

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 033



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An old Russian cruiser seen moored in a cold Novorossiysk

Photo : Chris Wellstood ©

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EVENTS, INCIDENTS & OPERATIONS



The **AJAMA** seen enroute Rotterdam – Photo : Jan Verhoog ©

U.K. – Multi-Ship Casualty Investigation

The UK Marine Accident Investigation Branch (MAIB) issued the report of the multi-agency investigation of the collision between the **Arctic Ocean** and the **Maritime Lady**, the capsizing of the **Maritime Lady**, contact with the wreck by the **Sunny Blossom**, and the subsequent grounding of the **Sunny Blossom** in the Elbe River on 5 December 2005 [and that's just the title]. The investigation may be most memorable, though, for its discussion of the unwillingness of two principal witnesses (the master of the **Maritime Lady** and the nautical supervisor of VTS Brunsbüttel) to share their recollections with the investigators. The "American disease" seems to be spreading.

Tow efforts fail in yacht tragedy

A capsized yacht at the centre of a Channel tragedy was drifting after efforts to tow her ashore failed.

One crewman died and four others were rescued after the 35ft Solent-registered yacht **Hooligan V** was reported to have rolled after losing its keel. The incident, seven miles off Prawle Point, south Devon, sparked a major air and sea rescue operation. Brixham Coastguard said the yacht was still drifting six or seven miles off Prawle Point after a tow by Torquay lifeboat broke.

The spokesman said further efforts may be made to recover the vessel and shipping in the area would be warned of its presence.

Devon and Cornwall police said the dead man, who has not yet been named, is believed to have been in his 20s.

Four of the five people from the yacht were found in a liferaft and taken aboard a lifeboat.

A Brixham coastguard spokesman said the four crew rescued from the liferaft had been taken to hospital in Plymouth.

"All the surviving crew are quite well. They did suffer with slight hypothermia. They have been treated and they are doing OK now," he said.

The rescue operation involved Royal Fleet Auxiliary vessels **Wave Knight** and **Wave Ruler**, **HMS Portland** and two Sea King rescue helicopters from Chivenor in north Devon and Culdrose in Cornwall.

RNLI Coxswain at Salcombe Chris Winzar said: "We went to the scene to pick a lifejacket up and sadly found the body of the missing person."



Runner 4 caused largest oil spill in Estonian waters

SSG-TALLINN. The **Runner 4** had an estimated 102 tons of heavy oil, 35 tons of diesel oil and 600 litres of lubrication oil on board when she sank on 6 March, 2006. A leak in one of the tanks caused the largest ever oil spill in Estonian territorial waters. The oil clearance vessels were unable to collect most of this oil, which was mixed with ice. Prior to the accident, the **Runner 4** had loaded 155 tons of bunker oil in St. Petersburg. In November, the Norwegian salvage company Framo succeeded in pumping 134 cubic metres of oily water out of the vessel's tanks from which 18 tons of oil were separated. The Estonian environmental inspection authority classifies the remainder as an oil spill and is demanding damages for this in the district court in St. Petersburg.

Maersk Line fleet shrinking with larger ships in the fleet

SSG-RINGKØBING. The Maersk Line fleet of container vessels is shrinking and as a result, the company's share of the total capacity on the market is falling. According to the AXS-Alphaliner, a highly reputed analyst company, Maersk Line's fleet capacity fell to 16.6 percent compared with 19.2 percent at the time of the purchase of P&O Nedlloyd. Since the takeover, Maersk Line has been adjusting the fleet and has sent several units to recycling and even more units have been redelivered to the original owners. According to AXS-Alphaliner, the fleet's capacity is 1,758,004 TEUs on 168 owned ships (801,216 TEUs) and 377 chartered units with a capacity of 956,788 TEUs. The for Maersk Line's order book contains 107 units with a capacity of 531,062 TEUs or 30.2 percent of the existing fleet. Next on the top 10 list of container operators is Mediterranean Shipping Company MSC with a share of 9.9 per cent.



SMIT's **SEA CARRIER** seen arriving in the port of Cape Town – Photo : Glenn Kasner ©

CASUALTY REPORTING

Ferry with 294 people collides with cargo ship in northern England; no injuries

A passenger ferry carrying 294 people collided with a cargo ship on the River Mersey in northwest England on Saturday, but no one was injured, the coast guard said. The accident involving the **Sea Express** one passenger ferry and the **Alaska Rainbow** cargo ship occurred shortly before midday at the Alfred Dock in Birkenhead, near Liverpool, the Maritime and Coastguard Agency said.

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The cause of the accident was not immediately clear. The ferry, which travels from Liverpool to Isle of Man, was brought back to its berth in Liverpool, the coast guard said.

"All 294 passengers and crew disembarked safely," a coast guard spokesman in Liverpool said.

"It is believed there is some damage to the [Sea Express 1](#), which our officers are currently investigating," he said.

Fire breaks out on passenger ferry

DISASTER was averted when firefighters tackled flames in the engine room of a passenger ferry today.

The Wightlink vessel [Lady Pamela](#) was docked at the Hard, Portsmouth, when the blaze started at about 7.30 this morning. Two engines from Southsea and one from Copnor rushed to the scene, along with a special equipment unit.

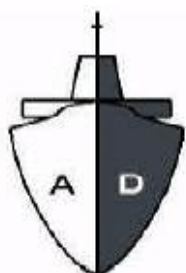
It was not thought there were any passengers on board at the time and it is not yet known how the fire started.

The ferry was being inspected to determine whether it could remain in service.

NAVY NEWS

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Coast Guard Defends New Cutter

According to reports, lawmakers expressed outrage over reports of design flaws in the Coast Guard's new flagship patrol boat and urged Commandant Adm. Thad Allen to strengthen oversight of the much-criticized \$24b shipbuilding program.

Reacting to the latest critical government review, the House Subcommittee on Coast Guard and Maritime Transportation raised concerns that taxpayer money was being wasted and the Coast Guard had ceded control of the Deepwater program to private contractors.

The inspector general for the Department of Homeland Security said in a report issued Monday that the 418-foot National Security Cutter, part of a new fleet of rescue and patrol boats, has design flaws that would increase maintenance costs and shorten its promised 30-year service life. The cutter was built by Northrop Grumman Ship Systems at its Pascagoula yard and is scheduled for delivery in August. The report also said that the Coast Guard had failed to exercise technical oversight of design and construction, ceding control to contractors Lockheed Martin and Northrop Grumman, which were allowed to self-certify their work.

The biggest black eye came when the Coast Guard sought to extend by 13 feet the workhorse of its fleet: the 110-foot patrol boat. The first boat retrofitted by Bollinger Shipyards in Louisiana developed cracks in the hull. Ultimately, all eight were pulled from service last year, leaving a serious gap in the fleet. At the same time, plans for a new patrol

boat using "composite materials" also have experienced problems in early tests. The committee put the cost of the missteps at \$96 million.

Danish delivery from Dockstavarvet

SSG-RINGKØBING. Dockstavarvet has delivered their newbuilding no. 541 to the Danish Directorate of Fisheries. The patrol unit has not officially been named, but already has the name **Havternen**. It will relieve the older Viben from 1977. The **Havternen** is 19.5 metres overall with a width of 4.58 m and a draft of 1.0 m. The vessel will be used for fishery control tasks in Danish waters. It has a price tag of DKK 43 million of which DKK 6 million has been paid by the EU. Havternen will be operated by a crew of three.

The official naming ceremony will take place at Maskinfabrikken Nordhavn in Århus on February 12 with Birgit Bolgann, Vice President at the Directorate of Fisheries, as sponsor. The Danish surveillance fleet consists of four units: the Vestkysten, Nordsøen, Havørnen and Havternen.

SHIPYARD NEWS

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Blount books another order from Puerto Rico

Blount Boats Inc., Warren, R.I., has signed a contract with the Puerto Rico Maritime Transportation Authority to construct a 162 ft passenger/cargo ferry to be used for transportation to the Puerto Rican islands of Fajardo-Vieques-Culebra.



The new ferry will be the twenty-second vessel built by the Blount shipyard for the Puerto Rico Maritime Transportation Authority over the past forty-seven years.

The 162 ft x 46 ft, 300 ST Class, 300 passenger vessel is being built to service and support the continued development of the islands.

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The vessel will be powered by four Detroit Diesel 12V4000 M60 engines totaling 6,200 HP, 2.5:1 Twin Disc MG6848SC gears and 55 kW John Deere generators will supply ships service power. The vessel will be equipped with four 56 inch diameter four-bladed bronze propellers measuring 56" diameter.

The vessel will be built in accordance with USCG subchapter "K" regulations for cargo/ ferry service and hull structural requirements of the American Bureau of Shipping.

Delivery is scheduled for spring 2008.



The **MAERSK LEADER** seen arriving in Ijmuiden enroute the Shipdock shipyard where the vessel will be painted in the ITC house colours and renamed in **BLIZZARD**.

Photo : Willem Koper ©

New Ship Laid in Astrakhan for Dutch Owner

Lotos Yard (part of MNP Group) has laid the keel for Dutch Rensen Shipbuilding BV. The ship to be delivered by June 2007 is aimed for transporting both conventional dry cargoes and containers. Together with its sister ship also under construction at Lotos it will be deployed on inland water routes in Europe.

Vietnam Shipbuilding Corp Delivers Cargo Ship To Japan

The Ben Kien Shipyard, a subsidiary of the Viet Nam Shipbuilding Industry Corporation (Vinashin), on Jan. 31 delivered a 8,700-tonne cargo ship to the Japanese Kanematsu Corporation. This was the second of four 8,700-tonne cargo ships built by the shipyard for Kanematsu.

The Kaiki freighter, 111.7m long, 18.6m wide and 9.6m high, was designed by the Japanese AZ Company and built under the supervision of the Japanese NK registration agency. The first freighter, Grace Casablanca, was delivered to Kanematsu in June last year.

New Suezmax for PRISCO Laid

January 31 Hyundai Heavy Industries laid the keel for the first Suezmax of the two ordered by Primorsk Shipping Corp.

The 166,000 dwt ships with 1A ice class (by DNV classification) are to be delivered in Half 2 of 2007.

World's largest seismic vessel launched in Gdansk

SSG-KOLOBRZEG. The **Geo Celtic** was launched by Gdansk Shipyard on 26 January. The vessel is the first in a series of four seismic vessels and is the largest of its type in the world. The hulls and superstructures will be built in Gdansk after which the vessels will be fitted out by Bergen Mekaniske Verksted.

Skipsteknisk AS is responsible for the design of the sophisticated multifunctional vessels, which will be built to DNV class specifications and have a length of 100.8 metres, a beam of 24 metres and a draft of 7.5 metres

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The **STOLT BASUTO** seen departing from the port of Callao (Peru)

Photo : Ken Lim ©

Hyundai Heavy's profit soars; Hanjin Shipping's down

Hyundai Heavy Industries Co, the world's largest shipyard, said profit last year almost quadrupled as the company built more vessels at higher prices and paid less for steel plate used to make hulls.

Net income rose to 712.8 billion won (\$1.2 billion) from 183.3 billion won a year earlier, the Ulsan, South Korea-based company said in a regulatory filing yesterday. Sales rose 21 per cent to a record 12.55 trillion won.

Hyundai Heavy is working through a record order backlog from contracts signed in 2004 and 2005, when ship prices climbed by more than half. Shipping lines have bought more vessels as global economic growth spurs demand to transport consumer goods and fuel. Meanwhile, South Korea's largest shipping line, Hanjin Shipping Co, said its 2006 net income fell 4.6 per cent from a year earlier after it charged less for moving cargo and a stronger won slashed its earnings received in dollars.

Net income in 2006 was 460.4 billion won, compared with 482.8 billion won a year earlier. Revenue rose 1.2 per cent to 6.05 trillion won from 5.98 trillion won, the company said yesterday. 'Hanjin Shipping's fuel costs rose about 27 per cent last year from 2005,' estimated Ryu Je Hyun, an analyst at Mirae Asset Securities in Seoul.

'The strong won helped limit the rise in cost as well as cut the size of its foreign currency-denominated debt,' he said.

Hanjin Shipping carried 3.27 million 20-foot standard containers last year, up 15 per cent from a year earlier. It aims to boost its sales this year by 5.1 per cent to 6.36 trillion won from last year, and expects an operating profit of 245.2 billion won, a 65 per cent jump from 2006, it said. The company expects to transport 3.52 million 20-foot containers this year, 7.4 per cent more than last year. It aims to boost its bulk cargo shipments by 5.9 per cent, to 43.5 million tons.

Hanjin Shipping also plans to spend US\$682 million on capital expenditures, including money for new vessels and a terminal at the new port in Busan, it added.

Record volume in Port of Hamburg

SSG-ÅBO. Last year, the volume of goods handled in the Port of Hamburg rose 9 million tons to a total of 135 million tons, which is a new record. Most of this increase was accounted for by container traffic, which consisted of 8.9 million TEUs. The increase compared with 2005 is 9.6 per cent, which is more than the average of 8.6 per cent in North European ports. Traffic to and from China accounted for 2.6 million TEUs

ELBE TENTOONSTELLING GEOPEND



Zaterdagochtend om 10.00 uur is in het douanehuisje in Maassluis de tentoonstelling over de restauratie van de **ELBE** geopend door Arie Poot, zoon van kapitein Poot, door het luiden van de scheepsbel van de **Elbe**.

Foto : Huib de Geus ©

Extra dienst Maersk tussen Benelux en Zuid-Amerika

Maersk Line en haar Belgische zusterrederij Safmarine trekken hun Paranagua Expressdienst tussen Algeciras en de oostkust van Zuid-Amerika later deze maand door naar Noord-Europa. De vijf schepen uit deze dienst zullen dan



Rotterdam en Antwerpen aanlopen, alvorens via Algeciras naar Brazilië terug te keren. De dienst bedient daar achtereenvolgens de havens Vitoria, Montevideo, Paranagua en Santos.

Links : de **SAFMARINE CONCORD**.

Foto :
Henk de Winde ©

Express tussen het Middellandse Zeegebied en Zuid-Amerika. Het gaat om vijf schepen van de J-klasse (2.826 teu) die allemaal vorig jaar gebouwd werden en over 586 aansluitingen voor reefercontainers beschikken. In de Itajai Express gaan dan iets kleinere schepen van 2.532 teu varen.

In feite behoudt de Deense rederij het aantal loops naar Zuid-Amerika, maar ontvangt Rotterdam voortaan twee diensten per week. De Maashaven wordt nu al aangelopen door de L-Class service naar Sepetiba, Santos, Buenos Aires, Montevideo en Rio Grande. Het eerste schip van de Paranagua Express voor Rotterdam is de **Maersk Jakarta**, die op 26 februari bij APM Terminals op de Maasvlakte verwacht wordt. In Antwerpen zal het schip daags erna behandeld worden door PSA HNN aan het Deurganckdok.



The **JO SYCAMORE** seen discharging into the **CASGOGN**

Photo : **Sijtze Visser ©**

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The tug **MATSAS STAR** seen in Lavrio port
Photo : Evangelos Detsikas ©

Maersk Tankers in big China deal

A Danish giant's tanker wing has ordered a series of ships for \$336m. Denmark's AP Moller-Maersk has turned to China in a big order for specialised tankers.

Industry players say Maersk Tankers, the Danish conglomerate's tanker division, has contracted \$336m-worth of IMO II products/chemical-tanker newbuildings at Guangzhou International Shipyard (GSI).

The deal is for eight units of 39,000 dwt and slated for delivery from the end of 2009 until the first quarter of 2011. AP Moller-Maersk is said to have signed the contract at the end of last year and is paying around \$42m per vessel.

Executive vice-president of AP Moller-Maersk Soren Skou confirms the order but says it involves six firm ships and two options. "Yards are not keen on giving out options these days," he said.

He declines to comment on what the tankers are costing. Newbuilding brokers familiar with GSI say the units are of a new design specially created by GSI for Maersk Tankers.

"Maersk tends to charter vessels from the market. It would only order [newbuildings] if it [can't] find the type of ship it wants," said one observer.

Some market players say Maersk Tankers will likely put the six (or eight) newbuildings into the Handytankers pool, which it set up together with partners Sealand, d'Amico Tankers and Motia. The pool operates a large fleet of modern double-hull tankers of between 27,000 dwt and 40,000 dwt. The ships trade mainly in Europe and the Mediterranean.



The **CONDOCK I** seeing enroute Rotterdam – Photo : Jan Oosterboer ©

Two New Tugs for SMIT International

The Rotterdam based towing company SMIT International has ordered for her Terminal division two tugs at Turkey. The contract for the building of the tugs was signed last week with Bogazici Shipping in Istanbul. Both tugs will be built at the GeTa shipyard in Tuzla. The tugs will be built under Bureau Veritas Classification and are from the Cintrana-Defcar design. Both tugs named **SMIT Europe** and **SMIT Africa** will be delivered may 2007

UASC profit will be down

Kuwait-based United Arab Shipping Company (UASC) has said its profit dropped in 2006 as costs rose due to high fuel prices.

"It was a tough year, but under the circumstances we did well," the boxship owner's chief executive officer Ken Bloch Sorensen told Gulf News. But he did not reveal specific figures for last year. Last April, it announced that in 2005 profit fell from \$127.3m achieved in 2004 to \$115.3m. Sorensen said freight rates were not favourable to owners last year as new ships provided more capacity on the east-west trade routes.

"It is a global trend. This year also it is going to be very tough for the industry. But we could see the market flattening in 2009-10," he said. UASC is scheduled to take delivery of eight new 6,800-teu ships from South Korea in 2008.

Sorensen said the company would not hold back on its expansions plans because of the current downturn. "We are making long-term investments. During its 30-year lifespan a ship is going to run into different business cycles," he said.

Maersk Lines charts out two containerships

SSG-RINGKØBING. Maersk Line is adjusting its fleet again. This time by chartering out two medium-sized container carriers to other operators. The two ships are the UK-flagged **Sea-Land Racer**, 4,400 TEUs, and the Singapore-flagged **Maersk Merlion**, also a 4,400 TEU unit. The **Sea-Land Racer** has been chartered to Malaysian International

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Shipping Company (MISC) for the next 30 months. The Singapore-registered **Maersk Merlion** (ex **Marstal Mærsk**) has been chartered out to Maersk Line's competitor in the container business, Mediterranean Shipping Company (MSC) for a period of 30 months.

This is not the first time that Maersk Line has relet tonnage to its competitors, but it has only been done a few times in the past. The charterparty is subject to Private and Confidential terms, so no rates have been reported.

PRE-SLUNG OPERATION IN ANTWERP



Above a Pre-slung lifting operation seen in the Port of Antwerp, during the lift(s) in total 2900 ton of wood was loaded onboard the **WOTAN** for further transportation to Greece , **Willem-Jan van den Bichelaer** delivered for this operation 3000 endless-slings

Tanker Pacific sells chem trio

Tanker Pacific, the Singapore-based wing of the Sammy Ofer group, is cashing in on strong prices for chemical-tanker tonnage by selling a trio of ships.

Brokers say the company has placed the 41,000-dwt double-hullers **Merlion Park** (built 1993), **Alexandra Park** (built 1992) and **Raffles Park** (built 1992) on the market.

Tanker Pacific purchased the three units from Japan's Mitsui OSK Lines (MOL) in August 2000 for a reported \$65m en bloc. Tanker sources say that in the current market, the vessels could easily fetch in the region of \$32m each.

"If Tanker Pacific sells these ships, it will have made a lot of money with them. Not only is their market worth much higher than when the company purchased them, they have also made extremely good earnings over the past couple of years," said one Singapore-based tanker broker.

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Despite the reported strong earnings, the three vessels, which are described as "multiple graders", have always been something of an anomaly in the Tanker Pacific fleet. For the first five years the company owned them, they operated on long-term charters to Stolt-Nielsen for rates said to be in the region of \$14,500 per day. Since then, they appear to have traded on the spot market.



The **MSC KOREA** and the **MSC SINFONIA** seen moored in Buenos Aires

Photo : Pieter Kerssenboom ©

Minister for Competitiveness and Communications visits Oil Tanking Malta Ltd.

Established in 1989, Oiltanking Malta is jointly owned by Oiltanking GmbH of Hamburg (with 70%) and the Malta Freeport Corporation (30%). Oiltanking is the second-largest independent tank storage provider for petroleum products, chemicals and gases world-wide.

Oiltanking owns and operates 70 terminals in 19 countries in Europe, North and South America, the Middle East and Asia. The group operates a total storage capacity of worldwide 11.1 million cbm. Currently Oiltanking Malta has 19 tanks, spread over three sections at its site at the mouth of Marsaxlokk. Its tanks can hold more than 361,000 cubic meters of oil. All its capacity is contracted to third parties, which use the facilities to store and trans-ship oil.

During his visit, the Minister for Competitiveness and Communications, the Hon. Censu Galea was accompanied by the Managing Director, Ms. Leddy Evangelista, and Directors Mr. Mark Portelli and Mr. Reynold Portelli.

The Minister said that he is pleased to know that 'Oiltanking Malta Ltd which employs 45 people to run its services at present, is also expecting to increase that number as new capacity comes online. Oiltanking Malta invests heavily in its people, while training courses on occupational health and safety are conducted regularly. Safety is high on the company's agenda, and it is important to note that OTM was also one of the first company's in Malta certified to ISO 9001.'

During 2005, 522 vessels discharged or loaded a total of 3.9 million tones of oil – a substantial figure. This turnover is the fruit of a Lm 22 million (approx. 51 million Euro) investment – with a further Lm 10 million (approx. 23 million Euro) earmarked for its current expansion. Jetty 4, a state-of-the-art quay with oil pipes laid below the surface so as not to disturb the operations of other areas. At an investment of Lm 2 million (approx. 4,6 Million Euro), it is equipped

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with all the latest quick release hooks, fendering systems and firefighting equipment, to be compliant with the most stringent EU standards. The three new tanks in Tank Field 4, representing the first phase of expansion in this area, are a Lm 8 million (approx. 18 Million Euro) project and will provide extra capacity of 90,000 cubic meters. This investment was made possible after Oiltanking Malta entered a series of long term agreements with international oil traders.

Once the full expansion of the terminal is completed and Oiltanking Malta's facility has attained its full potential storage capacity, the facility will offer its clients more than 526,000 cubic meters of storage space. Centrally located in the Mediterranean close to the main shipping lanes between Europe, Africa, the Middle East, the Pacific Rim and the US, the terminal will thus further enhance its important role as turntable for the oil-related business.



The **DEO VOLENTE** seen arriving at the river Tyne
Photo : Kevin Blair ©

MOVEMENTS

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The **PETER RICKMERS** seen arriving in Cape Town – Photo : Aad Noorland ©

Monday 5th February @ 1000HRS the Royal Navy Type 23 frigate (Batch 3) **HMS CORNWALL F 99** will sail from Valletta.



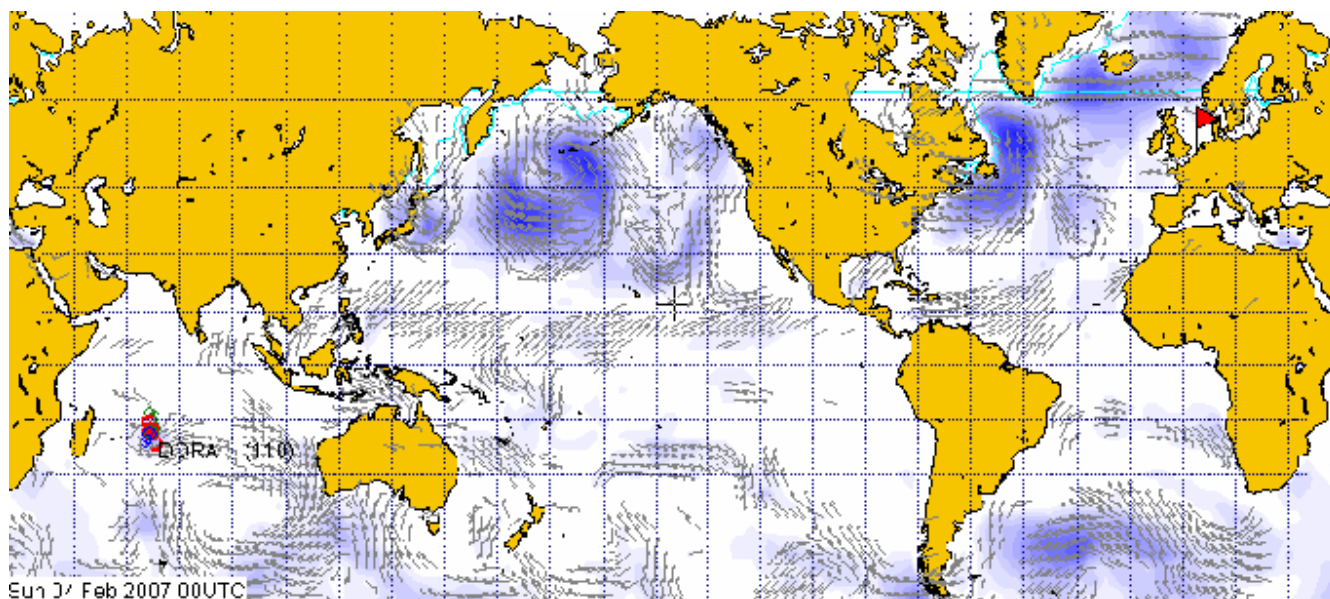
The **PERTINACIA** seen enroute Rotterdam - Photo : Rene Mostert ©

MARINE WEATHER

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

.... PHOTO OF THE DAY



The drillship **DEEP VENTURE** left the drydock in Cape Town after an extensive refit

Photo : Glenn Kasner ©

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