

DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2007 – 060



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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



**Birds eye view of the Port of Cape Town with the Table mountain in the background
Photo : Slotmaritimephoto ©**

SMITWIJS TOWAGE B.V.



Jupiterstraat 33
2132 HC Hoofddorp
The Netherlands
Telephone: +31 2555 62711
Telefax: +31 23 551 1896
E-mail: sales@smitwijs.com

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EVENTS, INCIDENTS & OPERATIONS

For first I like to thank all readers who responded on the request of the picture of the MY IRRATIONAL EXBURANCE in yesterdays clippings, the response was enormous, from all corners of the globe I received answer which are forwarded to Jacco,

Many thanks and this shows again how small the world is at present, and how WE as shiplovers are united !!

**Many thanks, it is appreciated,
Piet**



The **ONEGO RIVER** seen departing from the river Tyne – **Photo : Kevin Blair ©**

M/V Songa Hua Oil Cleanup Continues in Puget Sound

Response teams continue to clean up an oil spill around and underneath Pier 91 at Smith Cove in Elliott Bay today. The main area of impact of the oil appears to be contained underneath Pier 91 of the Port of Seattle. The cleanup is being coordinated with the Port of Seattle. The assessment and labor intensive cleanup of the impacted shoreline is to continue into Friday and possibly the weekend.

Cleanup crews are aggressively working to remove all the spilled oil on the deck and hull of the Songa Hua, and have recovered approximately one gallon of the spilled intermediate fuel oil from Elliott Bay, while oil stains and some recoverable oil are visible on the cement pilings underneath pier 91 and along the rocky "rip-rap" on the shore. The Marshall Islands-flagged bulk grain cargo ship, **Songa Hua**, spilled approximately 42 gallons of oil into the bay early morning February 28, 2007 while at anchor and refueling from a barge operated by the Olympic Tug and Barge Company. The Coast Guard and Washington State Department of Ecology are overseeing the response effort. The Washington State Maritime Cooperative (WSMC,) a non-profit cargo vessel owners group representing the **Songa Hua**, was initially hired as the spill management agency for the vessel and deployed cleanup contractors. WSMC has been replaced by The O'Brien Group to continue the clean up. The cause of the oil release that occurred during an oil transfer operation between the **Songa Hua** and the barge is under investigation by the Coast Guard and the Department of Ecology.

Approximately 168 gallons of Intermediate Fuel Oil, a heavy dark oil, escaped from a tank air vent on the **Songa Hua**. Most of the oil remained on deck. The fuel barge crew immediately stopped refueling and set out oil spill containment boom. The Department of Ecology's recently adopted fuel-transfer rule requires such preparation for a spill emergency.

INTERFERRY OFFERS ASSISTANCE TO INDONESIA

FOLLOWING a spate of ferry disasters with heavy loss of life in Indonesia the chief executive of Interferry Len Roueche has written to the country's president offering the assistance of the global ferry operators' group to improve safety.

Roueche explains that, working with the International Maritime Organization (IMO), Interferry has established a joint project to improve safety on domestic ferries around the world, particularly in developing countries. He says: "Our pilot project has already begun in Bangladesh working closely with government and industry. Once we have had some success in Bangladesh we plan to transfer that knowledge and experience to other developing countries."

he adds: "I understand that the nature of ferry operations in Indonesia is very different than Bangladesh. Nevertheless, the basic principles of maritime safety are the same. Should it be useful to the committee on transportation safety that you recently established, Interferry can provide technical assistance regarding ferry safety.



Bergers trekken schip in Oosterschelde vlot

Het woensdagmiddag op de Oosterschelde aan de grond gezette binnenvaartschip **Gerla** is gisterochtend rond twee uur vlotgetrokken. De kapitein was woensdag uit voorzorg op een plaat gevaren. De lading, 24 rollen staal met een totaalgewicht van 445 ton, was gaan schuiven. Bergingsbedrijf **Multraship** slaagde er in de nacht van woensdag op donderdag met hoogwater in om de rollen staal weer vast te zetten, waarna de **Gerla** de reis kon vervolgen. Het schip, een Kempenaar van slechts vijftig meter lang, was onderweg van Evergem in België naar Duitsland.

In het vaarwater Witte Tonnen Vlije in de Oosterschelde ging het woensdag bijna fout. "Verzuipen of aan de grond zetten, dat was de kwestie", zei een woordvoester van sleep- en bergingsbedrijf Multraship uit Terneuzen.

Bij de berging gisterochtend zijn de sleper **Zephyrus** en het bergingsvaartuig **Multrasalvor** ingezet. Verder lag de drijvende kraan **Delta** paraat om indien nodig het schip (deels) te lossen. Inzet van de kraan bleek niet nodig.

Kunstmestschip in Bilbao aangekomen

Het Nederlandse schip **Ostedijk** is donderdag zonder problemen aangekomen in de haven van Bilbao. Vrijdag zal de 6000 ton kunstmest aan boord van het schip worden uitgeladen.

Dat heeft een woordvoerder van eigenaar Navigia uit Groningen vrijdag gezegd. De **Ostedijk** kwam anderhalve week geleden voor de Spaanse kust in de problemen toen de kunstmest in het laadruim begon te gisten waardoor gevaarlijke gassen vrijkwamen. Na elf dagen op zee te hebben doorgebracht kreeg het schip woensdag van de Spaanse autoriteiten het groene licht om verder te varen. Onderzoek moet uitwijzen waarom de lading kunstmest is gaan gisten.



The **ARKLOW RIVAL** seen loading scrap steel in Great Yarmouth - Photo : Louwrens Visser ©

KNRM start reddingvestencampagne op Hiswa

De Koninklijke Nederlandse Redding Maatschappij (KNRM) start tijdens de Hiswa een voorlichtingscampagne over reddingvesten. Een groot deel van de watersporters beseft te weinig dat het dragen van een goed reddingvest echt levensreddend kan zijn. Als er een vest gedragen wordt heeft het vaak onvoldoende capaciteit. De KNRM hoopt dit jaar watersporters en beroepsvarenden duidelijk te maken dat het juiste gebruik van een goed reddingvest van levensbelang is. Het motto van de campagne luidt dan ook: **"Uw reddingvest werkt alleen als u het aan heeft"**.

De aanleiding voor de campagne is dat de KNRM vrijwilligers ongeveer twintig maal per jaar geconfronteerd worden met man over boord situaties, zowel in de beroepsvaart als in de pleziervaart. Behalve dat er dan op grote schaal zoekacties worden opgestart blijkt bij vondst van het slachtoffer geregeld, dat er geen reddingvest gedragen wordt of een vest dat ongeschikt is in combinatie met de gedragen kleding. Voor de redders zijn deze uitrukken frustrerend, omdat ze zo eenvoudig voorkomen kunnen worden.

Tijdens de Hiswa kunnen bezoekers zich door vrijwilligers van de KNRM laten informeren over het juiste vest én krijgt men tips over goed onderhoud met behulp van de "doe het zelf redvest test". Een nieuwe voorlichtingsbrochure wordt gratis verstrekt. In de brochure staan een aantal harde voorbeelden van reddingacties beschreven waarbij duidelijk wordt wat het belang van een goed reddingvest is en wat de gevolgen kunnen zijn als men de schouders er over ophaalt. Op de stand kan het publiek ook kennismaken met verschillende typen vesten en een gefundeerde keuze maken voor het beste vest in de persoonlijke omstandigheden. Zaken die van levensbelang zijn voor een ieder die zich op het water bevindt.

Behalve op de HISWA zal de KNRM het gehele jaar op brede schaal voorlichting geven over juist gebruik van een goede reddingvest. Belangrijkste communicatiemiddel is de eigen website (www.knrm.nl) waar de brochure en de doe het zelf test te downloaden zijn. Als het aan de KNRM ligt draagt iedereen voortaan een goed reddingvest.



The **VARIUS** was spotted at the Heerema location in Rotterdam-Caland canal with a diving support vessel moored to her stern

Photo : Henk Dekker ©



The **ABN AMRO ONE** seen during the **HEINEKEN REGATTA 2007** off St.Maarten, the **ABN AMRO ONE** , winner of the **Volvo Ocean race** is skippered by Mike "Moose" Anderson

Photo : Els Kroon ©

CASUALTY REPORTING

Haiti Ferry Fire

At least 52 people have died or are missing after fire broke out on a sail-powered freighter which capsized off the island of Haiti, the US coast guard says.

Eight bodies were recovered by the crew of the Kemer, a Liberia-registered merchant ship, and 44 people are still missing.

Two Haitians were rescued by a yacht crew and taken to a hospital in the Dominican Republic for treatment of severe burns and dehydration, the coast guard said on Thursday.

The crew and the coast guard are continuing the search for the missing people.

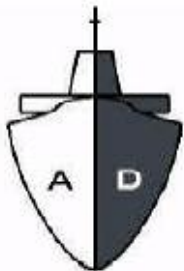
Survivors say the Kemer had left Haiti from the northern coastal town of Cap-Haitien headed for Providenciales 240km away in the Turks and Caicos island chain.

It sank about 40km from the border that separates Haiti and the Dominican Republic, according to the US coast guard.

NAVY NEWS

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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



Flying F/A-18C Hornets above **USS Ronald Reagan (CVN 76)**, **Capt. Craig Williams**, foreground, and **Capt. Richard Butler** look up for a photo during their airborne change of command ceremony. **Butler**, a University of Kentucky graduate with more than 21 years of experience as a naval aviator, relieved **Williams** as the commander of **Carrier Air Wing (CVW) 14** during an aerial change of command ceremony in the skies above **Ronald Reagan**. **Ronald Reagan Carrier Strike Group** is currently underway in support of operations in the western Pacific.



More than 1,000 Sailors man the rails of **USS John F. Kennedy (CV 67)** as she makes her transit to her final port call in Boston after 38 years of service. Kennedy and her crew have begun a five-day port visit to the home of her namesake prior to decommissioning March 23, 2007, in Mayport, Fla.

SHIPYARD NEWS

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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

Saigon Shipmarin Builds First Cargo Vessels for Japan

The Saigon Shipbuilding and Maritime Industry Company (Saigon Shipmarin) has started building two 8,000-tonne cargo vessels for Japan. These are the first cargo vessels that Saigon Shipmarin, a member of the Vietnam

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Shipbuilding Industry Corporation (Vinashin), has built for foreign customers. They are expected to be completed by the end of 2007. The company has built 15,000-ton barges and two 6,800-ton cargo vessels which are expected to be launched soon. Saigon Shipmarin has won a bidding package to repair a 1,200-tonne floating crane and a ship for VietsovPetro. In addition, the company is repairing a 32,000-ton vessel for Singapore. To raise its capacity, the company has invested more than \$40m in building a new shipyard, which is capable of building and repairing 70,000 tonne ships, in Soai Rap district of the Mekong delta province of Tien Giang.

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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



The **SETUBAL** seen approaching the Zeebrugge locks – Photo : Henk Claey's ©

Foss Maritime to build hybrid tug

Foss Maritime Company announced that it plans to build the world's first true hybrid tug boat, a "green" vessel that will significantly reduce nitrogen oxide, particulate matter, sulfur dioxide and carbon emissions. It will also consume less fuel and be quieter than its conventional predecessors.

Officials of the Seattle-based marine services company, say the project must still gain final board approval. But the decision to move forward with the hybrid tug got a boost earlier this week as the Port of Los Angeles pledged \$850,000 to the project, in association with the South Coast Air Quality Management District, and the Long Beach Board of Harbor Commissioners preliminarily approved a \$500,000 contribution to the vessel's construction.

The ports of Los Angeles and Long Beach have expressed interest in funding the tug as part of their San Pedro Bay Ports Clean Air Action Plan.

In exchange for funding, Foss would agree to homeport the new hybrid tug in Southern California for five years.

The Foss hybrid tug is scheduled to go into production later this year and will be delivered to Foss' Southern California operations in 2008. It is a new-build project, a continuation of the Dolphin-class tug boat series built at Foss' Rainier, Oregon shipyard. The Foss hybrid tug will look almost identical to its sister Dolphin-class tug boats, but will be quieter, cleaner and more fuel efficient, using proven hybrid technology.

The hybrid tug's drive units will be powered by batteries coupled with diesel generators and feature a modified engine room accommodating two 670 horsepower battery packs and two 335 horsepower generators. Although the main engines in the hybrid tug will have lower horsepower than the existing Dolphin engines, overall the tug will have the same total horsepower as its sister tugs.

The 5,000 horsepower Foss hybrid tug will be primarily used for harbor assist services.

"This is exactly what the Clean Air Action Plan was intended to do--challenge companies operating in the ports to come up with better, cleaner ways of doing business. And Foss has come up with a great plan that benefits all of us," said Geraldine Knatz Ph.D. executive director of the Port of Los Angeles.

There are many environmental and health-related benefits to building a hybrid tug, including: Reduced Emissions. The hybrid tug will reduce all emissions (nitrogen oxide, particulate emissions, sulfur dioxide and carbon emissions) due to design efficiencies and lower fuel consumption. Initial estimates show a 44 percent reduction in PM and NOx emissions for the same duty as the current Dolphin tugs in Los Angeles/Long Beach.

Lower Fuel Consumption. The hybrid tug design minimizes fuel consumption by using a power management system to match the required power to the most efficient combination of batteries, generators and main engines for that particular power level. For example, instead of idling the main engines while in standby mode when alongside a customer vessel awaiting orders from the pilot, the hybrid tug will run on battery power with the main engines shut down. The lower fuel consumption results in reductions of carbon emissions, a contributor to greenhouse gas, as well as sulfur emissions.

Noise Reduction. Overall, the hybrid tug will be much quieter than traditional tugs, running on battery power in standby mode and only bringing the generators and main engines online when higher power is required. This will reduce noise exposure, protecting crews from hearing loss and reducing noise pollution.

The hybrid tug will be introduced in the Los Angeles/Long Beach market, as hybrid tug technology is best suited for harbor tugs that need high amounts of power for short periods of time.

While performing tug assist jobs in this Californian harbor, tug boats spend little time at peak RPM, rarely utilizing each tug's full horsepower. Tugs in Los Angeles/Long Beach spend up to 50 percent of their time idling, with the main engines on and ready to respond, but with no power actually being used for propulsion.

With Foss' hybrid tug, energy is produced only on demand, so that idling of the main engines will no longer be necessary. The hybrid tug design will make it adaptable for retrofit of existing harbor tugs. The flexible design of the tug also has the ability to take advantage of emerging technologies such as improved battery and fuel advances. The tug could also take advantage of cleaner, less expensive shore power to charge the batteries.

"Foss is proud to be working with the ports of Long Beach and Los Angeles on such an important project as the hybrid tug," said Gary C. Faber, president and COO of Foss. "This is just the latest example of how Foss sits at the leading edge of maritime technology, engineering and shipbuilding. As a company, we're committed to maintaining our natural environment. Foss anticipates there will be a growing market for our 'green' tugs in the years to come."

Staking bij Smit onderbroken

Het stakende sleeptbootpersoneel van Smit in Rotterdam is vanmorgen om tien uur weer aan het werk gegaan. Volgens FNV Bondgenoten is tot een onderbreking van de staking overgegaan om de havenbedrijven de tijd en de ruimte te geven, achterstanden weg te werken. De adempauze is ook bedoeld om de directie van Smit tijd te geven na te denken over de eisen van de stakers.



Trafficjam in Europoort na de sleeptbootstaking.....

Photo : Rik van Marle ©

Green Ships for Evergreen

The Evergreen Group's S-series vessels are built with the standard exceed all national and international regulations regarding environmental protection. In recognition of the ships' green credentials, Ever Superb, the fifth in the series of vessels to enter service, was awarded Ship of the Year 2006 by Lloyd's List Maritime Asia.

The S-series vessels incorporate design features such as double-skinned hulls and fuel oil tanks located in protected locations within the transverse bulkhead spaces, thus minimizing the risk of oil pollution. A high capacity oily water separator enables the oil content of waste water to be reduced to just 15 ppm while much larger separated bilge oil and bilge holding tanks provide more storage capacity, enabling the vessels to avoid any discharge when sailing in sensitive areas and to maximize the amount of waste that can be held for ultimate disposal in specialised shore facilities. Similar arrangements have been made for handling sewage, grey water and cargo hold bilges when the vessels are in port or close to shore, while the ships also incorporate 'cold-ironing' – the ability to shut down all shipboard generators and switch to shore-based electricity supplies while in port.

With an overall length of 300 metres and a beam of 42.8 metres, the S-series vessels are able to carry containers 17 rows across on deck and 15 rows across below deck. They have a deadweight of 78,700 tons on a service draft of 14.2

metres. Each vessel has a single 10-cylinder Mitsubishi Sulzer 10RTA96C main engine developing 74,700bhp (54,900KW) to provide for a service speed of 25.3 knots. The carriage of temperature-controlled containers, an increasingly important revenue source, is made possible with the provision of 839 reefer plugs.

MPC revenue and profit soars

German KG house MPC Capital saw sales revenue and profit soar last year on the back of liquidations of several real estate funds. The group's net profit rose by 29% to €56M (\$74M) as it hived off a €1Bn real estate package comprising 99 properties from more than 20 closed-end funds. The proceeds helped the stock-listed company to compensate the drop in sales from initiating projects. MPC was one of the few players that managed to increase their equity placing volumes in ship KGs despite the growing disparity between high asset prices and retreating charter rates. Over €490M were collected from private investors in Germany last year, while the projection for the current year stands at €400M. It has just started to market a ship portfolio comprising 14 second-hand reefer vessels from the Seatrade Reefer Pool for which it looks to raise €116M. MPC said it will also develop ship investments in various other segments. "These include small container ships in the 2,000teu class as well as large ships in the 9,700teu class," it said.



Aker Oilfield orders well intervention vessels



Aker, Aker Kvaerner, Aker Yards and DOF Subsea have established Aker Oilfield Services Ltd. The recently established Aker Innovation initially owns 75% of the new company and DOF Subsea owns 25%.

Aker Oilfield Services has already entered a contract with Aker Yards to build four large well intervention / construction vessels, with an option for another two vessels. There is a cancellation option for the two last fixed vessels.

All vessels will be delivered from Aker Yards sites in Norway. The value of the contract for the four vessels is approximately NOK 4,000 million. The contract is subject to

financing.

The vessels are of Aker OSCV 06 WI, a well intervention adaption of Akers OSCV 06 design.

Delivery of the first vessel is scheduled for spring 2010, and the following vessels will be delivered at approximately six months intervals. They will be 157 meters long with a beam of 27 meters, and will be equipped with an active heave compensated crane, ROV, launching systems and a derrick for well intervention purposes.

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The vessels will be built to DP Class 3 and Ice Class. They will have a maximum speed of 18 knots--important for global operations in order to minimize mobilization time.

Aker Oilfield Services will offer subsea light well intervention services by means of both riserless and riser-based subsea well intervention systems. It will be a turnkey provider with in-house access to the entire spectrum of hardware, software and personnel required to undertake subsea well intervention operations in water depths up to 2.500m. It is also expected to introduce other value creating services based on technology being developed by Aker Kvaerner, including light, medium and heavy well intervention techniques and light drilling technologies.

Additional services will be provided from Aker Oilfield Services' vessels in co-operation with DOF Subsea and includes cable / umbilical installation services, light subsea construction / maintainance and survey and inspection work.

Aker Oilfield Services has entered into various agreements with Aker Kvaerner covering subsea and well intervention equipment and personnel, and with DOF Subsea for vessel management and a conditional contract for charter of a vessel commencing 2009.

Aker Oilfield Services will have a total funding requirement of around USD 1 billion, financed with a combination of senior bank loan (approx 70 percent), and new equity placed through a private placement (approx. 30 percent).

The initiators intend to subscribe for a substantial amount of the new shares offered in the private placement. The establishment and financing of Aker Oilfield Services is expected to be completed by mid March 2007.



The **CLEARWATER** was towed into Rotterdam-Europoort after encountering problems in the Engine room

Photo : Rik van Marle ©

Vlaanderen belooft Antwerpen nieuwe sluis

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De Vlaamse minister van Openbare Werken, Kris Peeters, heeft het Antwerpse havenbedrijf tijdens een werkbezoek beloofd dat hij de nodige middelen zal vrijmaken voor de bouw van een nieuwe zeesluis voor de Waaslandhaven. Die moet tegen 2012 klaar zijn en kost wellicht 250 tot 300 miljoen euro. De sluis komt aan het einde van het Deurganckdok.

Vandaag is er maar één sluis die toegang heeft tot de Waaslandhaven op Linkeroever; die Kallosluis draait op volle capaciteit, wat al tot ergernis heeft geleid bij gebruikers als Grimaldi en Transfennica. Nog dit jaar wordt al ruim een miljoen euro uitgetrokken voor de eerste studies voor de tweede sluis.

In 2007 zal de Vlaamse overheid zo'n 70 miljoen euro in de Antwerpse haven investeren. Een deel van het geld gaat naar de afwerking van de laatste fase van het Deurganckdok. Er zijn ook centen voor de renovatie van sluizen, de aanleg van ro/ro-kades in het Verrebroekdok en installaties voor slibverwerking.

Daags na de ratificatie van de vier Scheldeverdragen in het Vlaams parlement bevestigde minister Peeters donderdag in Antwerpen ook dat er dit jaar al voldoende middelen werden gereserveerd om te starten met de Scheldeverdieping. Het gaat om 48,2 miljoen euro. De verdieping moet in 2009 klaar zijn.

HAMBURG SUD BOOSTS OZ/NZ SERVICE

GERMAN container shipping company Hamburg Sud is upgrading its Trident Service, which links Northern Europe with Australia/New Zealand, to a weekly frequency.

The company says: "This upgrade is a result of the extremely positive response of the Hamburg Sud customers to the Trident Service since its launch in February 2006."

Six 2,500 TEU ships, each with 450 reefer plugs, will be added to the new weekly fixed-day service, increasing the total number of vessels employed to twelve.

The upgraded service will cover various trade areas on its route from Europe via the US Atlantic to Australia/New Zealand. Hamburg Sud says that integration of the hub port Cartagena (Columbia) permits a fast linkage of the Trident Service with other Hamburg Sud services offering rapid reliable connections to Mexico, Central America, and the Caribbean as well as to South America East and West Coast.

Greek owners applaud manning move

Leaders of the Greek shipping community have appealed to their colleagues to support the national ship register following the adoption of new manning requirements by the Greek government. At a last week's joint council meeting of the Union of Greek Shipowners and the London-based Greek Shipping Co-operation Committee, the owners welcomed the development for which they had been lobbying the government for over a decade. They predicted substantial benefits for the economy of Greece and the creation of new jobs and opportunities from the increased competitiveness of the flag. The new rules require between four and six Greeks, depending of ship size, in the crew complement of a Greek flag ship, half of what it was previously required. A press statement from the meeting said the latest statistics, to be published soon, show an increase of the Greek-owned fleet both in numbers of vessels and capacity. It also said the current Greek orders stood at 612 ships of 47.9Mdw. At the moment, more than two-thirds of the 3,500 Greek-owned ships larger than 1,000gt are registered abroad. Greek shipping minister Manolis Kefaloyannis expects as many as 1,000 ships to join the register before the end of the year as a result of the new rules.

MOVEMENTS

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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 Container Vessel **HELENE S** during her maiden voyage leaving Dubai Port on 01.03.2007

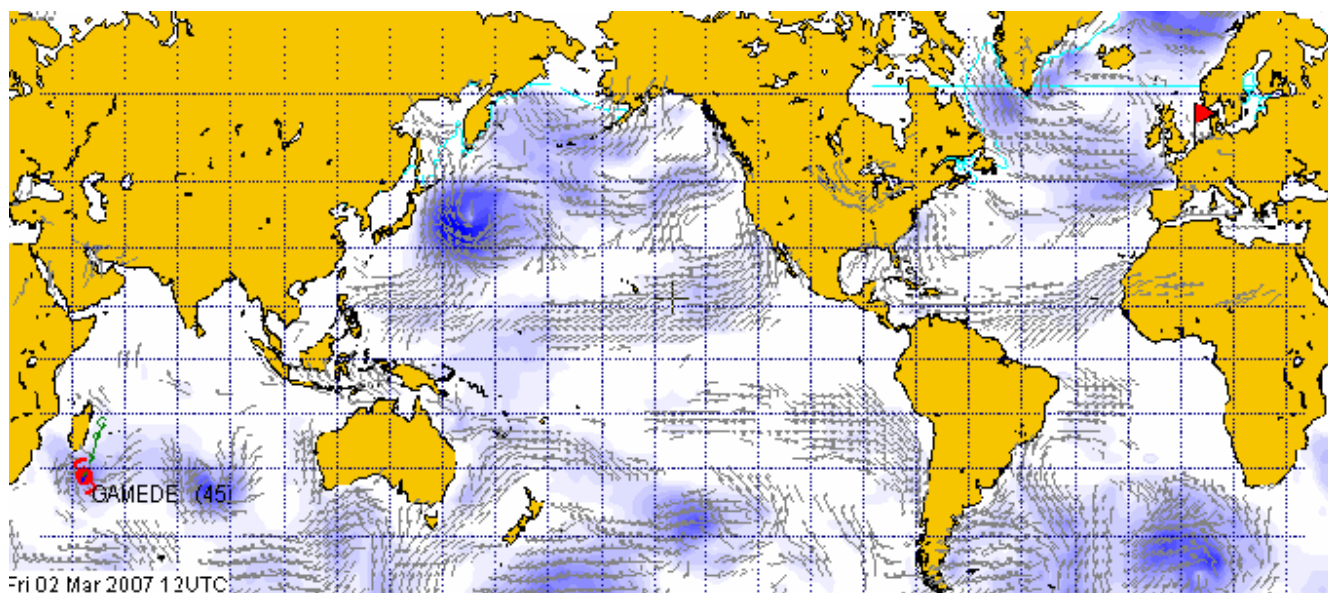
Photo : Reinier Meuleman ©

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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 **CAPRICORN STAR** moored in Rotterdam-Europoort
Photo : Rik van Marle ©

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