) west of the capital, Riga. The ship is located some 800 meters (yards) off the coast. The **Golden Sky** encountered engine problems during a storm in the early hours of Monday and dropped anchor. However, the storm broke the anchor chain tossing the ship aground.

CMA CGM CLAUDEL op drift op de Maasvlakte



Het containerschip **CMA CGM Claudel** donderdag kort na het middaguur uit de trossen gewaaid in de Rotterdamse haven. Daarbij ramde het schip een kade van de Maasvlakte Olie Terminal (MOT). Daardoor is een grote hoeveelheid (1.600 kubieke meter) ruwe olie uit MOT-leidingen de haven ingestroomd. Dit is een van de grootste lekkages in de geschiedenis van de Rotterdamse haven. Het schip is intussen weer aangemeerd bij de Delta Terminal van ECT.

Foto : David Hazell ©

1/19/2007

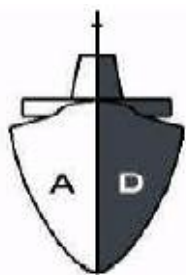
DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 017

De toevoer van olie is afgesloten en om de olievlek is een oil boom gelegd. Hierdoor blijft de olie op zijn plaats en kan de situatie onder controle worden gehouden, aldus een woordvoerder van de milieudienst Rijnmond. Door de hoge golven was het nog niet mogelijk een begin met de opruiming te maken.

NAVY NEWS

THIS SECTION IS BROUGHT TO YOU BY :

ANGLO DUTCH SHIPBROKERS bvba



Waterstraat 16
2970 SCHILDE
BELGIUM
Tel : + 32 3 464 26 09
Fax : + 32 3 297 20 70
e-mail : anglodutch@pandora.be

SHIPYARD NEWS

THIS SECTION IS BROUGHT TO YOU BY :



- Marine emergency response
- Wreck removal and salvage
- Diving services
- Underwater civil engineering
- Welding and cutting services



info@disamaritime.com
www.disamaritime.com

Ketelaarstraat 5c
B-2340 Beerse
Belgium

Tel : + 32 (0) 14 62 04 11
Fax : + 32 (0) 14 61 16 88



info@disacivil.com
www.disacivil.com

China Shipbuilding Sees Higher Profits

The state-run China Shipbuilding Corp announced its goal this year of increasing annual operating income to \$744m and the total tonnage of ships built from 120,000 to 180,000. The company also said it should be able to fulfill the government requirement of making a pretax surplus.

ABG YARD WINS US\$229M ORDER

Indian shipyard ABG has won an order from Singapore's Pacific First Shipping for 9 anchor handling and support vessels and three bulk carriers worth a total of US\$230m. The last of the vessels is due for delivery in 2009. The

bulk carriers will be of around 54,000 dwt, although the yard has also announced that it is now accepting orders for building in its soon to be completed yard at Dahej, which has a maximum capacity of 120,000 dwt.

3rd International Lays Keel for 5th Ship for Dutch Customer

Astrakhan based 3rd International Shipyards has laid the keel for a 5th ship hull to be built for Dutch Rensen Shipbuilding B.V.

All in all the series includes 6 Azolla type hulls. 3 were contracted in 2005 and 3 more in April 2006.

ROUTE, PORTS & SERVICES

THIS SECTION IS BROUGHT TO YOU BY :



TOTAL VESSEL MANAGEMENT

K.P. van der Mandelelaan 34 - 3062 MB Rotterdam (Brainpark) - The Netherlands

Telephone : (31) 10 - 453 03 77
Fax : (31) 10 - 453 05 24
E-mail : mail@workships.nl
Website : www.workships.nl

Easy winter for Baltic icebreakers

The first Finnish icebreaker left its base in Helsinki, almost two months later than usual as an unusually mild winter has led to slow icing of the Baltic, icebreaker operator Finstas ship says. The Finnish meteorological office reported in December that the average temperature was about 6 degrees centigrade above the average of the past 30 years. **Kontio**, the first icebreaker to enter service, has sailed to the northern parts of the Gulf of Bothnia. The ice there is up to 20cm thick, while on average it should be up to 45cm, according to figures from the Finnish Institute of Marine Research. Normally the icebreaking season starts at the end of November.

Østensjø Vessels Get VSPs

Two Platform Supply Vessels (PSVs) and one multi-functional Offshore Vessel (OSV) with Voith Schneider Propellers will enter service in the North Sea over the next two years. Each of these special ships for the oil and gas industry will be installed with two Voith Schneider Propellers (VSP). Unlike the two 278-ft. ships with identical design, the third one, measuring over 305 ft. in length, will be additionally fitted with a moonpool. This allows launching the on-board submarine robots. They carry out control and repair jobs at extreme water depths.

The three vessels are owned by the Norwegian shipowner Østensjø AS. The two 279.5 ft. PSVs with a width of 63 ft. and a draft of 21.3 ft. are currently being built at the Spanish shipyard Astilleros Gordan. On each them two VSPs type 32R5 EC/300-2 will be installed, designed for an output of 2,500 kW, so that each of the two PSVs has an overall

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 017

propulsion power of 5,000 kW. The drive concept is diesel-electric. The VSPs are driven by an electric motor. The electric energy is provided by diesel generators. As a result, the diesel engine can be utilized more efficiently. For the ships in question, which will be operated in varying conditions, this concept is advantageous, as it generates merely the amount of energy that is actually needed. This results in lower fuel and maintenance cost for the operator. The two PSVs will be used for supplying oil platforms. Solid cargo is being stowed on deck. Liquid cargo such as methanol is carried in special tanks. The OSVs also take effluent water, drilling mud and waste from the oil platforms onshore where it is disposed of in an environmentally friendly manner.

With an overall length of 306.4 ft. and a width of 65.6 ft. (draft 6 meters), the third OSV, also referred to as ROV (Remote-Operated Vehicle – Support and Survey Vessel) is fitted with high-tech appliances. At its center is the so-called moonpool, a weather protected alternative for launching sub-marine equipment. With this equipment, even extreme drilling depths that are beyond the Ultra-Deep-Drilling rate of approximately 6,561 ft., can be reached.

The submarine equipment is used for control and repair jobs at pipelines and offshore systems. This OSV operates with two VSPs type 36R6 EC/300-2 with a total output of 7600 kW. These VSPs, too, are driven diesel-electrically. Another special feature of the vessel that is currently being built at the Norwegian shipyard Karlsund Maritime Service AS, is its sailing speed of 18 knots – quite high for a vessel with VSP propulsion. The two smaller PSVs are capable of 15.5 knots.

The drive concept of Voith Schneider Propellers is ideal for Platform Supply Vessels, as the ships are unloaded and loaded on the open sea, even in rough conditions. This requires a high degree of maneuverability of the vessel, keeping the risk of a collision between ship and offshore platform at a minimum. Roll damping is another key feature of the VSP. During standstill and slow speed the VSPs, thanks to their short steering time, can be used to reduce the effects of high seas on the ship. In this case, the VSPs, fitted with VRS roll stabilization, generate a counter moment to the wave moment. As a result, 80 to 90 percent of the rolling motion of the ship can be suppressed.

Rolling motions are ship movements that result in fast acceleration of a ship. They impair the safety of working on deck and may cause sea-sickness even among experienced crew. The combination of Voith Schneider Propeller and Voith Roll Stabilization thus greatly enhances the application window of OSVs and allows working on deck even in bad weather conditions. The ensuing cost advantage for the shipowner is obvious.



The **SMIT LLOYD 27** arrived with the sheerlegs **SMIT CYCLONE** off the port of Callao, where the sheerlegs dropped her anchor during the morning mist as can be seen above.

Photo : Pablo Saria ©



***** www.vanbeest.nl *****

Hurricane Closes Ports in Europe

Terminals at Rotterdam and Antwerp has stopped working due to strong winds caused by the hurricane "Kyrill".

The terminals are closed until further notice. Winds in Hamburg is getting stronger. Peak level is expected at 17.00 local time. The vessels "**Cap Pasado**" and "**CMA CGM Cartagena**" are affected by this storm at the moment.

Sale of Anchor Handling Tug Supply vessels MÆRSK LIFTER

A.P. Møller - Mærsk A/S have 17 January 2007 at 13:25 hours local time in Esbjerg, Denmark delivered **AHTS "MÆRSK LIFTER"** to new owners International Transport Contractors Management BV.

The vessel has been renamed "**BOULDER**".

Port Qasim to double berthing capacity

Port Qasim has embarked upon massive development and expansion programmes under which it will double its berthing capacity from nine berths to 18 and enhance its cargo handling capacity from 31 million tons (including boxes) to 81 million tons per annum within next four to five years.

Talking to Dawn chairman, Port Qasim Authority (PQA), Vice Admiral Asad Qureshi, said that the port was taking measures to face the challenges of high cargo volumes, resulting out of vibrant and high economic activity and would see that all necessary infrastructure was available to cater to the needs of port users.

He said presently nine berths are operative at the port and after adding nine more, there would be a total of 19 berths, including one meant for oil and chemical cargo.

Mr Qureshi said by doubling the berthing capacity, the Port Qasim would be in a position to handle a large number of vessels at a time and it would help further reduce a turn-around period of vessels.

Similarly, he said this would help to enhance cargo handling capacity by 160 per cent from the present volume of 31 million tons per annum. He expressed the hope that all these development works would be completed by the year 2010 to 2012 which will ensure that ever-rising volume of external trade (imports and exports) of the country was smoothly handled without keeping vessels to wait at the off-port and incur huge demurrage charges to trade.

Looking at the rapid growth in cargo volume, Vice Admiral Asad Qureshi said the Port Qasim has to keep its expansion pace in development work for providing infrastructure at equal level to facilitate trade and port users who need quick movement of cargo to stay competitive in the world market.

The current handling capacity of the port is 31 million tons, but in the run on process of capacity utilisation, it would come to around 25 million tons during current fiscal which will give utilisation factor of 81 per cent. For this very reason, Asad Qureshi said the port has to undertake quick and massive development and expansion work by setting up new berths and terminals to cater to rapidly growing demand of port facilities.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 017

Presently, he said the PQA was pursuing a large number of projects for capacity enhancement which include second container terminal, another iron ore and coal berth, grain and fertiliser terminal, coal and clinker-cum-cement terminal. Besides, two LNG floating terminals, LPG terminal, second oil terminal and liquid cargo terminal.

The port has witnessed a record increase of 13.2 million tons in cargo-handling during the first half of current fiscal (July-December 2006), thereby showing an increase of 23 per cent over the corresponding period last year.

Similarly, ship movement also registered a growth of 22 per cent during July-December 2006.

It is note worthy that a record increase of 53 per cent was observed in POL imports at FOCTO oil terminal.

The Qasim International Container Terminal (QICT), which caters for more than one-third of total box trade of the country, has shown an impressive growth of 19 per cent during this period.

Revival of export cargo at the port of commodities, like cement and rice, has shown an unprecedented growth at 253 per cent as compared with corresponding period.

Dry cargo handling, inclusive of box trade, has shown an increase of 17 per cent while liquid cargo increased by 35 per cent.

In terms of imports and exports, the former increased by 22 per cent while the latter registered a growth of 21 per cent during July-December 2006.



Curacao Ports Authority (CPA) bestaat 25 jaar en houdt daarom een conferentie. De bezoekers kregen op de sleper "OLA" een toer door de haven

Foto : Els Kroon ©

MOVEMENTS

THIS SECTION IS BROUGHT TO YOU BY :



MULTRASHIP Towage & Salvage

Scheldekade 48

4531 EH Terneuzen

The Netherlands

Tel : + 31 – 115 645 000

Fax : + 31 – 115 645 001

Internet

commercial@multraship.com

<http://www.multraship.com>



The **PRINSENDAM** departed from the port of Callao (Peru)

Photo : Ken Lim ©

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 017



The tanker **VOYAGER** arrived at the Finnart terminal. She came from BONGA in Nigeria with a cargo of crude.

Photo : Tommy Bryceland. SCOTLAND



The **LENA** moored at Tate & Lyles sugar refinery berth at Silvertown on the Thames on Sunday 14/01/2007 renamed from **ANANGEL EAGLE** early November old name still visible on the bow but it looks like another name **AN LI ?** may be being painted on the bow.

IMO 8103846 Built 1987 - Flag Belize

Photo : David Berg ©

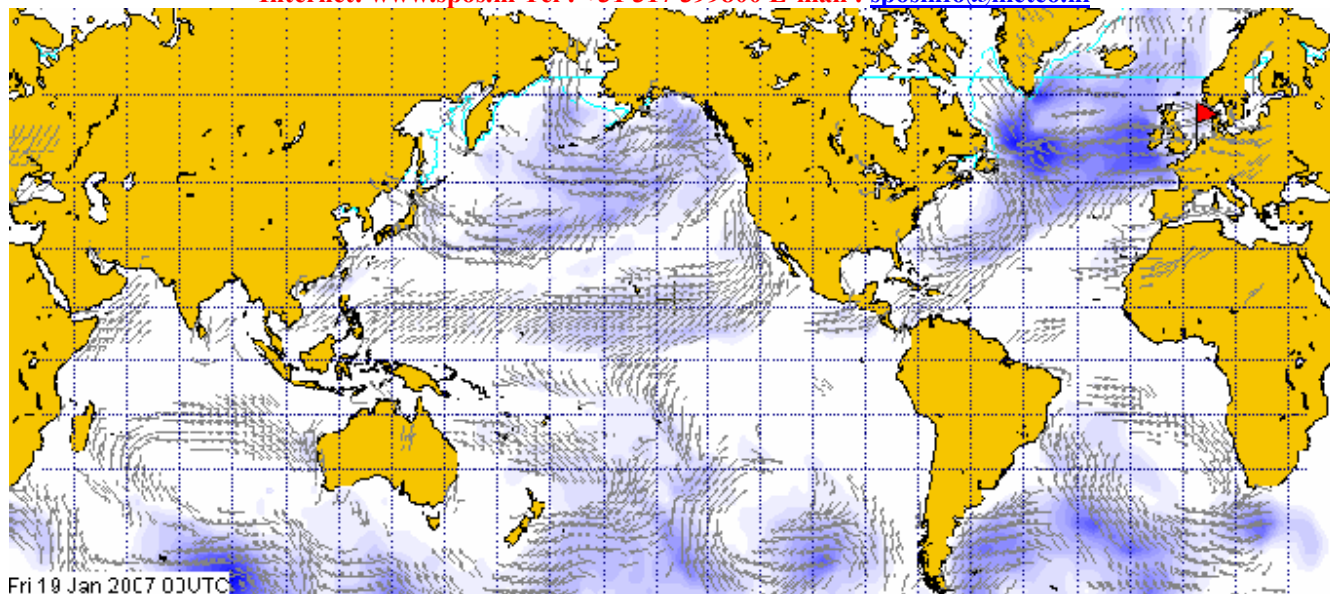
MARINE WEATHER

THIS SECTION IS BROUGHT TO YOU BY :



DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 017

Internet: www.spos.nl Tel : +31 317 399800 E-mail : sposinfo@meteo.nl



Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 500 vessels today.

.... PHOTO OF THE DAY



The **SELKIRK SETTLER** seen riding high at the North Sea yesterday.

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 017

Photo : via Robert van Heulen

De voormalige walkapitein van de URS, **Dhr. C. Pissierssens** heeft een boek gepubliceerd over de sleepvaart in België.

Het betreft de sleepvaart op de Westerschelde , bergingen en zeesleepvaart,
Het is mooi gebonden en telt **375 bladzijden** met teksten foto,s en afbeeldingen.

Titel, „**150 jaar sleepvaart van België.**„, de prijs = **Euro 36,-** per exemplaar. Er is een beperkte oplage!!

U kunt dit boek bestellen,rechtstreeks bij kapitein C. Pissierssens onder e mail adres;

cap.cp.scaldis@skynet.be

The compiler of the news clippings disclaim all liability for any loss, damage or exense however caused, arising from the sending, receipt, or use of this e-mail communication and on any reliance placed upon the information provided through this free service and does not guarantee the completeness or accuracy of the information. If you want to no longer receive this bulletin kindly reply with the word "unsubscribe" in the subject line.